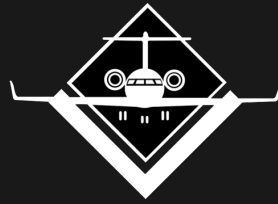


OMNIJET

AIRCRAFT SALES & ACQUISITIONS

Washington DC

Since 1963

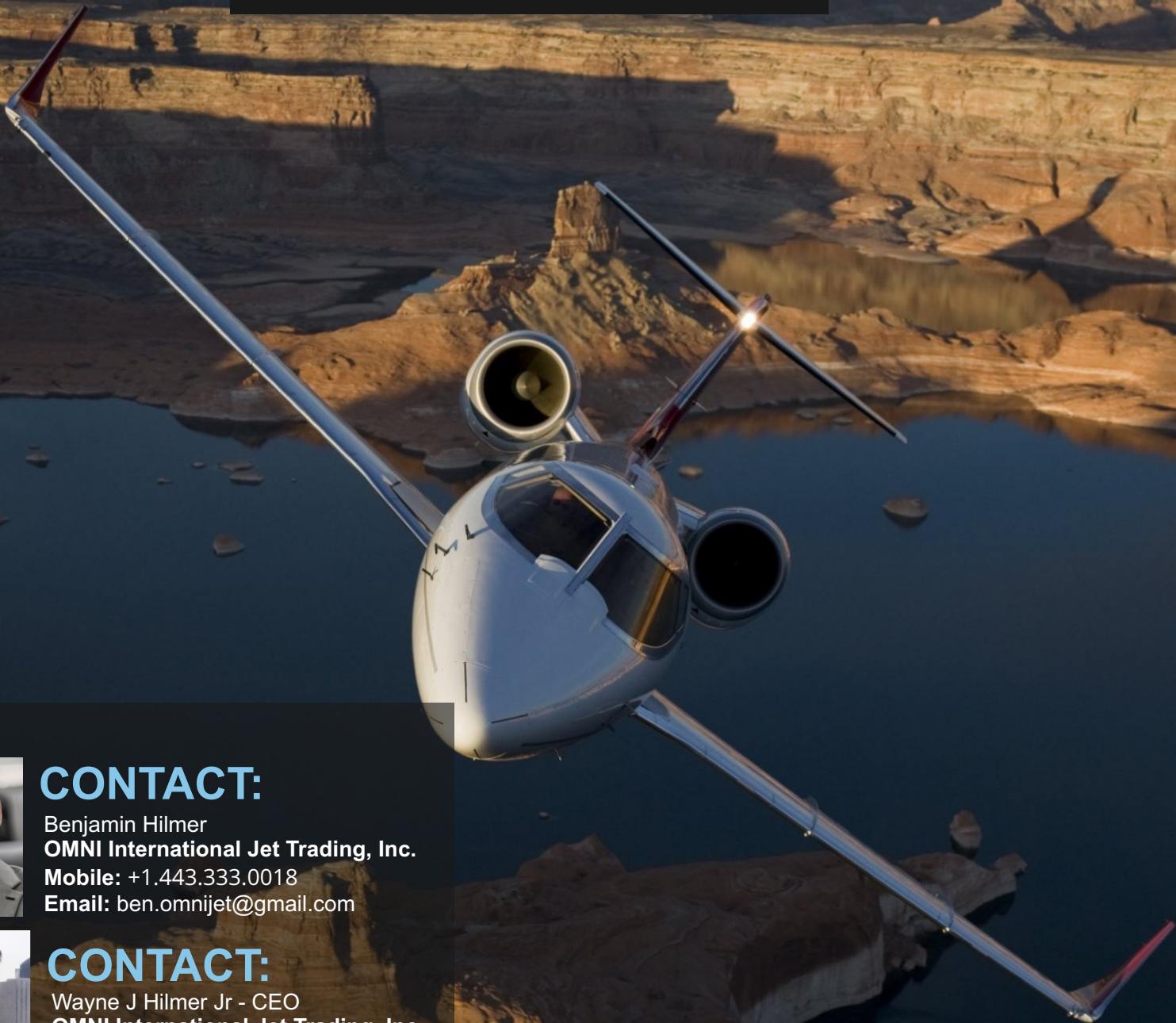


FOR SALE

2005 HAWKER 800XPi

SN: 258737

Reg: N63XG



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2005 HAWKER 800XPi

SN: 258737

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The Hawker 800XPi features an added Rockwell Collins' Pro Line 21 avionics suite with Integrated Flight Information System (IFIS), and a new interior and cabin management system, thus distinguishing it from the Hawker 800XP model, and providing operators more reliable communication and navigation capabilities with less instrument weight and volume. The 800XPi is almost identical to the Hawker 850XP, both equipped with the same redesigned interior and upgraded avionics. With the additional Hawker winglets, this aircraft is fully upgraded to the status of the Hawker 850XP. Two TFE731-5BR engines power the Hawker 800XPi each offering 4,660 pounds of thrust and using a combined 217 gallons per hour (GPH). The range of the Hawker 800XPi is 2,540 nm operating under NBAA IFR 4 passengers with available fuel. The Rockwell Collins Integrated Flight Information System (IFIS) provides: Electronic charts for approach plates, airport diagrams, NOTAMS and procedures such as Standard Instrument Departures (SIDs), and Standard Terminal Arrival Routes (STARs), weather information is available from XM Weather (broadcast) or Weather (data link) services. Enhanced navigation maps that include geopolitical features, restricted and controlled airspace, and high-and-low altitude airways. At the heart of IFIS is the File Server Unit (FSU). The FSU uses a high-bandwidth ethernet bus to interface with the Pro Line 21 Multi-Function Displays (MFDs).

KEY FEATURES

- Hawker 850XP winglets
- Honeywell MSP
- ProLine 21 Avionics
- Collins Data Uplink
- TCAS II / WAAS / LPV
- Dual File Servers
- AirCell WiFi / Airshow
- CASP avionics

AIRFRAME

Total Time: 5297 hrs Total Landings: 4325
Certified Part 91 MNPS, RNP-10, RNP-5
RVSM capable EMPTY WT: 15966

ENGINES

ENGINE(S): TFE731-5BR-1H
Enrolled on Honeywell MSP
Serial Number P129123 | P129125
APU: HONEYWELL GTCP 36-150(W)
Serial #: P858 Total hours: 3103 hrs

INTERIOR

Executive 7 passenger configuration
Interior is in superb condition
Tan leather seating & tan carpet
Five single seats & 2-place divan
Patterned fabric lower sidewalls
Full forward galley
High-gloss figured veneer cabinetry
Airshow cabin information w/dual monitors
XM radio
AirCell Wi-Fi (U.S. only) w/text & talk
Storage: Forward full-size baggage area, aft left side storage closet, aft right side extended baggage area
Lavatory: Aft full size lavatory

EXTERIOR

Matterhorn white with Green / Black accent stripes.
High gloss paint in excellent condition

AVIONICS

Collins Pro Line 21
Program: Enrolled on Collins CASP
ADF: Collins NAV-4000
Comm: Dual Collins VHF-4000 w/8.33 spacing
DME: Dual Collins DME-4000
EFIS: Collins 4-tube (large format)
FDR: Provisions
Flt Dir: Collins
FMS: Dual Collins FMC-6000 w/CDU-6200
GPS: Dual Collins GPS-4000S w/WAAS
Hi Freq: Collins HF-9031A w/SELCAL
Nav: Collins NAV-4000 w/FM immunity
Nav2: Collins NAV-4500 w/FM immunity
Rad Alt: Collins ALT-4000
SATCOM: AirCell ST-3100 Iridium
TAWS: Honeywell Mark V EGPWS w/windshear
TCAS: Collins TTR-4000 TCAS-II w/change 7
Xponder: Dual Collins TDR-94D Mode S/Flight ID
WX Rad: Collins RTA-858 (color) w/turb detection

ADDITIONAL EQUIPMENT

WAAS/LPV
Collins PCD-3000 data uplink
Dual integrated avionics processor
XMWR-1000 XM weather
ADS-B Out
Dual file servers
Hawker Beechcraft winglets

MAINTENANCE

B insp (800H) due @ 5594
C insp (1600H) due @ 6404
D insp (3200H) due @ 6557
E insp (12 Mos) due 10/24
F insp (24 Mos) due 10/25
G insp (48 Mos) due 10/25

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ABOUT THIS AIRCRAFT:

This 2005 Hawker 800XPi is **upgraded to Hawker 850XP status** with the additional of winglets! The ownership and maintenance pedigree is exceptional. The records are highly organized and complete. This aircraft is based at OmniJet's FBO in Easton Maryland (KESN) . We invite you to come take a look.

OFFERED AT \$4,100,000 USD

OMNIJET



OFFICE: 410-820-7300
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TERMS OF SALE

Unless superseded 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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Since 1963

ABOUT OMNIJET:

In 1963, Wayne J Hilmer Sr and Omni Aircraft Sales were 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 industry's first comprehensive database on an IBM AS400 mainframe computer. In 1980, nearly 20% of the entire pre-owned inventory of aircraft were listed exclusively with Omni. From 1963 to 1988, Mr Hilmer Sr was directly involved in approximately 1000 aircraft transactions. In 2024, Mr Hilmer Sr is still an active consultant to our team.

Omni's current CEO, Wayne J Hilmer Jr has over 47 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 guides both buyers and sellers into realistic relationships based on current market conditions. 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

