

ATLANTIC point aviation



Aircraft Sales • Acquisitions • Financing • Consulting



1990 BOEING 737-300
Serial 24570 Registration N470AC
Aircraft Total Time 53,457 hours . Cycles 31,575

Ph: (305) 921-9183 • Fax: (954) 239-1308 • www.atlanticpointaviation.com • Email: sales@atlanticpointaviation.com

ASKING PRICE: MAKE OFFER

**For more information, please contact
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AIRFRAME

TOTAL TIME: 53,457 hours
CYCLES: 31,575

ENGINES

TYPE: CFMI / CFMI
PART NUMBER: CMF56-3B2 / CMF56-3B2
SERIAL NUMBER: 721816 / 721821
TSN: 56,677 / 52,524
CSN: 42,837 / 39,478
TSLSV: 4,376 / 4,376
CSLSV: 3,417 / 3,417
Date of LSV: 03 June 08 / 09 June 08
CYCLES REMAIN to 1st LIMITER: 3,095
(Front Shaft) / 2,161 (Front Shaft)

APU

TYPE: GTCP85-129H
PART NUMBER: tba
SERIAL NUMBER: tba
CSN: tba
CSLSV: tba
Date of LSV: tba

LANDING GEAR STATUS

LH MAIN LANDING GEAR
PART NUMBER: 65-73761-127
SERIAL NUMBER: MCO3524P1800
CSN: 31,159
CSO: 3,318
LAST O/H DATE: 03 Aug 2007

RH MAIN LANDING GEAR
65-73761-128
MCO47975
20,746
3,320
30 Jul 2007

NOSE LANDING GEAR
65-73762-21
XC91773
34,850
8,813
23 Jun 2004

OPERATING WEIGHTS

Max Taxi Weight: 63,503 kgs / 140,000 lbs
Max Take Off Weight: 63,276 kgs / 139,500 lbs
Max Landing Weight: 52,889 kgs / 116,600 lbs
Max Zero Fuel Weight: 49,714 kgs / 109,600 lbs

FUEL TANK CAPACITY

Totals 16,136 kgs / 35,584 lbs



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AVIONICS EQUIPMENT LIST

- . Dual Hf Comm Transceiver Collins 622-5377-001
- . Selcal Motorola N1401b
- . Dual Vhf Comm Transceiver Collins 622-3257-001/622-5219-004
- . Audio Select Panel Avtech 5145-1-64
- . Hf Control Panel Collins 792-6140-001
- . Vhf Comm Control Panel Collins 622-6831-002
- . Cvr L3 Avionics 93a100-30
- . Digital Flight Acquisition Unit Sfim Ed41a210
- . Digital Flight Data Recorder Honeywell 980-4100dxun
- . Elt Transponder - Fixed Artex 453-5004
- . Flight Management Computer Smith Ind 168925-05-01
- . Air Data Computer Smith Ind 10-62153-1
- . Digital Analog Adapter Honeywell Dg1035ab03
- . Efis Symbol Generator Collins 622-8000-006
- . Flight Control Computer Honeywell 10-62038-3
- . Flight Mode Control Panel Honeywell 4051601-937
- . Fmcs McdU Lear/bea 10-62044-001
- . Hsi Collins 622-79999-013
- . Mach Air Speed Indicator Smith Ind 20-61818-18
- . Standby Alt / Airspeed Indicator 1 Smith Ind W1102ams3
- . Vertical Speed Indicator Allied Signal 066-500001-1001
- . Dual Adf Receiver Collins 777-1492-005
- . Dual Atc Transponder Tpr-901 822-1338-003
- . Dual Dme Interrogator Collins 622-2921-006
- . Egpws Honeywell 965-0976-003-212-212
- . Dual Radio Altimeter Collins 622-3890-020/622-3890-021
- . Tcas Cmu – Change 7 Honeywell 066-50000-2120
- . Vor/marker Beacon Collins 522-2996-011
- . Weather Radar Transceiver Collins 622-5132-109
- . Altimeter Smith Ind 10-61826-8
- . Atc/tcas Control Panel Gables G7490-07
- . Attitude Direction Indicator 1 Collins 622-7998-013

BOEING MPD BASED MAINTENANCE SCHEDULE

1C: 4,000 hours

2C: 8,000 hours

4C: 16,000 hours

6C: 24,000 hours

Structural Insp Tasks: 24,000 hours

8C: 32,000 hours

1C: 02 Dec 2009: 351,481 hours / 30,444 cycles

2C: 24 Jul 2007: 47,920 hours / 28,255 cycles

4C: 12 Aug 2005: 42,948 hours / 24,975 cycles

6C: 12 Aug 2005: 42,948 hours / 24,975 cycles

Structural Insp Tasks: 12 Aug 2005:

42,948 hours / 24,975 cycles

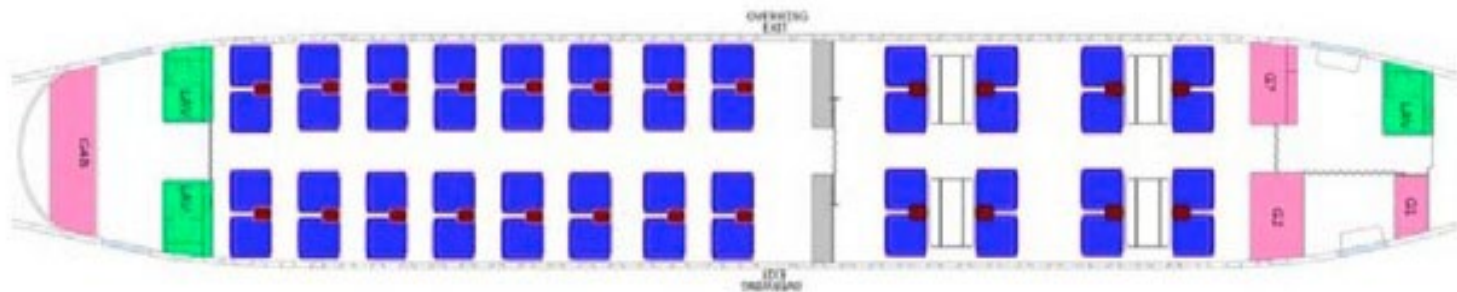
8C: 12 Aug 2005: 42,948 hours / 24,975 cycles

INTERIOR CONFIGURATION

Galley's 4 : 3 Fwd, 1 Aft

Lavatories 3 : 1 Fwd, 2 Aft

Seat Configuration 16 Fwd, 32 Aft



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GENERAL DETAILS / INTERIOR & EXTERIOR INFORMATION

This Boeing 737-300 has recently undergone extensive maintenance and engineering work and has been converted to a VIP configuration in February 2011. The aircraft has been completely refurbished to the highest standards. The new owner will benefit from the millions of dollars and thousands of man hours that have gone into completing this VIP conversion.

Winglets have been fitted to improve the aircraft performance and range. The exterior has been painstakingly repainted and the interior has been finished to a very high VIP standard. The Cabin Interior has been refurbished and all sidewall panels, ceiling panels, hat rack's, bins and PSU's have been refurbished, new cabin curtains have been installed, the bulkheads have been recovered and a new 100% wool VIP quality carpet has been fitted throughout the cabin.

The forward section of the aircraft is in "Club 4" configuration, with 16 blue and oyster leather seats around 4 HI – LO tables which also convert into 8 sleeping positions. The rear section of the aircraft is configured with a further 32 blue and oyster leather seats. The seating can be reconfigured to customer specification if required. The forward air stairs have been completely refurbished to VIP standard.

The G1, G2, and G4 Galleys have all been upgraded and new coin dot galley flooring has been installed. A new G7 has been installed giving ample closet space in the forward cabin. New catering equipment has been installed throughout the aircraft. Toilets have been totally stripped out, upgraded and painted to a high standard. These have been finished with contrasting wood accents. Three toilets are fitted, one at the front of the aircraft, and two at the rear of the aircraft.

The Flight Deck has also undergone refurbishment which includes new flooring, refurbished instrument panels, and refurbished flight deck seats which includes new foams and sheepskin seat covers. The exterior of the aircraft has been totally repainted and refinished to a very high standard. In addition all leading edges and engine nacelles have been polished. Winglets have been fitted, increasing the performance and range of the aircraft. The addition of Winglets also dramatically improves the look of the aircraft, giving the appearance of a Boeing BBJ at a fraction of the cost.

Both cargo holds have been totally refurbished and new cargo nets fitted. The undercarriage bays have been cleaned and reprotected. The aircraft is equipped with a 16 place compliment of first class equipment including new Noritake 16 piece bone china service and quality 16 place cutlery set. High quality bedding along with a fitted mattress allows each club 4 to convert into a double bed. Quality first class seat cushions, place mats and napkins together with a host of other new equipment are provided to service the first class cabin. Equipment for the rear cabin consists of 64 business class meal lay ups, large quantity of glasses, cups, serving dishes, coffee pots, etc, etc. to enable service to the rear cabin.

In summary, this aircraft is equipped with new equipment throughout and is ready for immediate service.

BOEING 737-300 VIP

With Winglets & Forward Airstairs

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