

1994 FALCON 900

Serial Number: 900-128 | Registration: N918LB



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AIRFRAME

Total Hours Since New: 9122
Total Landings Since New 4603

ENGINES

Model:	TFE731-5BR		
Serial Number:	P101112C	P97293	P103220C
Total Hours Since New:	8634	11427	8139
Total Cycles:	4337	6433	4031
Since MPI:	950	0	1121
TBO:	5000	5000	5000
Hours until MPI:	1650	2500	1478
Hours until CZI:	4250	2725	4078

APU

Model: Garrett GTCP 36-150F
Serial Number: P-244
Total Hours: 5319



RANGE (NM)
4,000 to 4,500



PASSENGERS
13



MAX SPEED
500 knots

AIRCRAFT HIGHLIGHTS

- TCAS II w/Change 7.1
- ADS-B Out
- New Falcon Exterior Design
- Fwd Galley & Aft Lavatory
- Delivered w/Fresh C Check

MAINTENANCE

- Delivered w/Fresh C check
- Recently completed inspections: 1C insp, 12/24/36 month insp, 800/1600/2400 hr insp, 1B/2B/3B insp
- Engine 1&2 generators - 0 hrs since OH
- 1 new main battery installed May 2025
- Other main cap passed cap check in May 2025
- New fire extinguishers & cartridges
- Fresh 91/411-413
- 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.

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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;
- 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 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

INTERIOR

- By Constant Aviation on 05/2019
- Executive/13 passengers
- Forward 4 plce club
- Center cabin conference seating
- Aft 2 place club & 3 place divan
- Finished in light grey leathers
- Dark high gloss cabinetry
- Forward galley
- Airshow 500
- Accessories: LED lighting
- Lavatory: Aft lav

EXTERIOR

- By Constant Aviation on 05/2019
- General: New Falcon exterior design

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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

