

**Corporate Concepts International, Inc.**

***Boeing 737-300 VIP***

***Unadvertised – Off Market Opportunity  
For Sale or Lease – Turnkey Management Available,  
on US 125 Certificate***



***Executive Boeing 737-300VIP offering a fresh heavy “C” inspection, upgraded new cabin and cockpit windows, recent galley upgrades, impeccable pedigree, 8,000 VIP hours, engines overhauled, upgraded and enrolled on GE On-Point engine program.***

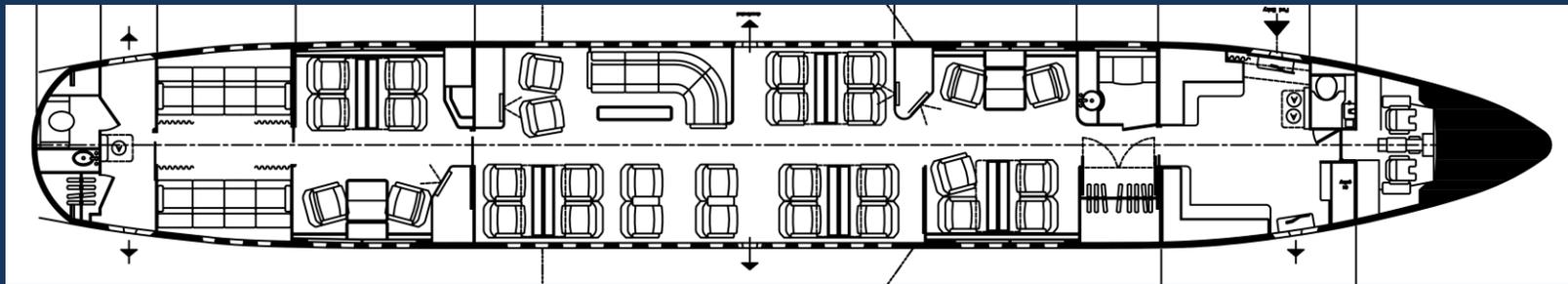
**[Click for  
Photo Presentation](#)**

**[Click for a Video of this  
Executive Boeing 737-300](#)**

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## Highlights of this unique Boeing 737-300VIP

- *Fresh heavy “C” inspection, upgraded new cabin and cockpit windows, recent galley upgrades, impeccable pedigree*
- *New Paint in February 2020*
- *Ultimate passenger seating comfort for 42 VIP passengers – Sleeping accommodations for 17 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.*



*For more information contact:*

**Larry Wright**

**+1.704.906.3755**

**lwright@flycci.com**

**Dennis Blackburn**

**+1.832.647.7581**

**blackburn@flycci.com**

















## **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)

|                        |             |                                   |                  |
|------------------------|-------------|-----------------------------------|------------------|
| <b>Airframe Hours:</b> | <b>8200</b> | <b>APU – GTCP 85-129E</b>         | <b>S/N 60393</b> |
| <b>Landings:</b>       | <b>4175</b> | <b>APU Hours: Total Since New</b> | <b>12269</b>     |
|                        |             | <b>Overhaul TSO/H:</b>            | <b>4481</b>      |

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

|                              |                                  |
|------------------------------|----------------------------------|
| <b>#1 Engine:</b> S/N 721787 | <b>#2 Engine:</b> S/N 720881     |
| Hours: <b>8023</b>           | Hours: <b>7904</b>               |
| Cycles: <b>4063</b>          | Cycles: <b>3972</b>              |
| 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.