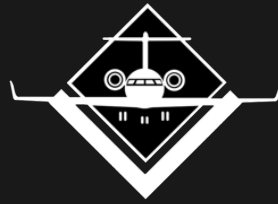


OMNIJET®

AIRCRAFT SALES & ACQUISITIONS

Washington DC

Since 1963



FOR SALE

2009 LEARJET 60XR

SN: 60-369

Reg: N10873



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AIRCRAFT SPECIFICATIONS & PHOTOGRAPHS

2009 LEARJET 60XR

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ABOUT THIS MODEL AIRCRAFT

2009 LEARJET 60XR

The Bombardier Learjet 60XR is the epitome of the iconic Learjet brand. It offers the lowest direct operating costs in its class and the state of the art Collins ProLine 21 advanced avionics suite. The climb to altitude performance is a breath-taking eighteen minutes to 41,000 ft. It can carry seven (7) passengers 2300 nautical miles at 446 knots, all on an efficient 204 gallons per hour. The flight envelope extends up to 51,000 ft with 9.8 psi cabin, allowing for sea level up to 22,000 ft. For the buyer who values performance, the Lear 60XR is one lean, mean flying machine.

With an original new price of \$13,650,000 in 2009, this aircraft offers significant value in the pre-owned market today. World-wide service and support is readily available through Bombardier and other service centers.



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KEY FEATURES

- 4451 Total hours
- EASA Certified
- Flight Data Recorder
- Dual Server (paperless ckpt)
- Enhanced WX
- Iridium Satcom
- WAAS / LPV
- \$3,500,000

AIRFRAME

Total Time: 4451 hrs Landings: 2729
 EASA Part 145 certified WAAS / LPV
 MNPS, P-RNAV, RNP-10

ENGINES

ENGINE(S): Pratt & Whitney PW305A
 • Not enrolled on an engine program
 Serial Number PCE-CA0597 PCE-CA0598
 Total hours: 4451 4451
 Total cycles: 2729 2729
 TBO: 7200 7200
 Hrs remaining: 2748 2748

APU: Sundstrand Gemini T-20G-10C3A
 Serial #: SP-E000333 Not on MSP
 Total hours: 3033 hrs Total cycles: 4734

INTERIOR

Six (6) passenger configuration
 Four (4) place aft club
 Two (2) place fwd RH club
 Striking black & beige leather
 Forward LH Galley
 High gloss maple cabinetry
 Aft belted lav (7th seat) w/ hot water tank
 Galley w/ china, crystal, flatware, microwave
 Airshow 4000 w/ network package
 Two (2) 15.1" fwd & aft monitors
 DVD Video System
 10 disc CD player
 Airborne office package

Specifications subject to verification or prior sale

AVIONICS

Avionics Pkg: Collins ProLine 21
 EFIS: AFD-3010/3010E Adaptive Flt Dis.
 AutoPilot: Dual Collins FGC-3000
 Comm: Triple Collins VHF-422C (8.33)
 Nav: Dual Collins VIR-432 (FM immun)
 Satcom: Collins Iridium ICS-200 (2/18)
 DME: Dual Collins DME-442
 ADF: Single Collins ADF-462
 AHRS: Dual Collins AHC-3000
 CVR: Universal CVR-120
 Air Data: Dual Collins ADC-850D
 EGPWS: Honeywell Mark V w/ Windshear
 ELT: Artex C406-2
 File Server: Dual Collins FSU-5010
 Flt Mgmt: Dual Collins FMC-5000
 Flt Guidance: Dual Collins FGC-3000
 GPS: Dual Collins GPS-4000A
 HF Radio: Dual Collins KHF-1050
 Rad Alt: Collins ALT-4000
 RTU: Dual Collins RTU-4220
 Selcal: JETCALL-5
 TCAS: Collins TTR-4000
 Wx Rad: Collins TWR-850 Enhanced
 Xpndr: Collins TDR-94 Mode S w/Enh Surv
 FDR: L3 FA-2100

ADDITIONAL EQUIPMENT

3D FMS Maps / Enhanced Map Overlays
 Aircraft Locking Package
 Engine Diagnostic System (EDS)
 Enhanced Weather Detection Package
 L3 Lightning Sensor WX-1000E
 L3 Storm Scope WX-1060E
 Maintenance Diagnostic Computer (MDC)
 Rockwell Collins Datalink (with 3rd VHF)
 Tail Illumination Package

MAINTENANCE

EASA Part 145
 A insp. (300H/12MO): Due 4661 hrs or 4/24
 B insp. (600H/24M): Due 4870 hrs or 4/26
 C insp. (1200H/48M): Due 5438 hr or 4/26
 D insp. (2400H/96M): Due 6621 hrs or 4/30
 12 Yr Insp (6000H/144M): Due 2/33



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ABOUT THIS AIRCRAFT

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This is a well maintained EASA Part 145 Lear 60XR since new and based in Germany. The maintenance pedigree is exceptional. The records are highly organized and complete. We know the most discriminating Lear 60XR buyers will appreciate this well cared for aircraft.

We invite you to schedule your visual inspection.

Wayne J Hilmer Jr

CEO | Omni International Jet Trading
Mobile / WhatsApp: +1.410.533.2600

PRICE:
\$3,500,000



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AIRCRAFT PHOTOGRAPHS



2009 LEARJET 60XR

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FLIGHT DECK

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



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INTERIOR AFT



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VESTIBULE



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FORWARD GALLEY



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GALLEY 2



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AFT LAVATORY



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AIRCRAFT PHOTOGRAPHS



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MORE PHOTOGRAPHS



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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 qualified 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 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. All purchasers are subject to United States "KYC" (Know your Customer) and Patriot Act requirements and policies.



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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. He is pleased to be mentoring OmniJet's third generation working with his son Benjamin Hilmer.

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

