

1984 DASSAULT FALCON 200

Make Offer



Western Aviation is proud to present this exceptional aircraft featuring:

Total Time:

TTAF: 6912
CYCLES: 5845

Engines: ATF3-6A-4C

Guaranteed MSP Gold Maintenance Service Plan

TBO: 3000

Maintenance:

Aircraft maintenance records indicate that all airworthiness directives and mandatory service bulletins have been complied with. There is no reported damage history. The aircraft has been maintained under the most current manufacturer's recommended maintenance program, and records are on a computerized maintenance records program. The maintenance program consists of A/B/C Inspections, due at varying intervals.

The engines are maintained on the manufacturer's guaranteed MSP Gold maintenance service plan, which is fully paid to date. Engine inspections consist of major progressive inspections (MPI) due every 1800 hours and core zone inspections (CZI / overhaul) due every 3000 hours. Also, routine inspections are due every 150/300/600/1200/1800 hours.

Auxiliary Power Unit:

Solar T62T-40C3

On Condition Overhaul Interval (TBO)

1500-Hour Hot Section Inspection Interval

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Avionics:

ADF: Dual Collins ADF-60A

Autopilot: Collins APS-80A w/Altitude Alerter & Preselector

Avionics Package: Collins EFIS-86C 5-tube 6-inch / Pro Line II

Communication Radios: Dual Collins VHF-22C w/8.33 spacing

CVR: Universal -30A

DME: Dual Collins DME-40 w/IND-40

EFIS: Collins EFIS-86C 5-tube 6-inch

FDR: AlliedSignal FDR provisions

FDR: FDR

Flight Director: Collins EFIS-86C 5-tube 6-inch

Flight Phone: Aircat 1 single-channel

FMS: Dual Universal UNS-1K w/GPS (dual IFR enroute & approach)

Hi Frequency: King KTR-953 w/Coltech SELCAL

Navigation Radios: Dual Collins VIR-30A w/FM Immunity

Radar Altimeter: Collins ALT-55

SATCOM: Iridium SATCOM w/voicemail & call forwarding

Stormscope: BFGoodrich WX-1000

TAWS: Mark VII EGPWS w/windshear

TCAS: Bendix/King TCAS-I

Transponder: Dual Collins TDR-90

Weather Radar: Collins WXT-250A color



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Additional Features:

Thrust reversers	Windshield Embellisher Mod
Engine Synch	Three Baggage Compartments
Silver Bullet Mods	Airshow Network 400
Rosen Sunvisors	8.33 spacing
FM immunity	TCAS
Iridium SATCOM w/voicemail & call forwarding	Rosemount Probe
IVSI, SIDS & STARS	Baker audio systems
Artex 110-406 3-frequency ELT	Dual Collins ADC-80K Air Data Computers
Dual DPU Systems	Avionics Master Switch
ELDEC Fuel Totalizer	Dual Davtron Clocks
Auxiliary Power Unit	CAMP Maintenance Tracking Program
Cockpit Voice Recorder	Engine Maintenance Program
Flight Data Recorder	Flight Management System
Global Positioning System	RVSM
SATCOM	Terrain Awareness and Warning System

Operating Weights:

Maximum Taxi Weight (MTW) 32,000 pounds
Maximum Takeoff Weight (MTOW) 32,000 pounds
Maximum Landing Weight (MLW) 28,880 pounds
Maximum Zero Fuel Weight (MZFW) 22,500 pounds
Basic Operating Weight (BOW) (New Completion Estimate) 20,400 pounds
Empty Weight (New Completion Estimate) 19,900 pounds
Useful Load 11,600 pounds
Fuel Capacity 10,684 pounds
Maximum Payload with No Fuel 2,100 pounds
Maximum Payload (Passengers or Cargo) (w/Full Fuel) 916 pounds

Modifications:

45,000 Foot Kit (Certified 42,500 in USA)
Windshield Embellisher Modification
Silver Bullet Modifications (Service Bulletin SB ATF3-72-6200)

Exterior:

New December 2001 by Garrett Aviation, Springfield, Illinois. The Dassault Demonstrator Scheme: Overall Matterhorn White, Creamy White Waterline, And Antique Gold and Dark Green Accent Stripes.

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Interior:

New in March 2002 by International Jet Interiors, Ronkonkoma, New York. Spacious nine passenger interior designed with absolute comfort as its main goal. Executive configuration includes forward club seating with six individual fully articulating and berthable seats upholstered in light tan leather, and an aft 3-place divan in tan and pale gold chenille fabric. Light ivory wool crepe headliner, light ivory ultraleather window panels, tan and gold leaf fabric sidepanels, tan carpeting with custom leaf pattern and polished brass hardware enhance the luxurious atmosphere.

A forward galley with hot and cold water storage units, microwave oven, coffeemaker and ample storage, an aft private lavatory and a hanging storage closet enhance the passengers' comfort and Airshow 400 w/3D moving maps, topographical & high-resolution, forward & aft Rosen flat-plate 15-inch monitors, DVD player & Sony CD system for entertainment complete the ultimate travel experience. Also included are three crew seats and a crew jumpseat.

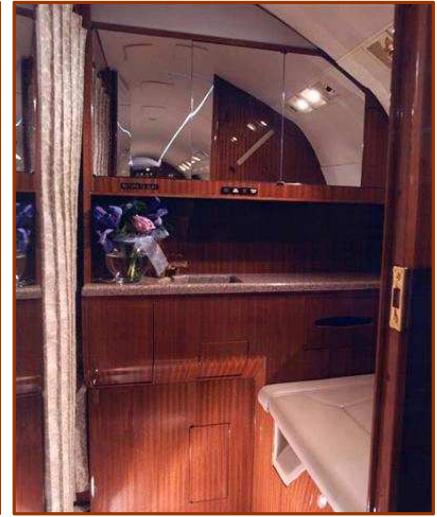


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Performance:

According to Dassault, with full fuel tanks, the VFR range of the aircraft is 2285 nautical miles, and IFR range is 2125 nautical miles. From discussions with other operators, the aircraft yields a maximum IFR range of 220 nautical miles at .76 Mach cruise speeds. However, due to MSP cost, most operators represent they fly at “average” cruise speeds of Mach .80; which slightly reduces maximum endurance and range.

Typical fuel consumption at normal cruise altitudes and normal cruise speeds (.78 Mach) is 2500 pounds/hour the first hour and 2000/1800/1600 pounds for each hour thereafter (first hour includes taxi, takeoff and climb). At full fuel and high (.80 Mach) cruise speeds, endurance is 4:30 hours with a normal reserve at top of descent of 2000 pounds. At long range cruise (.76 Mach) fuel consumption is 2400/1600/1400/1400/1200 pounds per hour and endurance is up to 6:00 hours, with VFR reserves.

The certified maximum ceiling for N200NP is 42,500 feet, but normal cruise altitudes are between 37,000-39,000 feet. Maximum cruise speed is 460 knots and can be achieved at altitudes up to 37,000 feet.

Balanced field length at maximum gross takeoff weight for a standard day at sea level is 5200 feet. The balanced field length at 5000 feet elevation, ISA plus 20 degrees centigrade day, is 8750 feet. Balanced field length, ISA, SL for a 1000-nautical mile trip, with four passengers (800 pounds), is 3700 feet (6500 pounds fuel).

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