

OMNIJET

AIRCRAFT SALES & ACQUISITIONS
Washington DC Since 1963



1988 HAWKER 800A
SN: 258132 Reg: N282MS



Wayne J Hilmer Jr - CEO

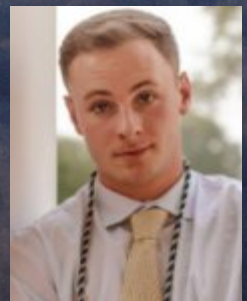
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The Hawker 800A is one of the most popular midsize cabin aircraft in the world. This aircraft can comfortably carry up to 9 passengers in comfort for 2390 NM.

1988 Hawker 800A PERFORMANCE

Passengers: 9 pax
IFR Range: 2390 NM
Cruise: 435 kts
Cabin Volume: 600 CF

1988 Hawker 800A NOTES

New When New: \$7,100,000
Change since New: -89%
Max Takeoff WT:
Fuel burn: 230 GPH

* Data provided are estimates.

* Always use a flight manual

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KEY FEATURES

- Low total hours
- **Only two owners since new**
- Dee Howard thrust reversers
- Always hangared
- No damage history
- WAAS / LPV
- Complete records

AIRFRAME

Total Time: 6013 Total Landings: 3888
FAR Part 91 No damage history
Thrust Reversers MNPS, RVSM

ENGINES **Not enrolled on program**

TFE731-5R-1H (P-91366) 6013 TT / 3888 cyc
CZI (4200hr): CW CW 07/08 at 4187 Due: 8387
MPI (2100hr): CW 07/08 at 4187 hrs Due: 6287

TFE731-5R-1H (P-91369) 6013 TT / 3888 cyc
CZI (4200hr): CW CW 07/08 at 4187 Due: 8387
MPI (2100hr): CW 07/08 at 4187 hrs Due: 6287

APU

Sunstrand T-62T-40C8D1 (SN 897612)
1956 TT / 4851 cyc

INTERIOR

8 passenger configuration
Five tan & brown tweed articulating seats
Forward 3-place brown leather divan
Brown carpeting
Forward deluxe galley w/MAPCO coffee service
Microwave oven
lav w/hot & cold water & vanity mirror. Exterior
new 04/01.
Belted Lavatory
DVD player
Interior 2001

EXTERIOR

Matterhorn white w/black & yellow striping. 2001

AVIONICS

ADF: Dual Honeywell AD-860
Avionics: Honeywell SPZ-8000/Primus II
Comm: Dual Honeywell RCZ-850
Compass: Dual Honeywell AH-600 AHRS
CVR: Fairchild A100A
DME: Dual Honeywell DME-851
EFIS: Honeywell ED-800 5-tube
Flight Dir: Honeywell SPZ-8000
Flight Ph: Wulfsberg IV
FMS: Dual Honeywell NZ-2000
GPS: Dual Honeywell 12-channel (IFR certified)
Hi Freq: Collins HF-9000
Nav: Dual Honeywell RNZ-850
Radar Alt: Dual Honeywell RT-300
TCAS: Ryan TCAD-9000
Radar: Honeywell Primus 870 color

ADDITIONAL EQUIPMENT

Honeywell LZ-850 lightning sensor
Dual Honeywell RM-850 RMU's
Honeywell CD-850 clearance delivery controller
Dual FZ-800 flight guidance system
Dual Honeywell AZ-810 ADC's
Angle of attack
ADS-B Out
Dee Howard thrust reversers
Airshow 100 monitor

MAINTENANCE

B insp (800hr) CW 5607 Due: 6407
C insp: (1600hr) CW 5012 Due: 6633
D insp: (3200hr) CW 5500 Due: 8663
E insp: (12M) CW 09/22 Due: 09/23
F insp: (24M) CW 09/22 Due: 09/24
G insp: (48M) CW 09/20 Due: 09/24

All specifications are subject to verification by the purchaser during an inspection. This aircraft is offered subject to prior sale or removal from the market without notice. No rights shall exist without a ratified purchase agreement and deposit.

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TERMS OF SALE

Unless superceded by specific terms of a ratified contract, all aircraft offered by or through Omni International Jet Trading (OMNI) are subject to purchasers acceptance of the following terms and conditions:

SPECIFICATIONS - OMNI uses its best efforts to provide accurate information about the aircraft we represent. However, the information provided by OMNI has not been independently confirmed or audited. Accordingly, it is not warranted for accuracy and is subject to verification by the purchaser. The responsibility for "Due Diligence" to determine the aircrafts condition and suitability rests solely with the purchaser and its agents.

THE OFFER or LETTER OF INTENT - Purchaser's are required to submit a detailed written LETTER OF INTENT (LOI) or OFFER. We can assist with preparation as needed. All aircraft shall remain available "On the Market" with no rights created for a potential purchaser until a written agreement has been fully executed and ratified by both parties plus an acceptable good faith deposit has been tendered with a reputable escrow company.

THE DEPOSIT - A refundable deposit of at least 2% of the purchase price must be wire transferred to a reputable escrow company before any aircraft will be removed from the market. The "Remitter" of the deposit to the escrow company must be the same as the "Purchaser" on the Offer or Aircraft Purchase Agreement. The deposit becomes non refundable after completion of the technical inspection and written "Acceptance" of the aircraft by the purchaser.

THE PURCHASE AGREEMENT (APA) - All transactions are subject to execution of a mutually agreeable Aircraft Purchase Agreement (APA), which shall be ratified no later than ten (10) business days after the seller's acceptance of the LOI and prior to any technical inspection. If a mutually agreeable APA is not ratified within 10 business days, then all rights and obligations to the other party shall be terminated. At time of closing, all sales are final with no continuing warranties of condition whatsoever. The risk of loss shall transfer at the time of closing and payment.

COST OF MOVEMENT - The purchaser is responsible for all direct costs of movement of the aircraft related to the pre-purchase inspection, test flight or delivery flight. The costs shall include but not be limited to: fuel, engine reserves, crew daily rate, landing or facility fees and crew return flights. Costs shall accrue from the aircraft's home base to the inspection facility and return in the event that the aircraft is rejected for any reason.

INSPECTIONS - Our goal is to allow the purchaser ample opportunity to inspect the condition of the aircraft. However, the ultimate burden of "Due Diligence" to determine that the aircraft is acceptable - rests solely with the purchaser and its agents. OMNI is a marketing company and does not provide technical services, nor have we independently verified the condition of the aircraft. All costs of any technical inspection shall be at the expense of the purchaser and pre-paid in advance. Any test flights or operation of the aircraft prior to closing shall only be conducted by the sellers crew. Upon request, we would be glad to recommend reputable inspection facilities.

CONDITION AT TIME OF SALE - Unless otherwise stated, the aircraft is offered in "airworthy" and "returned to service" condition. This does not include repair of any cosmetic or non airworthiness related discrepancies. At time of payment and closing, the aircraft is purchased on an "AS-IS" and "WITH ALL FAULTS" basis. There are no warranties of condition whatsoever subsequent to title transfer and payment for the aircraft.

TAXES - The purchase price does not include any amounts for sales tax. Any sales taxes shall be at the sole expense of the purchaser. We recommend that closing and delivery occur in "tax friendly" states. Some states have or immediate "fly-away" rules pertaining to the sales tax. Additionally, there are exemptions for buyers with dealer resale certificates. Should a closing and delivery occur in any state where a sales tax is required, the seller may require collection at time of payment.

MISCELLANEOUS - Final payment, closing and delivery shall be simultaneous. Simultaneous payment and transfer of title is usually conducted through an established, reputable and neutral escrow company acting as an independent 3rd party facilitator. Escrow fees are split equally 50%-50% between buyer and seller. No agency is created between OMNI and any party unless expressly done so in writing. Purchasers may be subject to United States "KYC" (Know your Customer) and Patriot Act requirements and policies.

All specifications are subject to verification by the purchaser during an inspection. This aircraft is offered subject to prior sale or removal from the market without notice. No rights shall exist without a ratified purchase agreement and deposit.

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Washington DC

Since 1963

ABOUT OMNIJET:

In 1963, Wayne J Hilmer Sr started Omni Aircraft Sales and was purchasing aircraft even prior to getting his pilots license. Omni's offices were located at Hyde field just south of Washington DC and it pioneered the first generation pre-owned jet market. In 1967, Omni moved its offices to the Watergate complex in downtown Washington. In 1976, the company changed its name to the **Omni International Jet Trading Floor** and deployed the industrys first comprehensive database on an IBM AS400 mainframe computer. In 1980, nearly 20% of the entire pre-owned inventory of aircraft were listed exclusivly with Omni. From 1963 to 1988, Mr Hilmer Sr was directly involved in approximately 1000 aircraft transactions. In 2023, Mr Hilmer Sr is still an active consultant to our team.

Omni's current CEO, Wayne J Hilmer Jr has over 46 years in aviation after his first solo flight at age 16 in 1977. He attended Fork Union Military Academy in 1978 and 1979. In 1980, he attended **Flight Safety International** in Vero Beach and earned a his commercial, IFR and multi-engine pilot ratings. In 1983, he graduated with a Bachelor of Science degree from Davis & Elkins College – Elkins, WV with majors in Accounting & Finance, Marketing and Management. He immediately started working for the Omni Jet Trading Floor in 1983 as a researcher. He moved into sales in 1985 and merged into Omni's FBO operation Easton Jet as company president in 1990. He has approximately 3000 hours pilot in command and has owned and operated many aircraft. His experience in aviation is truly "lifelong". Since 1983, he has been directly involved in the sale of over 1200 private jet aircraft. He has earned the trust of many jet owners and operators.

BUYER & SELLER REPRESENTATION

OMNI provides clients an expert advocate to negotiate the most advantageous terms. Our relationship network in the industry is vast and our commitment to integrity is the unwavering foundation of our success. We offer clients complete solutions in the sale of their aircraft for the highest price in the shortest time.

For the same reasons you might hire an accountant, lawyer or doctor, the OMNI team are seasoned experts in the jet sales industry. Just as you know your industry, we know ours. Day after day, Omni's focus is exclusively on knowing who is buying or selling aircraft and knowing exactly what those aircraft are selling for.

We invite you to learn more about us at WWW.OMNIJET.COM

