

Specifications and Summary

Raytheon Hawker 700A



1981 Hawker 700A
Serial Number NA0307, N270KA



1981 Hawker 700A

N270KA - S/N NA0307

TOTAL TIME: *(Times as of 1/16/2005)*

TTAF: 12,936

LANDINGS: 10,218

ENGINES: Garrett TFE 731-3R-1H*

SNEW: Left 12,336

Right
12,295

Cycles: 9,644

9,794

Serial Number: P84353

P84354

* Engines on Garrett MSP Program

APU: Sunstrand Turbomach T-62T-39

Cycles: 699 SOH

AVIONICS:

COMMUNICATIONS: (2) Collins VHF-20 Comms

NAVIGATION: (2) Collins VIR-30 VOR/ILS Navs

FLIGHT DIRECTOR: (2) Collins FDS-80 Flight Directors

AUTOPILOT: Collins APS-80 Autopilot System

FLIGHT GUIDANCE COMPUTER: (2) Collins FGC-80 Flight Guidance Computer

RADAR: Bendix RDR-1300 Radar

TRANSPONDER: (2) Collins TDR-90 Transponder

AUTOMATIC DIRECTION FINDER: (2) Collins ADF-60 ADF

HF: Collins 718U-5HF HF Radio

SELCAL: Motorola SELCAL

RADAR ALTIMETER: (2) Collins ALT-55B

DISTANCE MEASURING EQUIPMENT: (2) Collins DME-40 DME

AIR DATA COMPUTER: (2) Collins ADC-80 Air Data Computer

GLOBAL POSITIONING SYSTEM: Allied Signal GNS-XLS

FLIGHT MANAGEMENT SYSTEM: Allied Signal GNS-XLS

ELT: Yes

TAWS: Yes

COCKPIT VOICE RECORDER: Fairchild GA-100 CVR

ADDITIONAL AVIONICS:

Litton N1 Indicators

Litton ITT Indicators

Colt CD-3000 Fuel Management Computer

Wulfsburg Flitefone VI

CAPABILITIES:

RVSM: Yes

Minimum Navigation Performance Specs: No

FM Immunity: No

Required Navigation Performance 5: No

Required Navigation Performance 10: No

8.33 kHz Channel Spacing for Comms: No

OPTIONS & FEATURES:

TV/VCR with Remote

TTG Display

AM/FM Cassette



1981 Hawker 700A Specifications (Cont'd)

INTERIOR: *(New by Stevens Aviation in September 1997)*

Eight passenger executive interior, finished in grey leather with matching carpet and side panels. Amenities include an aft galley, enclosed lavatory, and built-in TV/VCR.

EXTERIOR: *(New by Duncan Aviation in October 1999)*

Overall all White with Maroon and Grey accent stripes.

WEIGHTS:

MAX TAKEOFF: 25,500 lbs.

EMPTY WEIGHT: 14,096 lbs.

MAX LANDING: 22,000 lbs.

B.O.W.: 14,364 lbs.

MAINTENANCE:

Main Landing Gear replacement – October 1999.

4,000 Landing Inspection – October 1999.

"A" (300hr) Inspection completed 12/7/2004 at 12,907.7 hours (Midcoast Aviation)

"B" (600hr) Inspection completed 12/7/2004 at 12,907.7 hours (Midcoast Aviation)

"C" (1200hr) Inspection completed 12/7/2004 at 12,907.7 hours (Midcoast Aviation)

"D" (2400hr) Inspection completed 12/7/2004 at 12,907.7 hours (Midcoast Aviation)

"E" (12mo) Inspection completed 12/7/2004 at 12,907.7 hours (Midcoast Aviation)

"F" (24mo) Inspection completed 12/7/2004 at 12,907.7 hours (Midcoast Aviation)

"G" (48mo) Inspection completed 12/7/2004 at 12,907.7 hours (Midcoast Aviation)

91.411 Altimeter Check due Nov. 2006

91.413 Transponder Check due Nov. 2006

Pitot/Static Recertification due Nov. 2006

Life Vest Recertification due Jun. 2005

Pyrotechnic Signaling Device due Dec. 2006

Weigh Aircraft due Jan. 2008

CVR Underwater Locator Beacon due Jun. 2008

Left Engine MPI due at 14,309 aircraft hours

Right Engine MPI due at 14,309 aircraft hours

NOTES:

- ▶ FAA Part 135 Operated and Maintained
- ▶ Aircraft has always been a Hawker 700A

ASKING PRICE:

\$2,395,000

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.