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1991 BOEING 737-500 VIP

Serial 24645 Registration EI-EOE

Aircraft Total Time 36,946 hours . Cycles 54,299

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

ASKING PRICE: MAKE OFFER

For more information, please contact
us at Atlantic Point Aviation, Corp.

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AIRFRAME

TOTAL TIME: 36,946 hours
CYCLES: 54,299

ENGINES

TYPE: CFMI / CFMI
PART NUMBER: CMF56-3C1 / CMF56-3C1
SERIAL NUMBER: 725308 / 727261
TSN: 42,181 / 35,999
CSN: 49,551 / 49,822
TSLSV: 21 / 6050
CSLSV: 7 / 5113
Date of LSV: 21 May 2010 / 17 Oct 2006
CYCLES REMAIN to 1st LIMITER: 4,236
(HPC CDP Seal) & 7186 (HPC CDP Seal)

APU

TYPE: GTCP36-280B
PART NUMBER: 3800516-1
SERIAL NUMBER: P-40108
CSN: 44,217
CSLSV: 4,975
Date of LSV: 21 01 Feb 2007
CYCLES REMAIN to 1st LIMITER; N/A

LANDING GEAR STATUS

LH MAIN LANDING GEAR
PART NUMBER: 65-73761-127
SERIAL NUMBER: MCO4391P2229
CSN: 41,242
CSO: 6,241
LAST O/H DATE: 13Feb2007

RH MAIN LANDING GEAR
PART NUMBER: 65-73761-128
SERIAL NUMBER: MCO3978P2022
CSN: 32,496
CSO: 6,241
LAST O/H DATE: 10Nov2006

NOSE LANDING GEAR
PART NUMBER: 65-73762-21
SERIAL NUMBER: T4940P2229
CSN: 46,421
CSO: 14,524
LAST O/H DATE: 22Dec2003

OPERATING WEIGHTS

Max Taxi Weight: 117,000 kgs / 53,070 lbs
Max Take Off Weight: 116,500 kgs / 52,843 lbs
Max Landing Weight: 110,000 kgs / 49,895 lbs
Max Zero Fuel Weight: 102,500 kgs / 46,493 lbs

FUEL TANK CAPACITY

Totals 37,308 kgs / 17,102 lbs



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AVIONICS EQUIPMENT LIST

- . APU Garret GTCP36-280
- . ACARS Teledyne 2229385-35
- . Cockpit Voice Recorder L3 Communications 2100-1020-00
- . ELT Artex 453-5002
- . PA Amplifier Collins 622-4096-001
- . Tape Reproducer Panasonic RDAx7351
- . Dual VHF Control Panel Collins G7400-12
- . 3 VHF Transceiver Collins 822-1044-004
- . ADF Collins 777-1492-005
- . ADF Control Panel Collins 792-6275-005
- . ATC Control Panel Gabels G6990-51/G6992/02
- . Dual Digital Air Data Computer Honeywell 4061100-901
- . Dual DME Control Panel Gabels G-6773-02/-04
- . Dual DME Interrogator Collins 622-2921-006

- . EGPWS Honeywell 965-0976-020-219-219
- . Dual Inertial Reference System Honeywell HG105AE10
- . Marker Beacon Collins 522-2996-011
- . Dual Mode 'S' Transceiver Collins 822-1338-003
- . Dual Radio Altimeter Collins 622-3890-021
- . TCAS Collins 822-1293-002
- . Dual VHF Nav Collins 822-0761-001
- . Weather Radar Collins 622-5132-106
- . DFDAU Teledyne 2233000-4A
- . UFDR Honeywell 980-4100DXUS
- . Auto Throttle Computer Smiths 755SUE2-4
- . Dual Flight Control Computer Honeywell 4051600-914
- . Flight Management Smiths 168925-07-01
- . Yaw Damper Computer Honeywell 4084042-911

BOEING MPD BASED MAINTENANCE SCHEDULE

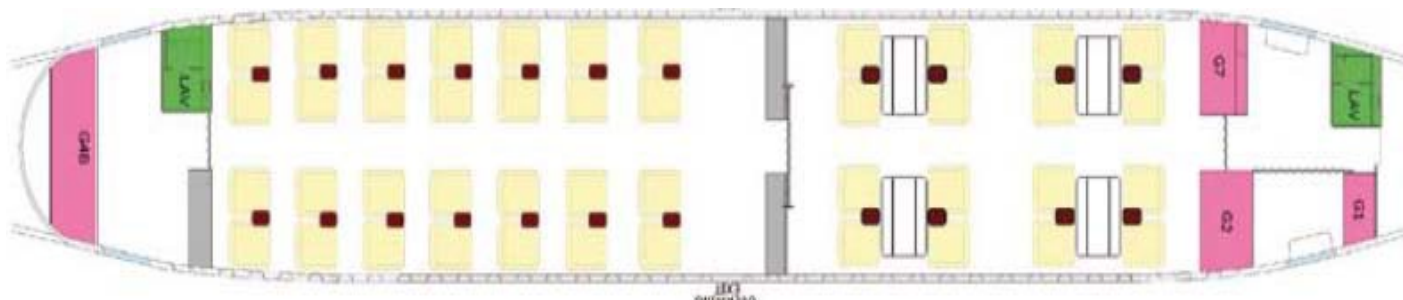
- 1C:** 4,000 hours
- 2C:** 8,000 hours
- 4C:** 16,000 hours
- 6C:** 24,000 hours
- Structural Insp Tasks:** 24,000 hours
- 8C:** 32,000 hours

MAINTENANCE CHECKS COMPLETED

- 1C:** 18 Apr 2010 36,918 hours / 54,289 cycles
- 2C:** 18 Apr 2010 36,918 hours / 54,289 cycles
- 4C:** 18 Apr 2010 36,918 hours / 54,289 cycles
- 6C:** 18 Apr 2010 36,918 hours / 54,289 cycles
- Structural Insp Tasks:** 18 Apr 2010
- 36,918 hours / 54,289 cycle.s**
- 8C:** 18 Apr 2010 36,918 hours / 54,289 cycles

INTERIOR CONFIGURATION

- Galley's 4 : 3 Fwd, 1 Aft
- Lavatories 2 : 1 Fwd, 1 Aft
- Seat Configuration 16 Fwd, 28 Aft



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GENERAL DETAILS / INTERIOR & EXTERIOR INFORMATION

This Boeing 737-500 has recently undergone extensive maintenance and engineering work including a "D" check and has been converted to a VIP configuration in November 2010. 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 which can include optional Winglets 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 Polar Cream 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 28 Polar leather seats. The seating can be reconfigured to customer specification if required.

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. Two toilets are fitted, one at the front of the aircraft, and one at the rear of the aircraft.

The Flight Deck has also undergone refurbishment which included 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 can be 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.

The aircraft has just completed a "D" check, with structural and CPCP inspections carried out. Both engines benefit from shop visits in 2010. Both cargo holds have been totally refurbished and new cargo nets fitted. 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 for 8 passengers along with 4 fitted mattresses 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 56 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.

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