



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 10
Date: 07/05/2018

Dassault Aviation Falcon 2000

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45	Central Maintenance Computer	45-1	10	07/05/2018
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80	Starting	80-1, 2	9	12/16/2016

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original		Original Issue
1	10/12/1995	
2	11/17/1997	
3	01/18/2000	
4	08/31/2000	
4a	10/19/2000	
5	10/22/2002	
5a	06/02/2006	
6	03/06/2007	
7	04/08/2010	
8	05/23/2012	
9	12/16/2016	
10	07/05/2018	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, 21-1 thru 9, 22-1 thru 3, 23-1 thru 7, 24-1, 24-2, 25-1 thru 10, 27-1 thru 5, 28-1 thru 5, 29-1, 29-2, 30-1 thru 4, 31-1 thru 3, 32-1 thru 4, 33-1 thru 5, 34-1 thru 15, 36-1, 36-2, 45-1, 46-1, 77-1, 78-1

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HIGHLIGHTS OF CHANGE

The following are the Highlights of Changes for **Revision 10**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
ATA 21 Air Conditioning	
21-1	Item 21-20-10: Replaced "Air" with "Fan"
21-2	Item 21-30-09-01-A: NOTE Removed – Redundant with (O) procedure
21-2	Item 21-30-09-02-A: NOTE Removed – Redundant with (O) procedure
ATA 22 Autoflight	
22-2	Item 22-10-01-B: Corrected typo
22-2	Item 22-10-05: Modified Repair Category
ATA 23 Communications	
23-2	Item 23-12-00-B: Modified Number Required for dispatch according to PL-106
23-2	Item 23-20-05-B: Corrected typo
23-4	Item 23-50-75: Modified item name
23-5	Item 23-50-80: Modified item and subitem numbering
23-5	Item 23-50-80-10: Modified item Name
23-7	Item 23-50-95C: Modified Number Installed
ATA 24 Electrical Power	
24-2	Item 24-60-12-10-B: Removed aircraft S/N restriction
24-2	Item 24-60-13-10-B: Removed aircraft S/N restriction

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 25 Equipment/Furnishings	
25-2	Item 25-11-20-A: Corrected typo
25-2	Item 25-11-20-B: Corrected typo
25-3	Item 25-21-01: Modified according to PL-79
25-5	Item 25-21-01-20: Modified according to PL-79
25-5	Item 25-21-01-35: Item name modified
25-5	Item 25-21-01-35-A: Item name modified
25-5	Item 25-21-01-35-B: Item name modified, and (M) is added according to PL-79
25-5	Item 25-28-10-10: Corrected typo
25-6	Item 25-50-05-03: Modified for clarity
25-8	Item 25-61-00 and subitems: Modified according to PL-120
ATA 27 Flight Controls	
27-1	Item 27-00-5: Corrected typo
27-1	Item 27-14-01: Corrected typo
27-2	Item 27-14-10: Corrected typo
27-2	Item 27-24-01: Corrected typo
27-4	Item 27-80-02: Clarified correct slat controls
27-4	Item 27-80-10-10: Corrected light name
27-5	Item 27-80-12: Corrected typo

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 28 Fuel 28-1	Item 28-30-10: Added item
ATA 29 Hydraulic Power 29-1 29-1	Item 29-11-10: Corrected proviso Item 29-11-11: Corrected nomenclature
ATA 30 Ice and Rain Protection 30-3 30-3 30-4	Item 30-41-00: Corrected typo Item 30-41-04: Corrected light type Item 30-90-01: Modified according to PL-31
ATA 31 Indicating/Recording Systems 31-1 31-3	Item 31-31-32: Modified according to PL-87 Item 31-60-02: Added item
ATA 32 Landing Gear 32-2 32-2 32-3 32-4	Item 32-30-00: Corrected item name and modified proviso Item 32-31-10: Corrected typo Item 32-41-02: Modified proviso Item 32-41-10: Added proviso

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 33 Lights	
33-1	Item 33-10-01-A: Modified Number Required for dispatch according to PL-77
33-2	Item 33-40-00-10: Modified for Regulatory Compliance
33-2	Item 33-40-01-10-A: Documentary change
33-2	Item 33-40-01-20: Added item
33-3	Item 33-40-70: Corrected typo
ATA 34 Navigation	
34-1	Item 34-01-00: Added STC
34-2	Item 34-15-02: Corrected proviso
34-3	Item 34-23-00: Modified proviso
34-3	Item 34-23-01-03: Modified proviso
34-4	Item 34-25-00: Modified proviso
34-4	Item 34-41-13: Added dispatch cases
34-5	Item 34-42-00: Inserted item name
34-7	Item 34-45-01-10: Corrected typo
34-7	Item 34-45-01-11: Corrected typo
34-7	Item 34-45-01-12: Corrected typo
34-9	Item 34-45-02-10: Corrected typo
34-9	Item 34-45-02-11: Corrected typo
34-9	Item 34-45-02-12: Corrected typo
34-11	Item 34-54-00-30: Moved to item 34-55-00-10 per PL 76 and PL 105
34-12	Item 34-55-00: Added item according to PL-105
34-15	Item 34-60-20: Modified according to PL-98
34-15	Item 34-70-00: Added STC item

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 36 Pneumatic 36-2	Item 36-10-15: Corrected item name
ATA 45 Central Maintenance System 45-1	Item 45-90-00: Removed subitems. Modified repair Category and proviso
ATA 46 Information Systems 46-1 46-1 46-1 46-1	Item 46-20-00-02: Modified item sequence No. Item 46-20-00-03: Documentary change Item 46-20-00-04: Documentary change Item 46-20-00-05: Documentary change
ATA 73 Engine and Fuel Control 73-1	Item 73-10-05: Modified according to PL-31
ATA 77 Engine Indicating 77-1	Item 77-30-10: Corrected typo
ATA 78 Engine Exhaust 78-1 78-1 78-1 78-1	Item 78-30-00: Modified Repair Category and proviso Item 78-30-05: Modified Repair Category and proviso Item 78-30-07: Modified Repair Category and proviso Item 78-30-09: Modified Repair Category and proviso

Definitions

Refer to the current FAA MMEL Policy Letter PL-25, Policy Concerning MMEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website at:

[FSIMS - Publications - MMEL Policy Letters](#)

In addition to the definitions contained in Policy Letter 25, for the purpose of this document, the following definitions apply.

Icy Runway means a runway on which there is ice, as defined hereafter: Water which has frozen on the runway surface, including the condition where compacted snow transitions to a polished ice surface.

Preamble

For the MMEL, Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble. The Preamble may be found on the FAA Flight Standards Information Management System (FSIMS) website at:

[FSIMS - Publications - MMEL Policy Letters](#)

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-20-05	Cockpit Gasper	C	2	0	One or more may be inoperative provided at least one Cockpit Gasper remains in open position.	
21-20-10	Cold Fan Pressure Control Valve	C	1	0	(O) May be inoperative provided EFIS Fans are verified operative.	
21-20-15 ***	Glare Shield Cold Air Manual Control (Aircraft with M1992)	C	1	0	May be inoperative.	
21-20-16	Air Conditioning Distribution Lever	C	2	0	One or more may be inoperative provided affected lever is set to windshield position.	
21-30-00	Cabin Temperature Indicator	C	1	0	May be inoperative.	
21-30-05	UP-DN Manual Controller					
21-30-05-A		C	1	0	(O) May be inoperative provided: a) Flight level is limited to FL 250 or below, b) CPC is verified operative, c) UP-DN Manual Controller is set to within the green index mark, and d) DUMP mode is verified operative before each departure.	
21-30-05-B		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-30-09	Triple Cabin Indication					
21-30-09-01	Cabin Altitude Indication					
21-30-09-01-A		C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indication is verified operative, and b) CPC is verified operative.	
21-30-09-01-B		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative.	
21-30-09-02	Cabin Differential Pressure Indication					
21-30-09-02-A		C	1	0	(O) May be inoperative provided the Cabin Altitude Indication is verified operative.	
21-30-09-02-B		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative.	
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-30-09	Triple Cabin Indication (Cont'd)					
21-30-09-03	Cabin Vertical Speed Indication					
21-30-09-03-A		C	1	0	(O) May be inoperative provided the Cabin Altitude Indication and Cabin Differential Pressure Indication are verified operative.	
21-30-09-03-B		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative.	
21-30-10	CABIN Warning Light	C	1	0	(O) May be inoperative provided: a) "CABIN" Aural Warning is verified operative, b) CPC is verified operative, and c) Cabin altitude is limited to 8,000 feet or below.	
21-30-11	"CABIN" Aural Warning	C	1	0	(O) May be inoperative provided: a) CABIN Warning Light is verified operative, b) CPC is verified operative, and c) Cabin altitude is limited to 8,000 feet or below.	
21-30-12	CABIN Warning Light and Aural Warning Test System	C	1	0	(O) May be inoperative provided: a) CPC is verified operative, and b) CABIN Warning Light and "CABIN" Aural Warning are verified operative.	

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Sequence No.	Item	1	2	3	4	Change Bar
21-31-09	Nose Cone Fan	C	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Duration of ground operations is limited, b) Nose Cone Pressurization System is verified operative, c) NOSE CONE OVHT Warning System is verified operative, and d) NOSE CONE OVHT Warning is not displayed. 	
21-32-00	CPC (Cabin Pressure Controller)					
21-32-00-A		C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Flight level is limited to FL 250 or below, b) Departure and destination airfield elevations are below 8,000 feet, c) CABIN Warning Light and "CABIN" Aural Warning are verified operative, d) UP-DN Manual Controller and DUMP mode are verified operative before each departure, e) Cabin Altitude, Cabin Differential Pressure, and Cabin Vertical Speed Indications are verified operative, f) UP-DN Manual Controller is set to the RH part of the white arc for takeoff, and g) Cabin Altitude, Cabin Differential Pressure, and Cabin Vertical Speed Indications are closely monitored during flight. 	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-32-00	CPC (Cabin Pressure Controller) (Cont'd)					
21-32-00-B		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative.	
21-32-00-01	ARINC Input Data Bus Function	C	3	-	May be inoperative.	
21-32-00-02	Discrete Input Data Function	C	2	0	One or more may be inoperative.	
21-32-06	Outflow Pressurization Valve	C	2	0	(O) One or more may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative.	
21-32-10 ***	Cabin Pressurization LOW Rate Control (Aircraft with M0048)	C	1	0	May be inoperative provided it remains in off position.	
21-51-13	Cabin Air Recirculation Valve	C	1	0	(O) May be inoperative provided: a) RECIRC switch is set to ISOL, and b) Recirculation Valve is verified in closed position before each departure.	
21-51-15	RECIRC ISOL Caution Light	C	1	0	May be inoperative provided Cabin Air Recirculation Valve is considered inoperative (item 21-51-13).	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-52-00	ECU (Environmental Control Unit)	C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative.	
21-52-10	ECU OVHT Caution Light	C	1	0	May be inoperative provided ECU is considered inoperative (item 21-52-00).	
21-52-11	Jet Pump Valve	C	1	0	(O) May be inoperative provided: a) Jet Pump Valve is verified in closed position, b) EFIS Fans are verified operative, c) AIR CONDITIONING PASSENGER and CREW switches are set to OFF on ground and in flight when TAS is below 300 knots, and d) AIR CONDITIONING PASSENGER and CREW switches are set to AUTO in flight only when TAS is above 300 knots.	
21-60-00	TCS (Temperature Control System)	C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative.	
21-60-00-10	Alarm Light Command Function (Auto Cockpit, Auto Cabin, and Manual Mode)	A	3	0	One or more may be inoperative provided: a) TCS fault codes are considered before each departure, and b) Repairs are made within 3 consecutive calendar-days.	
21-60-00-20	Turbine Temperature Control Function (Auto and Manual Mode)	A	6	0	One or more may be inoperative provided repairs are made within 2 consecutive calendar-days.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-60-00-30	AUTO Mode	A	2	0	(O) One or more may be inoperative provided: a) MANUAL mode is verified operative, and b) Repairs are made within 3 consecutive calendar-days.	
21-60-00-31	Thrust Lever Position Function	A	2	1	One may be inoperative provided: a) Thrust Levers are operative, and b) Repairs are made within 3 consecutive calendar-days.	
21-60-00-32	Computer Dialog Function (Cockpit and Cabin)	A	2	1	One may be inoperative provided repairs are made within 3 consecutive calendar-days.	
21-60-00-33	Compressor Overheat Sensor Function (Cockpit and Cabin)	A	2	1	One may be inoperative provided repairs are made within 3 consecutive calendar-days.	
21-60-00-34	CREW and PAX Auto Temperature Potentiometer Function	A	2	0	One or more may be inoperative provided repairs are made within 3 consecutive calendar-days.	
21-60-00-35	Cockpit and Cabin Duct Temperature Sensor Function	A	2	1	One may be inoperative provided repairs are made within 2 consecutive calendar-days.	
21-60-00-40	MANUAL Mode	C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative.	
21-60-00-41	CREW and PAX Manual Temperature Potentiometer Function	A	2	1	One may be inoperative provided repairs are made within 3 consecutive calendar-days.	
21-60-05 ***	Cabin Duct Temperature Indication (Aircraft with M0015)	C	1	0	May be inoperative.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-61-05	CREW Amber Light (Overhead Panel)	C	1	0	May be inoperative provided TCS fault codes are considered before each departure.	
21-61-05-10	Light Bulb	B	2	1	One may be inoperative provided TCS is operative in both AUTO and MAN mode.	
21-61-10	PAX Amber Light (Overhead Panel)	C	1	0	May be inoperative provided TCS fault codes are considered before each departure.	
21-61-10-10	Light Bulb	B	2	1	One may be inoperative provided TCS is operative in both AUTO and MAN mode.	
21-64-00	Cabin Temperature Remote Control	C	1	0	May be inoperative.	
21-64-02	Hot Conditioning Valve					
21-64-02-A		C	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> a) Flight level is limited to FL 410 or below, b) Manual Air Conditioning Interconnect Valve is set in open position, and c) Affected Hot Conditioning Valve is secured in closed position. 	
21-64-02-B		C	2	0	(M)(O) Both may be inoperative provided: <ol style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) EFIS Fans are verified operative, and c) Both Hot Conditioning Valves are secured in closed position. 	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-64-03	Cold Conditioning Valve					
21-64-03-A		C	2	1	(M) One may be inoperative provided: a) Flight level is limited to FL 410 or below, and b) Affected Cold Conditioning Valve is secured in closed position.	
21-64-03-B		C	2	0	(M)(O) Both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) EFIS Fans are verified operative, and c) Both Cold Conditioning Valves are secured in closed position.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10-00	Autopilot Computer					
22-10-00-10	AP (Autopilot) Function	B	1	0	(O) May be inoperative provided: a) Enroute operations or approaches do not require its use, b) Number of flight legs and flight leg durations are acceptable to the flightcrew, and c) Flying Duration Limitations of the operating procedure are applied.	
22-10-00-20	FD (Flight Director) Function	C	2	0	One or more may be inoperative provided: a) AP Function is not used (item 22-10-00-10), and b) Flight envelope is limited to MI 0.80. NOTE: Yaw damper and mach trim are not available.	
22-10-00-30	YD (Yaw Damper) Function	C	1	0	(O) May be inoperative provided: a) AP Function is not used (item 22-10-00-10), b) "R" label on PFD is not displayed, and c) Rudder is verified centered before each departure.	
22-10-00-40	MT (Mach Trim) Function	C	1	0	May be inoperative provided flight envelope is limited to MI 0.80.	
22-10-00-50	AP (Autopilot) Warning Light	C	1	0	(O) May be inoperative provided annunciation on EFIS and aural warning are verified operative.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10-01	Flight Guidance Panel					
22-10-01-A		C	1	0	May be inoperative provided: a) ASEL and course functions are verified operative before each departure, b) AP Function is not used (item 22-10-00-10), and c) FD Function is not used (item 22-10-00-20).	
22-10-01-B		C	1	0	(O) May be inoperative provided: a) ASEL and course functions are verified operative before each departure, b) ALT mode is operative, c) Approaches do not require its use, d) Number of flight legs and flight leg durations are acceptable to the flightcrew, and e) Flying Duration Limitations of the operating procedure are applied.	
22-10-02	AP Rudder Linear Actuator	C	1	0	(O) May be inoperative provided: a) Rudder is visually verified centered before each departure, b) YD Function is considered inoperative (item 22-10-00-30), and c) AP Function is not used (item 22-10-00-10).	
22-10-05	Servomotor (Pitch and Roll)	B	2	0	One or more may be inoperative provided AP Function is considered inoperative (item 22-10-00-10).	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10-10	Autopilot Quick Disconnect Pushbutton					
22-10-10-A		C	2	1	(O) One may be inoperative provided: a) Autopilot is not used at or below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.	
22-10-10-B		B	2	0	Both may be inoperative provided AP Function is not used (item 22-10-00-10).	
22-10-11	Go-Around Pushbutton					
22-10-11-A		C	2	1	One may be inoperative provided approaches are conducted on the non-affected side.	
22-10-11-B		C	2	0	One or more may be inoperative provided AP Function and FD Function are not used below 1,500 feet AGL.	
22-10-12	TCS (Touch Control Steering) Pushbutton	C	2	0	One or more may be inoperative provided associated Autopilot Quick Disconnect Pushbutton is operative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-11-00	VHF/UHF (Very/Ultra High Frequency) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: <ol style="list-style-type: none"> a) VHF #1 is operative, and b) Affected VHF is not powered by the emergency bus, battery bus, battery direct bus, or the DC transfer bus and not required for emergency procedures. 	
23-11-10	RTU (Radio Tuning Unit)					
23-11-10-A		C	2	1	RH RTU may be inoperative provided: <ol style="list-style-type: none"> a) VHF #1 is operative, b) At least one FMS is operative, c) Tuning of the radios by the FMS is verified operative, and d) Radio volumes are adequate. 	
23-11-10-B		C	2	1	(M) RH RTU may be inoperative provided: <ol style="list-style-type: none"> a) VHF #1 is operative, b) At least one FMS is operative, c) Tuning of the radios by the FMS is verified operative, and d) Radio volumes are verified adequate after resetting the LH RTU. 	
23-12-00	HF (High Frequency) Communication System					
23-12-00-A		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-12-00-B		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
23-15-00 ***	SATCOM	D	-	0	May be inoperative provided procedures do not require its use.	
23-15-15 ***	Flight Phone	D	-	0	May be inoperative.	
23-20-05	CVR (Cockpit Voice Recorder)					
23-20-05-A	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
23-20-05-B	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
23-20-05-C	For an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
23-20-05-30 ***	Recorder Independent Power Supply (RIPS)	C	1	0	May be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-20-10 ***	SELCAL (Selective Call System)					
23-20-10-A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
23-20-10-B		D	1	0	May be inoperative provided procedures do not require its use.	
23-20-10-01	Channel					
23-20-10-01-A		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
23-20-10-01-B		D	-	0	May be inoperative provided procedures do not require its use.	
23-20-11 ***	ACARS (Aircraft Communication and Reporting System)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
23-20-25 ***	AFIS (Airborne Flight Information System)	D	1	0	May be inoperative.	
23-50-00	Audio Panel					
23-50-00-05	ST Pushbutton	C	-	0	May be inoperative.	
23-50-00-10	ADF Pushbutton					
23-50-00-10-A		C	-	1	Any in excess of one may be inoperative.	
23-50-00-10-B		C	-	0	May be inoperative provided the associated ADF is considered inoperative (item 34-53-00).	
23-50-00-20	MKR Pushbutton					
23-50-00-20-A		C	-	1	Any in excess of one may be inoperative.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-50-00	Audio Panel (Cont'd)					
23-50-00-20	MKR Pushbutton (Cont'd)					
23-50-00-20-B		C	-	0	May be inoperative provided the Marker Beacon System is considered inoperative (item 34-51-40).	
23-50-00-30	FILT Pushbutton	C	-	1	Any in excess of one may be inoperative provided affected VOR/ILS Function or DME or ADF is not used.	
23-50-00-40	SPK Pushbutton	C	-	0	May be inoperative provided associated Cockpit Speaker is considered inoperative (item 23-50-75).	
23-50-00-50	ISOL Pushbutton	C	-	0	May be inoperative.	
23-50-00-95	GRND Pushbutton	C	-	1	Any in excess of one may be inoperative.	
23-50-02 ***	Third Audio Panel (Aircraft with M2020)					
23-50-02-A		A	1	0	May be inoperative provided: a) Forward Observer Seat is considered inoperative (item 25-11-20), and b) Repairs are made within 2 flight-days.	
23-50-02-B		D	1	0	May be inoperative provided Forward Observer Seat is not required by 14 CFR.	
23-50-75	Cockpit Speaker	C	2	0		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-50-80	Headset, Microphone					
23-50-80-10	Headset Boom Microphone					
23-50-80-10-A	Holder of an Air Carrier or Commercial Operator Certificate	A	-	0	May be inoperative provided: a) Associated Hand Microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
23-50-80-10-B	Holder of an Air Carrier or Commercial Operator Certificate	D	-	-	Any in excess of those required by regulation may be inoperative.	
23-50-80-10-C	Operator Other Than a Holder of an Air Carrier or Commercial Certificate	A	-	0	May be inoperative provided: a) Associated Hand Microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
23-50-80-10-D	Operator Other Than a Holder of an Air Carrier or Commercial Certificate	D	-	-	Any in excess of those required by regulation may be inoperative.	
23-50-80-20	Headset Earphones/Headphones					
23-50-80-20-A	Holder of an Air Carrier or Commercial Operator Certificate	C	-	1	May be inoperative provided associated Cockpit Speaker operates normally.	
23-50-80-20-B	Holder of an Air Carrier or Commercial Operator Certificate	D	-	-	Any in excess of those required by regulation may be inoperative.	
23-50-80-20-C	Operator Other Than a Holder of an Air Carrier or Commercial Certificate	C	-	1	May be inoperative provided associated Cockpit Speaker operates normally.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-50-80	Headset, Microphone (Cont'd)					
23-50-80-30	Hand Microphone					
23-50-80-30-A	Holder of an Air Carrier or Commercial Operator Certificate	C	-	0	May be inoperative provided associated Boom Microphone operates normally.	
23-50-80-30-B	Holder of an Air Carrier or Commercial Operator Certificate	D	-	0	Any in excess of those required by regulation may be inoperative.	
23-50-80-30-C	Operator Other Than a Holder of an Air Carrier or Commercial Certificate	C	-	0	May be inoperative provided associated Boom Microphone operates normally.	
23-50-80-30-D	Operator Other Than a Holder of an Air Carrier or Commercial Certificate	D	-	0	Any in excess of those required by regulation may be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-50-95	PA (Public Address) System					
23-50-95-A	Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting (audio and visual) system operates normally. NOTE: Any station function(s) that operates normally may be used.	
23-50-95-B		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used.	
23-50-95-C	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-30-00	DC Voltmeter	C	2	1	RH Voltmeter may be inoperative provided RH BUS TIED, LH BUS ISOL, GEN 1, and GEN 2 Caution Lights are operative.	
24-31-10	GEN Caution Light					
24-31-10-01	GEN 1 Caution Light	B	1	0	(O) May be inoperative.	
24-31-10-02	GEN 2 Caution Light	C	1	0	(O) May be inoperative provided associated DC Voltmeter is operative.	
24-32-00	Battery Temperature Indication System (Aircraft without M1667)					
24-32-00-10	Temperature Indication	C	1	0	(O) May be inoperative provided: a) HOT BAT Warning Light is operative, b) Amber and Red Lights are operative, and c) Battery Fan is verified operative.	
24-32-00-20	Amber or Red Light	C	2	1	(O) One may be inoperative provided: a) Temperature Indication is operative, b) HOT BAT Warning Light and the remaining Amber or Red Light are operative, and c) Battery Fan is verified operative.	
24-32-05	Battery Fan					
24-32-05-A	(Aircraft without M1667)	C	1	0	(O) May be inoperative provided: a) HOT BAT Warning Light is operative, and b) Battery Temperature Indication System is operative.	
24-32-05-B	(Aircraft with M1667)	D	1	0	May be inoperative.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-32-09 ***	AUX Battery System (Communication) (Aircraft with M0972)	D	-	0	May be inoperative provided associated switch is set to OFF.	
24-33-01	APU Starter Generator	C	1	0	(O) Electrical Generator function may be inoperative.	
24-20-05	EXT PWR Switch					
24-40-05-10	Light Bulb	C	4	2	One or two may be inoperative.	
24-60-12	LH AV MASTER Switch					
24-60-12-10-A	Light Bulb (Aircraft with S/N<174)	C	4	2	One or two may be inoperative.	
24-60-12-10-B	LED	C	8	4	One or more may be inoperative.	
24-60-13	RH AV MASTER Switch					
24-60-13-10-A	Light Bulb (Aircraft with S/N<174)	C	4	2	One or two may be inoperative.	
24-60-13-10-B	LED	C	8	4	One or more may be inoperative.	
25-61-09	RH BUS TIED Caution Light	C	1	0	(O) May be inoperative provided RH/ESS Bus Tie Circuit and DC Voltmeters are verified operative.	
24-61-11	LH BUS ISOL Caution Light	C	1	0	(O) May be inoperative provided LH/ESS Bus Tie Circuit and DC Voltmeters are verified operative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-11-00	Crewmember Seat					
25-11-00-10	Vertical Adjustment	B	2	0	(M)(O) One or more may be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Associated CREW SEATS C/B is pulled and collared.	
25-11-00-15	Recline Adjustment	B	2	0	One or more may be inoperative provided: a) Seat is able to move full Fore and Aft on its track, and b) Seat is secured at a position acceptable to the affected crewmember.	
25-11-00-20	Armrest					
25-11-00-20-A		C	4	0	One or more may be inoperative provided: a) Affected Armrest is in the up position, and b) Seat is acceptable to the affected crewmember.	
25-11-00-20-B		C	4	0	(M) One or more may be inoperative provided: a) Affected Armrest is removed, and b) Seat is acceptable to the affected crewmember.	
25-11-00-30	Headrest	C	2	0	(O) One or more Headrest fairing only may be damaged provided: a) Seat is acceptable to the affected crewmember, and b) Headrest structure is verified adequate.	
25-11-10	Crewmember Inertial Reel	C	2	1	One may be jammed in locked position provided the tension of the harness is adequate.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-11-20 ***	Forward Observer Seat (Including Associated Equipment)					
25-11-20-A		A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
25-11-20-B		A	1	0	May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within 2 flight-days.	
<p>NOTE 1: These provisos are intended to provide for occupancy of the seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.</p> <p>NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy an observer seat.</p>						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-11-20 ***	Forward Observer Seat (Including Associated Equipment) (Cont'd)					
25-11-20-C	Observer Seat Not Required by 14 CFR (Including Associated Equipment)	D	1	0	May be inoperative. NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy an observer seat.	
25-13-31	Rudder Pedal Adjustment	C	2	0	One or more may be inoperative provided: a) Position of pedals permits normal full flight and brake control movement, and b) Adjustments are secured in a position that suits the individual pilot's requirements.	
25-21-01	Passenger Seat	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE: A seat with an inoperative seat belt or shoulder harness is considered inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21-01	Passenger Seat (Cont'd)					
25-21-01-12	Swivel Mechanism					
25-21-01-12-A		D	-	-	(M) May be inoperative and the affected seat occupied provided: <ol style="list-style-type: none"> a) Affected seat is secured in TTOL position, b) Affected seat does not block an Emergency Exit, and c) Affected seat does not restrict any passenger from access to the main aircraft aisle. 	
25-21-01-12-B		C	-	-	May be inoperative and the affected seat occupied provided the affected seat is immovable in TTOL position.	
25-21-01-13	Forward/Aft Tracking Mechanism	C	-	-	May be inoperative and seat occupied provided: <ol style="list-style-type: none"> a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to main aisle, and c) Associated seat remains in TTOL position for takeoff and landing. 	
25-21-01-15	Recline Mechanism					
25-21-01-15-A		D	-	-	(M) May be inoperative and affected seat occupied provided seat is secured in TTOL position.	
25-21-01-15-B		C	-	-	May be inoperative and affected seat occupied provided seat back is immovable in TTOL position.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21-01	Passenger Seat (Cont'd)					
25-21-01-20	Armrest	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTOL) position.	
25-21-01-30	Headrest	C	-	-	May be inoperative and seat occupied provided the associated Passenger Seat and Headrest are in TTOL position.	
25-21-01-35	Seat Belt/Air Bag Restraint Systems					
25-21-01-35-A	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
25-21-01-35-B ***	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
25-23-05	Keyed Lock	C	-	0	May be inoperative provided the associated door, compartment, or cap is verified secured prior to each departure.	
25-28-10	Aircraft Ladder					
25-28-10-01	Forward/Aft Service Compartment Ladder					
25-28-10-01-A		C	2	0	One or more may be inoperative in the stowed position.	
25-28-10-01-B		C	2	0	(M) One or more may be removed.	
25-28-10-10	Portable Ladder	D	-	0	May be removed, or inoperative in the stowed position.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-40-05	Lavatory Door Ashtray					
25-40-05-A	Airplanes with Multiple Lavatory Doors with Ashtrays Installed	A	-	-	Up to and including 50 percent may be missing or inoperative for 10 days.	
25-40-05-B		A	-	-	More than 50 percent may be missing or inoperative for 3 days. NOTE: Crew lavatories are included in the total aircraft lavatory door ashtray count.	
25-40-05-C	Airplanes with Only One Lavatory Door with Ashtray Installed	A	1	0	May be missing or inoperative for 10 days.	
25-50-05	Baggage Compartment Shelf					
25-50-05-01	Shelf Stowage Strap	D	2	0	One or more may be inoperative or removed provided the shelves remain in the down position.	
25-50-05-02	Shelf Support Strap	D	4	0	One or more may be inoperative or removed provided the shelves remain in the stowed (up) position and are not used.	
25-50-05-03	Shelf	D	2	0	One or more may be removed, or inoperative provided the shelf remains in the stowed (up) position and is not used.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-60-01	Crewmember Flashlight Holder Assembly (Including Flashlight)	C	-	-	May be inoperative or missing provided each required crewmember has an operative independent portable light readily available.	
25-60-10	AED (Automatic External Defibrillator) and/or Associated Equipment					
25-60-10-A		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
25-60-10-B		A	-	0	May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
25-60-11	EMK (Emergency Medical Kit) and/or Associated Equipment					
25-60-11-A		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
25-60-11-B		A	-	-	(O) May be incomplete, missing, or inoperative provided: a) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-61-00	ELT (Emergency Locator Transmitter)					
25-61-00-05 ***	Fixed ELTs					
25-61-00-05-A		A	-	0	(M) May be inoperative provided: a) System is deactivated, b) Repairs are made within 90 days, and c) Placard stating "ELT not installed" is placed in view of the pilot.	
25-61-00-05-B		A	-	0	May be missing provided: a) Repairs are made within 90 days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
25-61-00-05-C		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided: a) System is deactivated, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
25-61-00-05-D		D	-	-	Any in excess of those required by 14 CFR may be missing provided placard stating "ELT not installed" is placed in view of the pilot.	
25-61-00-10 ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
25-61-00-15 ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-61-00	ELT (Emergency Locator Transmitter) (Cont'd)					
25-61-00-20 ***	ELT Indicator Light	D	-	0		
25-61-00-25 ***	ELT Aural Alarm	D	-	0		
25-63-00	EVAS (Emergency Vision Assurance System) (STC #SA00892LA)	C	-	0	May be inoperative or missing.	
25-64-05	Lifeline (Overwater Operations Survival Equipment)	D	-	-	May be inoperative or missing provided overwater operations are not conducted.	
25-64-13	Overwater Equipment (Flotation Device/Raft)	D	-	-	Any in excess of those required may be inoperative provided: <ol style="list-style-type: none"> a) Required distribution is maintained, b) Inoperative life raft and its installed location are placarded inoperative, c) When practical, the inoperative life raft is secured out of sight, and d) Procedures are established and used to alert crewmembers of inoperative or missing equipment. 	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-64-21	FAK (First Aid Kit) and/or Associated Equipment					
25-64-21-A		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
25-64-21-B		A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAK may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
25-99-99 ***	NEF/NEF Items (Nonessential Equipment and Furnishing)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-10-25 ***	Lavatory Smoke Detector (Aircraft with M1620)	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
26-20-15	Hand Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative Hand Fire Extinguisher is placarded inoperative, removed from the installed location, and placed out of sight so that it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-00-05	Servo-Actuator Integrated Anti-Flutter Function	A	8	7	(M) One may be inoperative for three flights or 10 flying-hours, whichever occurs first, provided the associated servo-actuator is verified before each flight.	
27-00-08	Stall Test	A	2	1	One may be inoperative provided: a) Slats are extended with the manual control at airspeed below 180 KIAS, b) Slat Configuration Panel is operative, c) AUTO SLATS Caution Light is operative, and d) Repairs are made within 2 consecutive calendar-days.	
27-00-09	"STALL..." Aural Warning	C	2	1	(O) One may be inoperative provided: a) Slat Configuration Panel is operative, b) Both Automatic Slat Extension Systems are verified operative before each departure, and c) Automatic Ignition System is verified operative before each departure.	
27-00-10	T/O CONFIG Warning Light	C	1	0	(O) May be inoperative provided the Aural Warning is verified operative.	
27-14-01	Roll Trim Control System	C	1	0	(M)(O) May be inoperative provided: a) AIL ZERO Caution Light is operative and extinguished, b) Fuel Quantity Indications are operative, c) Roll Trim is verified in neutral position before each departure, d) Rudder Trim Control System is verified operative, e) TRIM AILERON C/B is pulled and collared, and f) Fuel imbalance is limited to 500 lbs or less.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-14-10	Roll Trim Position Indication	C	1	0	(O) May be inoperative provided: a) AIL ZERO Caution Light is operative and extinguished, b) Fuel Quantity Indications are operative, c) Roll Trim Control System is verified operative, d) Ailerons are verified in the same position, and e) Fuel imbalance is limited to 500 lbs or less.	
27-14-11	AIL ZERO Caution Light	B	1	0	(O) May be inoperative provided it is verified before each departure that ailerons are in the same position when Roll Trim is set to zero.	
27-15-01	Roll Arthur Variable Bellcrank	C	1	0	(M)(O) May be inoperative provided: a) AFM procedure is applied, b) Roll Arthur Variable Bellcrank is secured in low-speed position, and c) AIL FEEL C/B is pulled and collared.	
27-15-10	AIL FEEL Caution Light	C	1	0	(O) May be inoperative provided: a) AFM procedure is applied, and b) Roll control forces are verified in low-speed configuration before each departure.	
27-24-01	Rudder Trim Control System	A	1	0	(M)(O) May be inoperative provided: a) Fuel Quantity Indications are operative, b) Roll Trim Control System is verified operative, c) Rudder Trim is verified in neutral position before each departure, d) TRIM RUDDER C/B is pulled and collared, e) Fuel imbalance is limited to 500 lbs or less, and f) Repairs are made within 2 consecutive calendar-days.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-24-10	Rudder Trim Position Indication	C	1	0	(O) May be inoperative provided Rudder is verified in neutral position before each departure.	
27-35-01	Elevator Arthur Variable Bellcrank	B	1	0	(M)(O) May be inoperative provided: a) AFM procedure is applied, b) Horizontal Stabilizer is verified and adjusted between the two takeoff reference marks before each departure, c) Elevator Arthur Variable Bellcrank is verified in low-speed position before each departure, and d) PITCH FEEL C/B is pulled and collared.	
27-35-10	PITCH FEEL Caution Light	B	1	0	(M)(O) May be inoperative provided: a) AFM procedure is applied, and b) Elevator Arthur Variable Bellcrank is verified in low-speed position before each departure.	
27-35-11 ***	PITCH AFU (Artificial Feel Unit) Heating System (S/N>62 or Aircraft with M1175)	D	1	0	(M) May be inoperative provided it is secured.	
27-35-11-10	OVERHEAT Magnetic Indicator (On Maintenance Panel)	D	1	0	Magnetic Indicator (MINELCO) may be tripped red provided the PITCH AFU Heating System is considered inoperative (item 27-35-11).	
27-35-11-20	PITCH AFU HEAT TEST Light					
27-35-11-20-A		D	1	0	May be inoperative provided OVERHEAT Magnetic Indicator is not tripped red.	
27-35-11-20-B		D	1	0	May be inoperative provided PITCH AFU Heating System is considered inoperative (item 27-35-11).	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-40-10	Horizontal Stabilizer Position Indication	C	1	0	(O) May be inoperative provided: a) Touch and Go training maneuvers are prohibited, b) Horizontal Stabilizer Trim Aural Warning is operative, c) Horizontal Stabilizer is verified operative, d) Horizontal Stabilizer is verified and adjusted between the two takeoff reference marks before each departure, and e) T/O CONFIG Warning System is verified operative.	
27-40-11	Horizontal Stabilizer Trim Aural Warning	C	1	0	(O) May be inoperative provided: a) Autopilot Function is not used (refer to item 22-10-00-10), b) Horizontal Stabilizer Position Indication is operative, c) Horizontal Stabilizer Trim is verified operative, and d) T/O CONFIG Warning System is verified operative.	
27-80-02	Emergency Slat Extension (EMER SLATS)	B	1	0	(O) May be inoperative provided manual and automatic Slat Controls are verified operative before each departure.	
27-80-10	Slat Configuration Panel					
27-80-10-10	Green Light	B	1	0	(O) May be inoperative provided: a) Wing Anti-Ice Indication Lights are operative, b) Amber Light (slats in transit) is operative, c) T/O CONFIG Warning System is verified operative, and d) Position of the Slats and the slat control are verified to be in agreement before each departure.	

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TABLE KEY

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-80-10-20	Amber Light (Slats in Transit)	C	1	0	(O) May be inoperative provided AFM Limitations are applied.	
27-80-10-30	AIRBRAKE Amber Light	B	1	0	(O) May be inoperative provided: a) T/O CONFIG Warning System is verified operative, b) Stall Tests are operative, c) Airbrakes are verified operative, and d) Airbrakes are verified in the retracted position before each takeoff.	
27-80-11	AUTO SLATS Caution Light	C	1	0	(O) May be inoperative provided: a) AFM procedure is applied, and b) Slat Configuration Panel is operative.	
27-80-12	FLAP ASYM Caution Light	C	1	0	(M)(O) May be inoperative provided: a) Flap symmetry is verified adequate before each departure, and b) Flap Asymmetry Protection System is verified operative.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-21-26	X-BP Amber Indicator					
28-21-26-10	Light Bulb	B	2	1	(O) One bulb may be inoperative provided fuel crossfeed monitoring is verified operative.	
28-22-02	XTK Amber Indicator					
28-22-02-10	Light Bulb	B	2	1	(O) One bulb may be inoperative provided fuel crossfeed monitoring is verified operative.	
28-30-10 ***	Fuel Tank Sump Drain Valve (A/C with M3844)	A	-	-	(M) One or more may be inoperative leaking provided: <ul style="list-style-type: none"> a) Affected Fuel Tank Sump Drain Valve is in an authorized position in accordance with the MAINT 28-30-10-b procedure, b) Affected Fuel Tank Sump Drain Valve is sealed with an approved cap, and c) Repairs are made before the next fuel tank sump draining operation. <p>NOTE: The fuel tank sump draining operation interval is provided by AMM 05-10-28 (Scheduled Maintenance – Aircraft Maintenance Operations – ATA View – Fuel) or Operator’s documentation.</p>	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-40-10	Fuel Quantity Indication	C	2	1	(O) Fuel Quantity Indication for one group of tanks may be inoperative provided: <ol style="list-style-type: none"> a) FULL refueling mode is used when refueling to any fuel level, b) Fuel quantity is determined by other acceptable means, c) Fuel Flow (FF) and Fuel Used (FU) Indications are operative, and d) LO FUEL 1, LO FUEL 2 Caution Lights and LEVEL Amber Lights are verified operative. 	
28-41-02	FQMC (Fuel Quantity Management Computer) Channel	A	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Remaining FQMC Channel is verified operative, b) Associated C/B is pulled and collared, and c) Repairs are made within 3 consecutive calendar-days. <p>NOTE: For failure of FQMC Engine OIL or APU indications, refer to dedicated items.</p>	
28-41-02-01	Magnetic Indicator Driver Function	A	2	0	One or more may be inoperative provided: <ol style="list-style-type: none"> a) FQMC fault codes are considered before each departure, and b) Repairs are made within 3 consecutive calendar-days. 	

(Continued)

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-41-02	FQMC (Fuel Quantity Management Computer) Channel (Cont'd)					
28-41-02-02	Pulse Input Built-In Test	C	2	0	One or more may be inoperative provided: <ol style="list-style-type: none"> a) FQMC fault codes are considered before each departure, b) Fuel Flow, Fuel Used, and Fuel Tank Quantity Indications are operative and consistent, and c) Fuel Indications are monitored at least every 30 minutes in flight. 	
28-41-10	Fuel Used (FU)	C	2	0	One or more may be inoperative provided Fuel Flow (FF) and the associated Fuel Quantity Indications are operative.	
28-41-12	LO FUEL Caution Light	B	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Fuel Quantity Indications are operative, and b) LEVEL Amber Lights are verified operative. 	
28-41-15	Fuel Flow (FF)	B	2	1	One may be inoperative provided all other engine indications and the associated Fuel Quantity Indications are operative.	
28-42-05	LEVEL Amber Light	C	2	0	(O) One or more may be inoperative provided: <ol style="list-style-type: none"> a) Fuel Quantity Indications are operative, and b) LO FUEL 1 and LO FUEL 2 Caution Lights are verified operative. 	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-42-10	Fuel High Level Detection System	A	1	0	May be inoperative provided: a) FULL Pressure Refueling is not used, b) Cockpit Fuel Quantity Indications are verified operative and monitored during refueling operation, and c) Repairs are made within 3 consecutive calendar-days.	
28-43-01	Fuel Temperature Indication (TEMP)	C	1	0	May be inoperative provided: a) Airplane is not operated with outside temperature below ISA -20 degrees C, and b) Initial fuel tank temperature is above -30 degrees C.	
28-50-00	Pressure Refueling System	C	1	0	May be inoperative provided FUELING Caution Light is operative and extinguished.	
28-50-02	Pressure Refueling Gauging System	C	2	0	One or more may be inoperative provided: a) FULL refueling mode is used when refueling to any fuel level, and b) FULL Amber Lights are operative.	
28-50-05	FUELING Caution Light	C	1	0	(M)(O) May be inoperative provided: a) Both Fueling Panel Access Doors are verified closed, b) Fuel tank pressurization is verified adequate, c) Defueling switch on maintenance panel is set to OFF, and d) Defueling valve is verified closed.	

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TABLE KEY

- 5. REPAIR CATEGORY
- 6. NO. INSTALLED
- 7. NO. REQUIRED FOR DISPATCH
- 8. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-50-09	Refueling Valve	A	2	1	(M) One may be inoperative provided: a) Pressure Refueling is not used, b) Inoperative Refueling Valve is verified in closed position, and c) Repairs are made within 3 consecutive calendar-days.	
28-70-21	Vent Valve	C	-	0	(M) One or more may be inoperative provided: a) FUELING Caution Light is operative, b) Affected Vent Valve is manually operated before/after refueling, c) If STOP FUELING Red Light (fueling panel) remains lighted after opening of the Vent Valves, gravity refueling only is used, and d) FUELING Caution Light is extinguished after closing sequence of the Vent Valves.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-11-10	PUMP.. HYDR#.. Caution Light	C	3	2	(O) One may be inoperative provided: a) Associated Hydraulic Pressure Indication is verified operative, b) ST BY PUMP and HYDR#2 ISOL Caution Lights are operative, c) Standby Pump is verified operative, and d) Associated System Pressure Indication is monitored every 30 minutes in flight.	
29-11-11	Hydraulic Pressure Indication (PRESS on EIED)	C	2	1	(O) One may be inoperative provided: a) ST BY PUMP and HYDR#2 ISOL Caution Lights are operative, b) Associated Hydraulic System PUMP.. HYDR#.. Caution Light is verified operative, and c) Standby Pump is verified operative before engine start.	
29-13-09	Hydraulic Filter Clogging Indicator	A	9	8	(M) One may be tripped red provided: a) Associated PUMP..HYDR#.. Caution Light is operative and extinguished, b) Affected Clogging Indicator is reset once at the beginning of the rectification interval and is verified to not be tripped red before each departure, and c) Repairs are made within 10 consecutive calendar-days.	
29-14-01	HYD 1 Tank Quantity Indication (QTY)	C	1	0	(O) May be inoperative provided the tank fluid level is verified before engine start.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-14-02	HYDR # TK PRESS Caution Light	C	1	0	(O) May be inoperative provided: a) Both Hydraulic Pressure Indications are verified operative, b) Hydraulic System pressure is closely monitored in flight, and c) AFM Procedures are applied if pressure starts fluctuating.	
29-14-10 ***	Hydraulic Accumulator Pressure Indicator (S/N<142 and Aircraft without M1758)	C	-	0	(M) One or more may be inoperative provided associated accumulator pressure inflation is verified adequate.	
29-14-11	Main Hydraulic Accumulator	C	2	1	Hydraulic System No. 1 Accumulator may be inoperative.	
29-14-12	Thrust Reverser Hydraulic Accumulator	C	2	0	One or more may be inoperative provided Thrust Reverser System is not used (item 78-30-00).	
29-20-10	ST BY PUMP Caution Light	C	1	0	(O) May be inoperative provided: a) Standby Pump is verified operative before engine start, and b) Standby Pump Selector Handle is verified secured in IN FLIGHT position.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-00-10	ANTI-ICE Caution Light	C	1	0	(O) May be inoperative provided: a) Anti-Ice Lights (overhead panel) are verified operative, and b) Anti-Ice Lights (overhead panel) are monitored at least every 30 minutes in flight.	
30-12-00	Wing Anti-Icing System	C	1	0	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Wing Anti-Icing Valve is secured in closed position.	
30-12-15	Wing Anti-Ice Indication – Green Light	C	1	0	(O) May be inoperative provided: a) ANTI-ICE Caution Light is operative, and b) Wing Anti-Icing System is verified operative before each departure.	
30-20-01	Engine Anti-Ice Valve	B	2	1	(O) One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Affected Engine Anti-Ice Valve is verified in closed position, and c) Associated Engine Anti-Ice switch is set to OFF.	
30-20-14	Engine T2 Probe Anti-Icing System	B	2	1	(O) One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Associated Engine Anti-Icing switch is set to OFF.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-20-15	Engine Anti-Ice Indication – Green Light	C	2	0	(O) One or more may be inoperative provided: a) ANTI-ICE Caution Light is operative, and b) Engine Anti-Icing System is verified operative before each departure.	
30-30-05	Normal Static Port Heating System	B	2	1	(O) One may be inoperative provided: a) Airplane is not operated into visible moisture or in known or forecast icing conditions, and b) Enroute operations do not require its use.	
30-30-10	Normal Pitot Probe Heating System	B	2	1	(O) One may be inoperative provided: a) Airplane is not operated into visible moisture or in known or forecast icing conditions, b) Enroute operations do not require its use, and c) Pilot Flying is on the non-affected side.	
30-30-12	LH/RH Probes or ST BY Pitot Caution Light	B	3	2	(O) One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Associated Probe Heater is verified operative before each departure.	
30-30-15	AoA (Angle of Attack) Heating System	C	2	1	(O) One may be inoperative provided: a) Airplane is not operated into visible moisture or in known or forecast icing conditions, b) Pitot Probe Heating System is operative, c) Normal Static Port Heating System is operative, and d) Stall 1 and Stall 2 Tests are operative.	
30-30-20	TAT Probe Heating System	B	1	0	(O) May be inoperative provided the airplane is not operated in known or forecast icing conditions.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-41-00	Windshield Deicing System	C	2	1	(O) One side may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Remaining side is verified operative, and c) Windshield Demisting System is verified operative.	
30-41-04	Windshield – XFR Amber Light	C	1	0	(M)(O) May be inoperative provided: a) Temperature Controller, Controller Transfer System, and Heating Networks are verified operative, and b) Windshield Demisting System is verified operative.	
30-41-10	Side and Rear Window Heating	C	1	0	May be inoperative.	
30-42-00	Windshield Demisting System	C	2	0	One or more may be inoperative provided Windshield Deicing System is operative.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-43-00	Windshield Wiper					
30-43-00-A		C	2	0	One or more may be inoperative in rest position or missing provided: a) Airplane is not operated in known or forecast precipitation within arrival and departure areas, and b) Approaches do not require its use.	
30-43-00-B		B	2	1	(M) One may be inoperative in non-rest position provided: a) Airplane is not operated in known or forecast precipitation within arrival and departure areas, b) Approaches do not require its use, c) Pilot Flying is on the non-affected side, d) Flight envelope is limited to 215 KIAS, and e) Associated C/B is pulled and collared.	
30-43-00-01	FAST Mode	C	2	0	One or more may be inoperative provided the associated SLOW Mode is operative.	
30-43-00-02	SLOW Mode	C	2	0	One or more may be inoperative provided the associated FAST Mode is operative.	
30-80-00 ***	Ice Detection System (Aircraft with M1893)	D	1	0	(M) May be inoperative provided ICE DETECTOR C/B is pulled and collared.	
30-90-01 ***	Brake Heating System (Aircraft with M0034)	D	1	0	(M) May be inoperative provided: a) Brake Heating System is not used, and b) Brake Heating Valves are secured closed.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-14-10	Computer Magnetic Indicators (Minelco on Maintenance Panel)	B	7	-	May be failed white or tripped red provided related computer is considered inoperative.	
31-14-11	Hydraulic Magnetic Indicators (Minelco on Maintenance Panel)	B	8	-	May be failed white or tripped red provided associated systems (PITCH, RUD, AIL) are operative.	
31-21-00	Clock	C	2	1	One may be inoperative.	
31-31-32	DFDR (Digital Flight Data Recorder) For a Holder of an Air Carrier or Commercial Operator Certificate					
31-31-32-A		C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
31-31-32-B		A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> 1) FDR failure occurs after pushback but prior to takeoff, or 2) FDR repair was attempted but not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days. 	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-31-32	DFDR (Digital Flight Data Recorder) (Cont'd)					
31-31-32-01	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: <ol style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 consecutive calendar-days. 	
31-31-32-02	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
31-31-32-03	For an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate					
31-31-32-03-A		C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
31-31-32-03-B		A	-	0	May be inoperative provided repairs are made in accordance with 14 CFR.	
31-32-00	QAR (Quick Access Recorder) (Aircraft with M1896)					
31-32-00-A		C	1	0	May be inoperative provided no DFDR or FDAU (Flight Data Acquisition Unit) fault is reported on the FDEP (Flight Data Entry Panel).	
31-32-00-B		A	1	0	May be inoperative provided DFDR is considered inoperative (item 31-31-32).	
31-50-01	Master Warning/Master Caution Light System (Aircraft with M0298)	C	1	0	May be inoperative provided Aural Warning System is verified operative.	
31-52-05	Warning Panel Bulb (Aircraft without M0298)	C	2	1	One bulb per Warning/Caution Light may be inoperative.	

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-60-00	EIED (Engine Indication Electronic Display)	B	3	2	(O) Lower EIED may be inoperative provided: a) No display parameter is failed, b) Manual reconfiguration of remaining EIED is verified operative, and c) Associated Caution Lights are verified operative.	
31-60-00-10	Display Link Function	C	6	-	May be inoperative.	
31-60-02	Electronic Check List System (Mod 1049)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-00-05	Configuration Panel					
32-00-05-01	LH L/G Green Indicator Light Bulb	B	2	1	(O) One bulb may be inoperative provided "GEAR" Aural Warning is verified operative.	
32-00-05-02	RH L/G Green Indicator Light Bulb	B	2	1	(O) One bulb may be inoperative provided "GEAR" Aural Warning is verified operative.	
32-00-05-03	Nose L/G Green Indicator Light Bulb	B	2	1	(O) One bulb may be inoperative provided "GEAR" Aural Warning is verified operative.	
32-00-05-04	LH L/G Red Indicator Light Bulb	B	2	1	(O) One bulb may be inoperative provided L/G Handle Flashing Light is operative.	
32-00-05-05	RH L/G Red Indicator Light Bulb	B	2	1	(O) One bulb may be inoperative provided L/G Handle Flashing Light is operative.	
32-00-05-06	Nose L/G Red Indicator Light Bulb	B	2	1	(O) One bulb may be inoperative provided L/G Handle Flashing Light is operative.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-30-00	Landing Gear (L/G) Retraction System	A	1	0	(M)(O) May be inoperative provided: a) AFM Procedures, Limitations, and Performance are applied, b) EGPWS is considered inoperative (item 34-45-00), c) No untimely steady green L/G information was reported before L/G Retraction System failure, d) L/G Control Lever was not jammed in down position during the flight where the failure occurred, e) No BSCU fault code was logged before the L/G Retraction System failure, f) No BSCU fault code is displayed, except 315, 415, or both 333 and 433, g) L/G information is verified operative with L/G downlocked, h) Main L/G Doors are verified closed, i) L/G Control Lever is secured in down position, and j) Repairs are made within three flights or 2 consecutive calendar-days, whichever occurs first.	
32-31-10	L/G Handle Flashing Light	C	1	0	(O) May be inoperative provided: a) L/G position indications are operative, and b) "GEAR" aural warning is verified operative.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-41-02	BSCU (Brake System Computer Unit) (Aircraft with M0760 and M2008)	A	2	1	(M)(O) BSCU#2 may be inoperative provided: a) AFM Limitations and Performance are applied, b) Hydraulic Pressure Indications and related Caution Lights are operative, c) FADEC WOW signals are verified operative, d) NWS System is operative, e) AHS#1 and AHS#2 are operative, f) BSCU#2 is secured, g) BRAKE caution light is verified operative and extinguished, h) Park brake system is verified operative before each departure, i) Park brake accumulator pressure is verified adequate, j) Hydraulic standby pump is verified operative before engine start, and k) Repairs are made within 2 consecutive calendar-days.	
32-41-02-10	Gear Handle Function	C	2	1	One may be inoperative provided L/G Retraction System is operative.	
32-41-02-11	Main Gear Contact Function	A	4	3	(O) One may be inoperative provided: a) Landing distance is increased by 10 percent, b) Nose Gear Contact Functions are operative, c) FADEC WOW signals are verified operative, and d) Repairs are made within 2 consecutive calendar-days.	

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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-41-02	BSCU (Brake System Computer Unit) (Aircraft with M0760 and M2008) (Cont'd)					
32-41-02-12	Nose Gear Contact Function	A	2	1	(O) One may be inoperative provided: a) Landing distance is increased by 10 percent, b) Thrust Reverser System is considered inoperative (item 78-30-00), c) Main Gear Contact Functions are operative, d) FADEC WOW signals are verified operative, and e) Repairs are made within 2 consecutive calendar-days.	
32-41-02-13	NWS (Nose Wheel Steering) Function	C	2	1	One may be inoperative.	
32-41-02-14	AHS Data Function	C	4	3	One may be inoperative provided landing distance is increased by 10 percent.	
32-41-10	BRAKE ACCU Caution Light	C	1	0	(M) May be inoperative provided: a) Park Brake Accumulator pressure is verified adequate once each flight-day, and b) Chocks are installed before engine shutdown.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-10-01	Cockpit and Instrument Panel Light					
33-10-01-A		C	-	-	(O) Individual lights may be inoperative provided: <ol style="list-style-type: none"> a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
33-10-01-B		D	-	0	May be inoperative for other than night operations.	
33-10-20 ***	Chartholder Lighting (Aircraft with M1426)	D	2	0	One or more may be inoperative.	
33-20-00	Cabin Lighting					
33-20-00-A		C	-	0	One or more may be inoperative or missing provided: <ol style="list-style-type: none"> a) Cabin Lighting is sufficient for flightcrew to perform required duties, b) For night operations, inoperative lights do not exceed 50 percent of the total installed, and c) Flashlight is used, as required. 	
33-20-00-B		D	-	0	One or more may be inoperative provided passengers are not carried.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-20-02	NO SMOKING and FASTEN BELT Signs	C	-	0	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	
33-30-01	Servicing Compartment/ Nose Cone Light	C	3	0	One or more may be inoperative.	
33-30-02	Pressure Fueling Bay Light	C	2	0	One or more may be inoperative.	
33-30-10	Baggage Compartment Light (Interior/Exterior)	C	2	0	One or more may be inoperative.	
33-40-00	Anticollision Light					
33-40-00-10	Red ANTICOL Light					
33-40-00-10-A	(Aircraft with M0974 or S/N≥52)	C	2	1	One may be inoperative for all operations provided: a) Both wingtip strobe anticollision lights operate normally, and b) The white tail navigation light on lower vertical stabilizer operates normally.	
33-40-00-10-B		C	-	0	May be inoperative for other than night operations provided both wingtip strobe anticollision lights operate normally.	
33-40-00-20	White ANTICOL Light	C	3	0	One or more may be inoperative provided all Red ANTICOL Lights installed are operative.	
33-40-01	Navigation Light					
33-40-01-10	RH/LH Navigation Light					
33-40-01-10-A		C	-	0	May be inoperative sunrise to sunset.	
33-40-01-10-B	(Aircraft with M1401)	C	4	2	One may be inoperative on each side.	
33-40-01-20	Rear Navigation Light	C	1	0	May be inoperative sunrise to sunset.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-40-33 ***	Logo Light (Aircraft with M1129 or M1746)	D	2	0	One or more may be inoperative.	
33-40-34	Pylon Light (Aircraft with M0982)	C	-	0	May be inoperative.	
33-40-37	Landing Light					
33-40-37-A		C	2	1	One may be inoperative provided TAXI Light is operative.	
33-40-37-B		C	2	0	One or more may be inoperative for other than night operations.	
33-40-37-01	Pulse Light System	C	1	0	May be inoperative.	
33-40-41	Taxi Light					
33-40-41-A		C	1	0	May be inoperative provided both Landing Lights are operative.	
33-40-41-B		C	1	0	May be inoperative for other than night operations.	
33-40-70	Wing Ice Detection Light	C	2	0	(O) Both may be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	
33-50-10	Interior Emergency Lighting					
33-50-10-04	Passenger Door – Exit Sign	C	2	0	One or more may be inoperative provided no passengers are carried.	
33-50-10-05	Passenger Door – Opening Instruction Sign	C	1	0	May be inoperative provided no passengers are carried.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50-10-06	Passenger Door – Spotlight					
33-50-10-06-A		C	2	1	One may be inoperative.	
33-50-10-06-B		C	2	0	Both may be inoperative provided no passengers are carried.	
33-50-10-07	Overwing Emergency Exit – Exit Sign	C	2	0	One or more may be inoperative provided no passengers are carried.	
33-50-10-08	Overwing Emergency Exit – Handle Light	C	1	0	May be inoperative provided no passengers are carried.	
33-50-10-09	Overwing Emergency Exit – Opening Instruction Sign	C	1	0	May be inoperative provided no passengers are carried.	
33-50-10-10	Floor Emergency Escape Path Light					
33-50-10-10-A		A	-	-	(M) One may be inoperative provided: a) Emergency Escape Path Lights adjacent to Passenger Door and Overwing Emergency Exit are operative, b) All other Interior Emergency Lights are operative, c) Cabin Sliding Doors are secured in open position, and d) Repairs are made within 3 consecutive calendar-days.	
33-50-10-10-B		C	-	0	One or more may be inoperative provided no passengers are carried.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50-10-20	Bulkhead Exit Sign	C	-	0	One or more may be inoperative provided no seat behind the bulkhead is occupied.	
33-50-10-30	Pilot and Copilot Emergency Dome Light Bulb	C	4	3	One bulb may be inoperative.	
33-50-10-40 ***	Passenger Dome Light (Aircraft with M3553)	D	2	0	One or more may be inoperative.	
33-50-11	Exterior Emergency Light	C	2	0	One or more may be inoperative for other than night operations.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-00-00	DCP (Display Controller Panel)	A	2	1	RH DCP may be inoperative provided: a) Associated RSP is operative, and b) Repairs are made within 3 consecutive calendar-days.	
34-00-01	RSP (Reversion Switch Panel)	B	2	0	(O) One or more may be inoperative provided: a) DCPs are operative, and b) No reversion is selected.	
34-00-03	Air Data Reference Panel	B	2	1	IAS/MACH Function on Pilot Not Flying side may be inoperative.	
34-01-00	EFIS (Electronic Flight Instrument System) (Including A/C with STC ST11047SC)	A	4	3	(O) RH MFD may be inoperative provided: a) Enroute operations do not require its use, b) For takeoff and landing, remaining RH EFIS is in PFD mode, c) For takeoff and landing, Pilot Flying is on the LH side, d) DCPs are operative, e) Standby Magnetic Compass and Standby Horizon are operative, f) RSPs are verified operative, and g) Repairs are made within 3 consecutive calendar-days. NOTE: The failure of RH MFD may affect the ability to display electronic charts and maps on aircraft with STC ST11047SC.	
34-01-00-10	EFIS Fan	C	4	3	(O) One may be inoperative provided it is verified that cold airflow is delivered to EFIS.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-03-00 ***	DDRMI (Digital Distance and Radio Magnetic Indicator) (Aircraft with M0012)	C	-	0	May be inoperative.	
34-14-20 ***	Speed Indexer (Aircraft with M0255)	D	2	0	May be inoperative.	
34-15-02	Altitude Alerting System	A	1	0	(O) May be inoperative provided: a) Enroute operations (i.e., RVSM) do not require its use, b) Autopilot with altitude hold and altitude capture operates normally, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days.	
34-15-02-01	Aural Alert	C	2	0	One or more may be inoperative provided: a) Visual Alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
34-15-02-02	Visual Alert	C	2	0	One or more may be inoperative provided: a) Aural Alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-15-03	VMO/MMO Aural Warning (ADC Source)	C	2	1	One may be inoperative provided ADC information on each side is operative.	
34-21-00	AHS (Attitude and Heading System)	D	-	2	Any in excess of the two required to independently power the Captain and First Officer's system may be inoperative.	
34-21-10 ***	Lasertrack (Aircraft with M0259)	D	1	0	May be inoperative provided IRS is initialized by FMS.	
34-23-00	Standby Horizon and Power Supply	B	1	0	May be inoperative provided: a) Operations are conducted only in Visual Meteorological Conditions (VMC), b) Operations are not conducted at night, c) Standby Magnetic Compass is operative, and d) Airplane is not operated in known or forecast flight over the top condition.	
34-23-01	SFDS (Secondary Flight Display System) (Aircraft with M1678)					
34-23-01-03	ATT Flag	B	1	0	(O) One may be displayed provided: a) Operations are conducted only in Visual Meteorological Conditions (VMC), b) Operations are not conducted at night, c) Standby Magnetic Compass is verified operative, and d) Airplane is not operated in known or forecast flight over the top condition.	
34-23-01-04	LOC Flag	C	1	0	May be displayed.	
34-23-01-05	LOC Flag with B/C Label	C	1	0	May be displayed.	
34-23-01-06	G/S Flag	C	1	0	May be displayed.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-25-00	Standby Magnetic Compass	B	1	0	May be inoperative provided: a) Operations are conducted only in Visual Meteorological Conditions (VMC), b) Operations are not conducted at night, and c) Two independent compass systems (IRS, AHRS) are operative.	
34-25-00-01	Compass Lighting					
34-25-00-01-A		B	1	0	May be inoperative provided the Standby Magnetic Compass is considered inoperative (item 34-25-00).	
34-25-00-01-B		C	1	0	May be inoperative for other than night operations.	
34-31-01 ***	HUD (Head-Up Display)	D	1	0	(O) May be inoperative provided: a) Approaches do not require its use, and b) The Combiner is stowed in rest position.	
34-41-00	Weather Radar (WX)	C	-	-	As required by 14 CFR.	
34-41-13	Weather Radar Control Panel					
34-41-13-A	(Aircraft without M0878 or M1174)	C	1	0	May be inoperative provided the Weather Radar is considered inoperative (item 34-41-00).	
34-41-13-B	(A/C with M0878 or M1174)	D	2	1	One may be inoperative.	
34-41-13-C	(A/C with M0878 or M1174)	C	2	0	One or more may be inoperative provided the Weather Radar is considered inoperative (item 34-41-00).	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-42-00	RA (Radio Altimeter)					
34-42-00-A		A	-	0	(O) May be inoperative provided: a) Approaches do not require its use, b) GPWS (basic modes) is considered inoperative (item 34-45-00), c) TCAS is considered inoperative (item 34-44-00), d) No radio altitude is displayed, and e) Repairs are made within six flights or 2 consecutive calendar-days, whichever occurs first.	
34-42-00-B		D	2	1	(O) One may be inoperative provided: a) No radio altitude is displayed on affected RA, and b) Approaches do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-44-00	TCAS (Traffic Alert and Avoidance System)					
34-44-00-A		B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
34-44-00-B		C	-	-	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
34-44-00-10	Combined TA and RA Dual Display	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
34-44-00-20	Resolution Advisory (RA) Display System					
34-44-00-20-A		C	2	1	One may be inoperative on the Pilot Not Flying side.	
34-44-00-20-B		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-44-00	TCAS (Traffic Alert and Avoidance System) (Cont'd)					
34-44-00-30	Traffic Alert (TA) Display System	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
34-44-00-40	Audio Functions	B	1	0	(O) May be inoperative provided enroute or approach procedures do not require use of TCAS.	
34-44-00-50 ***	Airspace Selection Function	C	-	0	May be inoperative.	
34-45-00	E-GPWS/GPWS (Enhanced-Ground Proximity Warning System)					
34-45-01-10	Class A TAWS Equipment Required – GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
34-45-01-11	Modes 1 to 4	A	4	0	(O) One or more mode may be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
34-45-01-12	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
(Continued)						

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Sequence No.	Item	1	2	3	4	Change Bar
34-45-00	E-GPWS/GPWS (Enhanced-Ground Proximity Warning System) (Cont'd)					
34-45-01-13	Glideslope Deviation (Mode 5)					
34-45-01-13-A		C	-	1	May be inoperative.	
34-45-01-13-B		B	-	0	One or more may be inoperative.	
34-45-01-14	Advisory Callouts					
34-45-01-14-A		B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
34-45-01-14-B		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
34-45-01-15 ***	Windshear Mode (Reactive)					
34-45-01-15-A		B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
34-45-01-15-B		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) are operative.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-45-00	E-GPWS/GPWS (Enhanced-Ground Proximity Warning System) (Cont'd)					
34-45-01-20	Terrain System – Forward Looking Terrain (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
34-45-01-30	Terrain Displays					
34-45-01-30-A		C	-	1	May be inoperative.	
34-45-01-30-B		B	-	0	One or more may be inoperative.	
34-45-01-40 ***	Runway Awareness and Advisory System (RAAS)	C	1	0	May be inoperative.	
34-45-02-10	Class B TAWS Equipment Required – GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
34-45-02-11	Modes 1 and 3	A	2	0	(O) One or more may be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
34-45-02-12	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
34-45-02-13	Modes 2, 4, and 5	C	3	0	One or more may be inoperative.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-45-00	E-GPWS/GPWS (Enhanced-Ground Proximity Warning System) (Cont'd)					
34-45-02-14	Advisory Callouts					
34-45-02-14-A		B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
34-45-02-14-B		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
34-45-02-15 ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
34-45-02-20	Terrain System – Forward Looking Terrain (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	May be inoperative.	
34-45-02-30 ***	Terrain Displays	C	-	1	May be inoperative.	
34-45-02-40 ***	Runway Awareness and Advisory System (RAAS)	C	1	0	May be inoperative.	
34-45-03-10	Class C TAWS Equipment TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that is operative may be used.	
34-51-00	VOR/ILS Function	C	2	-	As required by 14 CFR.	
34-51-40	Marker Beacon System	C	2	-	May be inoperative provided approaches do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-51-60 ***	GPS (Global Positioning System)	D	2	-	(O) As required by 14 CFR.	
34-52-00	DME (Distance Measuring Equipment)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
34-53-00	ADF (Automatic Direction Finder)	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
34-54-00	ATC Transponder Function					
34-54-00-10	ATC Transponders and Automatic Altitude Reporting Systems					
34-54-00-10-A		B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
34-54-00-10-B		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
34-54-00-20	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
34-54-00-30	ADS-B Squitter Transmissions				Moved to item 34-55-00-10, Revision 10.	

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Sequence No.	Item	1	2	3	4	Change Bar
34-55-00 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System					
34-55-00-A ***		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
34-55-00-B ***		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
34-55-00-C ***		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-55-00 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
34-55-00-10 ***	ADS-B Out Extended Squitter Transmissions					
34-55-00-10-A ***		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
34-55-00-10-B ***		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
34-55-00-20 ***	ADS-B Out UAT Transmissions					
34-55-00-20-A ***		C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-55-00 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
34-55-00-20 ***	ADS-B Out UAT Transmissions (Cont'd)					
34-55-00-20-B ***		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
34-55-00-30 ***	ADS-B In Transmissions					
34-55-00-30-A ***		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
34-55-00-30-B ***		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	

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--------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-60-00	FMS (Flight Management System)					
34-60-00-A ***	(Aircraft with M2319)	D	3	2	One may be inoperative.	
34-60-00-B		C	-	0	(O) One or more may be inoperative provided: a) Enroute operations and approaches do not require its use, and b) Operative IRS can be initialized.	
34-60-20	Navigation Database	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within ten (10) flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
34-70-00	FANS 1/A+ Function (A/C with STC ST03586NY)	D	1	0	May be inoperative provided enroute operations do not require its use.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-20-00	Passenger Oxygen System					
35-20-00-A		D	1	0	May be inoperative provided: a) Only the pilot and copilot are on board, b) Passenger OXYGEN Selector is set to CLOSED, and c) Forward Observer Seat is not occupied.	
35-20-00-B		C	1	0	May be inoperative provided the flight altitude is limited to 10,000 feet or below.	
35-20-00-10	Mask Automatic Dropout Mode	C	1	0	(M)(O) May be inoperative provided: a) Flight level is limited to FL 250 or below, b) OVERRIDE and FIRST AID Oxygen Systems are verified operative, and c) CABIN Warning System (visual and aural) is verified operative.	
35-20-00-20	Mask Unit	C	-	-	(M)(O) May be inoperative provided: a) Affected seat is secured to prevent occupancy, and b) Mask Unit is verified operative for all operative passenger seats, toilet compartments, and flight attendant locations.	
35-21-20	First Aid Oxygen	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
35-30-05	Portable Oxygen System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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TABLE KEY

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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-10-02	Engine Bleed Air Valve (HP)	B	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Airplane is not operated in known or forecast icing conditions, b) Anti-Ice Caution Light is operative, c) APU is verified operative before each departure, d) Associated HP switch is set to OFF, and e) Associated Engine Bleed Air Valve (HP) is secured in closed position. <p>NOTE: APU can pressurize the aircraft up to 35,000 feet but cannot anti-ice.</p>	
36-10-12	ISOL Amber Indicator					
36-10-12-10	Light Bulb	B	2	1	(O) One may be inoperative provided air isolation valve monitoring is verified operative.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-10-15	APU Bleed Air System					
36-10-15-A		A	1	0	(M)(O) May be inoperative and APU used for ground engine start provided: a) APU is not used in flight, b) APU is used on ground for electrical generation and engine start only, c) APU is shut down as soon as an engine runs, d) JP4 or JET B fuel is not used, e) FADECs are operative, f) L/G Retraction System is operative, g) APU Bleed Valve is manually operated for APU-assisted ground engine start, h) APU Bleed Valve is verified closed before each departure, and i) Repairs are made within four flights.	
36-10-15-B		A	1	0	(M) May be inoperative provided: a) APU is considered inoperative (item 49-10-01), b) APU Bleed Valve is verified closed before each departure, and c) Repairs are made within four flights.	

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
38-30-09	Toilet Drain Valve					
38-30-09-10 ***	Front Toilet Drain Valve					
38-30-09-10-A		A	1	0	May be inoperative in closed position provided repairs are made before next Toilet Drain pan-draining operation.	
38-30-09-10-B		A	1	0	(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Front Toilet is not used, c) EFIS Fans are verified operative, d) Draining port cap is verified in locked position, e) Toilet door is placarded "DO NOT USE TOILET", and f) Repairs are made within 3 consecutive calendar-days.	
38-30-09-20	Rear Toilet Drain Valve					
38-30-09-20-A		A	1	0	May be inoperative in closed position provided repairs are made before next Toilet Drain pan-draining operation.	
38-30-09-20-B		A	1	0	(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Rear Toilet is not used, c) EFIS Fans are verified operative, d) Draining port cap is verified in locked position, e) Toilet door is placarded "DO NOT USE TOILET", and f) Repairs are made within 3 consecutive calendar-days.	
(Continued)						

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
38-30-09	Toilet Drain Valve (Cont'd)					
38-30-09-20	Rear Toilet Drain Valve (Cont'd)					
38-30-09-20-C		A	1	0	(M) May be inoperative provided: a) After manually closing the Rear Toilet Drain Valve, it is verified not to have leaks, and b) Repairs are made within 3 consecutive calendar-days.	

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TABLE KEY

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-20-00	EFB (Electronic Flight Bag) System					
46-20-00-02	EFB Device	C	-	0	(M)(O) One or more may be inoperative provided: a) Inoperative EFB Device is secured or removed from the aircraft, b) Alternate procedures are established and used, and c) Enroute and terminal paper charts for the route to be flown are available on board.	
46-20-00-03	Power Connection	C	-	0	One or more may be inoperative provided associated EFB Device is considered inoperative (item 46-20-00-02).	
46-20-00-04	Mounting Device	C	-	0	(M) One or more may be inoperative provided: a) Inoperative Mounting Device is secured or removed from the aircraft, and b) Associated EFB Device is considered inoperative (item 46-20-00-02).	
46-20-00-05	Data Connectivity	C	-	0	One or more may be inoperative provided associated EFB Device is considered inoperative (item 46-20-00-02).	

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
49-00-10	APU START/STOP Switch					
49-00-10-10	Light Bulb					
49-00-10-10-A		C	4	2	One or two may be inoperative.	
49-00-10-10-B		A	4	0	One or more may be inoperative provided: a) APU is considered inoperative (item 49-10-01), and b) Repairs are made within four flights.	
49-00-11	APU MASTER Switch					
49-00-11-10	Light Bulb					
49-00-11-10-A		C	4	2	One or two may be inoperative.	
49-00-11-10-B		A	4	0	One or more may be inoperative provided: a) APU is considered inoperative (item 49-10-01), and b) Repairs are made within four flights.	
49-10-01	APU (Auxiliary Power Unit)	A	1	0	(O) May be inoperative provided: a) JP4 or JET B fuel is not used, b) Both FADECs are operative, c) Landing Gear Retraction System is operative, d) MASTER APU is set to OFF, and e) Repairs are made within four flights.	

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
49-50-01	APU Inlet Door					
49-50-01-A		A	1	0	(M) May be inoperative closed provided: a) APU is considered inoperative (item 49-10-01), b) APU Inlet Door is secured in closed position, and c) Repairs are made within four flights.	
49-50-01-B		A	1	0	(M)(O) May be jammed in other than closed position provided: a) APU is considered inoperative (item 49-10-01), b) AFM Limitations and Performance are applied, c) APU Inlet Door is secured, and d) Repairs are made within four flights.	
49-50-05	APU Door Indication System					
49-50-05-A		C	1	0	May be inoperative provided APU Inlet Door operations are visually verified operative by performing an APU on/off cycle before each departure.	
49-50-05-B		A	1	0	May be inoperative provided: a) APU is considered inoperative (item 49-10-01), and b) Repairs are made within four flights.	
49-60-05	APU FAULT Caution Light	A	1	0	(O) May be inoperative provided: a) APU is considered inoperative (item 49-10-01), b) APU Inlet Door is verified in closed position, and c) Repairs are made within four flights.	

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
49-70-00	APU Indication (N ₁ , EGT, OVSP, Oil)	B	4	0	(O) One or more may be inoperative provided: a) APU is only used for engine start, b) APU FAULT Caution Light is operative, c) APU is verified operative before each flight, and d) APU FAULT Caution Light is monitored during APU use.	
49-70-40	APU GEN Caution Light	A	1	0	(O) May be inoperative provided: a) APU is only used for engine start, b) APU GEN Switch is set to OFF, c) LH Ammeter is closely monitored during APU start, and d) Repairs are made within 2 consecutive calendar-days.	
49-91-10	APU Oil Test and Level Indication					
49-91-10-A		A	1	0	May be inoperative provided: a) APU is considered inoperative (item 49-10-01), and b) Repairs are made within four flights.	
49-91-10-B		A	1	0	(M) May be inoperative provided: a) APU oil quantity is visually verified within the first three flights of the repair interval, and b) Repairs are made within 40 flight-hours.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-00-10	DOORS Warning Light	C	1	0	(O) May be inoperative provided the doors are verified closed and locked before each departure.	
52-10-20 ***	Passenger Door Electrical Maneuver System (S/N>138 or Aircraft with M1378)					
52-10-20-01	Electrical Lifting	B	1	0	(O) May be inoperative provided: a) The door is closed with an alternate procedure, and b) Door opening duration is verified adequate.	
52-10-20-02	DOOR LIFT Amber Light	B	1	0	(O) May be inoperative provided door opening duration is verified adequate.	
52-30-00	Baggage Compartment External Door					
52-30-00-01	Proximity Sensor	C	4	0	(O) One or more may be inoperative provided door is secured closed before each departure.	
52-40-10 ***	Pocket Sliding Door (Galley to Cabin)	D	1	0	(M) May be inoperative provided the door is secured open.	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-10-05	SYNC Switch (Overhead Panel)	C	1	0	May be stuck or broken OFF.	
73-10-10 ***	Mach Hold (Aircraft with M0613)	D	1	0	May be inoperative.	
73-10-10-01 ***	Mach Hold Switch Green Lights (Aircraft with M0613)	D	2	0	One or more may be inoperative provided Mach Hold is considered inoperative (item 73-10-10).	
73-20-01	FADEC					
73-20-01-10	Short Time Dispatch Fault	A	-	-	Only one engine may be affected provided: a) EIED "class 3: Fault Combination" is not displayed, b) Ground start on NORMAL is successful on both engines, and c) Repairs are made within 40 flight-hours or 30 consecutive calendar-days, whichever comes first.	
73-20-01-11	Long Time Dispatch Fault	A	-	-	Only one engine may be affected provided: a) EIED "class 3: Fault Combination" is not displayed, b) Ground start on NORMAL is successful on both engines, and c) Repairs are made within 350 flight-hours.	
73-30-06	Impending Fuel Filter Bypass EIED Function	A	2	1	One may be inoperative for one flight.	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-40-01	APR Automatic Mode	A	1	0	(O) May be inoperative provided: a) APR ORIDE operation is verified operative on both engines before departure, b) APR ORIDE button is pressed before takeoff and landing, and c) Repairs are made within 2 consecutive calendar-days.	
73-40-05	APR Caution Light	A	1	0	May be inoperative provided: a) All EIED are operative, b) Yellow Arc on ITT display is operative, c) APR ORIDE button is pressed before takeoff and landing, and d) Repairs are made within 2 consecutive calendar-days.	

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74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
74-10-00	Igniter Plug	C	4	3	(O) One may be inoperative provided: a) All FADECs are operative, b) Only one engine has a detected ground start light-off fault (Class 3 MSG no light-off), and c) AFM procedure for starting engine in IGNITION mode is complied with.	

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4. REMARKS OR EXCEPTIONS

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
77-30-01	Engine Vibration Indication	C	4	2	One or more may be inoperative provided only one engine is affected.	
77-30-10	EVMC (Engine Vibration Monitor Computer) Channel	C	2	1	One may be inoperative.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-30-00 ***	Thrust Reverser System	A	2	0	(M) One or more may be inoperative provided: a) Takeoff and landing are not conducted on an icy runway, b) Both Thrust Reversers have sustained no damage, c) Both Thrust Reversers are secured in stowed position, and d) Repairs are made within 100 consecutive calendar-days.	
78-30-05	TRANS Amber Light	A	2	0	One or more may be inoperative provided: a) Thrust Reverser System is considered inoperative (item 78-30-00), and b) Repairs are made within 100 consecutive calendar-days.	
78-30-07	DEPLOY Green Light	A	2	0	One or more may be inoperative provided: a) Thrust Reverser System is considered inoperative (item 78-30-00), and b) Repairs are made within 100 consecutive calendar-days.	
78-30-09	THRUST REVERSER 1/2 Caution Light	A	2	0	One or more may be inoperative provided: a) Thrust Reverser System is considered inoperative (item 78-30-00), and b) Repairs are made within 100 consecutive calendar-days.	

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79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
79-30-00	Engine Oil Level Indication System	C	1	0	(M) May be inoperative provided oil tank level of affected engine is verified adequate before each departure.	
79-30-02	Engine Oil Pressure Indication	A	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> a) OIL 1 and OIL 2 Warning Lights are verified operative during engine start, b) Associated Oil Temperature Indication is verified operative, and c) Repairs are made within 10 consecutive calendar-days. 	
79-30-05	Engine Oil Filter Clogging Indication	B	2	0	One or more may be inoperative provided: <ol style="list-style-type: none"> a) OIL 1 and OIL 2 Warning Lights are verified operative during engine start, b) Oil Temperature Indications are normal, c) Oil Pressure Indications are normal, d) Associated FQMC fault codes (812 and 913) or (813 and 912) are not present on FCD, and e) FILTER CLOGGING is displayed on EIED. 	
79-30-10	Engine Oil Low Pressure Warning System	A	2	1	One may be inoperative provided: <ol style="list-style-type: none"> a) Associated Oil Pressure and Oil Temperature Indications are operative, b) Associated Oil Pressure and Oil Temperature Indications are monitored at least every 30 minutes in flight, and c) Repairs are made within 2 consecutive calendar-days. 	

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80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
80-00-05	Holding Start Function	C	2	0	One or more may be inoperative provided starting is performed by depressing the start button for 9 seconds maximum.	
80-10-13	Engine Starting Valve					
80-10-13-10	Left Engine Starting Valve	A	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Airplane is not operated in known or forecast icing conditions, b) JP4 or JET B fuel is not used, c) Right Engine Starting Valve is operative, d) RH BUS TIED Caution Light is operative, e) APU is verified operative before each departure, f) Bus Tie System is verified operative, g) Fuel Crossfeed System is verified operative, h) Wing tank pressurization is verified adequate, i) All Booster Pumps are verified operative, j) Affected valve is opened manually before engine start and secured in closed position after engine start, and k) Repairs are made within one flight. <p style="margin-top: 10px;">NOTE: In flight, restart of associated engine is only possible using ENGINE-WINDMILLING AIRSTART procedure.</p>	

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80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
80-10-13	Engine Starting Valve (Cont'd)					
80-10-13-20	Right Engine Starting Valve	A	1	0	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) JP4 or JET B fuel is not used, c) Left Engine Starting Valve is operative, d) RH BUS TIED Caution Light is operative, e) APU is verified operative before each departure, f) Bus Tie system is verified operative, g) Fuel Crossfeed System is verified operative, h) Wing tank pressurization is verified adequate, i) All Booster Pumps are verified operative, j) Affected valve is opened manually before engine start and secured in closed position after engine start, and k) Repairs are made within 2 consecutive calendar-days.	
					NOTE: In flight, restart of associated engine is only possible using ENGINE-WINDMILLING AIRSTART procedure.	