2002 Dornier 328-310 JET
VIP 14 Pax "Executive"
S/N 3202 – N-registered

Airframe

TTSN: 20,672 hours
Landings: 19,822

Engines

Two Pratt & Whitney Canada PW306B Turbofans, Phase IV upgraded,
Takeoff Thrust 2 x 6050 lbs.

LH – S/N CD 0221
TSN 10,933, CSN 11,349

RH – S/N CD 0140
TSN 11,171, CSN 11,072

On Condition

APU

Honeywell GTCP36-150DD – S/N P-234 – TTSN 8,009 hrs.

Avionics (on HAPP)
Honeywell Primus 2000, EFIS, EICAS, 5 CRTs, FMS, Dual Honeywell FDAU DA800,
Honeywell TCAS RT950, Dual Honeywell Nav Unit RNZ851, Dual Honeywell Comm Unit
RCZ833, Dual Integrated Avionics Computer IC800C, Dual AHU HG20201AC, Dual Air
Data Computer, GPS Receiver HG2021GD, PA AMP Avtech, Allied Signal EGPSWS, Dual
Honeywell Radio Altimeter, Dual Emergency Power Supply JET PS835C, FDR Fairchild L3
Com, Dual Primus II Integrated Radio System, Dual Integrated Avionics Computer,
Automatic Flight Control System, Dual Digital Air Data Reference Unit, Dual Altitude and
Heading Reference System, CVR Fairchild L3 Com, Teledyne ACARS, Apollo ACARS
Comm., Smith Industries Standby Altimeter WL 101, DABS Anti-Skid, Liebherman Flap
Control, Orbit Engine Control, ELT Artex 453-5002 Model C406-1, 406 MHz

Details believed to be correct but not guaranteed; to be verified on inspection.

www.fairchild-dornier.com
e-mail: eurojets@germania-executive.com
Interior (to be refurbished)
Luxurious Interior with 8 lush swiveling VIP-Seats in double Club Configuration with 4 wood veneer tables, cabin divider, plus 6 Airline Style Seats aft, all Leather, fire blocked, Airshow Entertainment System, Forward Pantry, Rear Lavatory, Cabin 1.87 m / 6'2" Standing Height, Flat Floor, Large Baggage Compartment, 6.4 cbm / 226 cuft,

Exterior (new 08/2008)
Overall Matterhorn White with Green and Las Vegas Gold Trim

Additional Information
Cruise Speed abt. 400 KTS, max. Range abt. 1.400 nm,
Landing Field Length 1.310 m (4.300 ft),
Service Ceiling 31.000 ft,
MTOW 15,600 kos. /34,524 lbs

Maintenance
10 years’ Landing Gear OH complied with in 10/2011 all maintenance current as per manufacturer’s LUMP maintenance tracking by FOS, same results as CAMP

No known Damage History

Inspection/Delivery USEC upon arrangement

22nd November, 2017, JD/hs

Please see pictures on following pages
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