

Specifications and Summary

Dassault Falcon 50



1986 Dassault Falcon 50
Serial Number 170, N500AF

Guardian Jet, LLC
60 Thompson Ave
East Haven, Connecticut 06512
203-467-2500 203-467-6400 Fax
Guardian@guardianjet.com
www.guardianjet.com





PRELIMINARY SPECIFICATION

1986 Dassault Falcon 50

N500AF - S/N 170

TOTAL TIME: *(Times as of 9/7/05)*

TTAF: 9,478.2

LANDINGS: 6,633

ENGINES:	#1	#2	#3
SNEW:	9,022.3	9,107.8	9,045.6
CYCLES:	6,301	6,165	6,100
TIME SINCE CZI:	2,046.9	756.7	2,823.7
TIME SINCE MPI:	756.5	756.7	50.0
SERIAL NUMBER:	P76690	P76686C	P76702

NOTE: 1) Engines #1 & #3 are TFE731-3-1C, Engine #2 is a TFE731-3D-1C

2) MPI Interval for Engines #1 & #3 is 1,400hrs, Engine #2 MPI Interval is 2,100hrs

ENGINE PROGRAM: Engines are enrolled in JSSI

APU: (Honeywell GTCP36-100A)

SNEW: 2,767.9

CYCLES: 9,876

SERIAL NUMBER: P-278

AVIONICS: *(Collins Pro Line II Avionics System w/ 4-Tube EFIS)*

COMMUNICATIONS: (3) Collins VHF-22D Comms w/ 8.33 Spacing

NAVIGATION: (2) Collins VIR-32 Navs

AUTOPILOT / FLIGHT DIRECTOR: Collins APS-85 Autopilot System

EFIS: Collins EFIS-86C w/ 4-Tubes

RADAR: Collins TWR-850 Turbulence / Weather Radar System

TRANSPONDER: (2) Collins MST-67A Mode S Transponders

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

DISTANCE MEASURING EQUIPMENT: (2) Collins DME-42

RADIO ALTIMETER: (1) Collins ALT-55B Radio Altimeter

FLIGHT MANAGEMENT SYSTEM: (2) AlliedSignal CDU-XLS FMS

LONG RANGE NAVIGATION: Honeywell Laseref IRS Lasertrak

ALTITUDE/HEADING REFERENCE SYSTEM: Collins AWS-85 AHRS

AIR DATA COMPUTER: (2) Collins ADS-82 Air Data Computer

TERMINAL COLLISION AVOIDANCE SYSTEM: Bendix/King TPA-81A TCAS II w/ Change 7

ENHANCED GROUND PROXIMITY WARNING SYSTEM: Honeywell Mark V EGPWS

HIGH FREQUENCY RADIO: (2) Collins KHF-950 HF Radios w/ SELCAL

LIGHTNING DETECTION:

RUNWAY AWARENESS & ADVISORY SYSTEM: Honeywell RAAS System

ELT: Artex 406 3-Frequency ELT

COCKPIT VOICE RECORDER: Fairchild A100A CVR

AFIS: Yes



ADDITIONAL EQUIPMENT:

- Magnastar C-2000 Telephone System w/ Cockpit and Cabin Handsets
- Pulse Light System
- AlliedSignal (DEEC) Digital Electronic Engine Controls
- Lead Acid Battery
- Airshow Genesys Cabin Entertainment
- DVD Player
- VHS Tape Player
- (2) 14" Bulkhead Mounted Monitors

CAPABILITIES:

- 8.33 kHz Channel Spacing for Comms: Yes
- RVSM: Yes

WEIGHTS:

MAX RAMP WEIGHT:	40,780 Lbs.	MAX TAKE-OFF WEIGHT:	40,780 Lbs.
MAX LANDING WEIGHT:	35,715 Lbs.	MAX ZERO FUEL:	25,570 Lbs.
EMPTY WEIGHT:	21,690 Lbs.	BOW (Over Water):	22,536 Lbs.
BOW (Over Land):	22,432 Lbs.	MIN FLIGHT WEIGHT:	18,959 Lbs.

MAINTENANCE & INSPECTIONS:

- Maintenance Tracking by CAMP
- Maintained using the Dassault Falcon OCIP Program

<u>INSPECTION</u>	<u>LAST COMPLETED</u>	<u>NEXT DUE</u>
A (300hr / 6mo) Inspection	** Completed in Blocks via Dassault OCIP Program **	
B (1200hr) Inspection	** Completed in Blocks via Dassault OCIP Program **	
C (6yr) Inspection	12-15-2004 / 9,097.8	12-15-2010

INTERIOR: (Refurbishment in 1996 – Midcoast Aviation)

9 Passenger Interior that includes a forward jump seat. Forward Galley and Aft Lavatory Configuration w/ 4-place Forward Club, One aft 3-place Divan and Two aft Seats in Club Configuration. The forward and aft sections are divided with a partition and fabric curtain. Headliner and seats are completed in gray / light gray leather. The upper sidewalls are finished in a gray fabric, the divan is completed in a gray / tan fabric pattern and the carpet is gray throughout. Cabinetry and woodwork is finished in Light Mahogany with brushed aluminum hardware.

EXTERIOR: (Repainted in 2002 – Duncan Aviation)

Overall all White w/ Blue and Black Accent Stripes.

NOTES:

- Owner will retain current Aircraft Registration Number??
- Engines #1 & #3 are TFE731-3-1C, Engine #2 is a TFE731-3D-1C
- MPI Interval for Engines #1 & #3 is 1,400hrs, Engine #2 MPI Interval is 2,100hrs
- Engines are enrolled in JSSI

ASKING PRICE:

\$ MAKE OFFER

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.

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AIRCRAFT PHOTOS











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.