

# *CORPORATE CONCEPTS INTERNATIONAL, INC*

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## **World Class Super Boeing 727-200 VIP**

**For Sale – Short Term Owner Financing Available**



### **Boeing 727-212 REW (Valsan) Registration Number – VP-CMO Serial Number – 21948**

*The Valsan conversion received an STC for the first retrofit of the outboard engines of a Boeing 727 with Pratt & Whitney -217 engines. The STC for the “Valsan modification” became known as the Super 27-200 with a designation of “RE”. The 27-200 modification achieved a noise attenuation level 5.1db below Stage 3 noise by replacing the number 1 and 3 engines with JT8D-217C engines, each providing 22,000 lb. thrust, while retaining the center engine (in S/N 22825 , a -17 engine with 16,000 lb. thrust). The optional winglets on this aircraft give the aircraft increased fuel economy, superior cruise performance and substantially increased stability at high altitudes.*

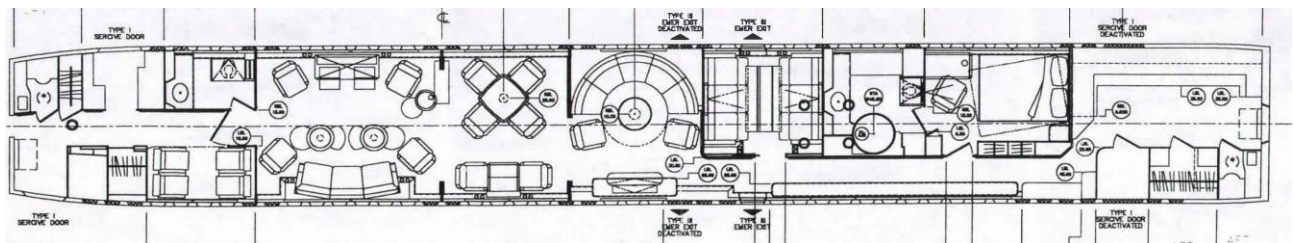


This world class B727-200 VVIP interior offers rich woodwork throughout the cabin and is configured with 32 seats. Nineteen of the VIP seats are certified for takeoff and landing. The interior features a large salon and a master stateroom with lavatory and shower. This spacious interior is twelve (12) feet longer than a BBJ and has over two and one half times (2.5) the baggage space. A private meeting area with large conference table, second sleeping area and three additional VIP lavatories complete





the grand interior. The interior also offers a private crew rest area with refreshment center. This prestigious VIP 727-200 offers a full cabin entertainment system that includes a Skytheater Inflight Entertainment system. Major features of the entertainment system includes two 42-inch plasma monitors, five 20-inch LCD monitors, fourteen 10.4-inch individual monitors, an Airshow Genesys system, a Direct TV system, dual DVD players, dual CD changers, and dual VCP's. A private showing is available upon request and the aircraft is currently in the United Kingdom.



**VIP configuration floorplan**



**Aircraft Total Time:**  
**Aircraft Total Cycles:**  
(As of September 2011)

**17,211.7 Hours**  
**13,045**

**Max Range:**

**Approx. 9.0 Hours / 4,250 mi.**





## **AVIONICS:**

FDS:	Dual Collins FD-110
FMS:	Dual Universal UNS-1C
COM:	Triple Collins 618M-4 w/ 8.33 KHz
NAV:	Dual Collins 51RV-48
RADAL:	Dual Collins 860F
A/P:	Sperry SP-150 MV
XPNDR:	Dual Collins TDR-94D (Enhanced)
DME:	Dual Collins
HFCOM:	Dual Collins 618 w/ SELCAL
RADAR:	Honeywell Primus 880
GPS:	Universal
SATCOM:	Honeywell MCS-6000
EGPWS:	Honeywell Mk. VII
TCAS:	Collins TCAS II w/ Chg 7
ELT:	Artex C406-1
FDR:	Fairchild F-1000



*The master suite lavatory includes a shower so that you can arrive at your destination refreshed and ready to go.*

## **ADDITIONAL FEATURES:**

- Fresh "C" check at delivery
- SFAR 88 compliance in progress
- MSG-3 maintenance program
- Winglets
- 8.33 KHz spacing and FM Immunity
- RVSM qualified
- Stage III Heavy Hush Kits
- Meets EU2002 noise criteria
- Nose wheel brakes
- Skytheater Entertainment system

with Direct TV

- Enhanced surveillance on transponders
- Next engine maintenance not due until 2015
- Retractable forward airstairs for passenger loading
- PATS long range fuel tanks (tank modification will be completed prior to delivery)

Valsan provided the following data on the capabilities of a re-engined -200 Executive. As compared with a typical -200 standard engines, they reported the performance improvements to be:

Fuel Burn	10-15% reduction
Required Takeoff Field Length	20% reduction
Time to Climb	23% Reduction
Sea Level Range Increased	400 NM
Engine Emissions	40% lower per Takeoff & Landing cycle
Maintenance Costs	Reduced by \$100/FH
Performance	Significant improvement
Additional Payload	Potential 2700-10,000 lb.
Range from Short Runways	As much as double
Range from Elevated Fields	As much as double
Payload Range \$ Advantage	As much as \$1200/flight hour
P&W JT9D-217 engines	Higher residual value
Airport Noise Footprint	51% smaller than FedEx Stage 3 79% smaller than Stage 2
Range at Same MTOW	12.5% more than w/Std engines
Hot and High Performance	Significant improvement
Modification Cost (w/new engines):	\$10,000,000±

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