

2002 Falcon 900EX



Asking Price: US\$15,900,000

The Aircraft is to be delivered with:

***Newly Overhauled engines & with 1A, 2A, 3A, 1A+, 2A+ and Z Inspections Completed
November 14, 2012***

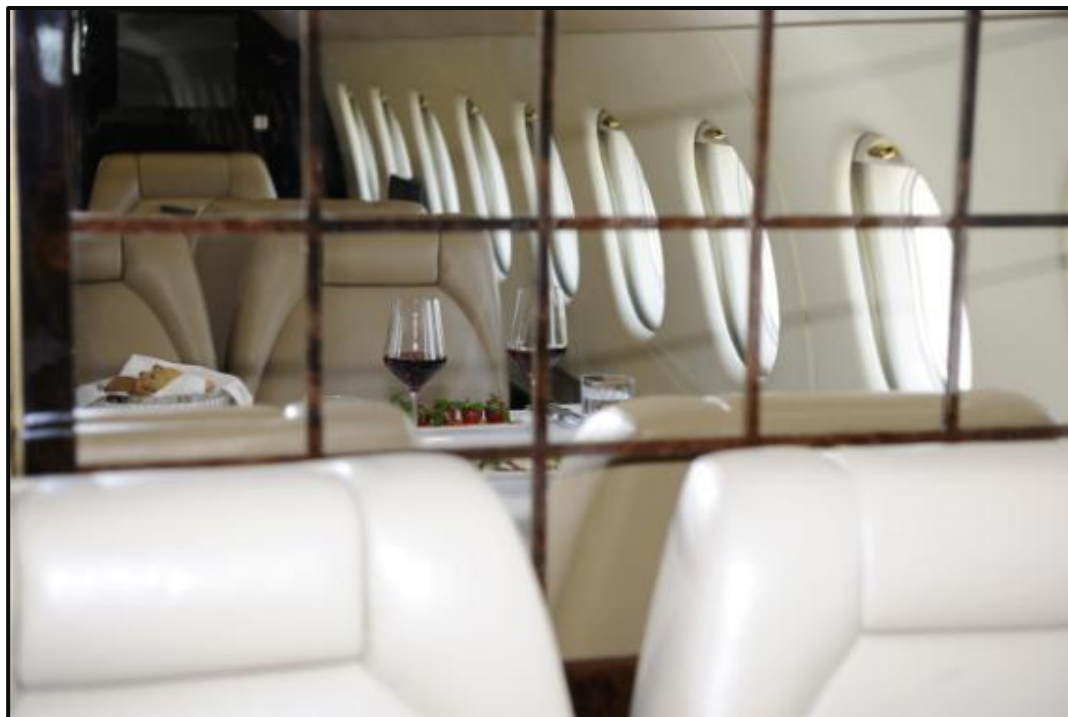
Honeywell Engines & Systems

MSP Gold Engine Maintenance Program

Times as of January 14, 2013:

Airframe Total Time: 5111

Landings / Cycles : 2072



Forward Right Hand Galley



*Forward right side galley with
improved countertop*

*LS 30-inch auxiliary
galley/entertainment cabinet
with ample storage, coffee
machine, microwave & high-
temperature oven.*



Forward Cabin Looking Aft



Mid-Cabin Looking Aft



Mid-Cabin Looking Forward



Chairs With Folded Table



Work Station Aft Cabin



Aft Cabin With Divan



Lavatory



Interior Specification

- *General: Beige & tan rounded look interior.*
- *Seating: 12 VIP Seat Interior consisting of a forward 4-place club, mid-cabin 4-place dining/conference group, and an aft 3-place divan opposite single forward-facing seat.*
- *Third flight deck seat.*
- *Headliner: Beige headliner.*
- *Refreshment Equipment: Forward right side galley with improved countertop, LS 30-inch auxiliary galley/entertainment cabinet with ample storage, coffee machine, microwave & high-temperature oven.*
- *A full selection of table ware and glassware is onboard.*
- *There is an individual crew jump seat installed on the flight deck.*
- *Cabinetry: Myrtle burl veneer & bird's-eye maple hardwood, mid-cabin credenza.*
- *Entertainment Equipment: Airshow 400, Baker entertainment control system with 18-inch monitor, dual Baker 8.4-inch plug in monitors and DVD & VHS players.*
- *Business Equipment: Fax/copier & printer, PC-to-printer capable and dual data ports.*
- *Accessories: Removable aft dividers, mirror inlaid divider, electric roller curtain, aft inward/outward swinging privacy door, headliner lighting system w/rounded cut-outs, galley pocket/sliding door, and six 115-volt AC outlets.*
- *Aft Lavatory*



- *ADF: Dual Collins ADF-462*
- *DME: Dual Collins DME-442*
- *CVR: Honeywell SSCVR (30-minute)*
- *EFIS: Honeywell Primus 2000 5-tube*
- *Autopilot: Honeywell Primus 2000 IFCS*
- *FDR: Honeywell SSFDR (33-parameters)*
- *IRS: Triple Honeywell LASEREF IV*
- *Stormscope: BFGoodrich WX-1000E*
- *Avionics Package: Honeywell Primus 2000 IFCS / Pro Line 4*
- *AFIS: Honeywell VHF & SATAFIS with Skyprinter*
- *Communication Radios: Triple Collins VHF-422C with 8.33 spacing*
- *Flight Director: Honeywell Primus 2000 IFCS*
- *Flight Phone: MagnaStar C-2000 w/four handsets & five dataports*
- *FMS: Triple Honeywell FMZ-2000 w/dual GPS*
- *Hi Frequency: Dual Collins HF-9000 w/Coltech CSD-714 SELCAL*
- *Navigation Radios: Dual Collins VIR-432 with FM immunity*
- *Radar Altimeter: Dual Honeywell AA-300; SATCOM: Collins SAT-6000*
- *TAWS: Honeywell Mark V EGPWS with windshear*
- *TCAS: Collins TCAS-4000 TCAS-II with change 7*
- *Transponder: Dual Collins TDR-94D Mode S with Flight ID & enhanced surveillance*
- *Weather Radar: Honeywell Primus 880 w/dual controls*



Additional Equipment

- *Crew Accessories: Pedestal w/remote checklist*
- *General:*
- *Honeywell Mark V EGPWS with windshear*
- *Collins SAT-6000 SATCOM*
- *Triple Baker B1045 cockpit audio systems,*
- *Honeywell IC-800 IAC*
- *Dual Honeywell AZ-840 air data computers, and Socata ELT 97-406*
- *Honeywell DL-900 dataloader*
- *Honeywell IC-800 auto throttles*
- *maintenance access unit,*
- *J.E.T. AI-804BV standby horizon*
- *Dual Davtron clocks*

Equipment Details

- *Securaplane 450 security system*
- *XL-245 lead acid battery power*
- *Wheel well heat*
- *Water heaters*
- *115 cubic foot oxygen system*
- *Therapeutic oxygen system with one mask*
- *Maintenance access unit*
- *Lights: Teleflex tail recognition, dual navigation wing-tip position, and tail logo.*



Engines & APU - As of January 14, 2013

APU ~ Garrett GTCP 36-150F

Honeywell MSP (Standard)

SN: P431

Hours: 3369

Engines ~ Model TFE731-60-1C

Honeywell MSP Gold

Engine 1 (L): SN P112450 - 4915 Hours

CSN: 2001; TSO: 0

Engine 2 (R): S/N P112451 - 4947 Hours

CSN: 2023; TSO: 0

Engine 3 (L): SN P112452 - 4854 Hours

CSN: 1976; TSO: 0



Maintenance In Progress – Estimated Timeline

The below table outlines the aircraft maintenance in progress (an estimated timeline). Of course the outlined schedule could be advanced if requested by a serious Buyer.

Additionally, Buyer's pre-inspection / inspection activity can be conducted simultaneous with planned maintenance per the below schedule.

<i>Estimated Date</i>	<i>Maintenance</i>
<i>July 6, 2012</i>	<i>The aircraft entered maintenance and had engine 2 and 3 replaced and engine #1 removed and sent for CZI (overhaul).</i>
<i>September 18, 2012</i>	<i>Maintenance work package to start (1A, 2A, 3A, 1A+, 2A+, Z & Out of Phase Tasks).</i>
<i>November 14, 2012</i>	<i>The aircraft is complete and airworthy.</i>
<i>January 11, 2013</i>	<i>Aircraft will require a "storage" flight which will be most likely Geneva to Geneva.</i>
<i>Every 60 days thereafter</i>	<i>The aircraft will require "storage" flights</i>
<i>Periodically</i>	<i>Every 14 days Engine and APU runs including scheduled maintenance (out of phase tasks) will be performed as required.</i>



Exterior

Original paint scheme in Matterhorn white with team blue and antique gold



Aircraft Incident

On 06th November 2010 the R/H wing of the aircraft was hit by a small ramp car of the society of airport management at Napoli, Italy.

The R/H wing was repaired by TAG Aviation S.A in Geneva (EASA Part 145) according to the approved engineering repair drawings and instructions designed and issued by Dassault Aviation.

According Dassault Aviation they are no special restriction to either flight or maintenance aspects / requirements due to this repair.

Otherwise no other incident / accident history.



Thank you for your time

*David Reynolds
Manager*



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