

# Specifications and Summary

## Dassault Falcon 10



**1980 Dassault Falcon 10**  
Serial Number 159, N707AM

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# 1980 Dassault Falcon 10

## N707AM - S/N 159

### TOTAL TIME: (Times as of 1/27/2006)

TTAF: 6,834.6

LANDINGS: 5,688

ENGINES: (TFE731-2-1C)

TSNEW:

TSCZI: (4,200 hrs)

TSMPI: (1,400 hrs)

Cycles:

Serial Number:

LEFT

6,764.3

2,851.3

608.4

5,672

P73459

RIGHT

6,538.5

1010.9

1010.9

5,380

P73460

\*\* Engines Enrolled in MSP Gold

### WEIGHT:

MAX RAMP WEIGHT: 18,740 Lbs.

MAX TAKEOFF WEIGHT: 18,740 Lbs.

ZERO FUEL WEIGHT: 13,560 Lbs.

EMPTY WEIGHT: 11,669.2 Lbs.

MAX LANDING WEIGHT: 17,640 Lbs.

### AVIONICS:

**COMMUNICATIONS:** (2) Collins VHF-22D Comms (w/ 8.33 mHz Spacing)

**NAVIGATION:** (2) Collins VIR-32 NAV Receivers (w/ FM Immunity)

**AUTOPILOT / FLIGHT DIRECTOR:** Collins APS-80 Autopilot System

**RADAR:** Honeywell Primus-400 Color Weather Radar

**TRANSPONDER:** (2) Bendix/King MST-67A Transponders

**AUTOMATIC DIRECTION FINDER:** (2) Collins ADF-60A ADF

**RADAR ALTIMETER:** Collins ALT-55B Radio Altimeter System

**DISTANCE MEASURING EQUIPMENT:** (2) Collins DME-42 DME

**TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM:** Bendix/King TCAS II w/ Revision 7 Software

**FLIGHT MANAGEMENT SYSTEM:** (2) AlliedSignal GNS-XLS FMS

**EGPWS:** Honeywell MK-VII EGPWS w/ Wind Shear

**FLIGHT DATA RECORDER:** Yes

**COCKPIT VOICE RECORDER:** Collins CVR-30 CVR

**HF:** (1) Bendix/King KTR-953 High Frequency Radio

**ADDITIONAL:** Artex 110-4 ELT Emergency Locator Transmitter

Global Wulfsberg SAT / AFIS

Bose Aviation Headsets

### CAPABILITIES:

RVSM: Yes

FM Immunity: Yes

8.33 kHz Channel Spacing for Comms: Yes



**OPTIONS & FEATURES:**

- RVSM Certified (Kohlman Systems Research STC)
- Thrust Reversers
- Aft Baggage Mod
- N1 DEECS Fuel Computer

**INTERIOR:** *(Refurbished in 2002 – Duncan BTL)*

7 Passenger Interior that includes an aft three place divan, two aft facing single seats, one forward facing single seat on the left hand side and a forward side facing belted lavatory seat opposite the entry door. Interior amenities include a forward refreshment center on the right hand side and two fold-out tables forward of the aft three place divan. Seats, headliner, and upper/lower sidewalls are completed in tan leather. The carpet is light blue throughout. Cabinetry and woodwork is finished in light tan.

**EXTERIOR:** *(Repainted in 2002 – Duncan BTL)*

Overall all Matterhorn White w/ Royal Blue, Colonial Blue and Bahama Accent Stripes.

**MAINTENANCE:**

- ▶ Engines are enrolled in MSP Gold

| Inspection (Interval) | Last Completed     | Next Due           |
|-----------------------|--------------------|--------------------|
| A (300hr/6mo)         | 12-16-05 / 6,820.6 | 6-16-06 / 7,120.6  |
| 2A (600hr/12mo)       | 12-16-05 / 6,820.6 | 12-16-06 / 7,420.6 |
| 2A+(12mo)             | 12-16-05 / 6,820.6 | 12-16-06           |
| 4A (1200hr/24mo)      | 12-16-05 / 6,820.6 | 11-29-07 / 8,020.6 |
| 4A+(24mo)             | 12-16-05 / 6,820.6 | 11-29-07           |
| B (1200hr)            | 1-16-04 / 6,565.4  | 7,765.4            |
| 2B (2400hr)           | 1-16-04 / 6,565.4  | 8,965.4            |
| 3B (3600hr)           | 1-16-04 / 6,565.4  | 10,165.4           |
| C (4200hr/72mo)       | 11-29-01 / 6,235   | 11-29-07 / 9,415   |
| 2C (8400hr/144mo)     | 11-29-01 / 6,235   | 10-6-13 / 13,615   |
| 3C (12600hr/216mo)    | 12-15-95 / 4,945   | 10-6-13 / 13,615   |

**NOTES:**

- ▶ Engines Enrolled in MSP Gold
- ▶ Thrust Reversers

**ASKING PRICE:**

**\$ 1,650,000**

*This aircraft is being brokered by Guardian Jet, LLC. Prospective purchasers are encouraged to conduct their own independent pre-purchase inspection as Guardian Jet, LLC makes no representations as to the airworthiness of the aircraft or the accuracy of the above information. Specifications subject to verification upon inspection. Aircraft subject to prior sale.*

**03212006/MM**

# Aircraft Photographs







# Why Guardian Jet

The answer is in the tag line underneath our name, “**Consulting, Oversight, Brokerage.**” It is important to understand each and to put them in the proper sequence, for that is what sets Guardian Jet apart from other airplane sales companies. The **Consulting** and **Oversight** are the foundation from which spring the **Brokerage** business of buying and selling airplanes on behalf of our clients. This is the paradigm shift that differentiates us from a pure sales company. The simplicity and beauty of the business model is the relationship between the three interactions with the customer.

## Consulting

The consulting branch of the business is the project oriented component that solves problems and finds solutions for different issues that arise for each client. We take the pebble out of your shoe. If we are not experts, we have on retainer or will find the expert solution the fastest and most effective way possible.

## Oversight

Guardian Jet is a lightning rod for value added services provided or overseen by our own employees, a core group of qualified sub-contractors and industry leading vendors. The services that we do not perform directly, we oversee to make sure you are getting the best the industry has to offer. An individual owner could not possibly find, keep up with or afford on an individual basis, the breadth and scope of what Guardian brings to your operation.

## Brokerage

Woven into your day-to-day interactions of operating an airplane is brokering the sale of an existing airplane and/or acquiring the next airplane. For a set fee, we will help you maximize your investment through the help and support of our brokerage and acquisition process. No one is better suited to do that for you than a company that is with you from beginning to end.

## The Paradigm Shift

To win your brokerage business, the high margin opportunity, we have to provide outstanding consulting and oversight. By design, Guardian needs to act in the best interest of its customers because it never lets go of the customer. Think of Guardian Jet as the picture on the cover of the puzzle box. Each piece of the puzzle is related to the other and all are designed to improve the experience of owning an airplane.