European Union Aviation Safety Agency

TYPE-CERTIFICATE DATA SHEET

No. EASA.A.008

for

FALCON 2000

Type Certificate Holder:

Dassault Aviation

9 Rond Point des Champs Elysées

75008 PARIS

FRANCE

For Models: Falcon 2000, Falcon 2000EX

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SECTION 1. GENERAL (ALL MODELS)

1.1 Data Sheet N°

EASA.A.008 (replacing former DGAC-F TCDS n° 185)

1.2 Airworthiness Category

Large Aeroplanes

1.3 Performance Category

A

1.4 Certifying Authority

EASA

1.5 Type Certificate Holder

DASSAULT AVIATION
9 Rond Point des Champs Elysées
75008 PARIS – FRANCE

SECTION 2. FALCON 2000

2.1 Type Certification Basis

Type:	**Falcon 2000**
Model:	**Falcon 2000**

2.2 Type Certification Basis

- Application Date for EASA Certification: August 17th 1989
- EASA Certification date (JAA recommendation): November 30th 1994
- Reference date for the definition of the type certification basis: November 30th 1989

Airworthiness Specifications:

- JAR 25 Change 13 effective on October 5, 1989
- JAR AWO Change 1

plus Dassault elect to comply to

- JAR 25.1309 and associated ACJ and AMJ material as amended by Orange Paper 90/1, incorporated now in change 14 of May 27th, 1994.
- JAR 25.723 and associated ACJ and AMJ material as amended by Orange Paper 90/1, incorporated now in change 14 of May 27th, 1994.
- JAR 25.101, 25.105, 25.109, 25.113, 25.115, 25.735, 25X1591 and associated ACJ and AMJ material as amended by NPA 25B, D, G-244 issue of February 1993.
- JAR 25.AWO 202, 216, 221, 253, 281 and associated ACJ material as amended by NPA AWO-3, issue 2 of June 1993 (EtC K-01).
- JAR 25.AWO 131, 158, 321, 371 and associated ACJ material as amended by NPA AWO-4, issue 1 of March 1993 (EtC K-01).
- JAR AWO Subpart 4 (OP AWO 91/1) for HUD modification.

Additional Airworthiness Specifications:

The following paragraphs of Commission Implementing Regulation (EU) 2020/1159:
PART 26.300, 26.301, 26.304, 26.305

Special Conditions:

SC A-09	Functions and reliability testing
SC B-02	Accelerate-Stop distance and related performance matters
SC B-03	Automatic reserve Performance System
SC B-04	Stall and stall warning speeds and manoeuvre capability (NPA 25 B-215)
SC B-07	Steep approach landing capability
SC C-04	Discrete requirements (NPA 25 C-205)

SC C-06	Interaction of systems and structures
SC C-12	Carbon horizontal stabilizer – Certification basis
SC D-01	Landing Gear Warning (INT /POL/25/1)
SC D-03	Brake Wear Limits (INT /POL/25/6)
SC D-05	Resistance to the fire and its Terminology (NPA 25 D-181)
SC D-06	Doors (NPA 25 D-251)
SC D-10	Operation at 47,000 ft
SC D-1123	Fire containment containers (airplanes fitted with M-OPT0044 or M-OPT0176)
SC E-05	APU Categorization
SC F-05	Operation without Normal Electrical Power (NPA 25F-179) and Miscellaneous Electrical Requirement (NPA 25 D, F-191)
SC F-06	Protection against HIRF (INT /POL/25/2)
SC F-07	Lightning indirect effects (INT /POL/25/4)
SC F-18	E-GPWS airworthiness approval
SC F-19	G-CAS airworthiness approval
SC F-21	Electronic stand-by instrument system (MEGGITT)
SC F-22	ACAS II - TCAS Change 7
SC G-102	Landing Distance at Time of Arrival (CS 25.1592 in NPA 2016-11)

Equivalent Safety Findings:

ESF D-07	Emergency exit sign used also as locator sign (cabin without divider) provides an equivalent Level of safety to JAR 25.811(d)(1)&(2)
ESF D-08	Emergency exit locator sign used also as marking sign (cabin with divider) provides an equivalent Level of safety to JAR 25.811(d)(1)&(3)
ESF D-09	Type III emergency exit handle lighting provides an equivalent Level of safety to JAR 25.811(e)(3)
ESF F-12	Oxygen masks in galley area provides an equivalent Level of safety to JAR 25.1447(c)(3)
D-GENE-03	Improved Flammability Standards for Thermal / Acoustic Insulation Materials Used in Large Aeroplanes provides an equivalent Level of Safety to JAR 25.853

Deviations:

DEV C-11	Personal injury criteria of dynamic testing of side-facing sofas deviates from JAR 25.785(d)
DEV F-15	Oxygen requirements Note : Compliance with JAR 25 Oxygen requirements is to be shown for each individual airplane in accordance with relevant national operational requirements

2.3 Operational Suitability Data (OSD) Certification Basis

- Reference date for the definition of the OSD requirements: February 17th 2014

OSD Specifications:

- MMEL: JAR-MMEL/MEL Section 1, Subpart A&B, Amendment 1, effective on August 1, 2005
- FCD: CS-FCD Initial Issue, effective on January 31, 2014

2.4 Environmental Protection Requirements

2.4.1 Noise

See TCDSN no. EASA.A.008

2.4.2 Fuel venting

ICAO Annex 16, Volume II, Part II

2.5 Technical Characteristics and Operational Limitations

Twin jet, medium range, large aircraft category

2.5.1 Type Design Definition

Definition of reference airplane by DASSAULT AVIATION documents 01-130 (DTM 32-2424/94) – Master Drawing Lists

2.5.2 Equipment

01-940 (DTM 38-2000/90) - Equipment List of the Basic Airplane
01-941 (DTM 38-0735/91) - Equipment List of Standard option and other options

2.5.3 Dimensions

Span	19.238 m (63 ft 5 in)
Length 20.228 m	(66 ft 4.4 in)
Height 7.058 m	(23 ft 2 in) / 7.115 m with M1061
Wing Area	49.00 m2

2.5.4 Engines

Model:
CFE 738-1-1B Turbofan engines (CFE Company) - JAA Engine Data Sheet JAA/E/94-007

Number: 2

Engine Limits:

- Maximum takeoff static thrust up to 37° C - Sea level condition (5 minutes): 5,937 lbs (2,641 daN)
- Normal takeoff static thrust up to 30° C - Sea level condition (5 minutes): 5,918 lbs (2,632 daN)
- Maximum continuous static thrust at 30° C - Sea level conditions: 5,613 lbs (2,497 daN)

Note: Refer to Airplane Flight Manual DTM 537 for engine operating instructions.

- Maximum engine operating speed:

Low pressure rotor (N1) @ Maximum and Normal TO	RPM: 9,400 (96.7%)
Low pressure rotor (N1) @ Maximum Continuous	RPM: 9,400 (96.7%)
High pressure rotor (N2) @ Maximum and Normal TO	RPM: 28,000 (106.0%)
High pressure rotor (N2) @ Maximum Continuous	RPM: 27,715 (104.9%)

- Maximum Interstage Turbine Temperature (T4.5)

Maximum (APR) TO (5 minutes)	890°C
Normal TO (5 minutes)	864°C
Maximum Continuous	861°C
Ground start	815°C
Air start	864°C
Windmilling max temperature (10 seconds)	970°C
Windmilling max temperature (2 seconds)	1000°C

- Oil pressure limits

Normal Operating range	60 to 85 psig
Minimum (At idle)	30 psig
Maximum Transient (3 minutes max)	85 to 100 psig
Cold start: Oil temperature below 0°C (2.5 minutes max)	135 psig

- Oil temperature limits

Maximum	138°C
Minimum	30 °C
Maximum Transient (3 minutes max)	138 to 155°C
Cold Start	- 40°C

- Fuel Pump inlet pressure

Maximum	50 psig
Minimum	5 psi above True Vapour Pressure

2.5.5 Auxiliary Power Unit (APU)

Model**:** ALLIED SIGNAL / HONEYWELL ENGINES COMPANY GTCP 36-150 (F2M)

APU Limits:

Maximum Operating Altitude:	35,000ft
Maximum Starting Altitude:	35,000ft
EGT Starting limits:	974°C
EGT Stabilized limits:	746°C
Maximum N1 Speed:	110%

2.5.6 Fluids (Fuel/Oil/Additives)

(See AFM DTM 537)

- Fuel conforming to specifications :
  See AFM DTM 537 page 1-120-1 or page 1-120A-1 for A/C with M1903 or SBF2000-202

- Lubricating system conforming to specifications :
  See AFM DTM 537 page 1-130-1

2.5.7 Fluid capacities

- Fuel Tank Capacity

Without Modification M3072				
	Litres	**Kg (*)**	**US gallons**	**Lbs(**)**
USABLE FUEL				
- **Left side**	3428	2753	906	6070
- **Right side**	3437	2760	908	6085
TOTAL USABLE	**6865**	**5513**	**1814**	**12155**
UNUSABLE FUEL				
- **Drainable**	30	24	8	53
- **Undrainable**	30	24	8	53
TOTAL UNUSABLE	**60**	**48**	**16**	**106**

With Modification M3072 (SB 358)				
	Litres	**Kg (*)**	**US gallons**	**Lbs(**)**
USABLE FUEL				
- **Left side**	3413	2740	902	6042
- **Right side**	3421	2747	904	6057
TOTAL USABLE	**6834**	**5487**	**1806**	**12099**
UNUSABLE FUEL				
- **Drainable**	30	24	8	53
- **Undrainable**	30	24	8	53
TOTAL UNUSABLE	**60**	**48**	**16**	**106**

(*) Density has been assumed to be 0.803 kg/l (6.7 lb/US gal)

- Oil Capacity

  Engine lubrication system capacity

	Litres	US gallons
LEFT HAND SIDE		
- Max oil level	4.73	1.25
- Min oil level	3.31	0.88
- Min operating oil level	2.65	0.70
TOTAL USABLE	**2.08**	**0.55**
LEFT HAND SIDE		
- Max oil level	4.73	1.25
- Min oil level	3.31	0.88
- Min operating oil level	2.56	0.68
TOTAL USABLE	**2.18**	**0.58**

2.5.8 Air Speeds

(unless otherwise specified, speeds are indicated airspeeds)

VMO	(Variable):	350kt/370kt
MMO	(Variable):	0.87/0.85
VLO/MLO	(Maximum landing gear operating speed):	190kt/0.70
VMCG	(Minimum control speed on the ground):	98kt
VLE/ MLE	(Maximum landing gear extended speed):	245kt/0.75
VFE	(High lift devices operating or extended limit speeds)	
	- Slat extended + flaps 10°	200kt
	-Slat extended + flaps 20	160kt
	- Slat extended + flaps 40°	160kt

2.5.9 Maximum Operating Altitude

47,000 ft

2.5.10 All weather Capability

Cat .II, Cat III when fitted with M58C or M58D (HUD)

CAT II requirements provided the airplane is operated in accordance with Airplane Flight Manual, Limitations Section, page 1-160-1 and Annex 1 (Autopilot Coupled Approach to Category II Performance Requirements)

CAT III requirements provided the airplane is operated in accordance with Airplane Flight Manual, Limitations Section, page 1-160-1 and Supplement 11 or 18.

2.5.11 Maximum Weights

- Airplane without modifications M57 and M59
  - Maximum ramp and taxi 16329 Kg (36000 lbs)
  - Maximum takeoff 16238 Kg (35800 lbs)
  - Maximum landing 14968 Kg (33000 lbs)
  - Maximum Zero fuel 13000 Kg (28660 lbs)
  - Minimum flight

- Airplane with modification M57
  - Maximum ramp and taxi 16647 Kg (36700 lbs)
  - Maximum takeoff 16556 Kg (36500 lbs)
  - Maximum landing 14968 Kg (33000 lbs)
  - Maximum Zero fuel 13000 Kg (28660 lbs)
  - Minimum flight

- Airplane with modification M57 and M1190
  - Maximum ramp and taxi 16647 Kg (36700 lbs)
  - Maximum takeoff 16556 Kg (36500 lbs)
  - Maximum landing 15648 Kg (34500 lbs)
  - Maximum Zero fuel 13000 Kg (28660 lbs)
  - Minimum flight

2.5.12 Centre of Gravity Range

The weight and balance charts are contained in the Airplane Flight Manual.

2.5.13 Datum

Datum is 25% of mean aerodynamic chord which coincides with fuselage station FS + 400.43 in (10,171mm) (fuselage station reference +0 is the forward end of the airplane nose cone).

2.5.14 Mean Aerodynamic Cord (MAC)

Length	113.69 in (2,887.7mm)
Zero percent MAC is at FS	+ 372.01 in (9,449 mm)

2.5.15 Leveling Means

Standard bubble type level to be installed on the passenger seat tracks.

2.5.16 Minimum Flight Crew

2 pilots

2.5.17 Maximum Passenger Seating Capacity

19 seats in the passenger cabin, as limited by emergency exits.

2.5.18 Exits

	No	Type	Size
1 Passenger door	FGFB295	I	0.800*1.72m (31.50*67.72in)
1 Emergency exit	F2MA296	III	0.534*0.916m (21.02*36.06in)

2.5.19 Baggage/Cargo Compartments

Class B
Volume 3.8 m3

Max. allowable Load:

Baggage compartment	1,600 lbs (725 kg) not to exceed 61.4 lb/sq ft (300 kg/m²)
LH/RH coat compartment	not to exceed 81.9 lb/sq ft (400 kg/m²)
Payload:	5,990 lb (2,717 Kg)

2.5.20 Wheels and Tyres

This aircraft is equipped with wheels, brakes and tubeless and radial tyres.
Main wheel tyres are 26*6.6-14''
Nose wheel tyres are 14.5*5.5-6''

2.5.21 Environmental Flight Envelope

Refer to approved Airplane Flight Manual

2.5.22 Other Limitations

Refer to approved Airplane Flight Manual

2.5.23 Hydraulics

Only hydraulic fluid conforming to AIR 3520 or MIL-H-5606 specifications (Nato codes H515 or H520) must be used.

Note
Cabin Interior and Seating Configurations must be approved.

2.6 Operating and Service Instructions

- Airplane Flight Manual: Document No. DTM 537 **NOTE 1**

- Instructions for Continued Airworthiness and Airworthiness Limitations, included in FIELD publication, that consist of:
  - Airworthiness Limitation Section (Chapter 5-40, reference: DGT113876 **NOTE 1**)
  - Maintenance Planning Document (Chapter 5):
    - Reference: DGT 125292
  - Airplane Maintenance Manual
  - Fault Isolation Manual
  - Illustrated Parts Catalogue (part list only)
  - Structural Repair Manual (Part 1)
  - Wiring Diagram Manual
- Service Letters and Service Bulletins
- Service Bulletins are listed in Service Bulletin index

- Various statements

The Falcon 2000 is compliant to:

- CVR EU Air operations regulations (CAT.IDE.A.185/NCC.IDE.A.160) (2 hours) provided the modification M1514 is applied
- EGPWS ()EU Air operations regulations (CAT.IDE.A.150/NCC.IDE.A.135) provided the system is installed and the airplane is operated in accordance with associated AFM supplements.
- TCAS II change 7 -EU Air operations regulations (CAT.IDE.A.155/NCC.IDE.A.140) provided the modification M1996 (TCAS 4000) is applied and the airplane is operated in accordance with Airplane Flight Manual, Supplement 20.
- FM immunity for navigation system VOR/ILS against ICAO Annex 10, Vol I, §3.1.4 and §3.3.8 provided modification M651 is applied
- FM immunity for communication system VHF against ICAO Annex 10, Vol III, §2.3.3 provided modification M1074 is applied

2.7 Approved Operations

The Falcon 2000 is eligible for the following kinds of operation when the appropriate equipment and instruments required by the operating requirements are installed (since TC or through dedicated M or M-Opt or equivalent SB), approved, and operating as defined by the AFM :

Note 1 : Operational approval shall be granted by the appropriate authority before conducting the operation

APPROVED OPERATIONS	Configuration requirements
IFR (Instrument)	basic
Day and night VFR	basic
Operations in icing conditions	basic
Manual or Automatic Category I approaches and non-precision approaches	basic
Automatic Category II approaches	basic
Manual Cat. II / III approach with Flight Dynamics HGS or Rockwell-Collins HGS 2850	cf. AFM SUP11
SSR mode S Enhanced Surveillance	A/C with M2624 or M2632
RVSM	A/C with M1251
Extended flight over water and uninhabited terrain	basic
Polar operations (limited 75° North / 75° South)	cf. AFM SUP21A/ 22 / 22A / 23 / 23A / 23B / 23C / 23D / 23E / 23F / 23G
Polar operations (limited 80° North / 80° South)	cf. AFM SUP24 / 24A / 24B / 24C / 24D / 24E / 24F
Contaminated runways operation	basic
Steep approach landing up to 5.5/6.0/6.65 degrees	basic
Operations with landing gear down	basic
IFR OCEANIC / RNP 10	basic

APPROVED OPERATIONS	Configuration requirements
NAT-MNPS	cf. AFM SUP21 / 21A / 21B / 21C / 21D / 22 / 22A / 22B / 22C / 22D / 22E / 23 / 23A / 23B / 23C / 23D / 23E / 23F / 23G / 24 / 24A / 24B / 24C / 24D / 24E / 24F
B-RNAV / RNP 5	basic
P-RNAV (JAA TGL-10)	basic
AC 90-100A US TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS	basic
Specific close-in Noise Abatement Departure Procedure (NADP), with reduction at a minimum of 400 feet AGL	basic

2.8 Operational Suitability Data

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014. **NOTE 1**

2.8.1 Master Minimum Equipment List

Operational Suitability Manual: Master Minimum Equipment List, document ref. DTM540 revision 8, dated 07 January 2015, or later approved revisions.

2.8.2 Flight Crew Data

Operational Suitability Manual - Flight Crew, document ref. DGT148651, revision original, dated 04 September 2015, or later approved revisions.

The Pilot Type Rating for Falcon 2000 is: **Falcon 2000/2000EX**

2.8.3 SIM Data

Not available.

2.8.4 Maintenance Certifying Staff Data

Not available.

2.8.5 Cabin Crew Data

Not available.

SECTION 3. FALCON 2000EX

3.1 General

Type: **Falcon 2000**
Model: **Falcon 2000EX**

3.2 Type Certification Basis

- Application Date for EASA Certification: October 25th, 1999
- EASA Certification date (JAA recommendation): March 7th, 2003

Airworthiness Specifications:

- JAR 25 Change 14 plus Orange Paper 25/96/1 effective on April 19,1996

  Except the following JAR 25 paragraphs which remain at Change 13

  - **Subpart D – Design and Construction** :
    25.725, 25.727, 25.731 to 25X799, 25.803 to 25.859, 25.871, 25.875
  - **Subpart F – Equipment**
    25.1303, 25.1323 to 25.1335, 25.1351 to 25.1421, 25.1433 to 25X1499
  - **Subpart G – Operating limitations and information**
    25.1515, 25X1516, 25.1523, 25X1524, 25.1525, 25.1529, 25.1531, 25.1547, 25.1561
  - **Subpart J – Gas turbine auxiliary power unit installations**
    All paragraphs

  plus Dassault elect to comply to JAR 25 Change 15 for the following paragraphs
  - 25.101(i), 25.105(c), 25.109, 25.113(a)(b)(c), 25.115, 25.735(f)(h), 25.X1591

- JAR AWO Change 1

Additional Airworthiness Specifications:

The following paragraphs of Commission Implementing Regulation (EU) 2020/1159:
PART 26.300, 26.301, 26.304, 26.305

Special Conditions:

SC A-109	Functions and reliability testing JAR 21.35 A.N.D.R.
SC B-103	Automatic reserve Performance System
SC B-04	Stall and stall warning speeds and manoeuvre capability (NPA 25B-215)
SC B-107	Steep approach landing capability
SC C-06	Interaction of systems and structures 5NPA 25C-199)
SC C-12	Carbon horizontal stabilizer – Certification basis
SC C-107	Fuel tank crashworthiness (INT / POL/25/9)

SC C-110	Yawing manoeuvre (INT / POL /25/8)
SC D-1123	Fire containment containers (airplanes fitted with M-OPT0044 or M-OPT0176)
SC D-05	Resistance to the fire and its Terminology (NPA 25D-181)
SC D-06	Doors (NPA 25D-251)
SC D-10	Operation at 47,000 ft
SC D-115	Wheels, brakes and braking system (NPA 25D-291)
SC E-05	APU Categorization
SC E-09	Thrust reverser certification policy
SC F-05	Operation without Normal Electrical Power (NPA 25D, F-179) and Miscellaneous Electrical Requirement (NPA 25 D, F-191)
SC F-106	Protection against HIRF (INT /POL/25/2 Issue 2)
SC F-18	E-GPWS airworthiness approval
SC F-21	Electronic stand-by instrument system (MEGGITT)
SC G-102	Landing Distance at Time of Arrival (CS 25.1592 in NPA 2016-11)
SC K-01	All weather operations NPA AWO-3 and -4

Equivalent Safety Findings:

ESF D-07	Emergency exit sign used also as locator sign (cabin without divider) provides an equivalent Level of safety to JAR 25.811(d)(1)&(2)
ESF D-08	Emergency exit locator sign used also as marking sign (cabin with divider) provides an equivalent Level of safety to JAR 25.811(d)(1)&(3)
ESF D-09	Type III emergency exit handle lighting provides an equivalent Level of safety to JAR 25.811(e)(3)
ESF E-110	Engine fire protection in designated fire zone provides an equivalent Level of safety to JAR 25.865, 25.1181, 25.1195, 25.1203.
ESF E-112	Turbine engine tailpipe fire detection provides an equivalent Level of safety to JAR 25.1203(a), 25.1181(a)
ESF F-12	Oxygen masks in galley area provides an equivalent Level of safety to JAR 25.1447(c)(3)
ESF G-101	Contaminated Runway Performance Information provides an equivalent Level of safety to JAR 25X1591
D-GENE-03	Improved Flammability Standards for Thermal / Acoustic Insulation Materials Used in Large Aeroplanes provides an equivalent Level of Safety to JAR 25.853
ESF-B25.251.01	Vibration and buffeting (introduced with M-OPT0408)

Deviations:

DEV C-11	Personal injury criteria of dynamic testing of side-facing sofas deviates from JAR 25.785(d)
DEV F-15	Oxygen requirements Note 1: Compliance with JAR 25 Oxygen requirements is to be shown for each individual airplane in accordance with relevant national operational requirements

3.3 Operational Suitability Data (OSD) Certification Basis

- Reference date for the definition of the OSD requirements: February 17th 2014

OSD Specifications:

- MMEL: JAR-MMEL/MEL Section 1 Subpart A&B, Amendment 1, effective on August 1, 2005
- FCD: CS-FCD Initial Issue, effective on January 31, 2014

Special Conditions

- MCSD:
  SC MCSD-01 Certification basis for OSD-MCS

3.4 Environmental Protection Requirements

3.4.1 Noise

See TCDSN no. EASA.A.008

3.4.2 Fuel venting

ICAO Annex 16, Volume II, Part II

3.5 Technical Characteristics and Operational Limitations

Twin jet, medium range, large aircraft category

3.5.1 Type Design Definition

Definition of reference airplane by DASSAULT AVIATION documents
M1802-01-130 (DGT-F/NAV89793) – Master Drawing Lists
Definition of Falcon 2000EX results of the addition of Falcon 2000 definition plus application of M1802, M1803, M1804 , M1805, M1820, M1838 and M2233.
From aircraft s/n 2, the M1826 is applied with impact on fuel capacities (see § 1.8) and on maximum weights (see § 1.12).

3.5.2 Equipment

M1802-01-940 (DGT-DTF/NAV81711) - Equipment List - Basic Aircraft

3.5.3 Dimensions

Span	19.238 m	(63 ft 5 in)
Length	20.228 m	(66 ft 4.4 in)
Height	7.058 m	(23 ft 2 in)
	7.115 m with M1061	
Wing Area	49.00 m2	

3.5.4 Engines

Model: PRATT & WHITNEY Canada PW308C Turbofan engines (TCDS no. EASA.IM.E.057)

Number: 2

Engine Limits

THRUST RATINGS
PW 308C ENGINE (UNINSTALLED, SEA LEVEL, ISA)
- Take-off 6,998 lb (3,114 daN)
- Maximum continuous 6,998 lb (3,114 daN)

The take-off thrust rating is time limited to 5 minutes.
In case on one engine inoperative, take-off thrust rating can be extended to 10 minutes.(*)

THRUST SETTINGS
The engine low pressure rotor speed N1 is used as the thrust setting parameter.
The take-off and maximum continuous thrust as defined in AFM section 5-050-20 must be based on the N1 values given in AFM sections 5-400 and 5-450.

ROTOR SPEED LIMITS

CONDITION OF USE	N1	N2
Normal Take-off (5 minutes max.)	102.5 %	102 %
Maximum Take-off (5 minutes max.)	102.5 %	102 %
Maximum continuous	102.5 %	102 %
Transient (20 seconds)	103.5 %	103 %
	100 % N1 = 10,400 RPM	
	100 % N2 = 26,780 RPM	

ENGINE VIBRATION LIMITS
- Overall 0.96 in/sec average

INTERSTAGE TURBINE TEMPERATURE (ITT) LIMITS

CONDITION OF USE	**°C**	
Ground start	950°C	
Airstart	950°C	
Restart max temperature:		
- Airstart	500°C	
- Groundstart	340°C	
Max. take-off (APR) transient	905°C	(2 minutes max.)
Max. take-off (APR)	895°C	(5 minutes max)
Max. take-off (APR) in case of OEI	875°C	(10 minutes max) (*)
Take-off transient	890°C	(45 seconds max. then ITT must decrease linearly down to below 875°C within 3 min)
Normal take-off	875°C	(5 minutes max.)
Max. continuous	860°C	
Flight transient	890°C	(20 seconds max)
	875°C	(5 minutes max)

(*) when M3242 and M3453 are applied on the aircraft

OIL PRESSURE LIMITS

Operating range	36 to 100 psi	
Transient:	10 to 220 psi	(90 sec. max)
	0 to 220 psi	(20 sec. max)
Minimum (at IDLE)	20 psi	
Cold start: during starting	240 psi	
OIL TEMPERATURE LIMITS		
Maximum	135°C	
Minimum for take-off	27°C	
Minimum in flight	16°C	
Transient: for 90 sec.	143°C	
Cold start	-40°C	

3.5.5 Auxiliary Power Unit (APU)

Model: ALLIED SIGNAL/ HONEYWELL ENGINES COMPANY – GTCP 36-150 (F2M)

APU Limits

Maximum Operating Altitude	35,000ft
Maximum Starting Altitude:	35,000ft
EGT Starting limits:	974°C
EGT Stabilized limits:	746°C
Maximum N1 Speed:	110%

3.5.6 Fluids (Fuel/Oil/Additives)

(See AFM DGT84278)

- **Fuel conforming to specifications:**

See AFM DGT84278 page 1-120-1

- **Lubricating system conforming to specifications**:

See AFM DGT84278 page 1-130-1

3.5.7 Fluid capacities

- Fuel Tank Capacity

Without Modification M1826				
	Litres	**Kg (*)**	**US gallons**	**Lbs(**)**
USABLE FUEL				
- Left wing plus half center box	3450	2770	942.5	6105
- Right wing plus half center box	3450	2770	942.5	6105
- Rear tank	922	740	251	1630
- Front tank	1245	1000	339	2205
TOTAL USABLE	**9067**	**7280**	**2470**	**16045**
UNUSABLE FUEL				
- Drainable	50	40	13	88
- Undrainable	41	33	11	72
TOTAL UNUSABLE	**91**	**73**	**24**	**160**

With Modification M1826 and without M3072				
	Litres	**Kg (*)**	**US gallons**	**Lbs(**)**
USABLE FUEL				
- Left wing plus half center box	3441	2763	909	6092
- Right wing plus half center box	3452	2772	912	6112
- Rear tank	1108	890	293	1962
- Front tank	1449	1163	383	2564
TOTAL USABLE	**9450**	**7588**	**2497**	**16730**
UNUSABLE FUEL				
- **Drainable**	50	40	13	88
- **Undrainable**	41	33	11	72
TOTAL UNUSABLE	**91**	**73**	**24**	**160**

With Modification M1826 , M3072 (SB171)				
	Litres	**Kg (*)**	**US gallons**	**Lbs(**)**
USABLE FUEL				
- Left wing plus half center box	3425	2750	905	6064
- Right wing plus half center box	3436	2759	908	6084
- Rear tank	1108	890	293	1962
- Front tank	1449	1163	383	2564
TOTAL USABLE	**9419**	**7562**	**2489**	**16674**
UNUSABLE FUEL				
- **Drainable**	50	40	13	88
- **Undrainable**	41	33	11	72
TOTAL UNUSABLE	**91**	**73**	**24**	**160**

(*) Density has been assumed to be 0.803 kg/l (6.7 lb/US gal)

- Engine Oil Capacity

OIL TANK CAPACITY – PW308C – NOMINAL VOLUMES		
	LEFT ENGINE 2 DEG. NOSE-UP 7 DEG. STARBOARD ROLL	RIGHT ENGINE 2 DEG. NOSE-UP 7 DEG. PORT ROLL
VOLUME TO OVERFLOW	9.2 litres	10.5 litres
VOLUME TO MAX. MARKING ON SIGHT GLASS	8.7 litres	9.7 litres
VOLUME TO MIN. MARKING ON SIGHT GLASS	7.4 litres	8.8 litres
MINIMUM OIL QUANTITY TO ALL NORMAL OPERATION	6.4 litres	7.6 litres

OIL TANK TOTAL VOLUME 11.3 Litres

1) Quoted volumes are for nominal installation and do not consider any ground inclination
2) Quoted volumes includes .3 litres to fill the oil pump area.
3) Quoted volumes are nominal values

3.5.8 Air Speeds

VMO	(Variable):	350kt/370kt
MMO	(Variable):	0.862/0.85
VLO/MLO	(Maximum landing gear operating speed)	190kt/0.70
VMCG	(Minimum control speed on the ground)	98KIAS
VLE/ MLE	(Maximum landing gear extended speed)	245kt/0.75
VFE	(High lift devices operating or extended limit speeds)	
	○ Slat extended + flaps 10°	200kt
	○ Slat extended + flaps 20°	190kt
	○ Slat extended + flaps 40°	180kt

3.5.9 Maximum Operating Altitude

47,000 ft

3.5.10 All weather Capability

CAT II requirements provided the airplane is operated in accordance with Airplane Flight Manual, Limitations Section, page 1-160-1 and Annex 1 (Autopilot Coupled Approach to Category II Performance Requirements)

3.5.11 Maximum Weights

Without M1826 applied:

Taxi and ramp	40900 lb (18552 kg)
Take-off	40700 lb (18461 kg)
Landing	38300 lb (17373 kg)
Zero fuel	29700 lb (13472 kg)

With M1826 applied:

Taxi and ramp	41500 lb (18824 kg)
Take-off	41300 lb (18734 kg)
Landing	39300 lb (17826 kg)
Zero fuel	29700 lb (13472 kg)

With M1826 and M1842 applied:

Taxi and ramp	42400 lb (19233 kg)
Take-off	42200 lb (19142 kg)
Landing	39300 lb (17826 kg)
Zero fuel	29700 lb (13472 kg)

With M1826, M1842 and M3622 (or SB329) applied:

Taxi and ramp	43000 lb (19504 kg)
Take-off	42800 lb (19414 kg)
Landing	39300 lb (17826 kg)
Zero fuel	29700 lb (13472 kg)

3.5.12 Centre of Gravity Range

The weight and balance charts are contained in the Airplane Flight Manual.

3.5.13 Datum

Datum is 25% of mean aerodynamic chord which coincides with fuselage station FS + 400.43 in (10,171mm) (fuselage station reference +0 is the forward end of the airplane nose cone).

3.5.14 Mean Aerodynamic Cord (MAC)

Length 113.69 in (2,887.7mm)
Zero percent MAC is at FS + 372.01 in (9,449 mm)

3.5.15 Levelling Means

Standard bubble type level to be installed on the passenger seat tracks.

3.5.16 Minimum Flight Crew

2 Pilots

3.5.17 Maximum Passenger Seating Capacity

19 seats in the passenger cabin, as limited by emergency exits.

3.5.18 Exits

	No	Type	Size
1 Passenger door	FGFB295	I	0.800*1.72m (31.50*67.72in)
1 Emergency exit	F2MA296	III	0.534*0.916m (21.02*36.06in)

3.5.19 Baggage/Cargo Compartments

Class B
Volume 3.7 m3

Max. allowable Load:
- Baggage compartment 1,600 lbs (725 kg) not to exceed 61.4 lb/sq ft (300 kg/m²)
- LH/RH coat compartment not to exceed 81.9 lb/sq ft (400 kg/m²)
- Payload: 5,990 lb (2,717 Kg)

3.5.20 Wheels and Tyres

This aircraft is equipped with wheels, brakes and tubeless and radial tyres
- Main wheel tyres are 26*6.6-14''
- Nose wheel tyres are 14.5*5.5-6''

3.5.21 Environmental Flight Envelope

Refer to approved Airplane Flight Manual

3.5.22 Other Limitations

Refer to approved Airplane Flight Manual

3.5.23 Hydraulics

Only hydraulic fluid conforming to AIR 3520 or MIL-H-5606 specifications (Nato codes H515 or H520) must be used

3.5.24 Notes

31. Cabin Interior and Seating Configurations must be approved.

3.6 Operating and Service Instructions

- Airplane Flight Manual: Document No. DGT84278 **NOTE 1**
- Instructions for Continued Airworthiness and Airworthiness Limitations, included in FIELD publication, that consist of:
  - Airworthiness Limitation Section (Chapter 5-40, reference: DGT113877 **NOTE 1**
  - Maintenance Planning Document (Chapter 5):
    - Reference: DGT 125293
  - Airplane Maintenance Manual
  - Fault Isolation Manual
  - Illustrated Parts Catalogue (part list only)
  - Structural Repair Manual (Part 1)
  - Wiring Diagram Manual

- Service Letters and Service Bulletins
  Service Bulletins are listed in Service Bulletin index

- Various statements

  The Falcon 2000EX is compliant to:

- CVR EU Air operations regulations (CAT.IDE.A.185/NCC.IDE.A.160) (2 hours) provided the modification M1514 is applied
- EGPWS EU Air operations regulations (CAT.IDE.A.150/NCC.IDE.A.135) provided the modification M1755 is applied and the airplane is operated in accordance with the associated AFM Supplements.
- TCAS II change 7 EU Air operations regulations (CAT.IDE.A.155/NCC.IDE.A.140) if the airplane is operated in accordance with the associated Airplane Flight Manual Supplements.
- FM immunity for navigation system VOR/ILS against ICAO Annex 10, Vol I, §3.1.4 and §3.3.8
- FM immunity for communication system VHF against ICAO Annex 10, Vol III, §2.3.3

3.7 Approved Operations

The Falcon 2000EX is eligible for the following kinds of operation when the appropriate equipment and instruments required by the operating requirements are installed (since TC or through dedicated M or M-Opt or equivalent SB), approved, and operating as defined by the AFM :

Nota 1: Operational approval shall be granted by the appropriate authority before conducting the operation

APPROVED OPERATIONS	Configuration requirements
IFR (Instrument)	Basic
Day and night VFR	Basic
Operations in icing conditions	Basic
Manual or Automatic Category I approaches and non precision approaches	Basic
Automatic Category II approaches	Basic
Manual Cat. II / III approach with Flight Dynamics HGS or Rockwell-Collins HGS 4860	cf. AFM SUP07
SSR mode S Enhanced Surveillance	A/C with M2624
RVSM	M1251 applied on basic A/C
Extended flight over water and uninhabited terrain	Basic
Polar operations (limited 80° North / 80° South)	cf. AFM SUP03
Contaminated runways operation	Basic
Steep approach landing up to 5.5/6.0/6.65 degrees	Basic
Operations with landing gear down	Basic
ADS-B Out in NRA	Basic
IFR OCEANIC / RNP 10	Basic
NAT-MNPS	cf. AFM SUP03
B-RNAV / RNP 5	Basic
P-RNAV (JAA TGL-10)	Basic
AC 90-100A US TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS	Basic
Specific close-in Noise Abatement Departure Procedure (NADP), with reduction at a minimum of 400 feet AGL	Basic

3.8 Operational Suitability Data

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014. **NOTE 1**

3.8.1 Master Minimum Equipment List

Operational Suitability Manual: Master Minimum Equipment List, document ref. DGT 88391, revision 3, dated 31 October 2012, or later approved revisions.

3.8.2 Flight Crew Data

Operational Suitability Manual – Flight Crew, document ref. DGT148651, revision original, dated 04 September 2015, or later approved revisions.

The Pilot Type Rating for Falcon 2000EX is: **Falcon 2000/2000EX**

3.8.3 SIM Data

Not available.

3.8.4 Maintenance Certifying Staff Data

Operational Suitability Manual – Maintenance Certifying Staff, document ref DGT135364, revision original, dated 30 October 2015, or later approved revisions.

The Maintenance Certifying Staff Type Rating for Falcon 2000EX is: **Falcon 2000EX (PWC PW308)**

3.8.5 Cabin Crew Data

Not available.

3.9 Falcon 2000EX EASy (F2000EX EASy) version Airplanes

F2000EX EASy designation does not correspond to new model designation. This is only a commercial designation for airplanes on which majors modifications (M1691, M1745 and M1504) have been applied.

3.9.1 Type Certification Basis

- Reference Application Date for EASA Certification: November 8th, 1999
- EASA Certification Date (JAA recommendation): June 17th, 2004

The airworthiness requirements applicable to the Falcon 2000EX EASy are the ones applicable to the Falcon 2000EX amended by the following:

Airworthiness specifications:

JAR 25 change 14 plus Orange Paper 5/96/1 paragraphs

Subpart D – Design and construction:

JAR 25.771 (a) (c) I	Pilot compartment
JAR 25.773(a)(d)	Pilot compartment view
JAR 25.777 (a)(b)(c)(d)I(f) :	Cockpit controls
JAR 25.783I	Doors
JAR 25.789(a)	Retention of items of mass in passenger and crew compartments and galleys
JAR 25.791(a)(b)	Passenger information signs and placards
JAR 25.841(b)(5)(b)(6)	Pressurised cabins

Subpart F – Equipment

JAR 25.1303	Flight and Navigation Instruments
JAR 25.1323	Airspeed indicating system
JAR 25.1325(a)(c)(d)I(f)(g)	Static pressure systems
JAR 25.1326	Pitot heat indication systems
JAR 25.1327	Magnetic direction indicator
JAR 25X1328	Direction indicator
JAR 25.1329	Automatic pilot system
JAR 25.1331	Instruments using a power supply
JAR 25.1333	Instrument systems
JAR 25.1335	Flight director systems
JAR 25.1351	Electrical systems and equipment – General
JAR 25.1353	Electrical equipment and installations
JAR 25.1355	Distribution system
JAR 25.1357	Circuit protective devices
JAR 25X1360	Precautions against injury
JAR 25X1363	Electrical system tests
JAR 25.1381	Instrument lights
JAR 25.1419 I	Ice protection

JAR 25.1435 (a) (2)	Hydraulic systems
JAR 25.1457	Cockpit voice recorders
JAR 25.1459	Flight recorders

Subpart G – Operating limitations and information

JAR 25.1523	Minimum flight crew
JAR 25X1524	Systems and equipment limitations
JAR 25.1529	Instructions for continued airworthiness
JAR 25.1547	Magnetic direction indicator

Subpart J – Gas turbine Auxiliary Power Unit installations

JAR 25A1141(a)(d)	All APUs – APU Controls : General
JAR 25A1305	All APUs – APU Instruments
JAR 25A1549	All APUs – APU instruments
JAR 25A1551	All APUs – Oil quantity indicator
JAR 25B1305	Essential APUs – APU Instruments

Plus

JAR AWO change 2

JAR AWO 201	General
JAR AWO 202	Go-around rate
JAR AWO 204(a)(b)	Control of flight path
JAR AWO 206	Control of speed
JAR AWO 207(a)(b)	Manual control
JAR AWO 208	Oscillations and deviations
JAR AWO 215	Decision height recognition
JAR AWO 216	Go-around
JAR AWO 221(a)(b)(c)(d)I(f)(g)(h)(i)	Installed equipment
JAR AWO 222	Minimum equipment
JAR AWO 231	Flight path and speed control
JAR AWO 233	Decision height
JAR AWO 234	Localizer and glide path receivers
JAR AWO 235	Radio altimeter
JAR AWO 236(a)(b)(c)	Excess deviation alerts
JAR AWO 251(a)(b)(c)	Mode selection and switching
JAR AWO 252(a)(b)	Presentation of information to the crew
JAR AWO 253(a)(b)	Audible warning of automatic pilot disengagement
JAR AWO 262	automatic pilots
JAR AWO 263(a)(b)(c)	Flight director system
JAR AWO 268	Radio altimeter
JAR AWO 269	Excess-deviation alerts
JAR AWO 281	General

Special Conditions

SC D-1120	Cabin Stretcher (airplanes fitted with modification M3416)
SC F-1106	Protection against HIRF
SC F-1123	Requirement for Human Factors
SC F-1130	Micro IRS (MIRS)

Equivalent Safety Findings

ESF D-1115	Lift and Drag device Indicator provides an equivalent Level of safety to JAR 25.699(b)
ESF D-1124	Table Obstruction to Type III Emergency Exit (airplanes fitted with M4400-013) provides an equivalent Level of safety to JAR 25.813I (2)
ESF D-1126	Seats Obstruction to Type III Emergency Exits (airplanes fitted with M-OPT0119) provides and equivalent Level of safety to JAR 25.813I(2)
ESF D-1127	Table Obstruction to Type III Emergency Exits (airplanes fitted with M-OPT0055) provides and equivalent Level of safety to JAR 25.813I(2)
ESF E-1103	Powerplant instruments – Colour markings provides an equivalent Level of safety to JAR 25.1549
ESF F-1136	Honeywell PRIMUS EPIC – Integrated Modular Avionics System provides an equivalent Level of safety to JAR 25.1357I, 25.1309.

Deviations

DEV D-1121	Firm Handhold (airplanes fitted with modification M3416)

3.9.2 Operational Suitability Data (OSD) Certification Basis

- Reference date for the definition of the OSD requirements: February 17th 2014

OSD specifications:

- MMEL: JAR-MMEL/MEL Section 1 Subpart A&B, Amendment 1, effective on August 1, 2005
- FCD: CS-FCD Initial Issue, effective on January 31, 2014

Special Conditions

- MCSD:
  SC MCSD-01 Certification basis for OSD-MCS

3.9.3 Environmental Protection Requirements

3.9.3.1 Noise

See TCDSN no. EASA.A.008

3.9.3.2 Fuel venting

ICAO Annex 16, Volume II, Part II

3.9.4 Technical Characteristics and Operational Limitations

F2000EX EASy technical characteristics and operational limitations are identical to Falcon 2000EX airplane except for the points hereafter.

3.9.4.1 Type Design Definition

F2000EX EASy airplanes have received modifications:
- M1691 “Enhanced Avionics System For F2000EX”
- M1745 “Oxygen system electro-pneumatic altimetric controller”
- M1504 “All falcon Common pressurization system”

on the production assembly line starting with s/n 6, s/n 28 and subsequent.

3.9.4.2 Equipment

M1691-01-101 (DGT-DTF/NAV 96502) – Equipment list for F2000EX EASy

3.9.4.3 All weather capability

Cat I provided the aircraft is operated according to Flight Manual 88898
Cat II provided the aircraft is operated according to Flight Manual 88898
HUD Cat I (M2746 or M2760 or M2967 or M2557 or M2752)
HUD Cat II/III (M2557 or M2752)

3.9.5 Operating and Service Instructions

- Airplane Flight Manual: Document M1691-01-010 DGT 88898 **NOTE 1**
- Instructions for Continued Airworthiness and Airworthiness Limitations, included in FIELD publication, that consist of:
  - Airworthiness Limitation Section (Chapter 5-40, reference: DGT113877 **NOTE 1**
  - Maintenance Planning Document (Chapter 5):
    - Reference: DGT 125294
  - Airplane Maintenance Manual
  - Fault Isolation Manual
  - Illustrated Parts Catalogue (part list only)
  - Structural Repair Manual (Part 1)
  - Wiring Diagram Manual

- Various statements

  The F2000EX EASy version is compliant to:

- GPS primary means provided the airplane is operated in accordance with associated Airplane Flight Manual.
- CVR EU Air operations regulations (CAT.IDE.A.185/NCC.IDE.A.160) (2 hours).
- EGPWS EU Air operations regulations (CAT.IDE.A.150/NCC.IDE.A.135) provided the airplane is operated in accordance with the associated Airplane Flight Manual.
- TCAS II change 7 EU Air operations regulations (CAT.IDE.A.155/NCC.IDE.A.140) provided the airplane is operated in accordance with the associated Airplane Flight Manual.

3.9.6 Approved Operations

The Falcon 2000EX EASy is eligible for the following kinds of operation when the appropriate equipment and instruments required by the operating requirements are installed (since TC or through dedicated M or M-Opt or equivalent SB), approved, and operating as defined by the AFM :

Nota 1: Operational approval shall be granted by the appropriate authority before conducting the operation

Nota 2: Following Approved Operations are available for F2000EX EASy, F2000DX F2000LX, Version airplanes

Approved Operations	Configuration requirements
IFR (Instrument)	Basic
Day and night VFR	Basic
Operations in icing conditions	Basic
Manual or Automatic Category I approaches and non-precision approaches	Basic
Automatic Category II approaches	Basic
Automatic Category II approaches with HUD monitoring / EVS	cf. AFM SUP01 / 01A / 01B / 12 / 12A (Rockwell-Collins HGS 4860)
Manual Cat. II / III approach with Flight Dynamics HGS or Rockwell-Collins HGS 4860	cf. AFM SUP01 / 01A / 01B / 12 / 12A (Flight Dynamics HGS or Rockwell-Collins HGS 4860)
LPV approaches	cf. AFM SUP11 (M3300)
SSR mode S Enhanced Surveillance	A/C with M2641
RVSM	M1251 applied on basic A/C
RNP RNAV operations, down to RNP 0.3 RNAV (RTCA/DO-236A and DO-283)	Basic
Extended flight over water and uninhabited terrain	Basic

Approved Operations	Configuration requirements
Polar operations (limited 85° North / 85° South)	Basic
Contaminated runways operation	Basic
Steep approach landing up to 5.5/6.0/6.65 degrees	Basic
Landing and take-off between 8000 ft and 14000 ft	A/C with M2706
Operations with landing gear down	Basic
ADS-B Out function in compliance with EU 1028-2014 and CS-ACNS.	A/C with M3301
IFR OCEANIC / RNP 10	Basic
NAT-MNPS	Basic
B-RNAV / RNP 5	Basic
RNP 4 OCEANIC AND REMOTE AIRSPACES	A/C with M3402
RNP 2 OCEANIC AND REMOTE AIRSPACES	A/C with M3402
RNP 1 / RNP 2 TERMINAL AND EN ROUTE	Basic
P-RNAV (JAA TGL-10)	Basic
AC 90-100A US TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS	Basic
Specific close-in Noise Abatement Departure Procedure (NADP), with reduction at a minimum of 400 feet AGL	Basic

3.9.7 Operational Suitability Data

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014. **NOTE 1**

3.9.7.1 Master Minimum Equipment List

Operational Suitability Manual: Master Minimum Equipment List, document ref. DGT 94656, revision 9, dated 11 March 2013, or later approved revisions.

3.9.7.2 Flight Crew Data

Operational Suitability Manual – Flight Crew, document ref. DGT148653, revision original, dated 04 September 2015, or later approved revisions.

The Pilot Type Rating for Falcon 2000ES EASy is: **Falcon 2000EX EASy**

3.9.7.3 SIM Data

Not available.

3.9.7.4 Maintenance Certifying Staff Data

Operational Suitability Manual – Maintenance Certifying Staff, document ref DGT135365, revision original, dated 30 October 2015**,** or later approved revisions.

The Maintenance Certifying Staff Type Rating for Falcon 2000EX EASy is: **Falcon 2000EX EASy (PWC PW308C)**

3.9.7.5 Cabin Crew Data

Not available.

3.10 F2000DX version Airplanes

F2000DX designation does not correspond to new model designation. This is only a commercial designation for Falcon 2000EX EASy airplanes on which Major Level 1 Modification M3000 has been applied.

3.10.1 Type Certification Basis

- Application Date for EASA Certification: January 23rd, 2006
- EASA Certification Date: September 19th, 2007

Modification M3000 is Major Level 1 Non Significant.

This Modification has no impact on applicable requirements. Amendment levels of Falcon 2000EX type certification and most recent significant change (M1691 EASy) are retained.

3.10.2 Operational Suitability Data (OSD) Certification Basis

- Reference date for the definition of the OSD requirements: February 17th 2014

OSD Specifications:

- MMEL: JAR-MMEL/MEL Section 1 Subpart A&B, Amendment 1, effective on August 1, 2005
- FCD: CS-FCD Initial Issue, effective on January 31, 2014

Special Conditions

- MCSD:
  SC MCSD-01 Certification basis for OSD-MCS

3.10.3 Environmental Protection Requirements

3.10.3.1 Noise

See TCDSN no. EASA.A.008

3.10.3.2 Fuel venting

ICAO Annex 16, Volume II, Part II

3.10.4 Technical Characteristics and Operational Limitations

Only the paragraphs impacted by the change are described here below

3.10.4.1 Type Design Definition

F2000DX airplanes have received modification M3000 “Definition of the F2000DX” on the production assembly line starting with s/n 601 and subsequent.

3.10.4.2 Equipment

Defined in modification M3000

3.10.4.3 Fluid capacities

Fuel Tank Capacity **(*)** Density has been assumed to be 0.803 kg/l (6.7 lb/US gal)

Without Modification M3072				
	Litres	**Kg (*)**	**US gallons**	**Lbs(*)**
USABLE FUEL				
- Left side	3441	2763	909	6091
- Right side	3452	2772	912	6111
- Front	716	575	189	1268
- Rear	691	555	183	1224
TOTAL USABLE	**8300**	**6665**	**2193**	**14694**
UNUSABLE FUEL				
- - Drainable	50	40	13	88
- - Undrainable	41	33	11	72
TOTAL UNUSABLE	**91**	**73**	**24**	**160**
With Modification M3072 (SB 171)				
	Litres	**Kg (*)**	**US gallons**	**Lbs(*)**
USABLE FUEL				
- Left side	3425	2750	905	6064
- Right side	3436	2759	908	6084
- Front	716	575	189	1268
- Rear	691	555	183	1224
TOTAL USABLE	**8268**	**6639**	**2185**	**14640**
UNUSABLE FUEL				
- - Drainable	50	40	13	88
- - Undrainable	41	33	11	72

TOTAL UNUSABLE	**91**	**73**	**24**	**160**

3.10.4.4 Maximum design weight

	Kg	Lbs
Maximum Ramp Weight	18688	41200 lbs
Maximum Take-Off Weight	18597	41000 lbs
Maximum Landing Weight	17826	39300 lbs
Maximum Zero Fuel Weight	13472	29700 lbs

3.10.4.5 Center of gravity range

The weight and balance charts are contained in the airplane flight manual

3.10.5 Operating and Service Instructions

Only the paragraphs impacted by the change are described here below:

- Airplane Flight Manual: Document DGT 88898 **NOTE 1**

- Instructions for Continued Airworthiness and Airworthiness Limitations, included in FIELD publication, that consist of:
  - Airworthiness Limitation Section (Chapter 5-40, reference: DGT113877) **NOTE 1**
  - Maintenance Planning Document (Chapter 5):
    - Reference: DGT 125294
  - Airplane Maintenance Manual
  - Fault Isolation Manual
  - Illustrated Parts Catalog (part list only)
  - Structural Repair Manual (Part 1)
  - Wiring Diagram Manual

3.10.6 Approved Operations

Approved Operations available for F2000DX are listed in table §3.9.6.

3.10.7 Operational Suitability Data

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014. **NOTE 1**

3.10.7.1 Master Minimum Equipment List

Operational Suitability Manual: Master Minimum Equipment List, document ref. DGT 94656, revision 9, dated 11 March 2013, or later approved revisions.

3.10.7.2 Flight Crew Data

Operational Suitability Manual – Flight Crew, document ref. DGT148653, revision original, dated 04 September 2015, or later approved revisions.

The Pilot Type Rating for Falcon 2000DX is: **Falcon 2000EX EASy**

3.10.7.3 SIM Data

Not available.

3.10.7.4 Maintenance Certifying Staff Data

Operational Suitability Manual – Maintenance Certifying Staff, document ref DGT135365, revision original, dated 30 October 2015, or later approved revisions.

The Maintenance Certifying Staff Type Rating for Falcon 2000DX is: **Falcon 2000EX EASy (PWC PW308C).**

3.10.7.5 Cabin Crew Data

Not available.

3.11 F2000LX version airplanes

F2000LX designation does not correspond to new model designation. This is only a commercial designation for F2000EX EASy airplanes on which Modification M2846 has been applied.

3.11.1 Type Certification Basis

Application Date for EASA Certification: September, 14th 2006 (re-issued on March, 27th 2009)

EASA Certification Date: April, 23rd 2009

Modification M2846 is classified major Change level 1 Significant. The applicable airworthiness standard at the EASA application date is CS 25 amendment 1.

In accordance with PART 21.101, the certification basis of the Falcon 2000LX is the Falcon 2000 EX EASy certification basis amended by the following paragraphs of CS 25 at amendment 1:

CS 25 301	Loads
CS 25 302	Interaction of systems and structure
CS 25 305	Strength and deformation
CS 25 307	Proof of structure
CS 25 331	Symmetric manoeuvring conditions
CS 25 335	Design airspeed
CS 25 341(a)	Gust and turbulence loads
CS 25 341(b)	Gust and turbulence loads
CS 25 349	Rolling conditions
CS 25 351	Yawing manoeuvre conditions
CS 25 629	Flutter, deformation, and fail-safe criteria

3.11.2 Operational Suitability Data (OSD) Certification Basis

- Reference date for the definition of the OSD requirements: February 17th 2014

OSD specifications:

- MMEL: JAR-MMEL/MEL Section 1 Subpart A&B, Amendment 1, effective on August 1, 2005
- FCD: CS-FCD Initial Issue, effective on January 31, 2014

Special Conditions

- MCSD:
  SC MCSD-01 Certification basis for OSD-MCS

3.11.3 Environmental Protection Requirements

3.11.3.1 Noise

See TCDSN no. EASA.A.008

3.11.3.2 Fuel venting

ICAO Annex 16, Volume II, Part II

3.11.4 Technical Characteristics and Operational Limitations

Only the paragraphs impacted by the change are described here below:

3.11.4.1 Type Design Definition

Aviation Partners Inc (Seattle) and DASSAULT AVIATION entered into an agreement to develop winglets for installation on in-service aircraft and new aircraft.

In-service aircraft are addressed by API STC (no DA service bulletin), and new aircraft F2000EX EASy manufactured under the DASSAULT AVIATION POA are fitted with winglets under a M2846 and new slats under M3229 modifications whose approved data is identical to the API STC.

F2000LX airplanes have received the following modifications on the production line:
- M2846 Winglet installation
- M3229 New slats

On the production assembly line starting with s/n 218 and subsequent (optional modification before s/n218)

Dimensions:

Span	21.38 m	(70 ft 2 in)
Length	20.228 m	(66 ft 4.4 in)
Height	7.058 m	(23 ft 2 in)
		7.115 m with M1061
Wing Area	49.00 m2	

3.11.4.2 Maximum design weights

With M2846 applied:

	Kg	Lb
Maximum runway weight	19233 kg	42400 Lb
Maximum take off weight	19142 kg	42200 Lb
Maximum landing weight	17826 kg	39300 Lb
Maximum zero fuel weight	13472 kg	29700 Lb

With M2846 and M3390 applied:

	Kg	Lb
Maximum runway weight	19504 kg	43000 Lb
Maximum take off weight	19414 kg	42800 Lb
Maximum landing weight	17826 kg	39300 Lb
Maximum zero fuel weight	13472 kg	29700 Lb

3.11.4.3 Center of gravity range

The weight and balance charts are contained in the Airplane Flight Manual

3.11.4.4 All weather capability

Cat I provided the aircraft is operated according to Flight Manual 88898
Cat II provided the aircraft is operated according to Flight Manual 88898
HUD Cat I (M2746 or M2760 or M2967 or M2557 or M2752)
HUD Cat II/III (M3273)

3.11.5 Operating and Service Instructions

- Airplane Flight Manual: Document DGT 88898 **NOTE 1**
- Instructions for Continued Airworthiness and Airworthiness Limitations, included in FIELD publication, that consist of:
  - Airworthiness Limitation Section (Chapter 5-40, reference: DGT113877) **NOTE 1**
  - Maintenance Planning Document (Chapter 5):
    - Reference: DGT 125294
  - Airplane Maintenance Manual
  - Fault Isolation Manual
  - Illustrated Parts Catalog (part list only)
  - Structural Repair Manual (Part 1)
  - Wiring Diagram Manual

- Various statements:

The F2000LX version is compliant to:

- GPS primary means provided the airplane is operated in accordance with associated Airplane Flight Manual
- CVR EU Air operations regulations (CAT.IDE.A.185/NCC.IDE.A.160) (2 hours).
- EGPWS EU Air operations regulations (CAT.IDE.A.150/NCC.IDE.A.135) provided the airplane is operated in accordance with the associated Airplane Flight Manual.
- TCAS II change 7 EU Air operations regulations (CAT.IDE.A.155/NCC.IDE.A.140) provided the airplane is operated in accordance with the associated Airplane Flight Manual

3.11.6 Approved Operations

Approved Operations available for F2000LX are listed in table §3.9.6.

3.11.7 Operational Suitability Data

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014. **NOTE 1**

3.11.7.1 Master Minimum Equipment List

Operational Suitability Manual: Master Minimum Equipment List, document ref. DGT 94656, revision 9, dated 11 March 2013, or later approved revisions.

3.11.7.2 Flight Crew Data

Operational Suitability Manual – Flight Crew, document ref. DGT148653, revision original, dated 04 September 2015, or later approved revisions.

Pilot Type Rating: **Falcon 2000EX EASy**

3.11.7.3 SIM Data

Not available.

3.11.7.4 Maintenance Certifying Staff Data

Operational Suitability Manual – Maintenance Certifying Staff, document ref DGT135365, revision original, dated 30 October 2015, or later approved revisions.

The Maintenance Certifying Staff Type Rating for Falcon 2000LX is: **Falcon 2000EX EASy (PWC PW308C)**

3.11.7.5 Cabin Crew Data

Not available

3.12 F2000LXS version airplanes

F2000LXS designation does not correspond to new model designation. This is only a commercial designation for F2000EX EASy(*) airplanes on which modification M5000 has been applied.

(*) Note: to be fitted with modification M5000, the F2000EX EASy airplanes must include the following modifications as pre-requisite:

- M3254 (EASy II).
- M2846 (Winglets installation).
- M3390 (W&B envelope increase for take-off)
- M3605 (Removal of autobrake function)

3.12.1 Type Certification basis

Application date for EASA certification: November 18, 2008

EASA certification date: March 19, 2013

The airworthiness requirements applicable to the F2000LXS consist of:

Airworthiness Specifications:

1. CS 25 amendment 5 and CS AWO initial issue

Except

2. The following paragraphs at a later amendment:
   a) CS 25.705 at amendment 24
3. The following paragraphs for which EASA accept reversion to an earlier amendment in application to PART 21A101(b)
   a) JAR 25 paragraphs at change 13

      25.725, 25.727, 25.731, 25.733, 25.X745, 25.772, 25.779, 25.781, 25.785, 25.787, 25.793, 25.795, 25.X799, 25.803 to 25.807, 25.809 to 25.820, 25.831 to 25.833, 25.843 to 25.859, 25.871,25.875, 25.X1362, 25.1383 to 25.1403, 25.1411 to 25.1415, 25.1421, 25.1433, 25.X1436 to 25.1450, 25.1453, 25.1455, 25.1461, 25.X1499

   b) JAR 25 paragraphs at JAR 25 change 14 plus Orange Paper 96/1

      25.503, 25.627, 25.655, 25.672, 25.677 to 25.683, 25.689, 25.703, 25.721, 25.729, 25.771, 25.773, 25.777, 25.783, 25.789, 25.791, 25.841, 25.865, 25.867, 25.X899 to 25.1182, 25.1185 to 25.X1315, 25.1321 to 25.1360, 25.X1363, 25.1365, 25.1381, 25.1423 to 25.1431, 25.1435, 25.1457, 25.1459, 25.1529 plus subpart J

   c) CS 25 paragraphs at amendment 2

      25.21(g), 25.103, 25.105, 25.107, 25.111, 25.119, 25.121, 25.123, 25.125, 25.143, 25.207, 25.237, 25.253, 25.1419

JAR AWO Change 1

AWO 100 to AWO 183, AWO 300 to AWO 390

f) JAR AWO change 2

AWO 200 to AWO 281, AWO 400 to AWO 481

Special Conditions

SC B-103	Automatic Reserve Performance System
SC B-1111	Steep Approach and Landing
SC C-107	Fuel Tank Crashworthiness
SC C-110	Yawing maneuvers
SC C-1110	Autobrake System – Structural Loads
SC D-05	Resistance to fire and its terminology
SC D-10	Operations 47000 ft
SC D-16	Towbarless towing
SC D-115	Wheels, brakes and braking system
SC E-05	APU essential categorization
SC E-09	Thrust Reverser certification policy
SC E-113	Falling and blowing snow
SC F-21	Electronic Stand-by Instrument system
SC F-1106	Protection against HIRF
SC F-1117	Head-Up Guidance system
SC F-1123	Requirement for Human Factors
SC F-1143	Enhanced Flight Vision System (EFVS)
SC F-1154	Data Link Services for the Single European Sky
SC F-1155	Flight Recorders including Data Link Recording
SC F-1161	HUD installation
SC F-1162	Enhanced Flight Vision System (EFVS)
SC F-1163	Synthetic Vision / Combined Vision on HUD
SC F-1165	EFVS with Combined Vision on HUD
SC G-102	Landing Distance at Time of Arrival (CS 25.1592 in NPA 2016-11)
SC K-01	All weather operations
SC-F25.1353-01	Non-rechargeable Lithium Battery Installations (introduced with SA-M0016)

Equivalent Safety

ESF D-07	Emergency exit sign used also as locator sign – cabin without divider
ESF D-08	Emergency exit locator sign used also as marking sign – cabin with divider
ESF D-09	Type III emergency exit handle lighting
ESF D-1115	Lift and Drag Device Indicator

ESF E-110	Engine fire protection in designated fire zone
ESF E-112	Turbine engine tailpipe fire detection
ESF E-1103	Powerplant instruments – Color markings
ESF F-12	Oxygen mask in the galley area
ESF F-1136	Honeywell PRIMUS EPIC integrated modular avionics system
ESF F-1169	HUD symbology

Deviations

DEV C-11	Personal injury criteria of dynamic testing of side-facing sofas deviates from JAR 25.785(d)
DEV D-17	Door between passenger compartments

3.12.2 Operational Suitability Data (OSD) Certification Basis

- Reference date for the definition of the OSD requirements: February, 17th 2014

OSD Specifications:

- MMEL: JAR-MMEL/MEL Section 1 Subpart A&B, Amendment 1, effective on August 1, 2005
- FCD: CS-FCD Initial Issue, effective on January 31, 2014

Special Conditions

- MCSD:

SC MCSD-01	Certification basis for OSD-MCS

3.12.3 Environmental Protection Requirements

3.12.3.1 Noise

See TCDSN no. EASA.A.008

3.12.3.2 Fuel venting

ICAO Annex 16, Volume II, Part II

3.12.3.3 Carbon Dioxide Emissions

ICAO Annex 16, Volume III, Amendment 2, implemented in Art. 9 of Regulation (EU) 2018/1139 as amended by Regulation (EU) 2025/870;

CO_2 standard in accordance with ICAO Annex 16, Volume III, Part II, Chapter 2, § 2.4.2 d);
Note: corresponds to CAEP/10 In-Production standard.

For CO_2 metric values see EASA Aeroplane CO_2 Database.

3.12.4 Technical Characteristics and Operational Limitations

Only the paragraphs impacted by the change are described here below:

3.12.4.1 Type Design Definition

F2000LXS airplanes have received the following modifications on production line starting from S/N 263 and subsequent:

- M5000 – Various improvements
- M3254 – EASy phase II
- M2846 – Winglets installation
- M3390 – W&B envelope increase for take-off

3.12.4.2 Equipment

Defined in modification M5000

3.12.4.3 Engines

Model: PRATT & WHITNEY Canada PW308C Turbofan engines (TCDS no. EASA.IM.E.057)

Number: 2

Engine Limits

THRUST RATINGS
PW 308C ENGINE (UNINSTALLED, SEA LEVEL, ISA)
- Take-off 6,998 lb (3,114 daN)
- Maximum continuous 6,998 lb (3,114 daN)

The take-off thrust rating is time limited to 5 minutes.
In case on one engine inoperative, take-off thrust rating can be extended to 10 minutes.

THRUST SETTINGS
The engine low pressure rotor speed N1 is used as the thrust setting parameter.
The take-off and maximum continuous thrust as defined in AFM section 5-050-20 must be based on the N1 values given in AFM sections 5-400 and 5-450.

ROTOR SPEED LIMITS

CONDITION OF USE	N1	N2
Normal Take-off (5 minutes max.)	102.5 %	102 %
Maximum Take-off (5 minutes max.)	102.5 %	102 %
Maximum continuous	102.5 %	102 %
Transient (20 seconds)	103.5 %	103 %
	100 % N1 = 10,400 RPM	

ENGINE VIBRATION LIMITS
- Overall 0.96 in/sec average

INTERSTAGE TURBINE TEMPERATURE (ITT) LIMITS

CONDITION OF USE	**°C**
Ground start	950°C
Airstart	950°C
Restart max temperature:	
- Airstart	500°C

- Groundstart	340°C	
Max. take-off (APR) transient	905°C	(2 minutes max.)
Max. take-off (APR)	895°C	(5 minutes max)
Max. take-off (APR) in case of OEI	875°C	(10 minutes max)
Take-off transient	890°C	(45 seconds max. then ITT must decrease linearly down to below 875°C within 3 min)
Normal take-off	875°C	(5 minutes max.)
Max. continuous	860°C	
Flight transient	890°C	(20 seconds max)
	875°C	(5 minutes max)

OIL PRESSURE LIMITS

Operating range	36 to 100 psi	
Transient:	10 to 220 psi	(90 sec. max)
	0 to 220 psi	(20 sec. max)
Minimum (at IDLE)	20 psi	
Cold start: during starting	240 psi	

OIL TEMPERATURE LIMITS

Maximum	135°C
Minimum for take-off	27°C
Minimum in flight	16°C
Transient: for 90 sec.	143°C
Cold start	-40°C

3.12.4.4 Airspeed

VMCG (Minimum control speed on the ground) 94KCAS

3.12.4.5 All Weather Capability

Cat 1 provided the aircraft is operated according to Flight Manual 88898
HUD Cat I (M3318)

3.12.4.6 Maximum design weights

	Kg	Lb
Maximum runway weight	19504 kg	43000 Lb
Maximum take-off weight	19414 kg	42800 Lb
Maximum landing weight	17826 kg	39300 Lb
Maximum zero fuel weight	14152 kg	31200 Lb

3.12.4.7 Center of gravity range

The weight and balance charts are contained in the Airplane Flight Manual

3.12.5 Operating and Service Instructions

- Airplane Flight Manual: Document DGT 88898 **NOTE 1**

- Instructions for Continued Airworthiness and Airworthiness Limitations, included in FIELD publication, that consist of:
  - Airworthiness Limitation Section (Chapter 5-40, reference: DGT113877) **NOTE 1**
  - Maintenance Planning Document (Chapter 5):
    - Reference: DGT 125294
  - Airplane Maintenance Manual
  - Fault Isolation Manual
  - Illustrated Parts Catalog (part list only)
  - Structural Repair Manual (Part 1)
  - Wiring Diagram Manual

- Various statements
  The F2000LXS version is compliant to :

  - GPS primary means provided the airplane is operated in accordance with associated Airplane Flight Manual
  - CVR EU Air operations regulations (CAT.IDE.A.185/NCC.IDE.A.160) (2 hours).
    EGPWS EU Air operations regulations (CAT.IDE.A.150/NCC.IDE.A.135) provided the airplane is operated in accordance with the associated Airplane Flight Manual.
  - TCAS II change 7.1 EU Air operations regulations (CAT.IDE.A.155/NCC.IDE.A.140) provided the airplane is operated in accordance with the associated Airplane Flight Manual.

3.12.6 Approved Operations

The Falcon 2000LXS is eligible for the following kinds of operation when the appropriate equipment and instruments required by the operating requirements are installed (since TC or through dedicated M or M-Opt or equivalent SB), approved, and operating as defined by the AFM:

Nota 1: Operational approval shall be granted by the appropriate authority before conducting the operation.
Nota 2: Following Approved Operations are available for F2000LXS and F2000S Version airplanes.

Approved operations	Configuration requirements
IFR (Instrument)	Basic
Day and night VFR	Basic
Operations in icing conditions	Basic
Manual or Automatic Category I approaches and non precision approaches	Basic

Approved operations	Configuration requirements
Manual or Automatic Category I approaches and non precision approaches, with FalconEye EVS operational credit down to 100 feets	cf. AFM SUP16A (M-OPT0063)
Automatic Category II approaches	Basic
Automatic Category II approaches with HUD monitoring / EVS	cf. AFM SUP01 / 01A / 01B / 12 / 12A / 16 / 16A (Rockwell-Collins HGS 4860 or FalconEye HUD)
Manual Cat. II / III approach with Flight Dynamics HGS or Rockwell-Collins HGS 4860	cf. AFM SUP01 / 01A / 01B / 12 / 12A (Flight Dynamics HGS or Rockwell-Collins HGS 4860)
LPV approaches	cf. AFM SUP11 (M3300)
SSR mode S Enhanced Surveillance	Basic for F2000LXS and F2000S
RVSM	M1251 applied on Basic A/C
RNP RNAV operations, down to RNP 0.3 RNAV (RTCA/DO-236A and DO-283)	Basic
Extended flight over water and uninhabited terrain	Basic
Polar operations (limited 85° North / 85° South)	Basic
Contaminated runways operation	Basic
Steep approach landing up to 5.5/6.0/6.65 degrees	Basic
Steep approach landing up to 5.5 on wet grooved runway (London city Airport)	Basic
Landing and take-off between 8000 ft and 14000 ft	A/C with M2706
Operations with landing gear down	Basic
ADS-B Out function	A/C with M3301

Approved operations	Configuration requirements
IFR OCEANIC / RNP 10	Basic
NAT-MNPS	Basic
B-RNAV / RNP 5	Basic
RNP 4 OCEANIC AND REMOTE AIRSPACES	A/C with M3402
RNP 2 OCEANIC AND REMOTE AIRSPACES	A/C with M3402
RNP 1 / RNP 2 TERMINAL AND EN ROUTE	Basic
P-RNAV (JAA TGL-10)	Basic
AC 90-100A US TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS	Basic
Specific close-in Noise Abatement Departure Procedure (NADP), with reduction at a minimum of 400 feet AGL	Basic

3.12.7 Operational Suitability Data

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014. **NOTE 1**

3.12.7.1 Master Minimum Equipment List

Operational Suitability Manual: Master Minimum Equipment List, document ref. DGT 94656, revision 9, dated 11 March 2013, or later approved revisions.

3.12.7.2 Flight Crew Data

Operational Suitability Manual – Flight Crew, document ref. DGT148653, revision original, dated 04 September 2015, or later approved revisions.

The Pilot Type Rating for Falcon 2000LXS is: **Falcon 2000EX EASy.**

3.12.7.3 SIM Data

Not available.

3.12.7.4 Maintenance Certifying Staff Data

Operational Suitability Manual – Maintenance Certifying Staff, document ref DGT135365, revision original, dated 30 October 2015, or later approved revisions.

The Maintenance Certifying Staff Type Rating for Falcon 2000LXS is: **Falcon 2000EX EASy (PWC PW308C).**

3.12.7.5 Cabin Crew Data

Not available.

3.13 F2000S version airplanes

F2000S designation does not correspond to new model designation. This is only a commercial designation for F2000LXS airplanes on which modification M5001(*) has been applied.

(*) Note: to be fitted with modification M5001, the F2000LXS airplanes must include the following modifications as pre-requisite:

- M3000 (F2000DX definition)
  and have the following modification removed:
- M3390 (W&B envelope increase for take-off)

3.13.1 Type Certification Basis

Application date for EASA certification: November, 18th 2008

EASA certification date: March 19th 2013

The airworthiness requirements applicable to the F2000S are the same as for Falcon 2000LXS

3.13.2 Operational Suitability Data (OSD) Certification Basis

- Reference date for the definition of the OSD certification basis : February 17th 2014

OSD Specifications:

- MMEL: JAR-MMEL/MEL Section 1 Subpart A&B, Amendment 1, effective on August 1, 2005
- FCD: CS-FCD Initial Issue, effective on January 31, 2014

Special Conditions

- MCSD:
  SC MCSD-01 Certification basis for OSD-MCS

3.13.3 Environmental Protection Requirements

3.13.3.1 Noise

See TCDSN no. EASA.A.008

3.13.3.2 Fuel venting

ICAO Annex 16, Volume II, Part II

3.13.4 Technical Characteristics and Operational Limitations

Only the paragraphs impacted by the change compared to F2000LXS are described here below.

3.13.4.1 Type Design Definition

F2000S airplanes have received the following modifications on production line starting with S/N 701 and subsequent:

- M5000 – F2000LX various improvements
- M3000 – F2000DX definition

3.13.4.2 Equipment

Defined in M5001 modification sheet

3.13.4.3 All Weather Capability

Cat 1 provided the aircraft is operated according to Flight Manual 88898
HUD Cat I (M3318)

3.13.4.4 Fluid capacities

Fuel Tank Capacity **(*)** Density has been assumed to be 0.803 kg/l (6.7 lb/US gal)

Without Modification M3072				
	Litres	**Kg (*)**	**US gallons**	**Lbs(*)**
USABLE FUEL				
- Left side	3441	2763	909	6091
- Right side	3452	2772	912	6111
- Front	716	575	189	1268
- Rear	691	555	183	1224
TOTAL USABLE	**8300**	**6665**	**2193**	**14694**
UNUSABLE FUEL				
- Drainable	50	40	13	88
- Undrainable	41	33	11	72
TOTAL UNUSABLE	**91**	**73**	**24**	**160**

With Modification M3072 (SB 171)				
	Litres	**Kg (*)**	**US gallons**	**Lbs(*)**
USABLE FUEL				
- Left side	3425	2750	905	6064
- Right side	3436	2759	908	6084
- Front	716	575	189	1268
- Rear	691	555	183	1224
TOTAL USABLE	**8268**	**6639**	**2185**	**14640**
UNUSABLE FUEL				
- Drainable	50	40	13	88
- Undrainable	41	33	11	72
TOTAL UNUSABLE	**91**	**73**	**24**	**160**

3.13.4.5 Maximum design weights

	Kg	Lbs
Maximum Ramp Weight (without M5031 embodied)	18688	41200 lbs
Maximum Ramp Weight (with M5031 embodied)	19504	43000 lbs
Maximum Take-Off Weigh (without M5031 embodied)t	18597	41000 lbs
Maximum Take-Off Weight (with M5031 embodied)	19414	42800 lbs
Maximum Landing Weight	17826	39300 lbs
Maximum Zero Fuel Weight	13472	29700 lbs

3.13.5 Operating and Service Instructions

- Airplane Flight Manual: Document DGT 88898 and Document DGT140533 (Supplement 13 for A/C with M5031) NOTE 1
- Instructions for Continued Airworthiness and Airworthiness Limitations, included in FIELD publication, that consist of:
  - Airworthiness Limitation Section (Chapter 5-40, reference: DGT113877) **NOTE 1**
  - Maintenance Planning Document (Chapter 5):
    - Reference: DGT 135718
  - Airplane Maintenance Manual
  - Fault Isolation Manual
  - Illustrated Parts Catalogue (part list only)

- Structural Repair Manual (Part 1)
- Wiring Diagram Manual

- Various statements

The F2000S version is compliant to:

- GPS primary means provided the airplane is operated in accordance with associated Airplane Flight Manual
- CVR EU Air operations regulations (CAT.IDE.A.185/NCC.IDE.A.160) (2 hours).
  EGPWS EU Air operations regulations (CAT.IDE.A.150/NCC.IDE.A.135) provided the airplane is operated in accordance with the associated Airplane Flight Manual.
- TCAS II change 7.1 EU Air operations regulations (CAT.IDE.A.155/NCC.IDE.A.140) provided the airplane is operated in accordance with the associated Airplane Flight Manual.

3.13.6 Approved Operations

Approved Operations available for F2000S are listed in table §3.12.6

3.13.7 Operational Suitability Data

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014. **NOTE 1**

3.13.7.1 Master Minimum Equipment List

Operational Suitability Manual: Master Minimum Equipment List, document ref. DGT 94656, revision 9, dated 11 March 2013, or later approved revisions.

3.13.7.2 Flight Crew Data

Operational Suitability Manual – Flight Crew, document ref. DGT148653, revision original, dated 04 September 2015, or later approved revisions.

The Pilot Type Rating for Falcon 2000S is: **Falcon 2000EX EASy.**

3.13.7.3 SIM Data

Not available.

3.13.7.4 Maintenance Certifying Staff Data

Operational Suitability Manual – Maintenance Certifying Staff, document ref DGT135365, revision original, dated 30 October 2015, or later approved revisions.

The Maintenance Certifying Staff Type Rating for Falcon 2000S is: **Falcon 2000EX EASy (PWC PW308C).**

3.13.7.5 Cabin Crew Data

Not available

SECTION 4. ADMINISTRATIVE

4.1 Acronyms and Abbreviations

A/C Aircraft
AFM Airplane Flight Manual
ALI Airworthiness Limitation Items
AMC Acceptable Means of Compliance
APU Auxiliary Power Unit
CG Centre of Gravity
CCD Cabin Crew Data
CVR Cockpit Voice Recorder
EASA European Union Aviation Safety Agency
EU European Union
EtC Elect to Comply
EWIS Enhanced Wiring Interconnection System
FCD Flight Crew Data
GPS Ground Positioning System
ICA Instructions for Continued Airworthiness
ICAO International Civil Aviation Organization
HUD Head Up Display
MCSD Maintenance Certifying Staff Data
MMEL Master Minimum Equipment List
NPA Notice of Proposed Amendment
OSD Operational Suitability Data
OSM Operational Suitability Manual
SIM Simulator
TCDS Type Certificate Data Sheet
TCDSN Type Certificate Data Sheet for Noise

4.2 Type Certificate Holder Record

Dassault Aviation
9 Rond Point des Champs Elysées
75008 PARIS

4.3 Note

Note 1: An EASA approved change to the AFM, ALS and OSD elements can be released either through a full revision of the manual or through a Change Project (CP) number bearing the same reference as the related manual

4.4 Change Record

Issue	Date	Changes	TC issue
Issue 01	25 Octobre 2004	Initial Issue.	21. March 2003
Issue 02	23 April 2009	Introduction of Falcon 2000LX.	
Issue 03	01 March 2012	Introduction of MTOW increase for F2000EX aircraft per modification M3390.	
Issue 04	07 March 2013	Introduction of F2000LXS and F2000S. Extension 10mn Max take Off Thrust.	
Issue 05	22 May 2013	Introduction of the approval dates for F2000S and F2000LXS.	
Issue 06	15 December 2015	Introduction of maximum weights associated to change M3622 or SB 329. Introduction of SCs B-107, D-1123 & F-1130; ESFs G-101, D-GENE-03, D-1124, D-1126 & D-1127; and Dev D-1121. Introduction of OSD. Various corrections.	
Issue 07	19 December 2019	Document title changed from “F2000” to “F2000/F2000EX”. New EASA logo and name. Update of all § Operating and Servicing Instructions”. Addition of §2.7, §3.7, §3.9.6, 3.10.6, 3.11.6, 3.12.6, 3.13.6 “*Approved Operations*” replacing “various statements” in preceding sections. Change (increase) of MZFW for F2000LXS. Introduction of MRW and MTOW increase for F2000S per modification M5031. Clarification of § Environmental Protection Requirements for F2000LXS & S. F2000LXS/S TC Basis updated. Addition of § “*4.3 Note*”. §2.6, §2.8, §3.6, §3.8, §3.9.5, §3.9.7, §3.10.5, §3.10.7, §3.11,5, §3.11.7, §3.12.5, §3.12.7, §3.13.5, §3.13.7: Addition of Note1 related to a change to AFM, ALS or OSD element.	
Issue 08	31 March 2020	Addition of “Various Statements” in: § 2.6, § 3.6, § 3.9.5, § 3.11.5, § 3.12.5, §3.13.5 List of approved operations / Configuration updated in: § 2.7, § 3.7, § 3.9.6, § 3.12.6	

Issue	Date	Changes	TC issue
9	19 October 2021	§3.5.4, 3.12.4.3 – engine TCDS reference updated from JAA to EASA §2.2, 3.2, 3.12.1 – certification basis updated to include SC G-102	
10	26 April 2023	§2.2 Additional Airworthiness Specifications, §3.2 Additional Airworthiness Specifications Operating Service Instructions – various statements – EU Air operations regulations paragraphs reference updated for all models	
11	29 Sept 2025	§3.2 – Added ESF-B25.251.01 §3.12.1 – Added Airworthiness Specification CS 25.705 and Special Condition SC-F25.1353-01	
12	11 June 2026	§3.12.3 - addition of CO2 emissions compliance for F2000LXS. §3.12.2 – Type corrections in a) and b) Editorial adjustments of environmental protection paragraphs throughout the document by removal of CS-34 and CS-36 references, following their repeal by ED Decision 2025/055/R.	

-END-