

Specifications and Summary

ASTRA SPX



1999 Astra SPX
Serial Number 110, N97FL

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1999 ASTRA SPX

N97FL - S/N 110

TOTAL TIME: *(Times as of 2/23/2008)*

TTAF: 5,464.6 hrs

LANDINGS: 2,798

ENGINES: TFE731-40R-200G

Time S/NEW:

Cycles S/NEW:

Time Since MPI/CZI

Serial Number:

ENGINE PROGRAM: MSP

Left

5419.3 hrs

2772 cycles

395.6 hrs

P-113172

Right

5419.3 hrs

2772 cycles

395.6 hrs

P-113171

APU: Honeywell GTCP-36-150(W) APU

TSN: 2204 hrs

Serial Number: P-432

APU Maintenance Program: MSP

AVIONICS:

FLIGHT CONTROL SYSTEM

EFIS: Collins ProLine 4 with Four tube EFD 4077 displays with dual DCP 4002 Display Control Panels

AUTOPILOT: Collins FCS 4000

AIR DATA COMPUTER: (2) Collins DADC 850C

COMMUNICATIONS: (2) Collins VHF 422C Transceivers (8.33 Spacing) with FM Immunity

NAVIGATION: (2) Collins VIR-432

RADAR: Collins RTA-854 Color Radar with Turbulence Detection and single Collins WXP-4220 Radar Controller

TRANSPONDER: (2) Collins TDR-94D with Mode S with Enhanced Flight ID

AUTOMATIC DIRECTION FINDER: (1) Collins ADF-462

DISTANCE MEASURING EQUIPMENT: (2) Collins DME-442

MARKER BEACON: Part of Collins VIR-432 Navigation System

HIGH FREQUENCY RADIO: Collins HF9031A with Motorola N1335C SELCAL

RADAR ALTIMETER: Collins ALT-55B

ALTITUDE/HEADING REFERENCE SYSTEM: (2) Collins AHS-85E

AIRBORNE FLIGHT INFORMATION SYSTEM: Allied Signal 31990-1 AFIS

STANDBY POWER SUPPLIES: (1) PS-835C (for Emer. Att. Gyro) and (1) PS-835D (for AHRS)

FLIGHT MANAGEMENT SYSTEM: (2) Universal UNS-1C+ with 803 software and (1) ZIP drive Data Transfer Unit (DTU) in the center pedestal

GLOBAL POSITIONING SYSTEM: (2) Incorporated in both Universal UNS-1C+ FMS computers

TRAFFIC COLLISION AVOIDANCE SYSTEM: Collins TCAS-94 (TCAS II with Change 7)

TERRAIN AWARENESS AND WARNING SYSTEM: Honeywell Mark V EGPWS with Windshear Advisories

**[NOTE: Class B TAWS required for Part 91 ops in a/c with >6 seats as of March 29, 2005] ✓*

ENGINE INDICATION: (2) Grimes 80-8125-3-3 digital displays

CREW CHECKLIST: Heads-Up Technologies CMS400-1-G5

EMERGENCY LOCATOR TRANSMITTER: Artex C406-1 (121.5, 243.0, and 406.025 Mhz.) ELT

COCKPIT VOICE RECORDER: (1) CVR-30A with DK120 ULB

CLOCKS: (2) M-850A Davtron Digital Clocks

ADDITIONAL EQUIPMENT:

- TELEPHONE SYSTEM:** AirCell Axxess II Satcom system with (2) Handsets
- PULSE LIGHT SYSTEM:** Yes
- CABIN INFORMATION DISPLAY:** Universal CD-2000 with IR Remote Control
- VIDEO CASSETTE RECORDER:** Clarion VDH9300
- CABIN LIGHTING:** Standard
- OVERWATER LIFE VESTS:** (10) Overwater Life Vests
- THRUST REVERSERS:** Nordam Thrust Reversers

CAPABILITIES:

- 8.33 kHz Channel Spacing for Comms:** Yes
- RVSM:** Yes

MAINTENANCE & INSPECTIONS:

<i>INSPECTION</i>	<i>LAST COMPLETED</i>	<i>NEXT DUE</i>
A (250 hour)	2/13/08 @ 5441.7 hours	5691.7 hours
B (500 hours)	2/13/08 @ 5441.7 hours	5941.7 hours
C (1000 hours)	7/12/07 @ 5023.7 hours	6000.0 hours
FAR 91.411, FAR 91.413, and RVSM altitude accuracy checks c/w 12/26/07		

WEIGHTS:

- MAX RAMP WEIGHT:** 24,800
- MAX TAKE-OFF WEIGHT:** 24,650
- MAX LANDING WEIGHT:** 20,700
- MAX ZERO FUEL:** 17,000
- BASIC EMPTY WEIGHT:** 13,973
- BASIC OPERATING WEIGHT:** 14,493

INTERIOR DESCRIPTION:

Original interior completed by Bedek Industries at Duncan Aviation, Lincoln, NE, May 1999. Eight passenger interior features an extra large closet behind the copilot's seat, containing a VCR and an 8 1/4"x11" screen retractable monitor. The L/H forward galley has a microwave oven having internal dimensions of 8" W x 6"H x 9 1/2" D, a large icebox, trash bin, two heated liquid dispensers, along with generous beverage and snack storage. The forward cabin has four seat club arranged leather seats with a folding executive table and a 110V outlet on each side. Above the right table are controls for audio, video, temperature, and lighting. The aft cabin has two forward facing leather seats, each with a slimline folding table. The cabin headliner and upper sidewalls are ivory leather. Sliding window shades are included at each tinted window. The private toilet area includes a vanity, sink, warm water container, closet, and sliding doors with retractable pocket panels for privacy. The Monogram toilet is belted (providing the eighth seat position) and serviced externally.

EXTERIOR DESCRIPTION:

Original Paint by Duncan Aviation, May 1999: The upper fuselage is Matterhorn White, Fire Red, and Custom Yellow. The upper wing surfaces are Matterhorn White. The lower fuselage and lower wing surfaces are Fire Red. The lower nose and engine cowlings are Custom Blue.

NOTES:

- Damage History - NONE
- One US Corporate Owner since new
- Single Point Refueling
- Removable 673# Fuel Extension Tank (included but not Installed)
- Devore Recognition Lights on horizontal stabilizers upper skins
- Therapeutic Oxygen Outlet with Mask and long hose
- Gulfstream CMP Maintenance and Inspection Tracking.

ASKING PRICE:**\$6,595,000**

This aircraft is being brokered by Guardian Jet, LLC. Prospective purchasers are encouraged to conduct their own independent pre-purchase inspection as Guardian Jet, LLC makes no representations as to the airworthiness of the aircraft or the accuracy of the above information. Specifications subject to verification upon inspection. Aircraft subject to prior sale.

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Aircraft Photographs









