

# Specifications and Summary

## Falcon 200



**1984 Falcon 200**  
Serial Number 200-492, N412AB



# 1984 Falcon 200

**N412AB - S/N 200-492**

**TOTAL TIME:** *(Times as of 4/21/2004)*

**TTAF:** 8,248.1

**LANDINGS:** 6,090

**ENGINES:** Garrett ATF3-6A-4C

**Left**

**Right**

**SNEW:** 4,670.0

5,295.0

**Cycles:** 3,483

4,192

**Serial Number:** P-20131

P-20138

**ENGINE PROGRAM:** Engines on MSP GOLD

**APU:** Sundstrand T-62-T-40C3 APU

**SNEW:** 1,947.2

**SOH:** 254.1

**Cycles:** 3,996

**Cycle SOH:** 744

**Serial Number:** 811751

**AVIONICS:** *(Standard Collins EFIS-85A-2C / Proline Avionics)*

**COMMUNICATIONS:** (2) Collins VHF-20A Comms

**NAVIGATION:** (2) Collins VIR-30 Navs

**FLIGHT CONTROL SYSTEM:** (2) Collins EFIS-85A-2C 5-Tube EFIS

**EFIS:** (2) Collins EFIS-85A-2C 5-Tube EFIS

**AUTOPILOT:** Collins APS-80 3-Axis Autopilot System

**RADAR:** Collins WXR-300 Color Weather Radar

**TRANSPONDER:** (2) Collins TDR-94 Transponders

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

**DISTANCE MEASURING EQUIPMENT:** (1) Collins DME-42 & (1) Collins DME-40 DMEs

**HIGH FREQUENCY RADIO:** (1) Collins 718U-5M HF w/ SELCAL

**RADIO ALTIMETER:** (1) Collins ALT-55B

**GLOBAL POSITIONING SYSTEM:** (2) Global GNS-XLS w/ GPS Sensors

**FLIGHT MANAGEMENT SYSTEM:** (2) Global GNS-XLS w/ GPS Sensors

**TERMINAL COLLISION AVOIDANCE SYSTEM:** Collins TCAS-94 TCAS II

**TERRAIN AWARENESS AND WARNING SYSTEM\*:** Honeywell Mark VII EGPWS

*\*[NOTE: Class B TAWS required for Part 91 ops in a/c with >6 seats by March 29, 2005] ✓*

**ELT\*:** Yes

*\*[NOTE: ELT is required 1/1/2004 of all nonscheduled N-registered jet aircraft] ✓*

**COCKPIT VOICE RECORDER:** Fairchild A100A CVR

**FLIGHT DATA RECORDER:** Provisions

**FLIGHT PHONE:** Wulfsberg FliteFone VI

**ADDITIONAL EQUIPMENT:**

Thrust Reversers

Windshield Embellisher Mod installed May 2000

Certified Jump Seat

Microwave

Coffee Maker



**CAPABILITIES:**

RVSM: Yes (Falcon Jet RVSM STC)

**MAINTENANCE & INSPECTIONS:**

- ▶ CAMP Maintenance Tracking
- ▶ AD 98-03-01 Feeder Tank Foam replaced in Jun. 2002
- ▶ Landing Gear Overhauled in Oct. 1999 (TXI Aviation)
- ▶ Overhauled Turbine Air-cycle machine in 2002

INSPECTIONS

- ▶ 3C, A, 2A, 2A+, 4A+, C performed 5-15-2001.
- ▶ 2A, 4A+, B, 2B, 4B, RVSM Service Bulletin c/w and TCAS + EGPWS Installed Jun. 2003 (Duncan)
- ▶ A Inspection performed 4-4-2004 by General Dynamics – Dallas, TX

**WEIGHTS:**

<b>MAX RAMP WEIGHT:</b>	32,000	<b>MAX TAKE-OFF WEIGHT:</b>	32,000
<b>MAX LANDING WEIGHT:</b>	28,800	<b>MAX ZERO FUEL:</b>	22,500
<b>EMPTY WEIGHT:</b>	19,785		

**INTERIOR DESCRIPTION: (Refurbished in APRIL 2004 by General Dynamics – Dallas, TX)**

Nine place seating in a fireblocked interior with a forward 4-place club, aft 2-place club and an aft 3-place couch finished in Dark Blue Leather. Interior is completed with a Gray ultraleather headliner and light Gray carpet with Blue accent stripes. Forward galley with microwave and coffee maker.

**EXTERIOR DESCRIPTION: (Refurbished in Dec. 1996)**

Overall White with Royal Blue and Medium Gray accent stripes.

**NOTES:**

- **RVSM CERTIFIED** (Falcon Jet RVSM STC)
- New Interior Appointments April 2004
- Operated FAR Part 135 (Raytheon Aircraft Charter)

**ASKING PRICE:**

**\$3,395,000**

*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.*

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# 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.