

2010 CARAVAN 208B

Serial Number: 208B2174 | Registration: VT-SAI



OMNIJET

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AIRFRAME

Total Time: 4139.0
Total Landings: 4688

ENGINE

Model: Pratt & Whitney PT6A-114A
Total Hours: 540.5
Total Cycles: 570
TBO: 3600

PROPELLER

Model: McCauley 3GFR34C703/106GA-0 3-Blade
Total Hours: 5.4 (Installed 02/26/2022)



RANGE (NM)
1,000 to 1,070



PASSENGERS
8



MAX SPEED
186 knots

HIGHLIGHTS

- New PT6A-114A engine, 540 hours since new (3,600 hr TBO)
- New McCauley 3-blade propeller, installed February 2022
- Garmin G1000 full glass panel with SVT, GWX-68 weather radar, TAWS-B, traffic advisory, Stormscope
- Executive interior with air conditioning
- No damage history
- Complete logbooks available in English, fully digitized

MAINTENANCE

Maintained by Shaurya Aeronautics in New Delhi
All AD's and Mandatory SB's Complied With
Maintenance Tracking Program
Original, Complete and Contiguous Logbooks
No Damage History

EXTERIOR

The White with Blue and Gold accent striped paint is in Very Good Condition. The RH Side of the cargo pod remains in "like-new" condition as it has been treated with a protective Teflon coating. The Aircraft exterior shows very well.

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AVIONICS

GARMIN G1000
Synthetic Vision Technologies
KRA-405B Radar Altimeter
Garmin GWX 68 Weather Radar
XM Satellite Weather/Entertainment
Jeppesen Chart View
WX500 Stormscope
GTX Mode S Transponder
Traffic Advisory System
TAWS-B Terrain

ADDITIONAL EQUIPMENT

Cabin Air Conditioning
Main Cabin 110V Outlets
Four-place Cabin Intercom
300 Amp Starter/Generator
17-Port Oxygen System
TKS Anti-Ice
Cargo Pod
Exhaust Deflector
Lead Acid Battery
Payload Extender Kit
29" Oversize Tires

INTERIOR

The Executive eight-passenger interior is in Excellent. Seating configuration includes two aft seats, a mid-cabin four-place club and then two forward-facing seats aft of the cockpit. Seats are done in a soft-beige leather showing very little wear. Cabin Woodwork is in excellent condition as are the side and headliners. The Navy Blue Carpet is in good condition.

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GARMIN

NAV1 116.80 ↔ 112.90 JP OS 0KT DIS IM ETA UTC ETE 120.500 ↔ 124.300 COM1 124.300 COM2 121.500

AUX - SYSTEM STATUS

LRU INFO	STATUS	SERIAL NUMBER	VERSION
GSA FTCH CTL	✓	71307387	2.30
GSA FTCH MON	✓	71307387	2.30
GSA FTCH TRM C	✓	66411885	2.30
GSA FTCH TRM H	✓	66411885	2.30
GSA ROLL CTL	✓	66306623	2.30
GSA ROLL MON	✓	66306623	2.30
GSA YAW CTL	✓	66306624	2.30
GSA YAW MON	✓	66306624	2.30
GTX1	✓	47283988	6.11
GWX	✓	47283988	2.11
HFD1	✓	86805345	12.03
NAV1	✓		5.02
NAV2	✓		5.02
PPD1	✓	86805832	12.03
PPD2	✓	86805349	12.03
MX-SBB	✓		1.03

AIRFRAME

AIRFRAME Cessna 208B
SYS SOFTWARE VERSION 0767.13
CONFIGURATION ID E7185CCB
CRG PART NUMBER 190-00748-04
SYSTEM ID 22100863A
CHECKLIST NOT AVAILABLE

HFD1 DATABASE

NAVIGATION - INTERNAL

REGION INTERNATIONAL
CYCLE 2109
EFFECTIVE 09-SEP-21
EXPIRES 07-OCT-21
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NAV STANDBY - BOTTOM CARD

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CYCLE 2109
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ENGINE LRU AIRFRM HFD1 DB ANN TEST

CESSNA CARAVAN 208B
VT-SAI SN: 2174

DR COMPASS	FOR	STEER
	N	N
	000	000
	010	025
	020	040
	030	060
	040	080
	050	100
	060	120
	070	140
	080	160
	090	180
	100	190
	110	210
	120	225
	130	240
	140	255
	150	270
	160	285
	170	300
	180	315
	190	330
	200	345
	210	360
	220	375
	230	390
	240	405
	250	420
	260	435
	270	450
	280	465
	290	480
	300	495
	310	510
	320	525
	330	540
	340	555
	350	570
	360	585
	370	600
	380	615
	390	630
	400	645
	410	660
	420	675
	430	690
	440	705
	450	720
	460	735
	470	750
	480	765
	490	780
	500	795
	510	810
	520	825
	530	840
	540	855
	550	870
	560	885
	570	900
	580	915
	590	930
	600	945
	610	960
	620	975
	630	990
	640	1005
	650	1020
	660	1035
	670	1050
	680	1065
	690	1080
	700	1095
	710	1110
	720	1125
	730	1140
	740	1155
	750	1170
	760	1185
	770	1200
	780	1215
	790	1230
	800	1245
	810	1260
	820	1275
	830	1290
	840	1305
	850	1320
	860	1335
	870	1350
	880	1365
	890	1380
	900	1395
	910	1410
	920	1425
	930	1440
	940	1455
	950	1470
	960	1485
	970	1500
	980	1515
	990	1530
	1000	1545

DATE: 01-08-2020

AME SIGN

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

