

# OMNIJET

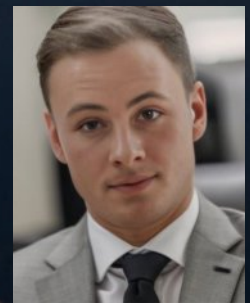
AIRCRAFT SALES & ACQUISITIONS  
Washington DC Since 1963



2012 LEARJET 60XR  
SN: 60-410 Reg: N824LM



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True to its thoroughbred form, the Bombardier Learjet 60 XR completely outpaces the competition in speed, time-to-climb and operating altitude without compromising a class-leading low operating cost. With its cutting edge cockpit technologies and stylishly redefined cabin space, the Learjet 60 XR business jet speeds passengers up to 2,451 nautical miles (4,539 km) across continents with ease.

- **Class-leading low operating cost**
- **Rethought, redesigned interior provides passengers with more space and better cabin functionality**
- **'Next-generation' flight deck and technologies led by the Rockwell Collins Pro Line 21 avionics suite**

This serial number 60-410 is a superb 2012 model with low total hours that is professionally operated by Integra Jet, LLC ([www.flyintegra.com](http://www.flyintegra.com)) under strict FAA Part 135 requirements. The history and records of this aircraft are impeccable. This aircraft is based in Orlando FL and available for a charter test flight.

**Professional management is available from day one making this a turn-key opportunity!**

**OFFERED AT: \$4,750,000 (Price when new in 2012 - \$13,700,000)**

## KEY FEATURES

- Low Total Hours
- Professional management
- Certified Part 135
- ESP Gold engines
- Two US owners since new
- Aircell Axxess WiFi
- No damage history
- Excellent condition
- Fresh 12-year inspection

## AIRFRAME

Total Time: 3106 hrs Total Landings: 2232  
 Certified Part 135 RVSM capable

## ENGINES

Pratt & Whitney PW305A  
 Serial numbers: PCECA0681 / PCECA0682  
 Enrolled on ESP Gold  
 Total Hours: 3106 / 3106  
 Total Cycles: 2232 / 2232

## APU

Sundstrand Gemini T-20G-10C3A  
 Serial number: SP-E110536  
 Total Hours: 1092

## INTERIOR

7 pass configuration plus belted lav  
 Beige leather seating / tan carpeting.  
 Five individual seats  
 Two place divan  
 Refreshment : Forward galley  
 High-gloss cabinetry, foldout table  
 Entertainment : Airshow 4000  
 Dual video monitors, cabin audio system  
 Accessories: Ultraleather PSU  
 Lavatory: Private belted aft lav

## MAINTENANCE

A insp. (300hr/12M) due 3/24 @ 3398 TT  
 B insp. (600hr/24M) due 3/25 @ 3698 TT  
 C insp. (1200h/48M) due 3/25 @ 4083 TT  
 D insp. (2400h/96M) due 3/25 @ 4765 TT  
 Landing Gear due a 3000 landings  
 12-year inspection c/w 4/24

## EXTERIOR

White with blue / silver / gold stripes

## AVIONICS

Avionics Pkg: Collins Proline 21  
 Autopilot: Dual Collins FGC-3000 IFCS  
 Air Data: Dual ADC-850D  
 EFIS (AFD): Dual Collins AFD 3010  
 EFIS: (MFD): Dual Collins AFD-3010E  
 Control Panel: Dual Collins CCP-3000  
 Control Panel: Dual Collins DCP-3040  
 FMS: Dual Collins FMS-5000 (v4.1)  
 WAAS / LPV: YES  
 GPS: Dual Collins GPS-4000S  
 Data Loader: Collins DBU-5000  
 Standby Gyro: L3 Comm Standby Instr (3 in 1)  
 AHRS: Dual Collins AHC-3000  
 TCAS II: Collins TTR-4000 (v7.0)  
 TAWS: Honeywell Mark V EGPWS w/ws  
 Rad Alt: Collins ALT-4000  
 WX Radar: Collins TWR-850 w/turb detection  
 File Server: Dual Collins FSU-5010  
 Stormscope: L3 Communications WX-1000E  
 DME: Dual Collins DME-442  
 ADF: Dual Collins ADF-462  
 Trans: Dual Collins TDR-94D w/enh surv  
 Radio Tuning: Dual Collins RTU-4220  
 Comm: Dual Collins VHF-422C (8.33)  
 3rd Comm: Collins VHF-4000  
 Nav: Dual Collins VIR-432 (FM immun)  
 CVR: Universal CVR-30B  
 HF Radio: Dual Honeywell KHF-1050  
 SELCAL: Jetcall-5  
 ULT: Dukane DK-120 (underwater)  
 ELT: Artex C406-2

## ADDITIONAL EQUIPMENT

Satcom: Aircell Axxess TT-5016  
 Broadband: Aircell Axxess  
 Flightphone: Aircell Axxess  
 Elec Charts: Collins ECH-5000  
 Triple Rosemount Probe

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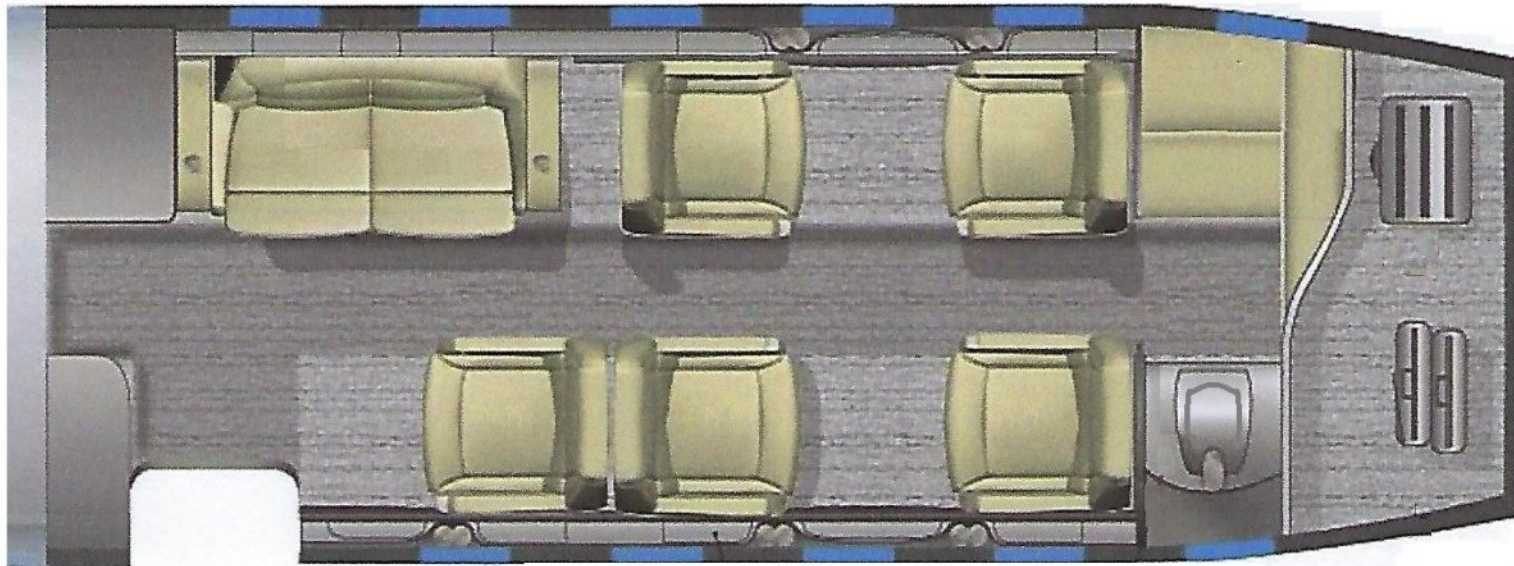
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## 8 Seats with belted seat in Lavatory



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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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AIRCRAFT SALES & ACQUISITIONS

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 fulltime for the Omni International Jet Trading Floor in 1983. In 1990, he moved the company to its FBO operation in Easton Maryland ( [www.eastonjet.com](http://www.eastonjet.com) ). 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

OMNIJET guides both the buyer and seller into realistic relationships. We provide our clients expert counsel to avoid problems and maximize time. Our relationship network in the industry is vast and our commitment to integrity is the unwavering foundation of our success.

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)

