

# Specifications and Summary

## ASTRA SPX



**2001 Astra SPX**  
Serial Number 134, N1125S



# 2001 ASTRA SPX

## N1125S - S/N 134

**TOTAL TIME:** *(Times as of 9/7/2007)*

**TTAF:** 2,810.0

**LANDINGS:** 1669

**ENGINES:**

|                       | <b>Left</b> | <b>Right</b> |
|-----------------------|-------------|--------------|
| <b>Time SNEW:</b>     | 2617.0      | 2810.0       |
| <b>Cycles SNEW:</b>   | 1468        | 1573         |
| <b>Time Since MPI</b> | 91          | 365          |
| <b>Serial Number:</b> | P113218     | P113219      |

**ENGINE PROGRAM:** MSP GOLD

**AVIONICS:**

**FLIGHT CONTROL SYSTEM**

**EFIS:** Collins ProLine 4 (Four tube EFIS)

**AUTOPILOT:** Collins FCC 4000

**AIR DATA COMPUTER:** (2) Collins DADC 850C

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

**NAVIGATION:** (2) Collins VIR-432

**RADAR:** Collins TWR-850 Color Radar with Turbulence Detection and dual Collins WXP-4220 Radar Controllers

**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-442D

**MARKER BEACON:** (2) Collins

**HIGH FREQUENCY RADIO:** Collins HF9031A with SELCAL

**RADAR ALTIMETER:** Yes

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

**FLIGHT MANAGEMENT SYSTEM:** (2) Universal UNS-1C with 603 software with DTU in pedestal

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

**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] ✓*

**LIGHTNING DETECTION:** None

**ELT\*:** Artex 406 (Not wired with navigation position input)

*\*[NOTE: ELT is required as of 1/1/2004 of all nonscheduled N-registered jet aircraft] ✓*

**COCKPIT VOICE RECORDER:** Universal

**ADDITIONAL AVIONICS**

**CLOCKS:** (2) Davtron clocks



**ADDITIONAL EQUIPMENT:**

- TELEPHONE SYSTEM:** Universal Aero-M Satcom with 3 Handsets
- PULSE LIGHT SYSTEM:** Yes
- CABIN INFORMATION DISPLAY:** Airshow 400 with IR remote control
- CABIN LIGHTING:** Standard
- OVERWATER LIFE VESTS:** Yes (9)
- LIFERAFT:** Eastern Aero Marine (6 place)
- THRUST REVERSERS:** Nordam

**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)      | 5/30/07 @ 2671 hours  | 2921 hours      |
| B (500 hours)     | 9/18/06 @ 2417 hours  | 3418 hours      |
| C (1000 hours)    | 1030/05 @ 1918 hours  | 2918 hours      |
| Gear Overhaul     |                       | 5,000 hrs/O.C.  |

**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:** 13,917

**INTERIOR DESCRIPTION: (Original Completion at Duncan Aviation, Lincoln, August 2001)**

Six passenger interior with additional belted toilet. Forward cabin features extra large closet behind the copilot's seat and a circular Carl Booth Veneer (QTR Red Gum, high gloss finish) galley with large icebox, large trash bin, two hot liquid dispensers, Satin Nickel Plating and Corian Countertop. The left side cabinet unit contains a DVD and VCR units and an 8"x12" retractable monitor along with beverage storage. Just aft of the galley are two aft facing Spinneybeck (SA 2047 Rattlesnake color) leather seats. Each seat features a slimline folding table. The aft cabin section is a four seat club arrangement with an executive table on each side. The cabin headliner is ivory Tapis Ultraleather. The private toilet area includes a vanity closet, sink and pocket doors for privacy. The Monogram toilet is belted and serviced externally. Accordion style Linen window shades throughout.

**EXTERIOR DESCRIPTION: (Original)**

The upper fuselage and wings are Oyster White. The lower fuselage is Bristol Green with Emron Gold trim.

**NOTES:**

- Damage History - NONE
- One US Corporate Owner since new
- Single Point Refueling
- Removabe 673# Fuel Extension Tank is Installed
- No APU
- Devore Recognition Lights on tail
- Logo Lights
- (4) 110V outlets in the cabin
- Therapeutic Oxygen

**ASKING PRICE:**

**\$ 7,950,000**

*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











# Why Guardian Jet

The answer is in the tag line underneath our name, “**Consulting, Oversight, Brokerage.**” It is important to understand each and to put them in the proper sequence, for that is what sets Guardian Jet apart from other airplane sales companies. The **Consulting** and **Oversight** are the foundation from which spring the **Brokerage** business of buying and selling airplanes on behalf of our clients. This is the paradigm shift that differentiates us from a pure sales company. The simplicity and beauty of the business model is the relationship between the three interactions with the customer.

## Consulting

The consulting branch of the business is the project oriented component that solves problems and finds solutions for different issues that arise for each client. We take the pebble out of your shoe. If we are not experts, we have on retainer or will find the expert solution the fastest and most effective way possible.

## Oversight

Guardian Jet is a lightning rod for value added services provided or overseen by our own employees, a core group of qualified sub-contractors and industry leading vendors. The services that we do not perform directly, we oversee to make sure you are getting the best the industry has to offer. An individual owner could not possibly find, keep up with or afford on an individual basis, the breadth and scope of what Guardian brings to your operation.

## Brokerage

Woven into your day-to-day interactions of operating an airplane is brokering the sale of an existing airplane and/or acquiring the next airplane. For a set fee, we will help you maximize your investment through the help and support of our brokerage and acquisition process. No one is better suited to do that for you than a company that is with you from beginning to end.

## The Paradigm Shift

To win your brokerage business, the high margin opportunity, we have to provide outstanding consulting and oversight. By design, Guardian needs to act in the best interest of its customers because it never lets go of the customer. Think of Guardian Jet as the picture on the cover of the puzzle box. Each piece of the puzzle is related to the other and all are designed to improve the experience of owning an airplane.