



JET CONNECTIONS

BOEING 737-200 ADVANCED

FOR IMMEDIATE SALE



FROM JET CONNECTIONS LTD

BOEING 737-200 ADVANCED TECHNICAL SPECIFICATION



JET CONNECTIONS

HIGHLIGHTS

Hours:	9682	Registration:	C5-CAQ
Landings:	5056	Serial Number:	22431/803
Location:	Johannesburg, South Africa	Unit Number:	PL471

ENGINE - MODEL NUMBER JT8D-17

ENGINE MANUFACTURER: Pratt & Whitney

Right Engine:	Serial Number - 702744B	Hours: 9452	Cycles: 4974
Left Engine:	Serial Number - 702757B	Hours: 9629	Cycles: 5052

APU - GARRETT GAS TURBINE

Garrett GTCP 85-129

Serial Number: P35444

INTERIOR - NEW DECEMBER 2008

New Pininfarina edition 19 passenger seats certified for take-off and landing. No expenses have been spared on this all new custom interior, including new wood, new plating, new entertainment system and completely new soft goods throughout. The interior has been tastefully appointed in neutral and elegant beige earth tones throughout. The two divans were refurbished in 2014.

EXTERIOR - NEW JANUARY 2007 - Bizjet International

Overhaul Matterhorn White with Midnight Blue and Hunter Green accent stripes.

HISTORY

This aircraft was originally acquired directly from Boeing in October 1981 as a B737-200 Advanced and registered under the Swiss flag; this aircraft underwent a VIP Completion process at Air Research Aviation in Long Beach, California. The modifications included installing a corporate interior accommodating 19 passengers and four flight attendants, along with auxiliary fuel tanks.

The finalization of the interior took place in November 1982, marking the commencement of its active service. Initially owned and operated by Petrolair System S.A. until 1997, the aircraft then transitioned into the possession of the renowned entrepreneur Wayne Huizenga. Subsequently, Jet Connections acquired it for a private owner, and in 2021, the aircraft changed hands once again for private use by its current owner.

Throughout its operational history, this aircraft has been exclusively dedicated to the private transportation of passengers, avoiding any involvement in public transport or charter services. Notably, it has undergone maintenance at prominent facilities in the United States, the United Kingdom, and France, following the Daniels Low Utilization maintenance program, and boasts a clean record with no reported damage.

The most recent major maintenance, covering C1, C2, and C3, occurred in 2018, and AD 6431 on Both Engines was completed on October 20, 2022. Presently, the aircraft is scheduled for C3 and CPCP maintenance.

In light of a change in the owner's circumstances and the aircraft's current location in South Africa for maintenance inspections, the strategic decision has been taken to offer the aircraft for sale in the market, presenting a unique and compelling opportunity for potential buyers.

The aircraft is offered for sale "AS IS WHERE IS"

AVIONICS

ITEM	MANUFACTURER	PART NUMBER	SERIAL NUMBER		NOTE
ELT		95N6088	96-39-0034		406 MHz
COMM	COLLINS	822-1045-001	4743		8.33
COMM	COLLINS	822-1045-001	10968		8.33
COMM	COLLINS	822-1045-001	4743		8.33
SELCAL	MOTOROLA	NA134D2	145454		
CVR	SUNDSTRAND	980-6005-050	5442		
TAWS	UNIVERSAL	3010-00-00	1040		
AIRSPEED 1		2083-09-1	145		
AIRSPEED 2		2083-09-1	422		
ALTIMETER 1		JG865C3	W-35		
ALTIMETER 2		JG865C3	O-27		
RADIO ALT 1	COLLINS	522-4825-001	3853		
RADIO ALT 2	COLLINS	522-4825-001	3839		
STDBY ALT		WL102AM52	AG533		
ADC 1	HONEYWELL	HG480B13	M1218		
ADC 2	HONEYWELL	HG480B13	90112031		
HS I 1		722-5025-001	7F668		

HSI2		722-5025-001	1HI557		
ADI 1		722-5005-005	J7425		
ADI 2		722-5005-005	6A240		
RMI 1		1784460-655	82016489		
RMI 2		1784460-655	9052508		
FLT STEER COMP 1	COLLINS	622-2500-004	82016489		
FLT STEER COMP 2	COLLINS	622-2500-004	9052508		
IRU 1	LITTON	463001-8100-0413	2534		LTN-92
IRU 2	LITTON	463001-8180-0413	2538		LTN-92
RADAR RT	SPERRY	MI585161	2118		
RADAR ANTENNA	SPERRY	MI585164-I	1950		
TAWS	UNIVERSAL	965-0476-088	2959		
TCAS II	ALLIED SIGNAL	066-50000-2220	9010	7.1	TPA-18A / ACAS II
LOW RANGE RAD ALT 1	COLLINS	622-3890-114	1279		
LOW RANGE RAD ALT 2	COLLINS	622-3890-114	372		
DME1	COLLINS	622-2921-002	5910		
DME2	COLLINS	622-2921-002	5896		
TRANDSPONDER 1	HONEYWELL	066-01127-1602	12127	MODES	ENHANCED ID
TRANDSPONDER 2	HONEYWELL	066-01127-1602	6044	MODES	ENHANCED ID
VOR/ILS	COLLINS	622-3257-001	2795		
VOR/ILS	COLLINS	622-3257-001	2788		
ADFI	COLLINS	777-1492-005	15250		
ADF2	COLLINS	777-1492-005	8087		
FMS	UNIVERSAL	1017-41-211	952		UNS-1
FDR	SUNDSTRAND	980-4100-GOUS	4557		MEETS FAR 121.344 (b) (1)
HFI	COLLINS	622-3371-001	4084		
HF 2	COLLINS	622-3371-001	2395		
MARKER RCV	COLLINS	522-2996-011	14298		
AIRSHOW 400	AIRSHOW	920050	1188		
MAGNASTAR	MAGNASTAR	724855	0686		C-2000
AIRCELL	AIRCELL	401-11050-001	1105010074		ST3120
ROLL CONTROL CMP	SPERRY	2588812-904	06811399		
PITCH CONTROL CMP	SPERRY	2588810-904	07801203		

ADDITIONAL FEATURES

In addition to the usual equipment of the 737-200 advanced, this aircraft has the following:

- Twin, fully coupled (autopilot and flight director) Litton LTN72RL Inertial Navigation Systems with Navigation data base covering Europe, the Middle East and North Africa.
- Single Universal UNS-IC Flight Management System.
- Auxiliary Fuel System of 2,800 US gallons, manufactured by PATS Inc. giving a still-air range of approximately 3,800 nautical miles with NBA I.F.R. reserves.
- Forward and rear cargo bay fire suppression system with automatic (infra-red or fire wire) or manual discharge initiation giving cargo bay fire extinguishing with follow on "trickle" discharge for 2 hours 15 minutes (Halon level above 5%). Installation was completed in 1989.
- Ramp-guard aircraft ground Security system installed.
- Cold spare battery in stowage adjacent to the main battery.
- Floor proximity escape-path markings in forward and aft passenger cabins were installed in Nov 88.
- Allied Signal TCAS II Installation.
- Forward crew toilet with wash basin.
- Forward galley just aft of the cockpit equipped with coffee maker, ice box, drink stowage, etc. Two flight attendant seats are adjacent to the forward left-hand main entry door.
- Forward stateroom seating five passengers in a two-seat/three-place berthable divan layout. Couch folds down to become a bed. Stateroom has its own Entertainment System with VIP lavatory/washroom adjoining.
- Large forward cabin seating twelve passengers at two four-place dining tables and on two two-place couches. The forward end of the cabin features a refreshment cabinet and full entertainment centre. (There are two DVD players with five monitors situated around the cabin which show either the boarding video, movies or the Airshow 400.)
- Large rear cabin seating ten passengers in two four-place groups around demountable folding tables and one two-place group with console table. This cabin features a large carry-on baggage stowage with folding internal shelves to allow the stowage of large items of baggage within the area. There are two large monitors in this cabin.
- Rear galley with coffee maker, espresso machine, convection oven, bread warmer, boiling water spigot, hot and cold water faucet serving twin stainless steel sinks, ample cutlery and crockery stowage, large work surfaces and stowage for eight airline tray carriers. Two flight attendant seats in this location.
- Rear full lavatory with full wash basin.

WEIGHTS

Max. taxi gross weight	128,600 lbs.
Max. take_off weight	128,100 lbs.
Max. flight weight (flaps 30 or 40)	108,000 lbs.
Max. landing weight	107,000 lbs.
Max. zero fuel weight	95,000 lbs.
Empty weight	74,304 lbs.
(Empty weight A.P.S. weight less crew weight)	
Max. wing fuel (2x10,132)	20,264 lbs.
Max. centre tank fuel	16,344 lbs.
Max. aux. Fuel (2850 gal)	19,095 lbs.
Total fuel (7+8+9)	55,703 lbs.
Full fuel weight (10)+(6)	127,418 lbs.
Full fuel payload (1)-(11)	1,182 lbs.
Maximum Payload (5)-(6)	23,285 lbs.
Full pax. Fuel	49,885 lbs.

ADDITIONAL STRUCTURAL/OPERATIONAL DATA

- The aircraft can fly approximately 3,800 nautical miles with NBAA reserves with full fuel, taking off at MTOW
- Max. operating altitude 37,000 feet
- Operating Temperature limits 130F to -100F. (Above 8300 ft. - 100.6F)
- Acoustical limit max. landing wt. 78,200 (Flaps 40)
- Boeing forward airstair
- Internal locks on all exits (including r/h cockpit DV window) except forward left-hand passenger door which is externally lockable. Airstair operation is controlled by the same key
- Extensive additional corrosion protection
- Passive flame arrestors in the fuel tank vent system
- Fuel level measuring sticks calibrated in pounds
- First and second observers' seats (cockpit)

MAINTENANCE

- Engine HSI completed, AD 6431 20 October 2022
- Last Major inspections "C3, C2, C1" Completed February 2018
- Current Due inspections C3



Specifications/Descriptions are provided as introductory information and do not constitute representations or warranties of Jet Connections Ltd. Accordingly, you should rely on your own inspection of the aircraft. Any proposed transaction is subject to the final execution of a contract acceptable in form and substance to Jet Connections Ltd, its clients, and their counsel.