

OMNIJET®

AIRCRAFT SALES & ACQUISITIONS

Washington DC

Since 1963



FOR SALE

1993 FALCON 900

SN: 900-128 Reg: N918LB



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AIRCRAFT SPECIFICATIONS & PHOTOGRAPHS

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ABOUT THIS MODEL AIRCRAFT

1993 FALCON 900

The Dassault Falcon 900 is a large, long-range trijet business aircraft renowned for its versatility, efficiency, and comfort. Introduced in 1986, it has been a popular choice for corporate and government operators worldwide

PRICE:
\$6,445,000



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KEY FEATURES

- Engines enrolled on MSP Gold
- APU enrolled on MSP
- CAMP Maintenance Tracking
- TCAS II w/Change 7.1
- ADS-B Out
- New Falcon Exterior Design
- Fwd Galley & Aft Lavatory
- Delivered w/Fresh C Check

AIRFRAME

Total Time: 8,314
Total Landings: 4,280

ENGINES

Model: TFE731-5BR

Program: MSP Gold

SN.:	P101112C	P101124C	P103220C
Total Hrs:	7,826	8,270	7,331
Total Cyc:	4,014	4,125	3,708
TBO:	5000	5000	5000

APU

Model: Garrett GTCP 36-150F

Program: Honeywell MSP

SN: P244

Total Hrs: 4,893

EXTERIOR

BY Constant Aviation on 05/2019

General: New Falcon exterior design

INTERIOR

By Constant Aviation on 05/2019

Configuration/PAX: Executive/13 passengers

Refreshment: Forward galley

Entertainment: Airshow 500

Accessories: LED lighting

Lavatory: Aft lav

AVIONICS

Avionics: Collins Pro Line II

ADF: Dual Collins ADF-60B

AFIS: Honeywell

Altimeter: Standby

Autopilot: Dual Honeywell SPZ-8000

Comm: Triple Collins VHF-22C w/8.33 kHz

CVR: Fairchild A100A

DME: Dual Collins DME-42

EFIS: Honeywell EDZ-820 5-tube w/MFD

FDR: Fairchild 17M800

Flt Dir: Honeywell

FMS: Dual Honeywell NZ-2000 w/GPS; Universal

Hi Freq: Dual King KHF-950 w/SELCAL

IRS: Triple Honeywell LASEREF II

Nav: Dual Collins VIR-32 w/FM immunity

Rad Alt: Dual Honeywell RT-300

SATCOM: AirCell Axxess Iridium dual-channel

Stormscope: Honeywell LSZ-850

TAWS: Honeywell Mark V EGPWS w/windshear

TCAS: Collins TCAS-II w/change 7.1

Radar: Sperry Primus 870

Transp: Dual Collins TDR-94D Mode S enhanced w/Flight ID

ADDITIONAL EQUIPMENT

Cockpit: Dual Honeywell AZ-810 air data computers, D&M ELT 14-1-1, angle of attack, N1 DEEC's, triple Honeywell IRU's, standby horizon, ADS-B Out, CPDLC

Crew Accessories: EVAS, 115-volt outlets

Equipment: Thrust reversers, single-point refueling

MAINTENANCE

Delivered w/Fresh C Check

Maintained: FAR Part 91

Airframe Tracking Program: CAMP

Certification(s): B-RNAV, MNPS, NAT-MNPS,

RNP-10, RVSM

WEIGHTS (lbs.): RAMP 467000, EMPTY 24428,

BOW 28258, FUEL 19165.

Specifications subject to verification or prior sale



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AIRCRAFT PHOTOGRAPHS



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This beautiful and meticulously maintained Falcon 900 is based in Fort Lauderdale, FL, and ready for many years of service.

We invite you to schedule your visual inspection today.

Wayne J Hilmer Jr

CEO | Omni International Jet Trading
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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

