

2000 FALCON 50EX

Serial Number: 50-290 | Registration: N68YB



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OWNER NEEDS A YEAR-END DEAL!!!! HIGHLY MOTIVATED AND RECENTLY REDUCED THE PRICE BY \$300,000. NEED OFFERS SUBMITTED BY DECEMBER 15TH!!!! RECENT 4C INSPECTION, NEW INTERIOR, WINGLETS, MSP GOLD. THE MARKET HASN'T PRODUCED ANOTHER 50EX THIS CLEAN, THIS UPGRADED, OR THIS READY TO CLOSE AT A GREAT PRICE.

This 2000 Falcon 50EX is a true turnkey aircraft, combining fresh major maintenance, premium upgrades, and exceptional cosmetic condition. Powered by MSP Gold-covered TFE731-40-1C engines and enhanced with Aviation Partners winglets, it delivers reliable performance and lower operating exposure.

The 10-passenger cabin was completely refurbished in 2024 and features high-speed Wi-Fi and updated cabin amenities, offering a clean, modern environment ideal for both business and private travel. With only 5,623 hours and a consistent hangar history, this is one of the best-presented and best-prepared 50EX aircraft currently available.

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AIRFRAME

Total Hours Since New: 5674.3
Total Landings Since New 3582

ENGINES

Model:	TFE731-40-1C		
Program:	MSP Gold		
Serial Numbers:	P115236	P115237	P115238
Total Hours Since New:	5606.9	5606.9	5606.9
Total Cycles:	3616	3616	3616
TSOH:	539.9	539.9	539.9
TBO:	6000	6000	6000

APU

Model: GTCP 36-100A Program: MSP
Serial Number: P401
Total Hours: 2956.2

AIRCRAFT HIGHLIGHTS

- Engines on MSP Gold
- APU on MSP
- WAAS / LPV
- Aviation Partners Winglets
- High-Speed Data / Wi-Fi
- Always Hangared
- 2024 Interior

MAINTENANCE

- Maintained: FAR Part 91
- Certification(s): MNPS, RNP, RVSM
- General: Always hangared
- Weights/Capacity: WEIGHTS (lbs.): RAMP 40780, MGTOW 40780, LANDING 35715, EMPTY 21700, ZFW 25570, BOW (overwater) 22596.



RANGE (NM)
3,230 to 3,260



PASSENGERS
10



MAX SPEED
505 knots

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AVIONICS

- Avionics: Collins Pro Line 4
- ADF: Dual Collins ADF-462
- AFIS: AlliedSignal VHF SATAFIS w/Skyprinter
- AHRS: Collins AHS-85E
- Autopilot: Dual Collins APS-4000 AFCS 3-axis
- Comm: Dual Collins VHF-422C w/8.33 kHz spac
- CVR: Honeywell SSCVR
- DME: Dual Collins DME-442
- EFIS: Collins EFD-4077 4-tube
- FDR: Provisions
- Flt Dir: Dual Collins APS-4000 AFCS
- Flt Rules: IFR
- FMS: Dual Collins FMC-6000 w/version 6.1
- Hi Freq: Dual Collins HF-9000 w/Coltech CSD-714 SELCAL
- IRS: Dual Honeywell LASEREF IV
- Nav: Dual Collins VIR-432 w/FM immunity
- Rad Alt: Collins ALT-55B
- SATCOM: AirCell ST-3100
- TCAS: Collins TTR-4100 TCAS-II w/change 7.1
- Transp: Dual Collins TDR-94D Mode S
- Radar: Collins TWR-850 w/dual controls maint
- TAWS: Honeywell Mark V EGPWS w/windshear detection

ADDITIONAL EQUIPMENT

- Cockpit: ADS-B Out, WAAS/LPV, RAAS, Socata 406 3-frequency ELT, dual Collins ADC-850F air data computers, dual Baker B1045 audio panels w/cockpit observer interphone, Meggitt standby ADU, cabin temp/mixing valve position indicating system w/remote cabin control, Baker PA & Chime system, Collins DBU-5010E data loading system w/memory stick feature
- Modification: Aviation Partners Blended winglets
- Crew Accessories: Dual EVAS, single AirCell handset
- Equipment: KGS Electronics 115VAC 60 Hz power, Securaplane 500 system, three 4-person life rafts, dry bay mod
- Lights: Grimes anti-collision, LED wing navigation, DeVore recognition, LED landing & taxi

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INTERIOR

- Refurbished in 2024
- Configuration/PAX: Executive/10 passengers
- Seating: Beige leather seating, forward 4-place club, aft 2-place club & 3-place fabric divan, crew jumpseat
- Headliner: Neutral toned headliner
- Sidewalls: Neutral toned sidewalls
- Carpet: Neutral toned carpeting
- Refreshment: Right side forward galley w/Corian countertops, TIA WaveJet microwave oven, Keurig
- Entertainment: Forward left side entertainment cabinet, Audio International stereo w/infrared remote, Rosen video system w/infrared remote, Rosen plug-in video system w/six receptacles & four monitors, Airshow Genesys cabin/flight deck display, Sony Audio International stereo headset, DVD player, Rosen 14-inch LCD forward bulkhead monitor
- Business: Collins PCD-3000 personal computer data loading system, dual AirCell handsets, AirCell Gogo Biz w/ATG-4000 broadband internet w/Text & Talk, Wi-Fi
- Accessories: LED lighting, side ledges w/built-in iPhone holders & USB charging ports, satin nickel finish hardware, SAFT auxiliary DC power, seat covers, forward pocket sliding doors
- Lavatory: Aft lav w/Corian countertops & round vanity mirror

EXTERIOR

- New Paint 01/2016
- Colors: Matterhorn white w/blue & red accents

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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 prepurchase 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 prepaid 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.

OMNIJET

AIRCRAFT SALES & ACQUISITIONS

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 preowned market were listed exclusively with Omni. From 1963 to 1988, Mr Hilmer Sr was directly involved in approximately 1000 aircraft transactions. Mr Hilmer Sr remains an active managing director.

OMNIJET's current CEO Wayne J Hilmer Jr. first solo flight was in 1977 at age 16. He graduated from Fork Union Military Academy in 1979. He earned his commercial / IFR / multi-engine ratings at Flight Safety International in Vero Beach in 1980. He earned his B.S. from Davis & Elkins College in accounting, finance, marketing and management in 1983. He started working for Omni and merged the sales and FBO operation as company president in 1988. He has 3000 hours PIC and has owned many aircraft since. His experience in aviation is truly "lifelong" with the direct sale of over 1600 jet aircraft. He has earned the trust of many jet owners and operators.

OMNIJET's vice president Benjamin A. Hilmer is Omni's 3rd generation of our family business after graduating with a B.S. from the University of Delaware in Global Enterprise Management, Management & Sales. He has quickly developed strong problem solving capabilities for his clients

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

