



1996 Falcon 900EX S/N 3, N760

Under Contract!

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Why buy THIS Falcon 900EX?

- Only Two Owners Since New! - Operated by Two Long Time Falcon Operators - a Fortune 100 Company and a Family Flight Department - Excellent Pedigree •
 - Very Low Total Time for the Vintage •
 - Honeywell Primus Elite™ 875 Flight Deck Upgrade •
 - Collins ADS-B Out (DO-260B) •
 - Honeywell XM® Graphical Weather System •
 - Honeywell DL-1000 Data Loader System •
 - Honeywell Triple FMS with Software NZ6.1 (WAAS/LPV) •
- Honeywell Runway Awareness & Advisory System (RAAS) •
 - Stormscope® WX-1000E Lighting Sensor System •

Specifications as of 28 Dec 2018 (airframe and engine times as of 15 Nov 2018). Specifications are subject to verification upon inspection and should not provide a basis for reliance or create any other binding obligation. Information has been provided by the Seller and has not been independently verified by Mesinger Jet Sales (MJS). Presenting these aircraft specifications does not constitute the registration of a client with MJS.

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Airframe:

TTSN: 6,099 hours
TLSN: 2,904 landings
Time/Landings as of 15 Nov 2018

Engines:

TYPE: Honeywell TFE731-60-1C

	#1 (Left)	#2 (Center)	#3 (Right)
Serial Number:	P112113	P112111	P112112
TTSN:	5,899 hours	5,995 hours	5,916 hours
TCSN:	2,819 cycles	2,837 cycles	2,809 cycles
TSMPI/CZI:	1,253 hours	1,283 hours	1,322 hours
MPI/CZI Intervals:	2,500/5,000 hours	2,500/5,000 hours	2,500/5,000 hours

Times/Cycles as of 15 Nov 2018

APU:

TYPE: Honeywell GTCP36-150F
Serial Number: P-278
TTSN: 2,042 hours
HSI Interval: 4,500 hours
Time as of 06 Nov 2018

Maintenance / Inspections:

Computer Maintenance Tracking Program: CAMP
Inspection Program: 12/24/36 MO & B Inspection Optimized Continuous Inspection Program (OCIP)
4C Inspection due August 2020
72 Month Detailed Landing Gear Inspection due August 2020
144 Month Landing Gear Restoration due February 2021

Avionics:

Honeywell Primus® 2000 with Primus Elite™ 875 Flight Deck Upgrade

AFCS: Honeywell Primus® 2000 Automatic Dual Flight Control System with Auto Throttle
EFIS: Honeywell Primus Elite™ 875 Flight Deck
FMS: Honeywell Triple FMS with Software NZ6.1 (WAAS/LPV)
CDU: Triple Honeywell CD-820 Control Display Units
LRNAV: Triple Honeywell LASEREF® Inertial Reference System
VHF COM: Triple Collins VHF Communications Transceivers
HF COM: Dual Collins HF Communications System with SELCAL
SATCOM: Collins SAT-906-4 Inmarsat Satcom with Cockpit & Cabin Handsets

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Avionics continued:

DATALINK:	Honeywell AFIS™
AUDIO:	Triple Baker Audio Control Panels
GPS:	Dual Honeywell WAAS GPS Receivers
NAV:	Dual Collins NAV Receivers
DME:	Dual Collins DME Transceivers
ADF:	Dual Collins ADF Receivers
RADAR:	Honeywell Primus® 880 Weather Radar
LSS:	Stormscope® WX-1000E Lightning Sensor System
WX:	Honeywell XM® Graphical Weather System
RADALT:	Honeywell Radar Altimeter Transceiver
TAWS:	Honeywell Mark V EGPWS™ with Runway Awareness & Advisory System (RAAS)
ACAS:	Collins TCAS-94 TCAS II
XPNDR:	Dual Collins Transponders with ADS-B Out (DO-260B Dassault STC ST02973NY)
CVR:	Honeywell Solid State Cockpit Voice Recorder
FDR:	Honeywell Solid State Flight Data Recorder
ELT:	Artex C406-N 406 MHz ELT

Additional Equipment & Features:

SB F900EX-001B – Extending CG Location Range & Increasing Structural Weight Limits
SB F900EX-072 REV 1 – Installation of Hard Landing Detector
Honeywell DL-1000 Data Loader
Galley Master System
Pulselite® Landing & Taxi Lights
Dual Wing Navigation Lights

Interior:

Passenger Seating Capacity: Twelve (12)
Cockpit Jump Seat: Yes

Configuration, Storage & Miscellaneous:

This interior accommodates up to twelve passengers in three seating areas and it is configured with a large forward galley, an aft lavatory, and an in-flight accessible baggage compartment.

The cabin seating consists of a forward club, a mid-cabin left-hand four-place dining group opposite a credenza with a kibitzer seat, and aft left-hand three-place divan opposite an aft-facing single seat and a forward-facing foot rest.

The interior was designed for maximum comfort on long flights. The forward club can be converted to two berths. The mid-cabin club table can be expanded for dining or lowered for use as a berth.

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Interior continued:

The aft divan converts to a berth and the additional foot rest in the aft cabin makes for a generous-sized berth on the right-hand side. The aft cabin can be isolated from the rest of the cabin to increase privacy and comfort.

Communications:

A Collins SAT-906 Inmarsat Satcom system offers satellite voice calling via cockpit and cabin handsets.

Interior Coverings:

The interior woodwork is finished in dark brown gloss veneer, the main cabin exposed hardware is plated in polished gold, and grey carpeting is installed in the main cabin. The main cabin headliner and PSU are finished in light grey suede fabric, the upper sidewall is covered in light grey fabric, and the lower sidewall is finished in light grey leather. The forward and mid-cabin seats are covered in light grey leather, the aft cabin single seat and foot rest is finished in dark blue leather, and the divan is finished in a multi-colored patterned fabric. Grey-toned countertops are installed in the galley and lavatory.

Galley: Forward

Galley equipment and features include a countertop, pop-out work surface, a sink with faucet, dual ice drawers, a coffee maker, and a hot cup. Opposite the galley is an annex providing additional storage, a convection microwave oven, and the main cabin audio/video componentry and controls.

Lavatory: Aft

The lavatory is equipped with an externally-serviced toilet and a lighted vanity with sink and faucet.

Baggage Compartment:

The in-flight accessible baggage compartment features hangar bars and folding shelves.

Exterior:

The exterior is painted in overall “Bluetone White” with “Marlin Blue” and “Royal Blue” stripes.



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