

BOEING 737-500 VIP

EUROPEAN
AVIATION

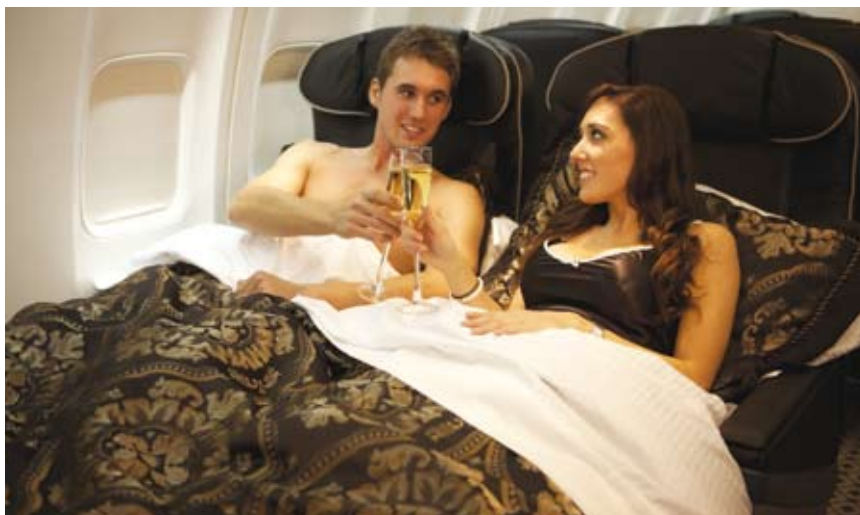


Shown with optional Winglets



This Boeing 737-500 has recently undergone extensive maintenance and engineering work and has been converted to a VIP configuration in October 2010. The aircraft has been completely refurbished to the highest standards. The new owner will benefit from the millions of dollars and thousands of man hours that have gone into completing this VIP conversion. Optional Winglets can be fitted to improve the aircraft performance and range. The exterior has been painstakingly repainted and the interior has been finished to a very high VIP standard.

The Cabin Interior has been refurbished and all sidewall panels, ceiling panels, hat rack's, bins and PSU's have been refurbished, new cabin curtains have been installed, the bulkheads have been recovered and a new 100% wool VIP quality carpet has been fitted throughout the cabin.



The forward section of the aircraft is in "Club 4" configuration, with 16 black leather seats around 4 HI - LO tables which also convert into 8 sleeping positions. The rear section of the aircraft is configured with a further 28 black leather seats. The seating can be reconfigured to customer specification if required.



The G1, G2, and G4 Galleys have all been upgraded and new coin dot galley flooring has been installed. A new G7 has been installed giving ample closet space in the forward cabin. New catering equipment has been installed throughout the aircraft.

Toilets have been totally stripped out, upgraded and painted to a high standard. These have been finished with contrasting wood accents. Two toilets are fitted, one at the front of the aircraft, and one at the rear of the aircraft.





The Flight Deck has also undergone refurbishment which includes new flooring, refurbished instrument panels, and refurbished flight deck seats which includes new foams and sheepskin seat covers.

The exterior of the aircraft has been totally repainted and refinished to a very high standard. In addition all leading edges and engine nacelles have been polished. Winglets can be fitted, increasing the performance and range of the aircraft. The addition of Winglets also dramatically improves the look of the aircraft, giving the appearance of a Boeing BBJ at a fraction of the cost.

Both cargo holds have been totally refurbished and new cargo nets fitted. The undercarriage bays have been cleaned and re protected.



The aircraft is equipped with a 16 place compliment of first class equipment including new Noritake 16 piece bone china service and quality 16 place cutlery set. High quality bedding for 8 passengers along with 4 fitted mattresses allows each club 4 to convert into a double bed. Quality first class seat cushions, place mats and napkins together with a host of other new equipment are provided to service the first class cabin. Equipment for the rear cabin consists of 56 business class meal lay ups, large quantity of glasses, cups, serving dishes, coffee pots, etc, etc. to enable service to the rear cabin.

In summary, this aircraft is equipped with new equipment throughout and is ready for immediate service.



Shown with optional Winglets

Aircraft Specification & Status Summary

Report Date:	29th October 2010
Aircraft Registration:	N647SR
Previous Registration:	LN-BRR
Type:	BOEING 737-500



Aircraft Information

Aircraft Registration:	N647SR	Serial No. :	24648
Type:	B737-505	Line No. :	2213
Date of Manufacture:	Jan 1992	Variable No. :	PT007
Aircraft Owner:	European Skybus Ltd	Aircraft Operator:	

Hours & Cycles Information

Total Aircraft Hours	35,253	Total Aircraft Cycles	52,221
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Maintenance Programme Information – Boeing MPD Based Maintenance Schedule

	N.E Calendar	N.E Hours	N.E Cycles
1C		4,000	
2C		8,000	
4C		16,000	
6C		24,000	
Structural Insp Tasks		24,000	
8C		32,000	

Maintenance Checks Completed

	Dates	Hours	Cycles
1C	15 Apr 2009	35,247	52,207
2C	25 Feb 2008	33,489	49,871
4C	29 Oct 2006	31,252	46,808
6C	01 Jun 2001	20,044	31,852
Structural Insp Tasks	01 Jun 2001	20,044	31,852
8C	01 Jun 2001	20,044	31,852

Engine Status

	Engine No 1	Engine No 2	APU
Type	CFMI	CFMI	GTCP36-280B
Part Number	CFM56-3C1	CFM56-3C1	3800516-1
Serial Number	724960	727259	P-40163
TSN	36,005	35,101	
CSN	46,928	46,313	41,179
TSLSV	5,464	2,162	
CSLSV	7,428	2,823	391
Date of LSV	07 Mar 2006	31 Aug 2007	11 Nov 2008
Cyc remain to 1st Limiter	7,266	17,174	N/A

Landing Gear Status

	LH Main Landing Gear	RH Main Landing Gear	Nose Landing Gear
Part Number	65-73761-127	65-73761-128	65-73762-21
Serial Number	MCO3757P1917	MCO3758P1917	T3228P2018
TSN			
CSN	48,420	48,420	48,420
TSO			
CSO	5	5	5
Last O/H Date	24 Feb 2009	24 Feb 2009	24 Feb 2009

Avionics Equipment Fit List

	Quantity	Manufacturer	Model / Part Number
Cockpit Voice Recorder	1	L3 Communications	2100-1020-00
ELT	1	Artex	110-340
PA Amplifier	1	Collins	622-4096-001
Tape Reproducer	1	Panasonic	RDAZ7351
SELCAL	1	Motorola	NA138-714B
ACARS Management Unit	1	Teledyne	2229385-35
VHF Transceiver	3	Collins	822-1044-004
ADF Receiver	2	Collins	777-1492-005
DME Interrogator	2	Collins	622-2921-006
EGPWS	1	Honeywell	965-0976-020-219-219
Inertial Reference Unit	2	Honeywell	HG105AE10
Marker Beacon	1	Collins	522-2996-011
Mode 'S' Transceiver	2	Collins	822-1338-003
Radio Altimeter	2	Collins	622-3890-021
TCAS Ver 7	1	Collins	822-1293-002
VHF Nav	2	Collins	822-0761-001
Weather Radar	1	Collins	622-5132-106
DFDAU	1	Teledyne	2233000-4A
UFDR	1	Honeywell	980-4100DXUS
Auto Throttle Computer	1	Smiths	755SUE2-4
Flight Control Computer	2	Honeywell	4051600-914
Yaw Damper Computer	1	Honeywell	4084042-911

Operating Weights

	lbs	kgs
Max Taxi Weight	117,000	53,070
Max Take Off Weight	116,500	52,843
Max Landing Weight	110,000	49,895
Max Zero Fuel Weight	102,500	46,493

Fuel Tank Capacity

	lbs	kgs
Totals	37,308	17,102

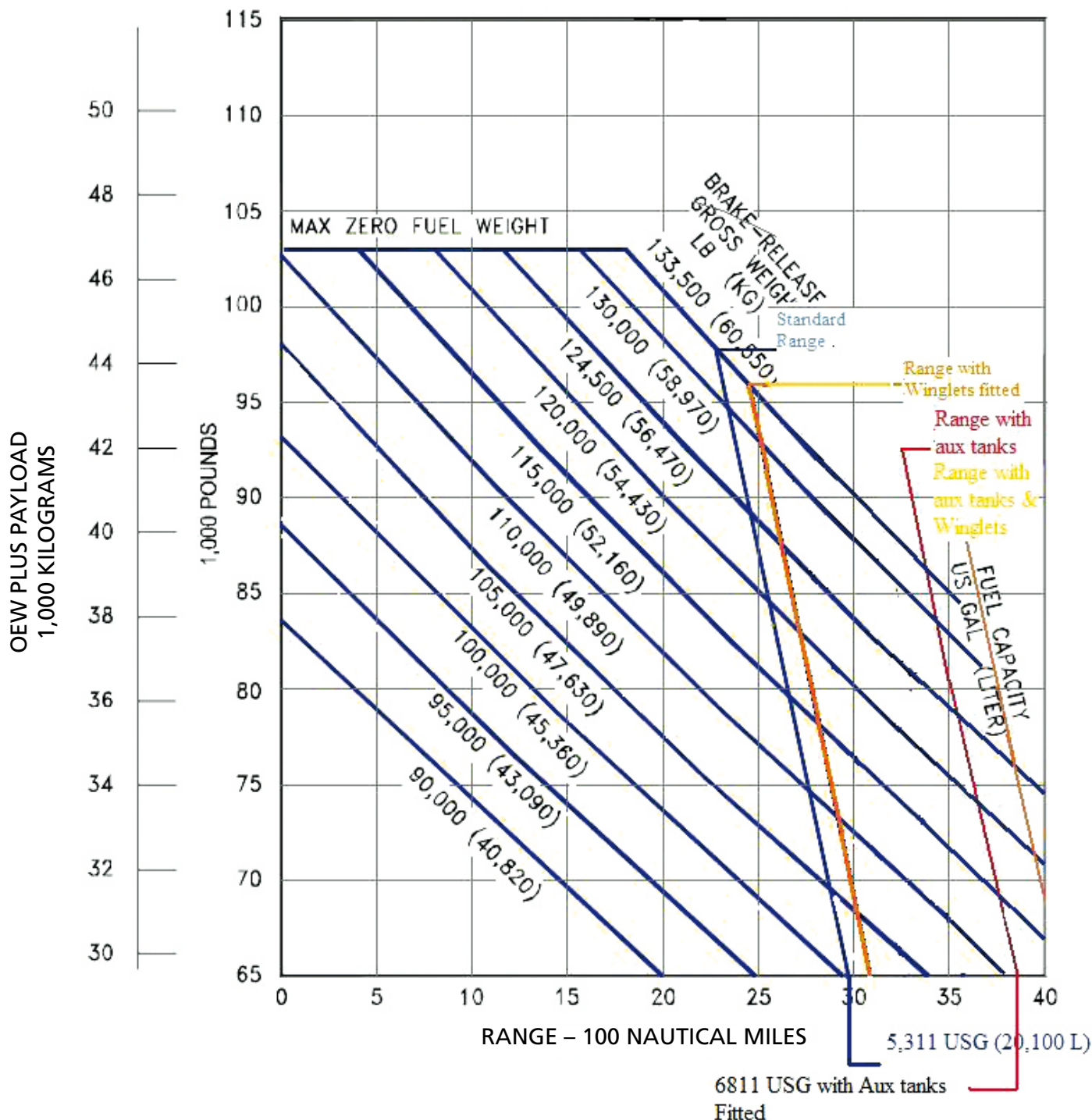
Interior

Galley/s	4 : 3 Fwd, 1 Aft
Lavatories	2 : 1 Fwd, 1 Aft
Seat Configuration	16 Fwd / 28 Aft

Performance Graphs (With Optional Winglets and Auxilliary Fuel Tanks)

Notes:

- Domestic reserves
- CFM56-3B-1 engines
- Standard day, zero wind
- LRC at 31,000/ 35,000 feet
- For illustration purposes only. See note 5.



Note 1: 6% increase in range due to winglets

Note 2: It is advised that CFM 56-C1 engines (as fitted to this aircraft) operated at B1 power represents a further 2% fuel saving.

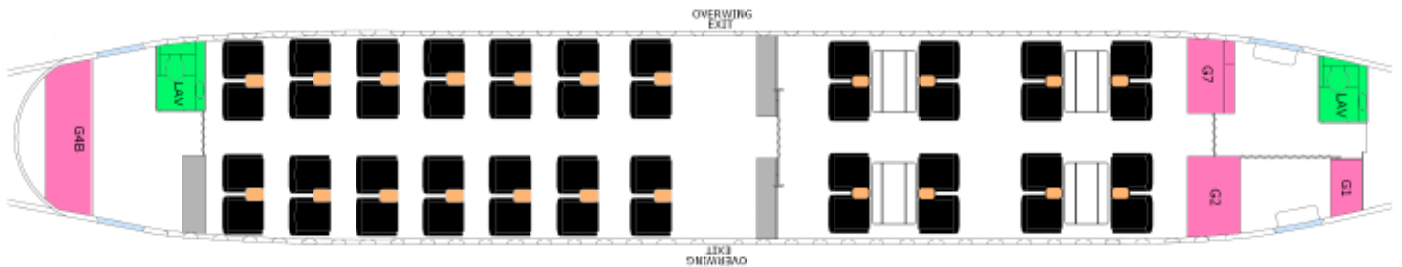
Note 3: The above standard Boeing graph assumes a stepped climb of 31,000/35,000 feet. With the addition of winglets and carrying 16 First Class passengers, an initial climb to 35,000 feet is possible, further increasing the aircraft's useable range.

Note 4: 1500 USG Aux tanks can be fitted which together with winglets and a light passenger load will allow a 4,000NM range.

Note 5: Assumptions on range are based on data provided by both Winglet and Aux tank manufacturers. As such European Aviation Ltd does not guarantee the range and any buyer must therefore satisfy themselves as to the true range of the aircraft.

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