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)

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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 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

For Noise:
- ICAO Annex 16 Volume 1 – Chapter 3
- ICAO Annex 16 Volume 1 – Chapter 4, CS 36 amendment 1, if modification M3043 is embodied

For Emissions:
- ICAO Annex 16 Volume 2 Part III

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

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Span</td>
<td>19.238 m</td>
<td>(63 ft 5 in)</td>
</tr>
<tr>
<td>Length</td>
<td>20.228 m</td>
<td>(66 ft 4.4 in)</td>
</tr>
<tr>
<td>Height</td>
<td>7.058 m (23 ft 2 in)</td>
<td>7.115 m with M1061</td>
</tr>
<tr>
<td>Wing Area</td>
<td>49.00 m²</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>Without Modification M3072</th>
<th>With Modification M3072 (SB 358)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Litres</td>
<td>Kg (*)</td>
</tr>
<tr>
<td>USABLE FUEL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Left side</td>
<td>3428</td>
<td>2753</td>
</tr>
<tr>
<td>- Right side</td>
<td>3437</td>
<td>2760</td>
</tr>
<tr>
<td>TOTAL USABLE</td>
<td>6865</td>
<td>5513</td>
</tr>
<tr>
<td>UNUSABLE FUEL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Drainable</td>
<td>30</td>
<td>24</td>
</tr>
<tr>
<td>- Undrainable</td>
<td>30</td>
<td>24</td>
</tr>
<tr>
<td>TOTAL UNUSABLE</td>
<td>60</td>
<td>48</td>
</tr>
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</table>
(*) Density has been assumed to be 0.803 kg/l (6.7 lb/US gal)
Oil Capacity

Engine lubrication system capacity

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<thead>
<tr>
<th></th>
<th>Litres</th>
<th>US gallons</th>
</tr>
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<tbody>
<tr>
<td><strong>LEFT HAND SIDE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Max oil level</td>
<td>4.73</td>
<td>1.25</td>
</tr>
<tr>
<td>- Min oil level</td>
<td>3.31</td>
<td>0.88</td>
</tr>
<tr>
<td>- Min operating oil level</td>
<td>2.65</td>
<td>0.70</td>
</tr>
<tr>
<td><strong>TOTAL USABLE</strong></td>
<td>2.08</td>
<td>0.55</td>
</tr>
<tr>
<td><strong>LEFT HAND SIDE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Max oil level</td>
<td>4.73</td>
<td>1.25</td>
</tr>
<tr>
<td>- Min oil level</td>
<td>3.31</td>
<td>0.88</td>
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<tr>
<td>- Min operating oil level</td>
<td>2.56</td>
<td>0.68</td>
</tr>
<tr>
<td><strong>TOTAL USABLE</strong></td>
<td>2.18</td>
<td>0.58</td>
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</table>

2.5.8 Air Speeds

(unless otherwise specified, speeds are indicated airsports)

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

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Passenger door</td>
<td>FGFB295</td>
<td>I 0.800<em>1.72m (31.50</em>67.72in)</td>
</tr>
<tr>
<td>1 Emergency exit</td>
<td>F2MA296</td>
<td>III 0.534<em>0.916m (21.02</em>36.06in)</td>
</tr>
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</table>

2.5.19 Baggage/Cargo Compartments

<table>
<thead>
<tr>
<th>Class</th>
<th>Volume</th>
<th>Max. allowable Load:</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>3.8 m³</td>
<td>1,600 lbs (725 kg) not to exceed 61.4 lb/sq ft (300 kg/m²)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LH/RH coat compartment not to exceed 81.9 lb/sq ft (400 kg/m²)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Payload: 5,990 lb (2,717 Kg)</td>
</tr>
</tbody>
</table>

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


- Instructions for Continued Airworthiness and Airworthiness Limitations, included in FIELD publication, that consist of:
  - Airworthiness Limitation Section (Chapter 5-40, reference: DGT113876)
  - 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.

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

<table>
<thead>
<tr>
<th>Configuration requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NAT-MNPS</strong></td>
</tr>
<tr>
<td><strong>B-RNAV / RNP 5</strong></td>
</tr>
<tr>
<td>basic</td>
</tr>
<tr>
<td><strong>P-RNAV (JAA TGL-10)</strong></td>
</tr>
<tr>
<td>basic</td>
</tr>
<tr>
<td><strong>AC 90-100A US TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS</strong></td>
</tr>
<tr>
<td>basic</td>
</tr>
<tr>
<td><strong>Specific close-in Noise Abatement Departure Procedure (NADP), with reduction at a minimum of 400 feet AGL</strong></td>
</tr>
<tr>
<td>basic</td>
</tr>
</tbody>
</table>

### 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


#### 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**
- **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**
- **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), 25X1591

- 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 (NPA 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  

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: Certification basis for OSD-MCS

3.4 Environmental Protection Requirements

For Noise
ICAO Annex 16 Volume 1 – Chapter 3
ICAO Annex 16 Volume 1 – Chapter 4, CS 36 amendment 1, if modification M2422 is embodied

For Emissions
ICAO Annex 16 Volume 2 Part III

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)
- Wing Area: 49.00 m²

7.115 m with M1061
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 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

<table>
<thead>
<tr>
<th>Without Modification M1826</th>
<th>Litres</th>
<th>Kg (*)</th>
<th>US gallons</th>
<th>Lbs(**)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>USABLE FUEL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Left wing plus half center box</td>
<td>3450</td>
<td>2770</td>
<td>942.5</td>
<td>6105</td>
</tr>
<tr>
<td>- Right wing plus half center box</td>
<td>3450</td>
<td>2770</td>
<td>942.5</td>
<td>6105</td>
</tr>
<tr>
<td>- Rear tank</td>
<td>922</td>
<td>740</td>
<td>251</td>
<td>1630</td>
</tr>
<tr>
<td>- Front tank</td>
<td>1245</td>
<td>1000</td>
<td>339</td>
<td>2205</td>
</tr>
<tr>
<td><strong>TOTAL USABLE</strong></td>
<td>9067</td>
<td>7280</td>
<td>2470</td>
<td>16045</td>
</tr>
<tr>
<td><strong>UNUSABLE FUEL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Drainable</td>
<td>50</td>
<td>40</td>
<td>13</td>
<td>88</td>
</tr>
<tr>
<td>- Undrainable</td>
<td>41</td>
<td>33</td>
<td>11</td>
<td>72</td>
</tr>
<tr>
<td><strong>TOTAL UNUSABLE</strong></td>
<td>91</td>
<td>73</td>
<td>24</td>
<td>160</td>
</tr>
<tr>
<td>With Modification M1826 and without M3072</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Litres</strong></td>
<td><strong>Kg (*)</strong></td>
<td><strong>US gallons</strong></td>
<td><strong>Lbs(</strong>*)**</td>
<td></td>
</tr>
<tr>
<td>USABLE FUEL</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Left wing plus half center box</td>
<td>3441</td>
<td>2763</td>
<td>909</td>
<td>6092</td>
</tr>
<tr>
<td>- Right wing plus half center box</td>
<td>3452</td>
<td>2772</td>
<td>912</td>
<td>6112</td>
</tr>
<tr>
<td>- Rear tank</td>
<td>1108</td>
<td>890</td>
<td>293</td>
<td>1962</td>
</tr>
<tr>
<td>- Front tank</td>
<td>1449</td>
<td>1163</td>
<td>383</td>
<td>2564</td>
</tr>
<tr>
<td>TOTAL USABLE</td>
<td>9450</td>
<td>7588</td>
<td>2497</td>
<td>16730</td>
</tr>
<tr>
<td>UNUSABLE FUEL</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Drainable</td>
<td>50</td>
<td>40</td>
<td>13</td>
<td>88</td>
</tr>
<tr>
<td>- Undrainable</td>
<td>41</td>
<td>33</td>
<td>11</td>
<td>72</td>
</tr>
<tr>
<td>TOTAL UNUSABLE</td>
<td>91</td>
<td>73</td>
<td>24</td>
<td>160</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>With Modification M1826, M3072 (SB171)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Litres</strong></td>
</tr>
<tr>
<td>USABLE FUEL</td>
</tr>
<tr>
<td>- Left wing plus half center box</td>
</tr>
<tr>
<td>- Right wing plus half center box</td>
</tr>
<tr>
<td>- Rear tank</td>
</tr>
<tr>
<td>- Front tank</td>
</tr>
<tr>
<td>TOTAL USABLE</td>
</tr>
<tr>
<td>UNUSABLE FUEL</td>
</tr>
<tr>
<td>- Drainable</td>
</tr>
<tr>
<td>- Undrainable</td>
</tr>
<tr>
<td>TOTAL UNUSABLE</td>
</tr>
</tbody>
</table>

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

### OIL TANK CAPACITY – PW308C – NOMINAL VOLUMES

<table>
<thead>
<tr>
<th></th>
<th>LEFT ENGINE 2 DEG. NOSE-UP 7 DEG. STARBOARD ROLL</th>
<th>RIGHT ENGINE 2 DEG. NOSE-UP 7 DEG. PORT ROLL</th>
</tr>
</thead>
<tbody>
<tr>
<td>VOLUME TO OVERFLOW</td>
<td>9.2 litres</td>
<td>10.5 litres</td>
</tr>
<tr>
<td>VOLUME TO MAX. MARKING ON SIGHT GLASS</td>
<td>8.7 litres</td>
<td>9.7 litres</td>
</tr>
<tr>
<td>VOLUME TO MIN. MARKING ON SIGHT GLASS</td>
<td>7.4 litres</td>
<td>8.8 litres</td>
</tr>
<tr>
<td>MINIMUM OIL QUANTITY TO ALL NORMAL OPERATION</td>
<td>6.4 litres</td>
<td>7.6 litres</td>
</tr>
</tbody>
</table>

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

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

### 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:

<table>
<thead>
<tr>
<th></th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxi and ramp</td>
<td>40900 lb (18552 kg)</td>
</tr>
<tr>
<td>Take-off</td>
<td>40700 lb (18461 kg)</td>
</tr>
<tr>
<td>Landing</td>
<td>38300 lb (17373 kg)</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>29700 lb (13472 kg)</td>
</tr>
</tbody>
</table>

With M1826 applied:

<table>
<thead>
<tr>
<th></th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxi and ramp</td>
<td>41500 lb (18824 kg)</td>
</tr>
<tr>
<td>Take-off</td>
<td>41300 lb (18734 kg)</td>
</tr>
<tr>
<td>Landing</td>
<td>39300 lb (17826 kg)</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>29700 lb (13472 kg)</td>
</tr>
</tbody>
</table>

With M1826 and M1842 applied:

<table>
<thead>
<tr>
<th></th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxi and ramp</td>
<td>42400 lb (19233 kg)</td>
</tr>
<tr>
<td>Take-off</td>
<td>42200 lb (19142 kg)</td>
</tr>
<tr>
<td>Landing</td>
<td>39300 lb (17826 kg)</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>29700 lb (13472 kg)</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxi and ramp</td>
<td>43000 lb (19504 kg)</td>
</tr>
<tr>
<td>Take-off</td>
<td>42800 lb (19414 kg)</td>
</tr>
<tr>
<td>Landing</td>
<td>39300 lb (17826 kg)</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>29700 lb (13472 kg)</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>No</th>
<th>Type</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Passenger door</td>
<td>FGFB295</td>
<td>1</td>
</tr>
<tr>
<td>1 Emergency exit</td>
<td>F2MA296</td>
<td>III</td>
</tr>
</tbody>
</table>

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 \textsuperscript{NOTE 1}
- Instructions for Continued Airworthiness and Airworthiness Limitations, included in FIELD publication, that consist of:
  - Airworthiness Limitation Section (Chapter 5-40, reference: DGT113877 \textsuperscript{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
<table>
<thead>
<tr>
<th>APPROVED OPERATIONS</th>
<th>Configuration requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>IFR (Instrument)</td>
<td>Basic</td>
</tr>
<tr>
<td>Day and night VFR</td>
<td>Basic</td>
</tr>
<tr>
<td>Operations in icing conditions</td>
<td>Basic</td>
</tr>
<tr>
<td>Manual or Automatic Category I approaches and non precision approaches</td>
<td>Basic</td>
</tr>
<tr>
<td>Automatic Category II approaches</td>
<td>Basic</td>
</tr>
<tr>
<td>Manual Cat. II / III approach with Flight Dynamics</td>
<td>cf. AFM SUP07</td>
</tr>
<tr>
<td>HGS or Rockwell-Collins HGS 4860</td>
<td></td>
</tr>
<tr>
<td>SSR mode S Enhanced Surveillance</td>
<td>A/C with M2624</td>
</tr>
<tr>
<td>RVSM</td>
<td>M1251 applied on basic A/C</td>
</tr>
<tr>
<td>Extended flight over water and uninhabited terrain</td>
<td>Basic</td>
</tr>
<tr>
<td>Polar operations (limited 80° North / 80° South)</td>
<td>cf. AFM SUP03</td>
</tr>
<tr>
<td>Contaminated runways operation</td>
<td>Basic</td>
</tr>
<tr>
<td>Steep approach landing up to 5.5/6.0/6.65 degrees</td>
<td>Basic</td>
</tr>
<tr>
<td>Operations with landing gear down</td>
<td>Basic</td>
</tr>
<tr>
<td>ADS-B Out in NRA</td>
<td>Basic</td>
</tr>
<tr>
<td>IFR OCEANIC / RNP 10</td>
<td>Basic</td>
</tr>
<tr>
<td>NAT-MNPS</td>
<td>cf. AFM SUP03</td>
</tr>
<tr>
<td>B-RNAV / RNP 5</td>
<td>Basic</td>
</tr>
<tr>
<td>P-RNAV (JAA TGL-10)</td>
<td>Basic</td>
</tr>
<tr>
<td>AC 90-100A US TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS</td>
<td>Basic</td>
</tr>
<tr>
<td>Specific close-in Noise Abatement Departure Procedure (NADP), with reduction at a minimum of 400 feet AGL</td>
<td>Basic</td>
</tr>
</tbody>
</table>
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.\textsuperscript{NOTE 1}

3.8.1 Master Minimum Equipment List


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: \textit{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: \textit{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)(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)(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)(e)(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

For Noise
ICAO Annex 16 Volume 1 – Chapter 4, CS 36 amendment 1

For Emissions
ICAO Annex 16 Volume 2 Part III

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

- Instructions for Continued Airworthiness and Airworthiness Limitations, included in FIELD publication, that consist of:
  - Airworthiness Limitation Section (Chapter 5-40, reference: DGT113877)
  - 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.


<table>
<thead>
<tr>
<th>Approved Operations</th>
<th>Configuration requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>IFR (Instrument)</td>
<td>Basic</td>
</tr>
<tr>
<td>Day and night VFR</td>
<td>Basic</td>
</tr>
<tr>
<td>Operations in icing conditions</td>
<td>Basic</td>
</tr>
<tr>
<td>Manual or Automatic Category I approaches and non-precision approaches</td>
<td>Basic</td>
</tr>
<tr>
<td>Automatic Category II approaches</td>
<td>Basic</td>
</tr>
<tr>
<td>Automatic Category II approaches with HUD monitoring / EVS</td>
<td>cf. AFM SUP01 / 01A / 01B / 12 / 12A (Rockwell-Collins HGS 4860)</td>
</tr>
<tr>
<td>Manual Cat. II / III approach with Flight Dynamics HGS or Rockwell-Collins HGS 4860</td>
<td>cf. AFM SUP01 / 01A / 01B / 12 / 12A (Flight Dynamics HGS or Rockwell-Collins HGS 4860)</td>
</tr>
<tr>
<td>LPV approaches</td>
<td>cf. AFM SUP11 (M3300)</td>
</tr>
<tr>
<td>SSR mode S Enhanced Surveillance</td>
<td>A/C with M2641</td>
</tr>
<tr>
<td>RVSM</td>
<td>M1251 applied on basic A/C</td>
</tr>
<tr>
<td>RNP RNAV operations, down to RNP 0.3 RNAV (RTCA/DO-236A and DO-283)</td>
<td>Basic</td>
</tr>
<tr>
<td>Extended flight over water and uninhabited terrain</td>
<td>Basic</td>
</tr>
<tr>
<td>Approved Operations</td>
<td>Configuration requirements</td>
</tr>
<tr>
<td>------------------------------------------------------------------------------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td>Polar operations (limited 85° North / 85° South)</td>
<td>Basic</td>
</tr>
<tr>
<td>Contaminated runways operation</td>
<td>Basic</td>
</tr>
<tr>
<td>Steep approach landing up to 5.5/6.0/6.65 degrees</td>
<td>Basic</td>
</tr>
<tr>
<td>Landing and take-off between 8000 ft and 14000 ft</td>
<td>A/C with M2706</td>
</tr>
<tr>
<td>Operations with landing gear down</td>
<td>Basic</td>
</tr>
<tr>
<td>ADS-B Out function in compliance with EU 1028-2014 and CS-ACNS.</td>
<td>A/C with M3301</td>
</tr>
<tr>
<td>IFR OCEANIC / RNP 10</td>
<td>Basic</td>
</tr>
<tr>
<td>NAT-MNPS</td>
<td>Basic</td>
</tr>
<tr>
<td>B-RNAV / RNP 5</td>
<td>Basic</td>
</tr>
<tr>
<td>RNP 4 OCEANIC AND REMOTE AIRSPACES</td>
<td>A/C with M3402</td>
</tr>
<tr>
<td>RNP 2 OCEANIC AND REMOTE AIRSPACES</td>
<td>A/C with M3402</td>
</tr>
<tr>
<td>RNP 1 / RNP 2 TERMINAL AND EN ROUTE</td>
<td>Basic</td>
</tr>
<tr>
<td>P-RNAV (JAA TGL-10)</td>
<td>Basic</td>
</tr>
<tr>
<td>AC 90-100A US TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS</td>
<td>Basic</td>
</tr>
<tr>
<td>Specific close-in Noise Abatement Departure Procedure (NADP), with reduction at a minimum of 400 feet AGL</td>
<td>Basic</td>
</tr>
</tbody>
</table>

### 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

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**

For Noise
ICAO Annex 16 Volume 1 – Chapter 4, CS 36 amendment 1

For Emissions
ICAO Annex 16 Volume 2 Part III

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)

<table>
<thead>
<tr>
<th></th>
<th>Without Modification M3072</th>
<th>With Modification M3072 (SB 171)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Litres</td>
<td>Kg (*)</td>
</tr>
<tr>
<td><strong>USABLE FUEL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Left side</td>
<td>3441</td>
<td>2763</td>
</tr>
<tr>
<td>- Right side</td>
<td>3452</td>
<td>2772</td>
</tr>
<tr>
<td>- Front</td>
<td>716</td>
<td>575</td>
</tr>
<tr>
<td>- Rear</td>
<td>691</td>
<td>555</td>
</tr>
<tr>
<td><strong>TOTAL USABLE</strong></td>
<td>8300</td>
<td>6665</td>
</tr>
<tr>
<td><strong>UNUSABLE FUEL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Drainable</td>
<td>50</td>
<td>40</td>
</tr>
<tr>
<td>- Undrainable</td>
<td>41</td>
<td>33</td>
</tr>
<tr>
<td><strong>TOTAL UNUSABLE</strong></td>
<td>91</td>
<td>73</td>
</tr>
</tbody>
</table>
3.10.4.4 Maximum design weight

<table>
<thead>
<tr>
<th></th>
<th>Kg</th>
<th>Lbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Ramp Weight</td>
<td>18688</td>
<td>41200</td>
</tr>
<tr>
<td>Maximum Take-Off Weight</td>
<td>18597</td>
<td>41000</td>
</tr>
<tr>
<td>Maximum Landing Weight</td>
<td>17826</td>
<td>39300</td>
</tr>
<tr>
<td>Maximum Zero Fuel Weight</td>
<td>13472</td>
<td>29700</td>
</tr>
</tbody>
</table>

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:


- Instructions for Continued Airworthiness and Airworthiness Limitations, included in FIELD publication, that consist of:
  - Airworthiness Limitation Section (Chapter 5-40, reference: DGT113877)
  - 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.

3.10.7.1 Master Minimum Equipment List

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

For Noise
ICAO Annex 16 Volume 1 – Chapter 4, CS 36 amendment 1
ICAO Annex 16 Volume I Chapter 4 Amendment 9, CS 36 Amendment 2, if modification M3390 is embodied.

For Emissions
ICAO Annex 16 Volume 2 Part III

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:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Span</td>
<td>21.38 m (70 ft 2 in)</td>
</tr>
<tr>
<td>Length</td>
<td>20.228 m (66 ft 4.4 in)</td>
</tr>
<tr>
<td>Height</td>
<td>7.058 m (23 ft 2 in)</td>
</tr>
<tr>
<td></td>
<td>7.115 m with M1061</td>
</tr>
<tr>
<td>Wing Area</td>
<td>49.00 m²</td>
</tr>
</tbody>
</table>

3.11.4.2 Maximum design weights

With M2846 applied:

<table>
<thead>
<tr>
<th></th>
<th>Kg</th>
<th>Lb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum runway weight</td>
<td>19233 kg</td>
<td>42400 Lb</td>
</tr>
<tr>
<td>Maximum take off weight</td>
<td>19142 kg</td>
<td>42200 Lb</td>
</tr>
<tr>
<td>Maximum landing weight</td>
<td>17826 kg</td>
<td>39300 Lb</td>
</tr>
<tr>
<td>Maximum zero fuel weight</td>
<td>13472 kg</td>
<td>29700 Lb</td>
</tr>
</tbody>
</table>
With M2846 and M3390 applied:

<table>
<thead>
<tr>
<th></th>
<th>Kg</th>
<th>Lb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum runway weight</td>
<td>19504</td>
<td>43000</td>
</tr>
<tr>
<td>Maximum take off weight</td>
<td>19414</td>
<td>42800</td>
</tr>
<tr>
<td>Maximum landing weight</td>
<td>17826</td>
<td>39300</td>
</tr>
<tr>
<td>Maximum zero fuel weight</td>
<td>13472</td>
<td>29700</td>
</tr>
</tbody>
</table>

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


- Instructions for Continued Airworthiness and Airworthiness Limitations, included in FIELD publication, that consist of:
  - Airworthiness Limitation Section (Chapter 5-40, reference: DGT113877)
  - 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


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 for which EASA accept reversion to an earlier amendment in application to PART 21A101(b)
   a) JAR 25 paragraphs at change 13
      
   
   b) JAR 25 paragraphs at JAR 25 change 14 plus Orange Paper 96/1
      
   
   c) CS 25 paragraphs at amendment 2
      

   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

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-1112 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
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

For Noise
ICAO Annex 16 Volume I Chapter 4 Amendment 9, CS 36 Amendment 2 at Type Certificate, superseded by ICAO Annex 16 Volume I Chapter 4 Amendment 10, CS 36 Amendment 3 post certification (M5028 AFM change embodied).

For Emissions
ICAO Annex 16 Volume 2 Part III, CS 34 initial issue

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

ESF F-1169 HUD symbology

Deviation

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
3.12.4.3 Engines

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

Number: 2

Engine Limits

THRUXT 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

<table>
<thead>
<tr>
<th>CONDITION OF USE</th>
<th>N1</th>
<th>N2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Normal Take-off (5 minutes max.)</td>
<td>102.5%</td>
<td>102%</td>
</tr>
<tr>
<td>Maximum Take-off (5 minutes max.)</td>
<td>102.5%</td>
<td>102%</td>
</tr>
<tr>
<td>Maximum continuous</td>
<td>102.5%</td>
<td>102%</td>
</tr>
<tr>
<td>Transient (20 seconds)</td>
<td>103.5%</td>
<td>103%</td>
</tr>
<tr>
<td></td>
<td>100 % N1 = 10,400 RPM</td>
<td></td>
</tr>
</tbody>
</table>

ENGINE VIBRATION LIMITS
- Overall 0.96 in/sec average

INTERSTAGE TURBINE TEMPERATURE (ITT) LIMITS

<table>
<thead>
<tr>
<th>CONDITION OF USE</th>
<th>°C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground start</td>
<td>950°C</td>
</tr>
<tr>
<td>Airstart</td>
<td>950°C</td>
</tr>
<tr>
<td>Restart max temperature:</td>
<td></td>
</tr>
<tr>
<td>- Airstart</td>
<td>500°C</td>
</tr>
<tr>
<td>- Groundstart</td>
<td>340°C</td>
</tr>
<tr>
<td>Max. take-off (APR) transient</td>
<td>905°C</td>
</tr>
<tr>
<td>Max. take-off (APR)</td>
<td>895°C</td>
</tr>
<tr>
<td>Max. take-off (APR) in case of OEI</td>
<td>875°C</td>
</tr>
<tr>
<td>Take-off transient</td>
<td>890°C</td>
</tr>
<tr>
<td>Normal take-off</td>
<td>875°C</td>
</tr>
<tr>
<td>Max. continuous</td>
<td>860°C</td>
</tr>
<tr>
<td>Flight transient</td>
<td>890°C</td>
</tr>
<tr>
<td></td>
<td>875°C</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>Kg</th>
<th>Lb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum runway weight</td>
<td>19504 kg</td>
<td>43000 Lb</td>
</tr>
<tr>
<td>Maximum take-off weight</td>
<td>19414 kg</td>
<td>42800 Lb</td>
</tr>
<tr>
<td>Maximum landing weight</td>
<td>17826 kg</td>
<td>39300 Lb</td>
</tr>
<tr>
<td>Maximum zero fuel weight</td>
<td>14152 kg</td>
<td>31200 Lb</td>
</tr>
</tbody>
</table>

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

- Instructions for Continued Airworthiness and Airworthiness Limitations, included in FIELD publication, that consist of:
  - Airworthiness Limitation Section (Chapter 5-40, reference: DGT113877)
  - 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.

<table>
<thead>
<tr>
<th>Approved operations</th>
<th>Configuration requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>IFR (Instrument)</td>
<td>Basic</td>
</tr>
<tr>
<td>Day and night VFR</td>
<td>Basic</td>
</tr>
<tr>
<td>Operations in icing conditions</td>
<td>Basic</td>
</tr>
<tr>
<td>Manual or Automatic Category I approaches and non precision approaches</td>
<td>Basic</td>
</tr>
<tr>
<td>Manual or Automatic Category I approaches and non precision approaches, with FalconEye EVS operational credit down to 100 feet</td>
<td>cf. AFM SUP16A (M-OPT0063)</td>
</tr>
<tr>
<td>Automatic Category II approaches</td>
<td>Basic</td>
</tr>
<tr>
<td>Automatic Category II approaches with HUD monitoring / EVS</td>
<td>cf. AFM SUP01 / 01A / 01B / 12 / 12A / 16 / 16A (Rockwell-Collins HGS 4860 or FalconEye HUD)</td>
</tr>
<tr>
<td>Manual Cat. II / III approach with Flight Dynamics HGS or Rockwell-Collins HGS 4860</td>
<td>cf. AFM SUP01 / 01A / 01B / 12 / 12A (Flight Dynamics HGS or Rockwell-Collins HGS 4860)</td>
</tr>
<tr>
<td>Approved operations</td>
<td>Configuration requirements</td>
</tr>
<tr>
<td>---------------------------------------------------------</td>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>LPV approaches</td>
<td>cf. AFM SUP11 (M3300)</td>
</tr>
<tr>
<td>SSR mode S Enhanced Surveillance</td>
<td>Basic for F2000LXS and F2000S</td>
</tr>
<tr>
<td>RVSM</td>
<td>M1251 applied on Basic A/C</td>
</tr>
<tr>
<td>RNP RNAV operations, down to RNP 0.3 RNAV</td>
<td>Basic</td>
</tr>
<tr>
<td>(RTCA/DO-236A and DO-283)</td>
<td></td>
</tr>
<tr>
<td>Extended flight over water and uninhabited terrain</td>
<td>Basic</td>
</tr>
<tr>
<td>Polar operations (limited 85° North / 85° South)</td>
<td>Basic</td>
</tr>
<tr>
<td>Contaminated runways operation</td>
<td>Basic</td>
</tr>
<tr>
<td>Steep approach landing up to 5.5/6.0/6.65 degrees</td>
<td>Basic</td>
</tr>
<tr>
<td>Steep approach landing up to 5.5 on wet grooved runway</td>
<td>Basic</td>
</tr>
<tr>
<td>(London city Airport)</td>
<td></td>
</tr>
<tr>
<td>Landing and take-off between 8000 ft and 14000 ft</td>
<td>A/C with M2706</td>
</tr>
<tr>
<td>Operations with landing gear down</td>
<td>Basic</td>
</tr>
<tr>
<td>ADS-B Out function</td>
<td>A/C with M3301</td>
</tr>
<tr>
<td>IFR OCEANIC / RNP 10</td>
<td>Basic</td>
</tr>
<tr>
<td>NAT-MNPS</td>
<td>Basic</td>
</tr>
<tr>
<td>B-RNAV / RNP 5</td>
<td>Basic</td>
</tr>
<tr>
<td>RNP 4 OCEANIC AND REMOTE AIRSPACES</td>
<td>A/C with M3402</td>
</tr>
<tr>
<td>RNP 2 OCEANIC AND REMOTE AIRSPACES</td>
<td>A/C with M3402</td>
</tr>
<tr>
<td>RNP 1 / RNP 2 TERMINAL AND EN ROUTE</td>
<td>Basic</td>
</tr>
<tr>
<td>P-RNAV (JAA TGL-10)</td>
<td>Basic</td>
</tr>
<tr>
<td>Approved operations</td>
<td>Configuration requirements</td>
</tr>
<tr>
<td>------------------------------------------------------------------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>AC 90-100A US TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS</td>
<td>Basic</td>
</tr>
<tr>
<td>Specific close-in Noise Abatement Departure Procedure (NADP), with reduction at a minimum of 400 feet AGL</td>
<td>Basic</td>
</tr>
</tbody>
</table>

### 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. \(^{\text{NOTE 1}}\)

#### 3.12.7.1 Master Minimum Equipment List


#### 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**

For Noise
- ICAO Annex 16 Volume I Chapter 4 Amendment 9, CS 36 Amendment 2, at Type Certificate, superseded by
- ICAO Annex 16 Volume I Chapter 4 Amendment 10, CS 36 Amendment 3 post certification (M5028 AFM Change embodied)

For Emissions
- ICAO Annex 16 Volume 2 Part III, CS 34 initial issue

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

<table>
<thead>
<tr>
<th></th>
<th>Without Modification M3072</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Litres</td>
</tr>
<tr>
<td><strong>USABLE FUEL</strong></td>
<td></td>
</tr>
<tr>
<td>- Left side</td>
<td>3441</td>
</tr>
<tr>
<td>- Right side</td>
<td>3452</td>
</tr>
<tr>
<td>- Front</td>
<td>716</td>
</tr>
<tr>
<td>- Rear</td>
<td>691</td>
</tr>
<tr>
<td><strong>TOTAL USABLE</strong></td>
<td>8300</td>
</tr>
<tr>
<td><strong>UNUSABLE FUEL</strong></td>
<td></td>
</tr>
<tr>
<td>- Drainable</td>
<td>50</td>
</tr>
<tr>
<td>- Undrainable</td>
<td>41</td>
</tr>
<tr>
<td><strong>TOTAL UNUSABLE</strong></td>
<td>91</td>
</tr>
</tbody>
</table>

(*) Density has been assumed to be 0.803 kg/l (6.7 lb/US gal)
<table>
<thead>
<tr>
<th>With Modification M3072 (SB 171)</th>
<th>Litres</th>
<th>Kg (*)</th>
<th>US gallons</th>
<th>Lbs(*)</th>
</tr>
</thead>
<tbody>
<tr>
<td>USABLE FUEL</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Left side</td>
<td>3425</td>
<td>2750</td>
<td>905</td>
<td>6064</td>
</tr>
<tr>
<td>- Right side</td>
<td>3436</td>
<td>2759</td>
<td>908</td>
<td>6084</td>
</tr>
<tr>
<td>- Front</td>
<td>716</td>
<td>575</td>
<td>189</td>
<td>1268</td>
</tr>
<tr>
<td>- Rear</td>
<td>691</td>
<td>555</td>
<td>183</td>
<td>1224</td>
</tr>
<tr>
<td>TOTAL USABLE</td>
<td>8268</td>
<td>6639</td>
<td>2185</td>
<td>14640</td>
</tr>
<tr>
<td>UNUSABLE FUEL</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Drainable</td>
<td>50</td>
<td>40</td>
<td>13</td>
<td>88</td>
</tr>
<tr>
<td>- Undrainable</td>
<td>41</td>
<td>33</td>
<td>11</td>
<td>72</td>
</tr>
<tr>
<td>TOTAL UNUSABLE</td>
<td>91</td>
<td>73</td>
<td>24</td>
<td>160</td>
</tr>
</tbody>
</table>

### 3.13.4.5 Maximum design weights

<table>
<thead>
<tr>
<th></th>
<th>Kg</th>
<th>Lbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Ramp Weight (without M5031 embodied)</td>
<td>18688</td>
<td>41200 lbs</td>
</tr>
<tr>
<td>Maximum Ramp Weight (with M5031 embodied)</td>
<td>19504</td>
<td>43000 lbs</td>
</tr>
<tr>
<td>Maximum Take-Off Weight (without M5031 embodied)</td>
<td>18597</td>
<td>41000 lbs</td>
</tr>
<tr>
<td>Maximum Take-Off Weight (with M5031 embodied)</td>
<td>19414</td>
<td>42800 lbs</td>
</tr>
<tr>
<td>Maximum Landing Weight</td>
<td>17826</td>
<td>39300 lbs</td>
</tr>
<tr>
<td>Maximum Zero Fuel Weight</td>
<td>13472</td>
<td>29700 lbs</td>
</tr>
</tbody>
</table>

### 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


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

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC issue</th>
</tr>
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<tr>
<td>Issue 02</td>
<td>23 April 2009</td>
<td>Introduction of Falcon 2000LX.</td>
<td></td>
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<tr>
<td>Issue 03</td>
<td>01 March 2012</td>
<td>Introduction of MTOW increase for F2000EX aircraft per modification M3390.</td>
<td></td>
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<tr>
<td>Issue 05</td>
<td>22 May 2013</td>
<td>Introduction of the approval dates for F2000S and F2000LXS.</td>
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</table>
| 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. |                           |
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 |                           |
<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
</tr>
</thead>
</table>
| 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                                      |

-END-