



OMNIJET

AIRCRAFT SALES & ACQUISITIONS
Washington DC Since 1963

2001 FALCON 50EX

SN: 319

Reg: N319CF

OFFERED AT:
Make Offer

LOCATION:
Easton, MD



Steve Element - VP

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When it's time to buy or sell aircraft, the value we add is superior results.



With three engines and leading edge slats, the Falcon 50EX offers superior range performance from fields as short as 4000 ft as well as comfortable direct transoceanic operations without ETOPS requirements. This SN 319 features upgraded FANS-1A and CPDLC avionics package. World class service and parts support is available through the manufacturer Dassault Aviation and many other independant facilities.

FALCON 50EX PERFORMANCE

Passengers: 9 pax
IFR Range: 3220 NM
Cruise: 455 kts
Cabin Volume: 700 CF

2001 FALCON 50EX NOTES

New When New: \$18,800,000
Change since New: -72%
Max Takeoff WT: 39,700 lbs
Fuel burn: 306 GPH

* Data provided are estimates.

* Always use a flight manual

KEY FEATURES

- UNS-1FW / WAAS
- FANS 1A+ / CPDLC
- TCAS 7.1
- MSP Gold / Dry Bay Mod
- Fresh 1C / 3C cw Aug 2020
- Avionics enrolled on CASP

AIRFRAME

Total Time: 5636 Total Landings: 3518
Enrolled on CASP

ENGINES

(3) Honeywell TFE731-40-1C
Enrolled on MSP GOLD

Engine #1	Engine #2	Engine #3
SN P115314	SN P115316	SN P115319
4830 Hours	4799 Hours	4828 Hours
3174 Cycles	3151 Cycles	3170 Cycles

APU

Model GTCP36-100(A) Total Hours: 3787
Enrolled on MSP Gold

EXTERIOR

New

INTERIOR

Refurbished 9/2020. Nine passengers (plus folding jump seat). Six (6) Single Passenger Seats. Three Place Divan w/ 2) divan armrest cabinets. Aft Lavatory. Forward R/H Galley with TIA coffee maker, high temp oven, L/H Aux. Galley Cabinet. The entertainment system features two (2) DVD player, Three (3) side-ledge monitors 7" and one (1) 3 1/2 Rosen Cockpit, one (1) LCD Monitor. Rose 14", flight phone. AirShow Network (Genesys)

AVIONICS

Upgraded avionics (capable of flights to Europe)
Avionics enrolled on CASP
Collins Proline 4
EFIS: Dual Collins 4000
FMS: Dual Collins FMS 6100
FMS3: Universal UNS-1FW
FD/AP: Dual Collins FCC-4004
COMM: Triple Collins VHF-22C
NAV: Dual Collins VIR32
ADF: Dual Collins ADF-462
Transponder: Dual Collins TDR-94D (ADS-B)
DME: Dual Collins DME-442
RTU: Dual Collins RTU-4220
IRU: Dual Honeywell
ADC: Dual Collins ADC-850F
EGPWS: Honeywell Mark V
TCAS-II: TCAS 7.1
Altimeter: Collins ALT-55
W. Radar: Collins RTA-858
SATCOM: Iridium Collins SDU-906-6 (6 channels)
Phone: Dual Aircell DO180-E
AFIS/VHF: Allied Signal
INS/IRS: Dual Honeywell HG2001GD03
AHRs: Dual Collins ICU-85
GPS: Dual Collins GPS-4000
CVR : Universal CVR-120R (RIPS/Data Compliant)
FDR: Allied Signal
AFIS: Allied Signal w/ printer
HF: Dual Collins HF-9034A
SELCAL: W/2 channel Selcal
FANS-1A: Latitude DL150 Satellite Data Unit
Universal Unilink UL-801 ATN B1 (CPDLC)

MAINTENANCE NOTES

FANS-1A / CDPLC / UNS-1FW / WAAS - 10/18
TCAS 7.1 - 10/18 Boca Aircraft
BRNAV / RNP-5 / Operated FAR Part 135
36M insp cw 8/20 - 1B insp (1500 hr) cw 7/18
1C&3C (72M) cw 8/20 - 2C (144M) Due 2026
Gear OHL 10/14 by Dassault due 4/26
Dry Bay Mod / No Damage History

NOTES

Factory Demonstrator until 12/03
3 Operators since new

All specifications are subject to verification by the purchaser during an inspection. This aircraft is offered subject to prior sale or removal from the market without notice. No rights shall exist without a ratified purchase agreement and deposit.

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TERMS OF SALE

Unless superceded 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 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 or 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. Purchasers may be subject to United States "KYC" (Know your Customer) and Patriot Act requirements and policies.

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Washington DC

Since 1963

ABOUT OMNIJET:

In 1963, Wayne J Hilmer Sr started Omni Aircraft Sales and was 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 industrys first comprehensive database on an IBM AS400 mainframe computer. In 1980, nearly 20% of the entire pre-owned inventory of aircraft were listed exclusivly with Omni. From 1963 to 1988, Mr Hilmer Sr was directly involved in approximately 1000 aircraft transactions. In 2023, Mr Hilmer Sr is still an active consultant to our team.

Omni's current CEO, Wayne J Hilmer Jr has over 46 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 1200 private jet aircraft. He has earned the trust of many jet owners and operators.

BUYER & SELLER REPRESENTATION

OMNI provides clients an expert advocate to negotiate the most advantageous terms. 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



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