

MIRAGE

AVIATION

AIRCRAFT SPECIFICATIONS

Boeing 737-300 *VIP*

N444HE / SERIAL NUMBER 23800



42

VIP PASSENGERS

3,000+

STATED RANGE / NM

100

STATED BAG CAPACITY

Boeing 737-300 (39A). VIP aircraft since new. Specifications and aircraft history supplied by the owner. Figures and status have not been reverified; they remain subject to current aircraft records.

Cabin arrangement

Original photographs from the supplied aircraft specifications.



FORWARD CABIN / DINING AND MEETING



LOUNGE SEATING



DINING CONFIGURATION

Cabin views

Rest spaces, lounge seating and alternative views of the cabin.



REST CONFIGURATION



LOUNGE / CABIN VIEW

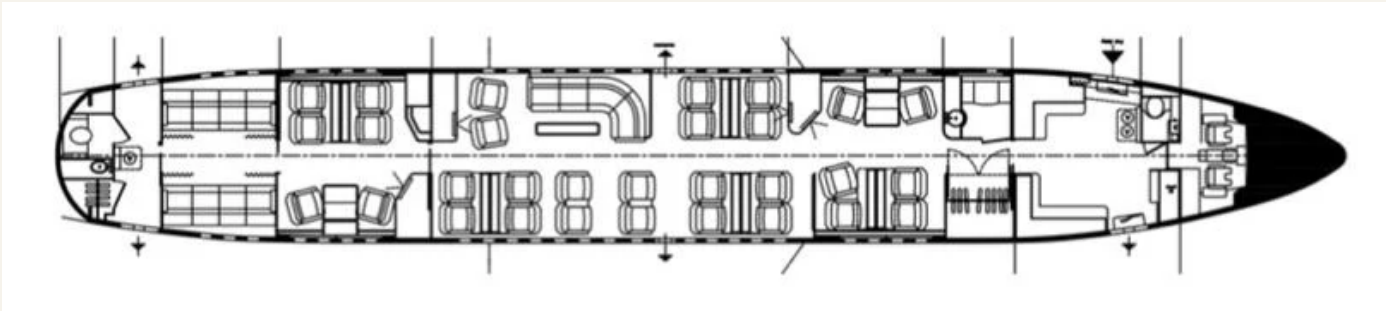


SEATING AND TABLES



CABIN PERSPECTIVE

SUPPLIED CABIN PLAN



Original cabin photographs are retained for reference. Current upholstery, equipment and configuration should be confirmed.

Airframe & powerplants

Recorded figures transcribed from the supplied specification sheet.

AIRCRAFT AND FUEL

Aircraft	Boeing 737-300 (39A) VIP
Registration / serial number	N444HE / 23800
Recorded airframe hours	8,112
Recorded landings	4,161
Total fuel capacity	46,500 lb
Auxiliary fuel tanks	4 PATS tanks; SFAR 88 compliant

ENGINES CFM56-3B2 / 22K thrust

RECORDED DATA	ENGINE 1	ENGINE 2
Serial number	721787	720881
Hours	8,023	7,904
Cycles	4,063	3,972
Overhaul TSO/H	2,823 hours	2,823 hours

Overhauled and upgraded by GE/SNECMA; stated cost USD 5.0 million per engine. The source labels Engine 2 as "fresh overhaul" and also records 2,823 TSO/H; both should be reconciled with current records.

AUXILIARY POWER UNIT

APU model / serial number	GTCP 85-129E / 60393
Hours since new / overhaul TSO/H	12,269 / 4,481

Avionics & navigation

Equipment and model references as recorded in the supplied specifications.

FLIGHT INSTRUMENTS AND CONTROL

- Dual Collins EFIS Flight Director System
- Dual Collins EFIS ADIs
- Dual Collins EFIS HSIs
- Smith Auto-Throttle Computer / Auto-land
- Sperry Digital Flight Control with Altitude Alert
- Dual Sperry RMIs

FLIGHT MANAGEMENT AND NAVIGATION

- Smith GE FMC 2907A4; software U12.0 OP 559775-001
- Teledyne USB Airborne Data Loader
- Two Honeywell GPS sensors/antennas for supplemental navigation input to FMC
- Upgraded dual Honeywell Laser IRUs HG1050AD11
- Dual Honeywell INS Control Display Units
- Dual Lear Seigler ANCDU
- Universal UNS-1FW with Unilink (stand-alone), USB Airborne Data Loader; CPDLC approved

COMMUNICATIONS AND RADIO NAVIGATION

- Dual Collins 628T-2A HF communications
- Motorola N1401A SELCAL
- Triple Collins 618-M4 VHF communications
- Dual Collins 51RV-5B VHF navigation
- Dual Collins 51Y-7 ADFs
- Dual Collins 860-E5 DMEs

SURVEILLANCE AND RECORDING

- Dual Collins 822-1338-003 transponders
- Collins TCAS II, Change 7.1, with ADS-B Out
- FANS / CPDLC approved
- Universal Avionics CVR-120A

Systems & equipment

Additional equipment, recording, safety systems and endurance data.

AIRFRAME AND FUEL

- Boeing Aviation Partners Winglets
- Four interconnected PATS auxiliary fuel tanks: 1,720 gallons; SFAR 88 AD compliance
- Stated endurance: 8.0 hours with reserves

AWARENESS AND FLIGHT DATA

- Honeywell Mk5 EGPWS with wind shear alert
- Collins Marker Beacon
- Dual Collins 860-F4 radio altimeters
- Collins WRT-701X Color Radar
- SAT/TAS indicator
- Rosemount Air Temperature Probe
- SFENA Standby ADI
- Smith Digital ADC: ARINC 429 with synthesized ARINC 545 outputs

RECORDING EQUIPMENT

- Fairchild A100-A CVR; upgraded to digital Honeywell 980-4700-042
- New Honeywell Digital Flight Data Acquisition Unit 967-0212-002

SAFETY AND ELECTRICAL

- One Artex 406 MHz ELT and one portable 406 MHz ELT
- Two EVAS cockpit smoke displacement systems
- Forward and aft lower baggage compartment fire detection and suppression system
- Dual heavy-duty NiCad batteries
- Pulse lights

Equipment lists and model references are retained from the original document. Any apparent overlap between recorder descriptions requires records verification.

Modifications & approvals

Source-reported configuration and operating status; subject to current verification.

RECORDED MODIFICATIONS

- All VHF communications and navigation equipment modified for FM immunity compliance.
- All three communications units modified for 8.33 spacing.
- TCAS upgraded to meet EuroControl version 7.1.
- Transponders ADS-B approved.
- Collins WRT-701X Color Radar modified to incorporate Forward-Looking Wind Shear.
- Meets FAR 36 Stage III noise requirements.
- Increased maximum takeoff weight: 138,300 lb.
- Aviation Partners Winglets for performance increase.

OPERATING APPROVALS

The original specification states that the aircraft is operated under a FAR 125 Airline Operating Certificate (AOC), worldwide. It lists the following approved operations:

COMMUNICATION / SURVEILLANCE

FANS / CPDLC; ADS-B

NAVIGATION / AIRSPACE

RVSM; MNPS; RNP-4; RNP-5; RNP-10

APPROACH / GEOGRAPHY

CAT III auto-land available; worldwide operations

Aircraft history & maintenance

Owner-supplied narrative from the original specification document.

OWNERSHIP

This aircraft was purchased new from Boeing by Doris Duke, described in the source as the once wealthiest woman in America. The source notes that a movie about her mentions the aircraft. After her death, it was purchased by the DeVos family, founders of Amway. The current owner has businesses and homes in Los Angeles, Europe, North Africa, the Middle East and Asia. Their flight operation is Mirage Aviation Ltd.

MAINTENANCE ORGANIZATION

The source states that the aircraft has been owned by three very high net worth families, with nothing overlooked or ignored regarding maintenance and upgrades. Mirage Aviation has two experienced full-time mechanics and a Director of Maintenance (DOM) to supervise and maintain the aircraft and records. One qualified mechanic flies with the aircraft to ensure systems are maintained properly.

MAINTENANCE PROGRAM AND OVERSIGHT

The source describes an FAA-approved Boeing low-utilization maintenance program under full FAR 125 regulations, without exemptions. It states that the program is more conservative and restrictive than privately operated FAA Boeings using FAR 125 maintenance exemptions. The narrative describes FAR 125 as used for large air transport category aircraft approved for limited charter, and states that exemptions may relieve certain operating, inspection and maintenance requirements. Without those exemptions, the maintenance program is described as more extensive.

The source states that the aircraft is operated to FAA-approved FAR 125 and Boeing low-utilization standards, with computerized maintenance tracking through Flightdocs. It describes annual FAA inspections of the aircraft, records and maintenance in Orlando, Florida, plus visits during heavy maintenance. These reviews cover aircraft records, Airworthiness Directive (AD) status and maintenance records. The narrative contrasts that oversight with FAR 91 operations and FAR 125 operations holding exemptions.

COMPLETION AND HEAVY MAINTENANCE

Associated Air Center, Dallas, Texas, completed the interior. Jet Aviation Basel, ATC Lasham and other reputable maintenance facilities in the United States and Europe have carried out heavy maintenance checks.

ENGINE OVERHAUL AND PROGRAM

Both engines were overhauled by GE/SNECMA, including Time On Wing (TOW) kits at an additional stated cost of USD 1.3 million per engine. The upgrade replaced all compressor blades with new materials and improved blade angles for a more fuel-efficient design. The source states that all engine records are available online and gives a total overhaul cost of USD 10 million for both engines.

It states that, although lower-cost overhauled engines with high total times were available, the owner retained and reinstalled the existing low-time engines, described as having less than 7,000 hours total time at the time of that decision. The source reports enrollment in the GE Engine Program.

Private inquiries

Boeing 737-300 VIP / N444HE



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Corporate Concepts International (CCI).

Request further information, discuss the aircraft, or arrange a private viewing.