

# OMNIJET®

AIRCRAFT SALES & ACQUISITIONS

Washington DC

Since 1963



## FOR SALE

### 2021 PIPER M600 SLS

SN: 4698173

Reg: N63NY



## CONTACT

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# AIRCRAFT SPECIFICATIONS & PHOTOGRAPHS

2021 PIPER M600 SLS

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## ABOUT THIS MODEL AIRCRAFT

## 2021 PIPER M600 SLS

The Piper M600 is a high-performance, single-engine turboprop aircraft designed for general aviation. It's part of Piper Aircraft's M-class series, known for offering a combination of luxury, performance, and advanced avionics.

PRICE:  
\$3,300,000



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# AIRCRAFT SPECIFICATIONS & INSPECTIONS

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## KEY FEATURES

- Only 250 Total Hours Since New
- No Damage History
- Garmin G3000 Avionics Suite
- ADS-B In & Out
- TAWS
- XM Weather

## AIRFRAME

Total Time: 250  
Fuel Capacity: 260 Gallons  
Certified Known Icing (FIKI)  
Maintained under FAR Part 91  
No Damage History

## ENGINES

Model: Pratt & Whitney PT6A-42A  
Serial Number: PCERM0947  
Total Hours: 250  
TBO: 3,600

## PROPELLERS

Manufacturer: Hartzell  
Serial Number: SF295  
Type: 5-Blade Composite Propeller  
Total Hours: 250

## INTERIOR

Configuration: Executive 6-Passenger Layout  
Seating: Sequoia Black Two-Tone with Black Stitching  
Crew Seats: Sheepskin Covered  
Cabin Features: USB Charging Ports, Leather-Wrapped Yokes, Overhead Air Vents, LED Cabin Lighting

## EXTERIOR

Platinum Silver & Gloss Black with Matterhorn White Accent Stripes. Like-New condition.

## AVIONICS

Avionics: Garmin G3000 Avionics Suite  
EFIS: 3-Tube 12-inch Display  
Autopilot: Garmin GFC-700 w/ Enhanced AFCS  
GPS: Dual Garmin GIA-64W  
SATCOM: Garmin GRS-56 Iridium w/U.S. Talk & Text  
ADS-B Compliance: ADS-B In & Out Equipped  
TAWS: Garmin Class B TAWS  
TCAS: Garmin GTS-855 TCAS-I  
Synthetic Vision: Garmin SVT  
Navigation: Garmin FliteCharts, Jeppesen ChartView  
Crew Safety: AmSafe Crew Airbags & Seatbelts

## ADDITIONAL EQUIPMENT

Auto-Landing & Emergency Descent Mode: Equipped with Garmin Autoland  
WiFi & Connectivity: GDL-69A XM Weather & Audio  
Pressurization: 5.6 PSI Differential

## MAINTENANCE

Maintained FAR Part 91  
No Damage History

Specifications subject to verification or prior sale



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# AIRCRAFT PHOTOGRAPHS



ABOUT THIS AIRCRAFT

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This stunning and like-new Piper M600 SLS is based in New York and ready for many years of service.

We invite you to schedule your visual inspection.

*Wayne J Hilmer Jr*

CEO | Omni International Jet Trading  
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# AIRCRAFT PHOTOGRAPHS



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



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# AIRCRAFT 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 1600 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](http://WWW.OMNIJET.COM)

