

PRE-OWNED AIRCRAFT SALES



HIGHLIGHTS

- Date Entry into Service: 26 January 1998
- Date of Manufacture: 24 December 1997
- No Damage History: 4 Operators Since New

AIRFRAME		Total Time: 4,841 Hours and 3,471 Landings	(as of May 16, 2023)
Power-By-The-Hour		unknown	
ENGINES		CFE CFE738-1-1B	
Engine Time & Cycles	<u>Engine 1</u>	<u>Engine 2</u>	
	4,590 Hours	4,560 Hours	
	3,233 Cycles	3,229 Cycles	
Power-By-The-Hour	Honeywell MSP Gold		
APU		Honeywell GTCP-36-150-(F2M)	
APU Total Time	3,716 Hours and 5,550 Cycles		(as of Feb 22, 2023)
Power-By-The-Hour	Honeywell MSP Gold		
	(Ref only: 2020 MSP Gold Rate: \$187 Per APU HR, 75 Hours Annual Minimum Utilization)		
EXTERIOR		New March 2016 - Standard Aero, Springfield, Illinois, US @ 3,888 Hrs TSN- 2599 CSN. Allover Matterhorn White with trim colors of Gamma Grey & Royal Blue.	
INTERIOR		Refurbished Apr 21, 2016 by Standard Aero, Springfield, Illinois, US	
	Nine (9) Passengers + Three (3) Crew Configuration		
Galley	Microwave Oven and Krupp’s Coffee-Expresso Maker		
Forward & Aft Cabin	Six (6) Individual Cabin Chairs and a Three (3) Place Side Facing Divan. Refurbishment included recovering cabin seats, divan, including foam and lap belt webbing, cabin lower sidewall panels, and pedestal trim.		
Lavatory	Forward Crew Lab and Aft VIP Lav		
Other	In 2016 also replaced carpet in the cockpit, cabin and lavatories, Loncoin type material in the entryway and galley and Airstair step tread		
COMMS & ENTERTAINMENT		In 2016 removed existing Cabin Management System including source equipment and lighting and installed New Collins Venue Cabin Management System, including Two 19-Inch Rosen LCD Bulkhead Display Monitors, Five HTSE Monitor Receptacles and Three 10.6 Inch HTSE Touch Screen Monitor with Extender Arm, one Dual Disc Blue-Ray Player’s, Two 2-Way IPOD Touch Remotes, Eight Alto Aviation ASP-512 Speakers, Three Alto Aviation ASW-514 Subwoofers, Eight Power Control Outlets and Three Utility Outlets, EMTEQ LED Upwash-Downwash Lighting System, Three True Blue Dual USB Charging Outlets at the cabin Club Seats. GoGo Aircel Axxess Iridium Phone System with 2 Wired Handsets, 1 GoGo ATG Internet System with Wi-Fi (Domestic USA Coverage Only).	

MAINTENANCE

Dry Bay Modification Complied w/ April 2016 During 3C Check by Standard Aero

012 Month / 800 Hrs	Last Done: Aug 2022 @ 4,661 TSN	Next Due @ 5,461 TSN or Aug 2023
024 Month / 1600 Hrs	Last Done: Apr 2023 @ 4,826 TSN	Next Due @ 6,426 TSN or Mar 2025
036 Month / 2400 Hrs	Last Done: Aug 2022 @ 4,661 TSN	Next Due @ 7,061 TSN or Mar 2025
1B 1600 Hrs	Last Done: Apr 2016 @ 3,888 TSN	Next Due @ 5,488 TSN
2B 3200 Hrs	Last Done: Mar 2010 @ 2,937 TSN	Next Due @ 6,137 TSN
3B 4800 Hrs	Last Done: Apr 2016 @ 3,888 TSN	Next Due @ 8,688 TSN
1C 072 Month / 3750 Cycles	Last Done: Aug 2022 @ 3,364 CSN	Next Due @ 7,114 CSN or Aug 2028
2C 144 Month / 7500 Cycles	Last Done: Aug 2022 @ 3,364 CSN	Next Due @ 10,864 CSN or Aug 2034
3C 216 Month / 11250 Cycles	Last Done: Apr 2016 @ 2,599 TSN	Next Due @ 13,849 CSN or Apr 2034
Gear 144-Month / 6000 CYC OH	Last Done: Aug 2022 @ 3,364 CSN	Next Due @ 9,364 CSN or Aug 2034

AVIONICS

EXTENSIVE AVIONICS UPGRADE AT STANDARD AERO IN 2016 AS FOLLOWS:

Removed Collins Pro-Line 4 Primary Flight Display Instruments and Installed Collins Pro-Line 21 Primary Flight Display Instruments and added Integrated Flight Information System (IFIS) and enabled localizer Performance with Vertical Guidance (LPV) Capabilities and with Wide Area Augmentation System (WAAS) Compatible GPS Receivers and Installed Collins Synthetic Vision System (SVS) and upgraded the Collins Pro-Line 21 to include TAWS Mode 5 warning during LPV Approaches. Upgrade of the Collins Pro-Line IV Avionics to Version 6.1 Definition with Dual FMS-6100, Installed GoGo Aircel Axxess Iridium Phone System with 2 Wired Handsets, Installed Dassault Upgrade of the Collins Pro-Line IV Avionics to Version 6.1 Definition with Dual FMS-6100, Replaced GPS Receivers with Wide Area Augmentation System (WAAS) Compatible GPS Receivers, Installed Collins Aircraft Information Management (AIM) System incl. IMS-3500 and a remote maintenance port for the IMS-3500, Installed Collins Synthetic Vision System (SVS) and upgraded the Collins Pro-Line 21 to include TAWS Mode 5 warning during LPV Approaches, Upgraded Collins TCAS System with TCAS processor having Software 7.1, removed and replaced the Radio Tuner Units (RTU) with new RTU's, installed new LED Style Annunciator for GS Inhibit, Terrain Inhibit, Steep Approach annunciator and push button switch for the EGPWS Test on the Pilots Panel, Installed LED Style Annunciator for GS Inhibit, Terrain Inhibit, Steep Approach annunciator and push button switch for the EGPWS Test on the Co-Pilots Panel. The Wind Shear and Pull Up Annunciator's are incorporated into the Pro-Line 21 Display System and added GPS wiring to the EGPWS System to the incorporate the Pro-Line 4 into the Pro-Line 21 Upgrade, installed 3 RD Collins AHC-300 Attitude Heading Reference System (AHRS), Upgraded EGPWS Computer Software to the - 218 Version, Upgraded Transponder System with ADS-B Version 2 Capability Installed Collins CDU-6100, Installed Collins DBU-5010E

Two (2) Collins VHF-422C	VHF Communications Systems (8.33 MHz Mods)	(Com)
Two (2) Allied Signal KHF-953	High Frequency Communication Systems	(HF)
One (1) CSD-714	Selcal Decoder System	(SELCAL)
One (1) Socata	ELT-90 E.L.T. (406 MHz)	(ELT)
Two (2) Collins VIR-432	VOR/ILS/Marker Beacon (FM Immunity Mods)	(Nav)
Two (2) Collins ADF-462	Automatic Direction-Finding Systems	(ADF)
Two (2) Honeywell HG-2021	GNSSU-GPS	(GPS)
Two (2) Honeywell FMS-6100	Flight Management Systems	(FMS)
Two (2) Collins AHS-25C	Altitude Heading Reference System	(AHRS)
One (1) Collins AHC-3000	Altitude Heading Reference System	(AHRS)
One (1) Collins TWR-850	Weather Radar (Radar)	

Two (2) Collins DME-442	Distance Measuring Equipment Systems	(DME)
Two (2) Collins TDR-94d	Mode S Transponders with ADS- B Out Version 2	(TXP)
Two (2) Collins ALT-55B	Radio Altimeter System (RAD/ALT)	
One (1) Collins TCAS-II	Traffic Collision Avoidance System 7.1 Mod	(TCAS-II)
One (1) Collins APS-4000	Autopilot System (A/P)	
One (1) Collins EFIS-4000	Flight Instrument Systems (4-Tube)	(EFIS)
Two (2) Honeywell Laseref III	Laser Inertial Reference System	(IRU)
One (1) Allied Signal SSCVR	Cockpit Voice Recorder	(CVR)
One (1) Allied Signal SSFDR	Flight Data Recorder	(FDR)
Two (2) Collins ADC-850C	Air Data Computer Systems	(ADC)
One (1) Allied Signal MK-7	EGPWS-Class A (218 Software Upgrade)	(EGPWS)
One (1) Collins CDU-6100		(DCU)
One (1) Collins DBU-5010E		(DBU)
One (1) GoGo Aircel Axxess	Iridium Phone System with 2 Wired Handsets	
One (1) Collins AIM	Aircraft Info Mgmt. System & Remote Maintenance Port & IMS-3500	
One (1) GoGo ATG	Internet System with Wi-Fi (Domestic USA Coverage Only).	



WEIGHTS

Ramp Weight	36,600 lb
Basic Operating Weight	22,750 lb
Gross Take Off Weight	36,400 lb
Maximum Landing Weight	33,000 lb
Zero Fuel Weight	28,660 lb
Maximum Fuel Weight	21,000 lb
Maximum Payload with Full Fuel	1,714 lb

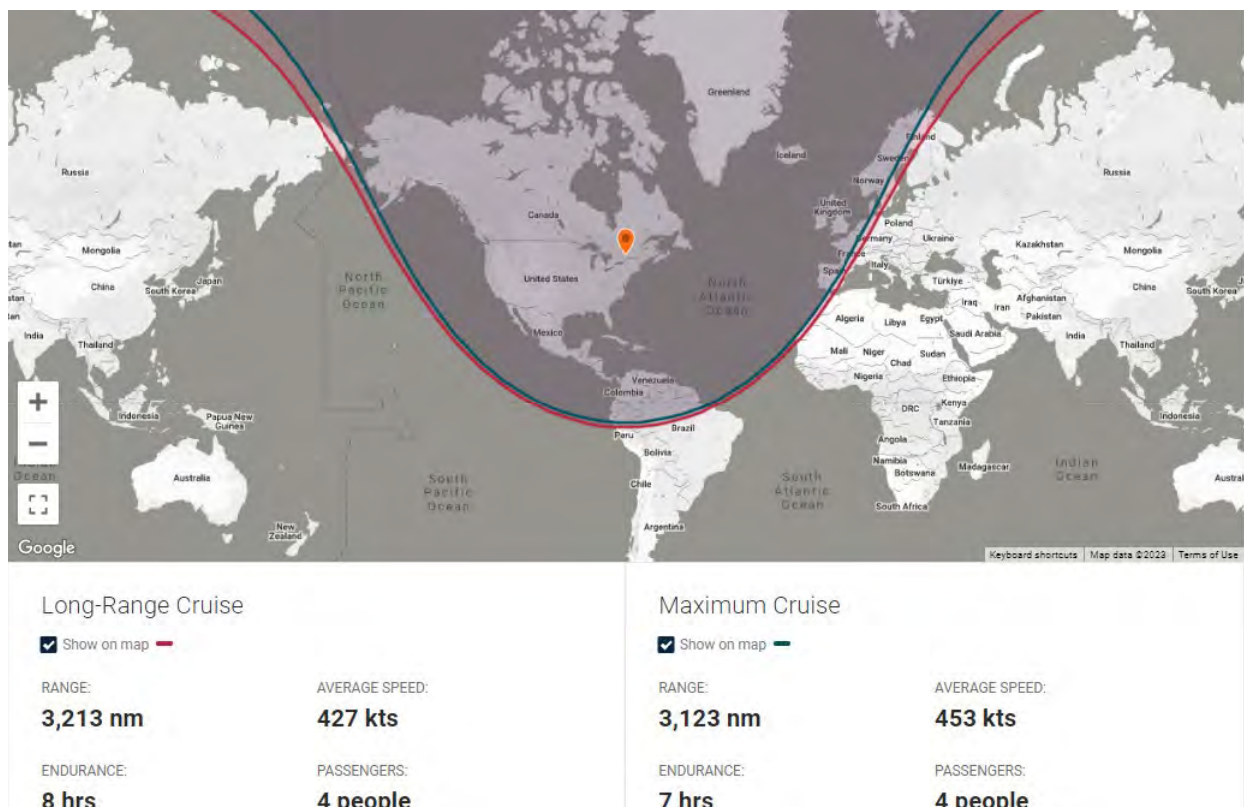
BACKGROUND

The Falcon 2000 shares the 900's wing and forward fuselage. It is a twin-engine transcontinental business jet with a cabin 7-foot shorter than the Falcon 900. The engine was developed specifically for the Falcon 2000 through a partnership consisting of General Electric and AlliedSignal, known as CFE.

Another noticeable design change between the 900 and 2000 is the rear fuselage. Changes to the wing include a modified leading edge and the inboard slats have been removed. The cockpit has a Collins four-screen electronic flight instrument system avionics system with optional Flight Dynamics head-up displays. The 2000 series (including the 2000EX, 2000EX Easy and Falcon 2000DX) is Dassault's best-selling aircraft, especially with fractional owners.

RANGE MAP

Source: Conklin de Decker. Range averages based on 4 passengers and subject to variation..





1998 Falcon 2000

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