



Exclusively Presents

1993 GULFSTREAM IV-SP

Serial Number 1223

Registration N257H

AIRCRAFT SPECIFICATIONS

Airframe

- Total Time: 8,384 Hours
- Total Landings 4,865
- No Damage And No Damage History

Exterior Finish And Condition

- Colors: Matterhorn White With Dark Red And Gold Accent Stripes
- Paint Is In Excellent Condition
- Bright Work Is In Excellent Condition With High Mirror Finish
- Aircraft Was Painted At Landmark Aviation, Springfield, IL January 2008

Interior Finish And Condition

- Seating For Thirteen Passengers
- Floor Plan From Forward To Aft Consists Of Three Seating Groups As Follows: Forward Cabin, Three Place Divan On Left Side And Two Place Club Seats With Pull Out Table On Right Side; Mid-Cabin, Four Place Conference And Dining Group On Left Side And Black Walnut Credenza On Right Side; Aft Cabin, Four Place Club Seating With Two Seats On Each Side.
- Full Leather Seating; Forward Cabin And Mid-Cabin Seating Is Light Grey, Aft Cabin Seating Is Grey.
- Textured Grey Upper Side Panels
- Subtle Patterned Grey Lower Side Panels



- Ultrasuede Headliner
- 100% Wool Grey Carpet
- High Gloss Black Walnut Wood Cabinetry
- This Aircraft Has The Preferred 52" Dual Side Aft Galley With A High Temperature Oven And A Microwave Oven
- Two Lavatories, Forward And Aft
- 15" Video Monitor Located Over The Credenza
- Airshow 400 Display On Left Forward Bulkhead
- Interior Is In Excellent Condition
- Interior Was Completed At International Jet Interiors, Ronkonkoma, NY February 2008

Engines

- Rolls Royce TAY 611-8, Serial Numbers 16557 And 16558
- Total Times Since New: Left 8071.6 Hours, Right 8021.7 Hours
- Cycles Since New: 4,708 Left, 4,674 Right
- Mid Life Next Due: Left 11,081 Hours / Nov 2020; Right 11,031 Hours / Nov 2020
- Overhaul Next Due: 15,081 Hours / Nov 2030; Right 15,031 Hours / Nov 2030

Auxillary Power Unit

- Honeywell GTCP36-150 APU *Upgrade*
- Time Since New 5,370 Hours; Converted To -150 At 5,138 Hours

Avionics And Panel Equipment

- Honeywell SPZ-8000 Electronic Flight Information System (EFIS) Glass Cockpit With Six Display Screens
- AIRCRAFT FLIGHT INFORMATION SYSTEM: Honeywell Aircraft Flight Information System (AFIS) And Additionally The Satellite Aircraft Flight Information System (SAT-AFIS) *Upgrade*
- AIR DATA COMPUTER: Dual Honeywell AZ-810 Computers
- AUTO PILOT: Honeywell SPZ-8000



- AUTO THROTTLES: Dual Honeywell PZ-800 Performance Computers *Upgrade*
- AUTOMATIC DIRECTION FINDER: Dual Collins ADF-462
- COCKPIT VOICE RECORDER: Fairchild (now L-3 Communications) A100-80 With An Underwater Beacon
- COMMUNICATIONS RADIOS: Dual Collins VHF-422D With 8.33 kHz Spacing With FM Immunity And Additionally A Single VHF-422B
- CONTROL DISPLAY UNITS: Dual Honeywell CD-810 Full Color Display
- DATA ACQUISITION UNITS: Dual Honeywell DA-884
- DATA LOADER: Honeywell DL-950
- DISTANCE MEASURING EQUIPMENT: Dual Collins DME-442
- EMERGENCY LOCATOR TRANSMITTER: Artex 406-N
- ENHANCED GROUND PROXIMITY WARNING SYSTEM / TERRAON AWARENESS AND WARNING SYSTEM: Allied Signal Mark V
- FLIGHT DATA RECORDER: Fairchild (now L-3 Communications) F1000
- FLIGHT DIRECTOR: Honeywell SPZ-8000
- FLIGHT GUIDANCE COMPUTER: Dual Honeywell FZ-820
- FLIGHT MANAGEMENT SYSTEM: Dual Honeywell NZ-2000 Version 5.2
- GLOBAL POSITIONING SYSTEM: Dual Honeywell HG2021GD02 With 12 Channels
- HIGH FREQUENCY RADIO: Dual Collins HF 9032 Transceivers
- INERTIAL REFERENCE SYSTEM: Triple Honeywell HG1075AE04 IRUs With Honeywell LaserTrak Navigation Display
- NAVIGATION RADIOS: Dual Collins VIR-432 Receivers
- RADIO ALTIMETER SYSTEM: Dual Honeywell RT-300
- RADIO TUNING UNIT: Dual Collins RTU-4220
- SELECTIVE CALLING (SELCAL): Avtech CSD-714 SELCAL Decoder
- TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM: Honeywell TCAS 2000 (TCAS II) With Change 7.0
- TRANSPONDER: Dual Collins TDR-94D Mode S With Flight Identification And Enhanced Surveillance
- WEATHER RADAR: Honeywell Primus 870 Color Radar

Additional Equipment And Features

- RVSM Compliant



- RNAV 5 (aka B-RNAV) Compliant For European Operations
- Securaplane Security System
- Rockwell Collins Airshow 400 Cabin Information Display System
- Honeywell MCS 3000 Satellite Communication (SATCOM) System
- Iridium Satellite Phone System
- Precise Flight Pulselite Visual recognition System
- Davtron Clocks, Pilot And Co-Pilot Sides
- Cockpit Jumpseat

Maintenance And Inspection Status

- No Damage And No Damage History
- FAR Part 91 Meticulously Maintained Since New
- High Pedigree Maintenance Shops Maintained The Aircraft
- Always Housed In A Heated Hangar
- CMP Maintenance Tracking Program
- Gear Overhaul (5000 Cycle Item) Completed
- Cap Angle Replacement (5000 Cycle Item) Completed
- ASC 469 Water Line Ribbon Heater Upgrade Completed
- Next Inspection Due: 72 Month In August 2017

Aircraft Location

- KPIE St. Petersburg – Clearwater International Airport