



1999 Gulfstream IV-SP Serial Number 1381 A6-NMA

SOLD

Watch a video about this great aircraft on our website at www.jetsales.com.

Why buy a Gulfstream IV-SP?

- Proven Airframe & Cabin
- Internationally Capable
- Comfortable Cabin

Why buy THIS Gulfstream IV-SP?

- 3,581 TTAF : 1,576 Landings
- Times Since Midlife 957 hrs / 957 hrs
- Airshow Genesys
- Currently Operating on a Commercial Certificate
- Triple Honeywell LRNAV
- Jar-Ops and EASA Approved
- 48 Month Detailed Landing Gear Inspections c/w September 2011

This outstanding aircraft is based at Gulfstream Savannah and may be viewed by appointment and at our web site at www.jetsales.com.

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Specifications as of 4/1/12. Specifications are subject to verification upon inspection and should not provide a basis for reliance or create any other binding obligation. Information has been provided by Seller and has not been independently verified by JMCJSI. Presenting these aircraft specifications does not constitute the registration of a client with JMCJSI.

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Airframe:

TTAF: 3,581 hrs
Landings: 1,576

Engines:

Type: RR Tay 611-8

	#1	#2
S/N:	16887	16888
TSN:	3,446 hrs	3,446 hrs
CSN:	1,536	1,536
TS/Mid Life:	957	957
Next OH Due:	6,489 hrs or 9/30/19	6,489 hrs or 9/30/19

APU:

Type: Honeywell GTCP 36-100G
S/N: P-798
TSN: 3,611 APU hrs
TSOH: 2,314 APU hrs
O/H Frequency: On Condition
HOT Frequency: On Condition

Inspections / Maintenance:

On CMP maintenance tracking program

MSG 3 Aircraft

48 Month Detailed Landing Gear Inspections c/w September 2011
1A Check c/w May 29, 2011 @ 3,315 hrs, next due May 2012 or 3,815 hrs
2A Check c/w June 17, 2010 @ 2,890 hrs, next due @ 3,890 hrs
4A Check c/w June 22, 2008 @ 1,985 hrs, next due @ 4,000 hrs
5A Check c/w June 10, 2009 @ 2,469 hrs, next due 4,969 hrs
1C Check c/w May 29, 2011 @ 3,316 hrs, next due May 2012
2C Check c/w June 17, 2010 @ 2,890 hrs, next due April 2012
3C Check c/w May 1, 2009 @ 2,384 hrs, next due May 2012
4C Check c/w December 11, 2008 @ 2,189 hrs, next due December 2012
5C Check c/w May 1, 2009 @ 2,384 hrs, next due April 2014
6C Check c/w July 17, 2006 @ 1,295 hrs, next due July 2012
8C Check c/w December 11, 2008 @ 2,189 hrs, next due December 2016

Weight & Balance:

Empty: 43,231 lbs
Basic Operating: 44,651 lbs
Max Takeoff: 74,600 lbs
Max Landing: 66,000 lbs
Max Zero Fuel: 43,231 lbs
Full Fuel: 29,280 lbs

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Avionics:

COM: Triple Collins VHF 422-D with 8.33 Spacing
NAV: Dual Collins VIR 432 with FM Immunity
FDS: Honeywell SPZ 8400
A/P: Dual Honeywell FZ 820
XPNDR: Dual Collins TDR 94D Enhanced Mode S
ADF: Dual Collins ADF 462
DME: Dual Collins DME 442
ADC: Dual Honeywell AZ 810
FMS: Dual Honeywell NZ 2000 with (CD 810s) and Single Lasertrak
GPS: Dual Honeywell GR 550 (HG2021GD02)
STCOM: Honeywell MCS 6000 with 1 cockpit and 4 cabin handsets
HF.COM: Dual Collins HF 9000 (903A)
EFIS: Honeywell Six Tube DU 880 displays
RADAR: Honeywell Primus 880 with dual control panels and lightning sensor
SELCAL: Coltech CSD -714
TCAS: Honeywell TCAS 2000 with Change 7
RADALT: Dual Honeywell RT 300
EGPWS: Honeywell Mark V 218-218 Software (with Windshear)
LRNAV: Triple Honeywell Laser Ref II (HG1075AE04)
FDR: Lockheed F1000 SSFDR
CVR: Litton (L3) FA 2100
ELT: Artex 406 MGHZ with NAV interface
Audio Panels: Triple Baker Electronics 990-3333-148

Additional Equipment & Features:

RVSM Capable
MNPS Capable
FM Immunity Compliant
8.33 Spacing Compliant
RNP 5 & 10 Compliant
TAWS Compliant
Thrust Reversers
Jar-Ops and EASA Approved
RNP 1, 3, 4, 5, 10, BRNAV and PRNAV Certified
Dual Collins RTU 4220
Sextant Thales 64111-952-1 Standby Altimeter
H341BCM Standby Attitude Indicator
Litton Aeronetics BDI 3030A RMI
Honeywell Angle of Attack System
FMS Master Switches
EFIS Master Switches
Dual 60HZ 115V Converter
Cockpit 5.6" Airshow Monitor

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Additional Equipment & Features continued:

Honeywell Angle of Attack System
Airshow Genesys System
Battery Temp Monitor System
Brake Temp Monitor System
3rd Crew Member Jump Seat
Flyaway Kit
Rosemount Ice Detector
Two Life Rafts

Interior:

This aircraft has a nine passenger, fireblocked interior and one crew lav seat (certified for take-off and landing). The forward cabin features a two place divan opposite a two place club with a single stowable table. The mid cabin has a four place club with two stowable tables and the aft cabin features a 78-inch sofa bed (not certified for take-off and landing) opposing a single forward facing VIP seat with stowable table and credenza. Mid/Aft cabin has a pocket door for VIP bedroom/office privacy and a solid door into the aft lav area.

Forward galley equipped with a microwave, espresso machine, convection oven and a sink.

The entertainment system features: Airshow Genesys, 1 Sony DVD player, 1 Sony CD player, an AM/FM Cassette player, a Toshiba radio tuner, a 21" wide screen Baker monitor at aft cabin credenza, (2) 14.2" Rosen monitors located at forward and aft cabin bulkheads, (3) 5.6" Rosen video stowable monitors located at forward and mid cabin seats #1, #2 and #3, Pacific systems switches, Beaker audio controllers, Bose speakers, Amplifiers and Equalizer Module and an Allied Signal Magnastar C-750 Telecommunications Management System.

Lavs: Forward Crew Lavatory and AFT VIP Lavatory.

Exterior:

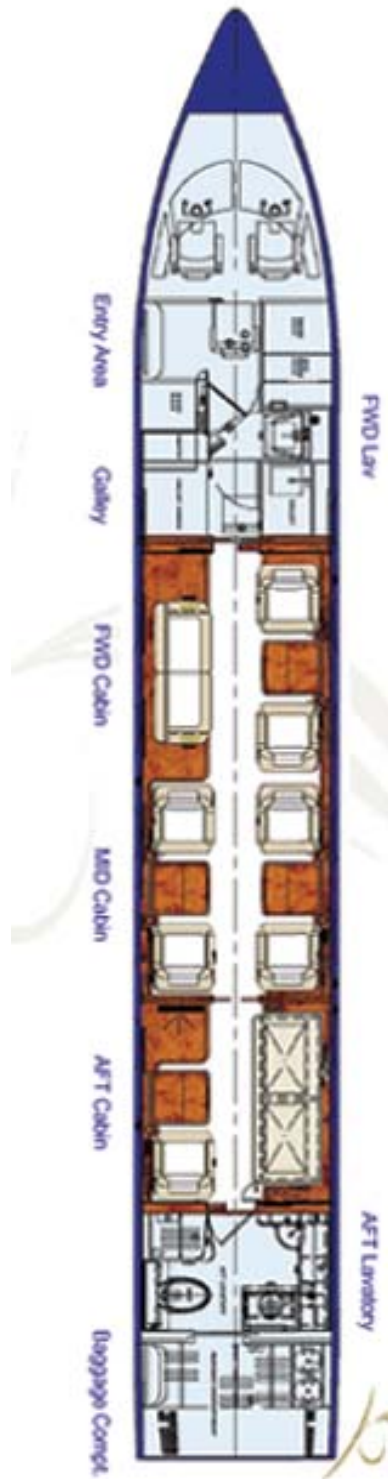
Upper Fuselage White with Blue and Gold / Lower Fuselage Blue with Gold Stripes. Repainted on 10/3/2003.



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