



# OMNIJET

AIRCRAFT SALES & ACQUISITIONS  
Washington DC Since 1963

## 2000 LEARJET 31A

SN: 205

Reg: SX-MTS

OFFERED AT:  
\$1,100,000

LOCATION:  
Greece



## Maximus Suarez

OMNI INTERNATIONAL JET TRADING, INC.

Mobile: +1-845.544.9348

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Main Office: +1-410-820-7300

[www.omnijet.com](http://www.omnijet.com)

When it's time to buy or sell aircraft, the value we add is superior results.

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## KEY FEATURES

- 3038 Total Hours
- MSP Gold Engines
- TCAS II w/Change 7.1
- Aft Belted Lav

## AIRFRAME

Total Time: 3038  
Total Landings: 2910

## ENGINES

Engine Model: TFE731-2-3B  
Engine Program: MSP Gold  
Serial Number: P99537 / P99535  
Total Time Since New: 3040 / 3040  
TBO: 4200

## INTERIOR

Configuration/PAX: Executive/6 passengers  
General: Original fireblocked floorplan 2A interior; optional air ambulance configuration  
Seating: Beige leather seating, forward RS side-facing seat, 4-place executive double club, belted lav seat  
Headliner: Willow Tex Basque IZIT leather headliner  
Sidewalls: Willow Tex Basque IZIT leather sidewalls  
Carpet: Scott Group W20277DD Imperial Grid carpeting  
Cabinetry/Wood: Carl Booth tigerwood high-gloss hardwood cabinetry & trim, Wilsonart D327-60 pepperdust laminate cabinetry interiors & Wilsonart, D92-60 Dove Gray laminate used on forward side of LS & RS forward cabinets, foldout tables w/Wilsonart 4738-60 ochre roletta laminate  
Accessories: Platinum metal appointments, Verasol putty 84500 putty fabric dado panels, Spinneybeck Espana 8009 leather armrest ledges, table leaf insert, table shrouds & lav contact pad, Carl Booth tigerwood high-gloss hardwood forward & aft pocket doors & lav enclosure, Marion Aircraft #20 brown burl door stair cover structure  
Storage: Verasol putty 84500 putty fabric baggage compartment w/A.I.P #450 Grospoint fabric baggage compartment covering  
Lavatory: Aft lav w/sink

## EXTERIOR

White w/blue

## MAINTENANCE

RVSM Certified  
12-year Inspection Due: Mar 2024  
12000-hrs inspection due @ 8960 hrs  
A-check due: Jan 2024 or @ 138 hrs  
B-check due: Mar 2025 or @ 470 hrs  
C-check due: Mar 2024 or @ 761 hrs  
D-check due: Jan 2024 or @ 1376 hrs  
3000 landing due in 88 landings  
6000 landing due in 3088 landings  
RNAV 1 equipped

## AVIONICS

ADF: Dual Honeywell DF-431B  
Altimeter: Fliteline 2-inch standby  
Autopilot: Dual Honeywell KCP-420 IFCS  
Communication Radios: Dual Collins VHF-22C w/8.33 kHz spacing  
CVR: Universal CVR-120  
DME: Dual Honeywell DM-441B  
EFIS: Honeywell EFS-50 5-tube  
FDR: L3 FA-2100 w/DK-120/30  
Flight Director: Dual Honeywell KCP-420 IFCS  
FMS: Dual Universal UNS-1C w/dual GPS  
Hi Frequency: Honeywell KHF-950 w/SELCAL (Provisions only)  
Nav Radios: Dual Honeywell VN-411B w/FM immunity  
Radar Altimeter: Honeywell KRA-405B  
Stormscope: 3M WX-1000E Series II  
TAWS: Honeywell Mark VII EGPWS w/windshear warning  
TCAS: Honeywell CAS-67B TCAS-II w/change 7.1  
Transponder: Dual Honeywell MST-67A Mode S w/enhanced surveillance  
Weather Radar: Honeywell RDR-2000 (color)

## EQUIPMENT

Aft Lavatory  
Belted Lav  
ADS-B Capable  
Flight Data Recorder  
8.33 channel spacing  
FM immunity  
Engine Maintenance Program  
RVSM  
Cargo Door  
Extended Range/Auxiliary Fuel  
Terrain Awareness & Warning System  
Traffic Collision Avoidance System  
Cockpit Voice Recorder  
Thrust Reversers  
Single-Point Refueling  
Weather Radar  
Emergency Locator Transmitter

## ADDITIONAL EQUIPMENT

Cockpit: Dual Honeywell KCP-420, Artex C406-2 ELT, dual Honeywell DB-438 audio panels, Bendix VN-411B marker beacon, dual Honeywell KDC-481 central air data computers, dual Davtron M877 digital clocks  
Modification: ZR LITE performance mod  
Crew Accessories: Relay base double-wide pedestal  
Equipment: Thrust reversers, extended-range model, cargo door, dual Concorde lead acid batteries, emergency exit lighting system

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.

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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](http://WWW.OMNIJET.COM)



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