

PRESENTED BY HOWARTH AVIATION

1991

Boeing 737-500 VIP

VIP business-class cabin for 44 passengers · approx. 4,000 nm range with centre tank

TOTAL TIME	TOTAL CYCLES	PASSENGERS	ENGINES
37,136 h	54,412	44	2 × CFM56-3C1

OVERVIEW

1991 Boeing 737-500, MSN 24645, powered by two CFM56-3C1 turbofans. A VIP business cabin seats 44 passengers, 16 forward and 28 aft, and left, right and additional centre fuel tanks give a range of approximately 4,000 nm. Newly applied paint livery. The aircraft is currently in preservation.

- 44-seat VIP business cabin, 16 / 28
- Approx. 4,000 nm range with centre tank
- Fresh paint livery, newly applied
- TCAS 7.1 and EGPWS equipped
- ADS-B Out, Wi-Fi server capable
- CFM56-3C1 engines, ICAO Stage III

AIRFRAME

Type: Boeing 737-500

MSN: 24645

Total time: 37,136.27 h

Total cycles: 54,412

Configuration: 16 forward / 28 aft, 44 seats

Date of manufacture: 26 June 1991

Registration: N972EX (United States)

Noise compliance: ICAO Stage III

Location: United States

Times as of: 11 March 2025

MAINTENANCE STATUS

ITEM	STATUS
Maintenance programme	MSG-3 routine checks
Last C check	22 February 2024
Next C check due	**22 August 2025**
Current status	**In preservation**
Landing gear overhaul (10 years)	Last July 2017, next due **July 2027**

WEIGHTS & PERFORMANCE

Engines: 2 × CFM56-3C1

Max take-off weight: 116,500 lb

Max landing weight: 110,000 lb

Max zero fuel weight: 102,500 lb

Range: approx. 4,000 nm

Fuel: LH, RH and additional centre tank

Weights are as stated in the specification compiled from the seller's documentation and the range is approximate; both are provided for information purposes only. Actual figures vary with configuration, weight, temperature and altitude; the Aircraft Flight Manual and current weight-and-balance report govern.

ZA · WHATSAPP +27 82 851 7411

UK +44 7985 646198

USA +1 954 955 4302

EMAIL sales@howarthaviation.com

WEB howarthaviation.com

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ENGINES

Two CFM56-3C1 turbofans — times and cycles since new as of 11 March 2025, with the cycles remaining to each engine's first life limiter.

ENGINE 1	ENGINE 2	ENGINE 1 LIMITER	ENGINE 2 LIMITER
37,754.67 h	**44,195.67 h**	**1,156**	**1,601**
29,669 cycles	38,114 cycles	cycles to LPT stage 2 disk	cycles to HPC / HPT rotor

	ENGINE 1	ENGINE 2
Engine type	CFM56-3C1	CFM56-3C1
Serial number	857385	724952
Total time	37,754.67 h	44,195.67 h
Total cycles	29,669	38,114
Cycles remaining to first limiter	**1,156**	**1,601**
Lowest life limiter	LPT stage 2 disk	HPC / HPT rotor

APU

APU: Honeywell GTCP36-280B

Serial number: P-40108

Total cycles: 44,512

Total time: TBC

LANDING GEAR

POSITION	PART NUMBER	SERIAL NUMBER	NEXT OVERHAUL
Nose	65-73762-21	T5264P2553	**July 2027**
Main left	65-73761-127	MC05089P2553	**July 2027**
Main right	65-73761-128	MC05090P2553	**July 2027**

All gear overhauled July 2017 on a 10-year interval.

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AVIONICS

FLIGHT DECK

TCAS 7.1, EGPWS and ADS-B Out

Rockwell Collins, Honeywell and Smiths avionics suite with 8.33 kHz VHF and ELS / EHS transponders.

ADS-B OUT

- Smiths flight management computer (P/N 168925-07-01)
- Rockwell Collins TTR-921 TCAS 7.1
- Honeywell windshear / EGPWS (965-0976-020-219-219)
- Rockwell Collins weather radar (P/N 622-5132-106)
- Rockwell Collins VHF COM, 8.33 kHz (P/N 822-1044-004)
- Rockwell Collins ATC transponders, ELS / EHS (P/N 822-1338-003)
- Airworks CDSS
- L3 Communications micro QAR
- Artex C406-1 fixed ELT
- Artex ME406 portable ELT

ADDITIONAL EQUIPMENT

- ADS-B Out
- GFI
- Wi-Fi server capable
- LH, RH and additional centre fuel tanks
- Two crew plus jumpseat
- Fresh paint livery, newly applied

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INTERIOR

Interior — VIP business cabin, 44 seats (16 forward, 28 aft), in beige leather with navy piping. Club seating with conference table, burl-wood tables, powered seats and a VIP lavatory.



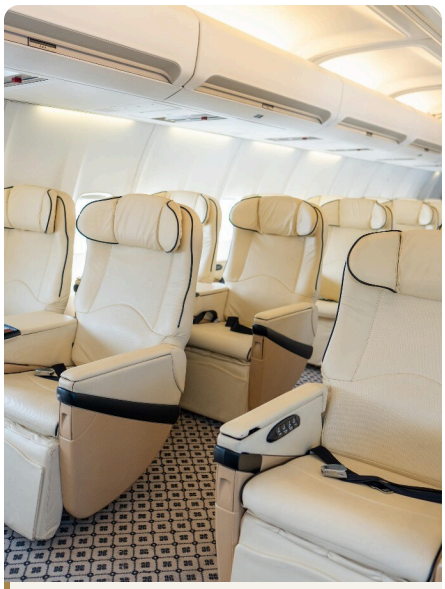
CABIN — VIEW ALONG CENTRE AISLE



CLUB SEATING — CONFERENCE TABLE



DINING / WORK TABLES



AFT CABIN



VIP LAVATORY

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EXTERIOR

Exterior — Fresh paint livery, newly applied.



REAR QUARTER

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Howarth Aviation (Pty) Ltd

Head Office — Johannesburg, South Africa
UK Office — Windermere, Cumbria, United Kingdom
ZA +27 82 851 7411 · UK +44 7985 646198 · USA +1 954 955 4302
info@howarthaviation.com · **howarthaviation.com**

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