



Bombardier LEAR 45 C-FRYS S/N 45-275

Specifications and Summary



2005 LEAR 45 C-FRYS S/N 45-275



OFFERED AT: \$1,595,000

AIRCRAFT HIGHLIGHTS:

One owner Since New
ADS-B Out Version 2
Engines on MSP
BR Engines
TCAS 7.1

STATUS: As of October 28th, 2019
TOTAL TIME: 8,031.8
LANDINGS: 5,889
ENGINES: Honeywell TFE-731-20BR-1B

	#1	#2
Total Time Since New:	7,979	7,979
Cycles Since New:	5,865	5,865
Last MPI (Hours/Date):	1/14/2015 @ 5,360	1/14/2015 @ 5,360
Next MPI Due:	8,334	8,334
Last CZI (Hours/Cycles)	1/14/2015 @ 5,360	1/14/2015 @ 5,360
Next CZI Due:	11,360	11,360
SERIAL NUMBER:	P-116617C	P-116616C

Engines Enrolled on MSP

APU (RE-100)

Serial Number: P-305
Total Time Since New: 1,914.62
Cycles Since New: 5,610
Time @ HSI: 1,388
Time Due New HSI: 7,949
APU Enrolled on MSP

WEIGHT:

MAX RAMP WEIGHT:	21,750 Lbs.	MAX TAKE-OFF WEIGHT:	21,500 Lbs.
MAX LANDING WEIGHT:	19,200 Lbs.	MAX ZERO FUEL:	16,000 Lbs.
EMPTY WEIGHT:	13,826 Lbs.	MIN FLIGHT WEIGHT:	14,000 Lbs.
MAX USABLE FUEL:	6,062 Lbs.		

SB 45-11-4 R2 complied with on 11/2004 increases Max Take-Off Weight to 21,500 lbs.

CAPABILITIES:

RVSM	8.33 Spacing	FM Immunity	MNPS
RNP 10/5/4/1	BRNAV	VNAV	WAAS/LPV
TCAS 7.1			

AVIONICS & COCKPIT



AVIONICS: Honeywell Primus 1000 Avionics System

AIR DATA COMPUTER: Dual Honeywell AZ-950 ADC

ATTITUDE HEADING REFERENCE SYTEM: Dual Honeywell AH-800 AHRS Computers

AUDIO CONTROL PANEL: Dual Honeywell AV-850A

AUTOMATIC DIRECTION FINDER: Honeywell RNZ-850 with ADF

AUTOPILOT: Honeywell IC-600 Autopilot

COCKPIT VOICE RECORDER: Honeywell SSCVR CVR120 (120 minutes)

COMMUNICATIONS: Dual Honeywell RCZ-851G VHF Comm/ATC Units

ELECTRONIC STANDBY INSTRUMENT SYSTEM: Honeywell DU-870 Display Units

EMEGENCY LOCATOR TRANSMITTER: Artex C406-2 ELT

DISTANCE MEASURING EQUIPMENT: Integrated w/ Dual Honeywell RNZ-851 Navigation Units

FLIGHT GUIDANCE SYSTEM: Honeywell GC-550

FLIGHT MANAGEMENT SYSTEM: Dual Universal UNS-1Ew FMS

HIGH FREQUENCY RADIO: Bendix King KHF-950 provisions

MAINTENANCE DIAGNOSTIC COMPUTER: MCOS

NAVIGATION: Honeywell RNZ-850 with ADF and RNZ-851 Navigation Units

RADIO ALTIMETER: Honeywell RT-300 Radar Altimeter

RADIO MANAGEMENT UNIT: Dual Honeywell RM-855

SELCAL: CSD-10 Secal Decoder

STANDBY ATTITUDE INDICATOR: L3 AI-804BZ Standby Indicator

TERRAIN AWARENESS WARNING SYSTEM: Honeywell Mark V EGPWS Computer

TRAFFIC COLLISION AVOIDANCE SYSTEM: Honeywell TCAS 2000 TCAS II with Change 7.1

TRANSPONDERS: Integrated with Dual Honeywell VHF Comm/ATC Units with ADS-B Out Version 2

WEATHER RADAR: Honeywell Primus WU-660 Weather Radar

CABIN ENTERTAINMENT & ADDITIONAL ITEMS

Iridium Satellite Phone System
 Thrust Reversers
 115V Outlets
 Pilot Sun Visors
 LED Navigation Lights

MAINTENANCE PROGRAMS & INSPECTIONS STATUS



MAINTENANCE & INSPECTIONS

- BR Engines
- Engines and APU on MSP
- Manufactured March 2005
- In Service Date 7/29/2005

<i>INSPECTION</i>	<i>LAST COMPLETED</i>	<i>NEXT DUE</i>
Phase A (300 Hours)	06/2019 @ 7,836 Hrs	8,136 Hours
Phase B (600 Hours)	06/2019 @ 7,836 Hrs	8,436 Hours
Phase C (1,200 Hours)	06/2019 @ 7,836 Hrs	9,036 Hours
Phase D (2,400 Hours)	07/2017 @ 6,795 Hrs	9,195 Hours
4,800 Hour Check	07/2013 @ 4,578 Hrs	9,378 Hours
9,600 Hour Check	N/A	9,600 Hours

INTERIOR

INTERIOR DESCRIPTION

This executive 9 passenger interior is configured with both forward cabin and aft cabin double club seating and belted toilet. A very functional forward galley and full aft lavatory complete the cabin.



Forward Cabin looking Aft



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INTERIOR



Forward Cabin looking Forward



Forward Galley

INTERIOR



Aft Cabin looking Forward



Aft Cabin looking Aft



GUARDIANJET

AFT LAVATORY



Aft Lavatory

EXTERIOR

EXTERIOR DESCRIPTION

Original Paint at Bombardier, Wichita.

Overall white with black and gray accent stripes.



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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