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EARS

2010 PREMIER IA N199BP SERIAL NUMBER RB-261





Exterior

The upper fuselage and wings are Matterhorn White, and the lower fuselage is Dune complemented with Black Metallic, Red, and Dune accent stripes.





2010 BEECHCRAFT PREMIER IA

N199BP Serial Number RB-261

Airframe

2445.4 Total Hours 1984 Total Landings

Engines

Williams International FJ44-2A Left Engine - S/N 105449 2445.4 Total Hours, 1984 Total Cycles

Right Engine – S/N 105448 2445.4 Total Hours, 1984 Total Cycles

Avionics

Collins Pro Line 21 Collins AFD-3010E Adaptive Flight Display (3-Tube EFIS) Collins FGP-3000 Flight Guidance Panel Dual Collins CDU-3000 Control Display Units Collins CTL-23C Comm/Nav Control Dual Collins VHF-4000 Comms Dual Collins NAV-4000/4500 Navs Collins DME-4000 DME Receiver Collins GPS-4000 GPS Receiver (WAAS/LPV) Collins ALT-4000 Radio Altimeter Collins RTA-800 Weather Radar Collins XMWR-1000 XM Weather Dual Collins FGC-3000 Flight Guidance Computers Dual Collins FMC-3000 Flight Management System Honeywell MK V EGPWS Collins TTR-4000 TCAS II Dual Collins TDR-94D Mode S Transponders Dual Collins AHC-3000 AHRS Computers Collins ADC-3000 Air Data Computers Collins FSU-5010 File Server Unit L3Harris FA2100 CVR (30-minutes) Artex C406-2 ELT

Additional Features

TAP Blue Engine Program (Currently \$232.62/hr per engine) CASP Avionics Program Collins ECH-5000 Electronic Charts Entry Door Lighting Forward Coat Hanger Area Flushing Lavatory with Enclosing Door Partition Dual Executive Writing Tables

Other

CAMP Maintenance Program No Known Damage History



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Interior

The six-passenger interior features a forward four-place club configuration and two seats located aft facing forward. All seating is completed in beige leather. The aft lavatory includes a fully enclosed toilet with pocket doors. Cabin furnishings include a forward refreshment center along with dual executive writing tables. All cabinetry is completed in high-gloss Mahogany wood complemented with medium brass aged antique metal surfaces throughout the cabin.

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