FALCON 900B
N19FJ*  S/N 19

Specifications
### Status

As of May 13th, 2019

<table>
<thead>
<tr>
<th>Total Time Since New:</th>
<th>Left: 8,034.3</th>
<th>Center: 7,817.4</th>
<th>Right: 8,005.7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycles Since New:</td>
<td>3,776</td>
<td>3,685</td>
<td>3,764</td>
</tr>
<tr>
<td>MPI Due (HRS):</td>
<td>8,069.8</td>
<td>8,315.1</td>
<td>8,543.2</td>
</tr>
<tr>
<td>CZI Due:</td>
<td>8,451</td>
<td>8,223</td>
<td>8,451.5</td>
</tr>
<tr>
<td>Serial Number:</td>
<td>P-97108C</td>
<td>P-95158C</td>
<td>P-95162C</td>
</tr>
</tbody>
</table>

Engines on MSP

APU: Honeywell GTCP 36-150(F)

Serial Number: P-130

TSN: 3,952

### Weight

<table>
<thead>
<tr>
<th>Max Ramp Weight: 46,700 Lbs.</th>
<th>Max Take-Off Weight: 46,500 Lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max Landing Weight: 42,000 Lbs.</td>
<td>Max Zero Fuel Weight: 30,864 Lbs.</td>
</tr>
<tr>
<td>Empty Weight: 25,249 Lbs.</td>
<td></td>
</tr>
</tbody>
</table>

### Capabilities

- 8.33 kHz Channel Spacing for Comms
- FM Immunity
- RVSM
- BRNAV / VNAV
- MNPS
- WAAS/LPV
- RNP 10
- TCAS 7.1
AVIONICS

AIR DATA COMPUTER: Dual Honeywell AZ-810 Air Data Computers
AUTOMATIC DIRECTION FINDER: Dual Collins ADF-60B
AUTOPILOT / FLIGHT DIRECTOR: Dual Honeywell SPZ-8000 Autopilot
COCKPIT VOICE RECORDER: Universal Cockpit Voice Recorder
COMMUNICATIONS: Dual Collins VHF-22C Transceivers with 8.33 Spacing and FM Immunity
DATA LOADER: Honeywell DL-950 USB Data Loader
DISTANCE MEASURING EQUIPMENT: Dual Collins DME-42
EMERGENCY LOCATOR TRANSMITTER: Artex C406-1 ELT
ENHANCED GROUND PROXIMITY WARNING SYSTEM: Honeywell EGPWS MK V
FLIGHT MANAGEMENT SYSTEM: Dual Honeywell NZ-2010 FMS with Software Version NZ 6.1
GLOBAL POSITIONING SYSTEM: Dual Honeywell GNSSU GPS Units
HIGH FREQUENCY COMMUNICATION: Dual Honeywell KHF-1050 High Frequency Radios
INERTIAL REFERENCE SYSTEM: Dual Honeywell Inertial Reference Systems
NAVIGATION: Dual Collins VIR-32 Navigation Receivers
RADAR: Honeywell Primus 880 Weather Radar
RADIO ALTIMETER: Single Honeywell RT-300 Radio Altimeter
SELCAL: Terra Jetcall Selcal Unit
TRAFFIC COLLISION AVOIDANCE SYSTEM: ACSS TCAS 2000 with Change 7.1
TRANSPONDER: Dual ACSS RCZ-852 Transponders (ADS-B Out V2 Scheduled 10/2019)

COCKPIT

➢ Honeywell N1 DEEC’s
➢ Dual Davtron Clocks
CABIN ENTERTAINMENT & COMMUNICATIONS

ENTERTAINMENT
➢ Custom Control Concepts Skyshow
➢ Forward Cabin Bulkhead Monitor
➢ CCC Credenza Monitor
➢ Att Cabin Bulkhead Monitor

COMMUNICATIONS
➢ Swift Broadband High Speed Data
➢ Aircell ATG 4000 (Go-Go Biz) High Speed Internet Broadband System
➢ Iridium satellite phone system – (3) handsets – (1) Wired in the cockpit, (2) Wireless in the cabin
➢ CNX-200 Wireless Router
MAINTENANCE

MAINTENANCE & INSPECTIONS
- Maintenance Tracking by Flightdocs
- Engines enrolled on Honeywell MSP
- Dry Bay Mod (SB 388) accomplished 04/2010
- Landing Gear Overhauled 10/2009
- ADS-B Out Version 2 installation scheduled for October 2019

INSPECTION STATUS BREAKDOWN

<table>
<thead>
<tr>
<th>INSPECTION</th>
<th>LAST COMPLETED</th>
<th>NEXT DUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1C Inspection</td>
<td>02/12/2016 @ 7,325.7 Hrs.</td>
<td>February 2022</td>
</tr>
<tr>
<td>2C Inspection</td>
<td>04/16/2010 @ 5,871.5 Hrs.</td>
<td>February 2022</td>
</tr>
<tr>
<td>3C Inspection</td>
<td>09/15/2005 @ 4,878.9 Hrs.</td>
<td></td>
</tr>
<tr>
<td>Eng. #1 – 1000/1400 Hr. Insp.</td>
<td>01/29/2019 @ 7,970.1 Hrs.</td>
<td>9,170.1 Hrs.</td>
</tr>
<tr>
<td>Eng. #2 – 1000/1400 Hr. Insp.</td>
<td>03/08/2017 @ 7,187.1 Hrs.</td>
<td>8,387.1 Hrs.</td>
</tr>
<tr>
<td>Eng. #3 – 1000/1400 Hr. Insp.</td>
<td>04/04/2017 @ 7,405.2 Hrs.</td>
<td>8,605.2 Hrs.</td>
</tr>
<tr>
<td>Eng. #1 – 1200/1650 Hr. Insp.</td>
<td>06/21/2016 @ 7,202.4 Hrs.</td>
<td>8,802.4 Hrs.</td>
</tr>
<tr>
<td>Eng. #2 – 1200/1650 Hr. Insp.</td>
<td>11/20/2017 @ 7,417.8 Hrs.</td>
<td>9,017.8 Hrs.</td>
</tr>
<tr>
<td>Eng. #3 – 1200/1650 Hr. Insp.</td>
<td>01/03/2018 @ 7,651.6 Hrs.</td>
<td>9,251.6 Hrs.</td>
</tr>
<tr>
<td>Eng. #1 – MPI Insp.</td>
<td>05/15/2009 @ 5,569.8 Hrs.</td>
<td>8,069.8 Hrs.</td>
</tr>
<tr>
<td>Eng. #2 – MPI Insp.</td>
<td>01/19/2012 @ 5,815.1 Hrs.</td>
<td>8,315.1 Hrs.</td>
</tr>
<tr>
<td>Eng. #3 – MPI Insp.</td>
<td>01/19/2012 @ 6,043.2 Hrs.</td>
<td>8,543.2 Hrs.</td>
</tr>
<tr>
<td>Main Landing Gear OH</td>
<td>10/01/2009 @ 2,625 Cycles</td>
<td>10/01/2021 or 8,625 Cycles</td>
</tr>
<tr>
<td>INTERIOR DESCRIPTION</td>
<td></td>
<td></td>
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<tr>
<td>----------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Interior Refurbished by Standard Aero – Springfield, IL in April, 2010)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The aircraft has a fourteen-passenger interior beginning with a forward four-place club-seating area and two fold-out side ledge tables, followed by a four-place conference group in the mid-cabin across from a credenza. The credenza is equipped with a stowable, side-facing seat (not certified for taxi, take-off, or landing). The mid-cabin conference table can be extended to meet the credenza side facing seat. The aft cabin features dual three-person divans. A spacious forward galley and aft lavatory completes this interior.
INTERIOR

VIP Seat Facing Forward

Forward Cabin Looking Forward
INTERIOR

Aft Cabin Looking Forward

Aft Cabin Looking Aft
GALLEY & LAVATORIES

FORWARD GALLEY DESCRIPTION
Coffee Maker  
Microwave Oven  
High Temperature Oven  
Ice Drawer

OTHER EQUIPMENT
115VAC 60Hz Electrical Outlets  
Cabin LED Lighting
EXTERIOR

EXTERIOR DESCRIPTION

(Last painted by Standard Aero – Springfield, IL in April, 2010)

Two-tone Chevron White and Castle Tan base with red and brown stripes.

This aircraft is being brokered by Guardian Jet, LLC. Prospective purchasers are encouraged to conduct their own independent pre-purchase inspection as we make 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.

2019 05 13 / MC