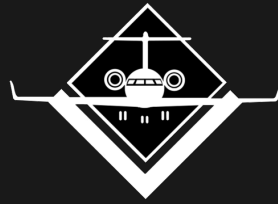


# OMNIJET

AIRCRAFT SALES & ACQUISITIONS

Washington DC

Since 1963



## FOR SALE

1988 FALCON 900B

SN: 65

Reg: N988T



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Omni International Jet Trading

+1.410.820.7300

1988 FALCON 900B

SN: 65

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The Dassault Falcon 900B is a powerful long range transoceanic aircraft that comfortably carries 12 passengers. Although the maximum range is 4500 NM, the NBAA IFR range is approximately 3450 NM. With three engines, you may fly many transoceanic routes direct with peace of mind.

Especially known for its performance, the Falcon 900B has a balanced field length of only 5015 ft which allows it to operate from many airports. It will cruise up to 466 Kts and has a maximum operating altitude of 51,000 ft.

For international travel, speed and comfort, the Falcon 900B offers excellent value. Parts and maintenance support is provided for these aircraft through Dassault FalconJet and many Falcon authorized MRO maintenance facilities.

**OFFERED AT \$5,150,000 USD**

**OMNIJET**



OFFICE: 410-820-7300  
[www.omnijet.com](http://www.omnijet.com)

## KEY FEATURES

- 10209 total hours
- Honeywell MSP Gold
- New paint 2020
- Aft private cabin
- Dual UNS-1FW
- WAAS / LPV
- \$5,150,000 USD

## AIRFRAME

Total Time: 10209 hrs Total Landings: 5692  
 Certified Part 91 CAMMS Maintenance  
 RVSM capable

## ENGINES

ENGINE(S): TFE731-5BR-1C  
**Honeywell MSP Gold**

	E#1	E#2	E#3
SN	P97287C	P97247C	P97264C
TTSNEW:	9928	9767	9436
Cyc SN	5470	5300	5137

**APU:** Honeywell GTCP 36-150F  
 3812 Hours since new

## INTERIOR

Executive 12 passenger configuration  
 Forward 4-place club seating  
 Midcabin 4 place conference table  
 Aft private cabin w/ 3 place divan/ single seat  
 Finished in beige leather  
 Premium wool carpet  
 High Gloss Maple cabinetry  
 Ultra suede headliner  
 Forward Galley  
 Aft belted lavatory  
 Airshow 400 with 14-inch monitors  
 Honeywell cabin management system  
 Dual Rosen 8-inch seat monitors  
 Forward 17-inch screen  
 Aft 20-inch screen  
 Accessories: Four 115-volt/60 Hz outlets  
 Interior is in excellent condition

Specifications subject to verification, prior sale or removal from the market

## EXTERIOR

New 2020 by AERO PROS - San Bernadino, CA.  
 White w/ Gray / Burgundy stripes

## AVIONICS

EFIS: Honeywell 5-tube  
 ADC: Dual Honeywell  
 Comm: Triple Collins VHF-22D w/8.33 spacing  
 Nav: Dual Collins VIR-32 w/FM  
 DME: Dual Collins DME-42  
 ADF: Dual Collins ADF-60B  
 AFIS: Honeywell (global)  
 Autopilot: Honeywell SPZ-8000 (digital)  
 CVR: Fairchild A100A  
 FDR: Fairchild F800  
 Flt Dir: Honeywell FZ-800  
 FMS: Dual Universal UNS-1FW  
 GPS: Dual Universal UNS-1FW  
 Hi Freq: Dual Honeywell KTR-953  
 IRS: Dual Honeywell LASEREF  
 Radar Alt: Honeywell AA-300  
 SATCOM: Iridium  
 TAWS: Honeywell Mark V EGPWS  
 TCAS: Honeywell TCAS-II w/change 7.1  
 Trans: Dual Collins TDR-94D  
 WX Rad: Honeywell Primus 880

## ADDITIONAL EQUIPMENT

### WAAS / LPV

ADS-B Out, N1 DEEC's, dual Honeywell ADC,  
 Honeywell LASERTRACK, Honeywell MFD, Artex 406  
 ELT, Teledyne AOA indicator  
 Equipment: Lead acid batteries, brake heating  
 Lights: DeVore 4-light system, pulse

## MAINTENANCE

Maintained: FAR Part 91  
 1A insp (400H/8M) due @ 10609 or 3/1/24  
 2A insp (800H/16M) due @ 10996 or 2/12/24  
 3A insp (1200H/24M) due at 11409 or 6/29/25  
 1B insp (1600H) due @ 10873  
 2B insp (3200H) due @ 10859  
 3B insp (4800H) due @ 11707  
 1C insp (6Y) due 9366 ldg or 4/15/25  
 2C insp (12Y) Next due @ 3/25  
 4A+ insp (32M) due @ 7/27/26  
 Z insp (4000H/2Y) due @ 11209 or 6/29/25

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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.

# 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 TO PURCHASE. 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. The APA is the final agreement and shall supercede any prior OFFER TO PURCHASE.

**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 as determined by the inspection facility. This does not include repair of any cosmetic or non airworthiness related discrepancies. The sole responsibility for determining whether the aircraft is suitable or acceptable rests solely with the purchaser. 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** - Aircraft are sold free and clear of liens on the airframe and engines. Final payment, closing and delivery shall be simultaneous. Simultaneous payment and transfer of title is always conducted through an established, reputable and neutral aircraft 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 will 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 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](http://WWW.OMNIJET.COM)

