

Corporate Concepts International, Inc.

Boeing 737-300 VIP

Unadvertised – Off Market Opportunity



Executive Boeing 737-300VIP offering an exceptional pedigree, maintained and operated to the highest standards on US Part 125 certificate, 8,000 VIP hours, delivered with a fresh heavy “C” inspection which is in progress in Miami, engines overhauled, upgraded and enrolled on GE On-Point engine program.

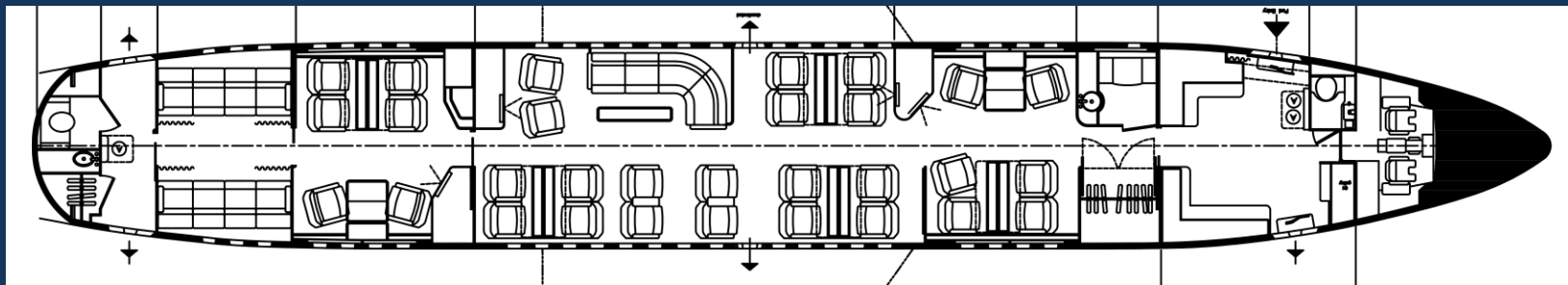
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Photo Presentation](#)***

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Executive Boeing 737-300](#)***

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Virtual Tour](#)***

Highlights of this unique Boeing 737-300VIP

- *Heavy “C” inspection in progress in Miami including upgraded new cabin windows and TV monitors and bench check of all flightdeck equipment.*
- *New Paint in February 2020*
- *Ultimate passenger seating comfort for 42 VIP passengers - Complete interior refurbishment in July 2016 with worldwide high-speed internet.*
- *Always a private executive aircraft, never in airline service - fresh inspection and latest Boeing upgrades.*
- *Upgrades for all the latest flight regulations and safety including CPDLC, FANS-1/A, and ADS-B.*
- *Aviation Partners Winglets – Stage III Noise Certification for worldwide operation.*
- *Powerful CFM-56 engines, enrolled in GE On-Point program, recently overhauled and upgraded with new compressor blades for more fuel-efficient operation and increased power.*
- *Auxiliary fuel system provides 7.5 hours range.*
- *Current on FAR Pt. 125 certificate with the Orlando FSDO*
- *Retractable forward entrance airstair provides independent boarding at any airport.*



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Boeing 737-300VIP - Aircraft History

This aircraft was purchased new from Boeing by the once wealthiest woman in America, Doris Duke. (There is a movie about her and the aircraft is mentioned).

When she passed away, it was purchased by the DeVos family founder of Amway. The current Owner has businesses and homes from Los Angeles, Europe, North Africa, the Middle East and Asia. Their Flight Operation is Mirage Aviation Ltd.

The aircraft has been owned by 3 very high net worth families and nothing has been overlooked or ignored regarding maintenance and upgrades. Mirage Aviation has two experienced full time mechanics and a DOM to supervise and maintain the aircraft and records. One qualified mechanic flies with the aircraft to ensure systems are maintained properly.

The maintenance program is Boeing low utilization, FAA approved with full FAR125 regulations and no exemptions. The maintenance program is more conservative and more restrictive than most privately operated FAA Boeings that have exemptions from FAR125 maintenance requirements. The FAA FAR 125 is used for all large air transport category aircraft that are approved for limited charter. The FAA offers operators exemptions to avoid restrictive FAR 125 regulations for operations, inspection and maintenance requirements that are required under full FAR 125. Without exemptions from FAR 125 regulations, the maintenance program is more extensive. The aircraft is operated to higher standards approved by the FAA for FAR 125 operators and Boeing Low Utilization program using computerized maintenance tracking with Flightdocs. Under full FAR 125 requirements; the FAA inspects the aircraft, records and maintenance once each year in Orlando, Florida as well as visits to the aircraft during heavy maintenance. The FAA reviews aircraft records, AD status and all maintenance records to ensure compliance in accordance with FAR 125 regulations. The close oversight by the FAA is not required for FAR 91 operations or FAR 125 aircraft with FAR 125 exemptions from full FAR 125 regulations.

Associated Air Center Dallas, Texas completed the interior. Jet Aviation Basel, ATC Lasham as well as other reputable maintenance facilities in the US and Europe have accomplished heavy maintenance checks.

Both engines were overhauled by GE/SNECMA including TOW kits (Time On Wing) with additional cost of \$1,300,000 per engine. This upgrade replaced all compressor blades with new materials, improved blade angles for more fuel efficient design. All engine records are available online. Total cost for both engines overhaul was \$10,000,000 . Consistent with the owner's standards lower cost overhauled engines with high total times could have been purchased but the owner insisted that the existing low time engines (less than 7000 hours total time) were kept and reinstalled. The engines are on GE Engine Program.

N44HE
Boeing 737-300 (39A) Serial Number:
23800

VIP Aircraft since new

RANGE: 3000+ NM / 42 VIP PASSENGER / 100 BAGS

Total Fuel: 46,500 lbs. / (includes 4 PATS Aux Tanks / SFAR 88 Compliant)

Airframe Hours:	8112	APU – GTCP 85-129E	S/N 60393
Landings:	4161	APU Hours: Total Since New	12269
		Overhaul TSO/H:	4481

Engines: CFM-56-3B2 (22K Thrust) / Overhauled & Upgraded by GE-SNECMA / USD \$5.0m each engine

#1 Engine: S/N 721787	#2 Engine: S/N 720881
Hours: 8023	Hours: 7904
Cycles: 4063	Cycles: 3972
Overhaul TSO/H: 2823 Hours	Fresh Overhaul TSO/H: 2823 Hours

AVIONICS

Dual Collins EFIS Flight Director System
Dual Collins EFIS ADIs
Dual Collins EFIS HSIs
Smith GE FMC 2907A4, Software: **U12.0 OP 559775-001**
Teledyne USB Airborne Data Loader
Two Honeywell GPS Sensors/Antennas for Supplemental Nav input to FMC
Smith Auto-Throttle Computer / Auto-land
Sperry Digital Flight Control with Altitude Alert
Upgraded Dual Honeywell Laser IRU's HG1050AD11
Dual Honeywell INS Control Display Units
Dual Lear Seigler ANCDU
Universal UNS-1FW / with Unilink (Stand-alone) with USB Airborne Data Loader / CPDLC approved
Dual Collins 628T-2A HF Comms
Motorola N1401A SELCAL
Triple Collins 618-M4 VHF
Comms Dual Collins 51RV-5B
VHF Navs Dual Collins 51Y-7
ADFs
Dual Collins 860-E5 DMEs
Dual Collins 822-1338-003 Transponders
Collins TCAS II Change 7.1 with ADS-B out
Dual Sperry RMIs
FANS/CPDLC approved
Universal Avionics CVR-120A

OTHER DATA

Boeing Aviation Partners Winglets
Honeywell Mk5 EGPWS with wind shear alert: Fairchild A100-A CVR; Upgraded to the new Digital Honeywell 980-4700-042; New Honeywell Digital Flight Data Acquisition Unit 967-0212-002; Collins Marker Beacon; Dual Collins 860-F4 Radio Altimeter; Collins WRT-701X Color Radar; SAT/TAS ind; Rosemount Air Temp Probe; SFENA Standby ADI; Smith Digital ADC (ARINC 429 w/synthesized ARINC 545 outputs); One Artex 406Mhz ELT an One Portable 406Mhz ELT; Two EVAS cockpit smoke displacement system; FWD and AFT Lower Baggage Compartment Fire Detection and Suppression System; Dual heavy duty NiCad batteries; Pulse Lights; Four interconnected PATS Aux Fuel Tanks (1720 gals) with SFAR88 AD Compliance; 8.0 hours range with reserves:

MODIFICATIONS AND APPROVALS

All VHF Comms and Navs modified for FM Immunity compliance.
All three Comms modified for 8.33 spacing.
TCAS upgraded to meet the EuroControl version 7.1
Transponders ADS-B approved.
Collins WRT-701X Color Radar modified to incorporate Forward-Looking Wind Shear.
Meets FAR 36 Stage III Noise Requirements.
Increased Max Takeoff Weight – 138,300 pounds.
Aviation Partners Winglets for performance increase.
Aircraft is operated under FAR 125 Airline Operating Certificate (AOC) Worldwide.
Currently aircraft is approved for the following operations: FANS/CPDLC, ADS-B, approved RVSM, MNPS, RNP-4, RNP-5, RNP-10, (CAT III auto-land available), World-Wide Operations.