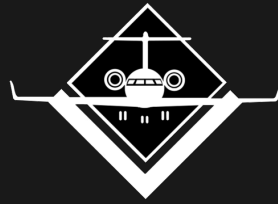


OMNIJET®

AIRCRAFT SALES & ACQUISITIONS

Washington DC

Since 1963



FOR SALE

1996 LEARJET 31A

SN: 31A-121

Reg: N121LJ



CONTACT

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AIRCRAFT SPECIFICATIONS & PHOTOGRAPHS

1996 LEARJET 31A

SN: 31A-121

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ABOUT THIS MODEL AIRCRAFT

1996 LEARJET 31A

The Bombardier Learjet 31A is the high performing model of the Learjet 30 series. It can depart a from sea-level on a standard day from 3500 ft and climb to 45,000 ft in 24 minutes and cruise at 424 kts for 1200 NM on a super efficient 180 gallons per hour. The flight envelope extends up to 51,000 ft. For the buyer who values performance, the Lear 31A is one lean, mean flying machine and perfect for trips up to two (2) hours.

With an original new price of \$5,480,000 in 1996, 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.

PRICE:
\$1,200,000



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AIRCRAFT SPECIFICATIONS & INSPECTIONS

1996 LEARJET 31A

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KEY FEATURES

- 5041 total hours
- **Honeywell MSP Gold**
- Raisbeck fuselage Locker
- XM Weather
- WAAS / LPV
- AirCell ST-3100
- Part 135 ready
- **\$1,100,000 USD**

AIRFRAME

Total Time: 5041 hrs Total Landings: 4261
Certified Part 135 ADS-B Out

ENGINES

ENGINE(S): TFE731-2-3B

Enrolled on Honeywell MSP Gold (\$550 ph)

Serial Number P99358 P99359

Total hours: 4896 4838

INTERIOR

New in 2005 by Rose Interiors
Seven (7) passenger interior
Six individual seat in center club
Belted side facing seat in vestibule
Done in neutral grey leather
Beige wool carpet
High gloss cherry cabinetry
Brushed aluminum hardware
Forward LH galley

EXTERIOR

White w/blue & red accent stripes. New 2016

AVIONICS

Avionics: Bendix / King avionics suite
EFIS: Bendix / King EFS-10 (5 tube)
Flt Dir: Bendix/King KFC-3100 IFCS
Autopilot: King KFC-3100 IFCS
Comm: Dual Bendix/King VCS-40
Nav: Dual Bendix/King VNS-41
DME: Dual Bendix/King DM-441B
ADF: Bendix/King DF-431B
Transp: Dual Bendix/King MST-67A
AHRS: Dual Bendix/King KAU-461
FMS: Universal UNS-1LW
FGC: Dual King KCP-420 flight guidance comp
SATCOM: AirCell ST-3100
Radar: Bendix/King RDR-2000
TAWS: Honeywell Mark VII EGPWS
Rad Alt: Honeywell KRA-405
TCAS: Bendix/King CAS-67A (TCAS II)
CVR: Universal CVR-30
ELT: Artex C406

ADDITIONAL EQUIPMENT

Dee Howard thrust reversers
36" Cargo Door
Dual King Air Data computers
Triple SG-465 symbol generators
King KST-488 speed/temperature display
WAAS/LPV
XM weather
Raisbeck aft fuselage storage locker
USB charging ports

MAINTENANCE

12 year insp. cw 10/20 (Standard Aero)

Specifications subject to verification or prior sale



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ABOUT THIS AIRCRAFT

SN: 31A-121

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This beautiful aircraft is based in Elmira, NY and ready for service. The ownership and maintenance pedigree is exceptional. The records are highly organized and complete. We personally inspected this aircraft and know the most discriminating Lear 31A 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



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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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1996 LEARJET 31A

SN: 31A-121

Reg: N121LJ

SEAT



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1996 LEARJET 31A

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FORWARD GALLEY



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1996 LEARJET 31A

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INTERIOR AFT



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FORWARD GALLEY



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STAND UP 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

