



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

Master Minimum Equipment List (MMEL)

Revision: 6
Date: 11/18/2016

Dassault Aviation **Falcon 2000EX EASy/DX/LX/S/LXS**

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LOG OF REVISIONS

REV NO.	DATE	PAGE NUMBERS
Original	09/26/2003	Original Issue
1	03/18/2010	
2	12/14/2006	
3	01/25/2008	
4	11/11/2009	
5	04/04/2013	
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HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, the Falcon 2000EX EASy Master Minimum Equipment List (MMEL) has been revised. Replace affected pages with Revision No. 6 for a complete, up-to-date MMEL.

Page	Explanation of Change
All ATA	The purpose of the present revision is to harmonize the Falcon 2000 Series Item Lists between the applicable Authorities (EASA and FAA).
	The MMEL items numbering has been arranged according to ATA iSpec 2200 standard.
	Incorporated multiple Policy Letters.
	Miscellaneous corrections for compliance with FAA Policy Letters.
	Clarification of relief provided during night operations.
	Due to the reorganization of the MMEL items along with the harmonization project, this revision is considered a complete rewrite of the DA-2000EX EASy MMEL. Accordingly, no change bars are presented.

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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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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 Air Pressure Control Valve	C	1	0	May be inoperative provided all DUs are operative.	
21-20-15	Glare Shield Cold Air Manual Control	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	(M)(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 in 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) All DUs are 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. NOTE: A chart to convert cabin altitude to cabin differential pressure is provided to the crew in the associated operating procedure.	
21-30-09-01-B		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) All DUs are 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. NOTE: A chart to convert cabin altitude to cabin differential pressure is provided to the crew in the associated operating procedure.	
21-30-09-02-B		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) All DUs are operative.	

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Sequence No.	Item	1	2	3	4	Change Bar
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 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) All DUs are operative.	
21-31-09	Nose Cone Fan	C	1	0	(M)(O) May be inoperative provided: a) HF Radio is not used below 10,000 feet, b) Duration of ground operations is limited, c) Nose Cone optional pieces of equipment are considered inoperative and associated breakers are pulled and collared, d) NOSE CONE OVHT Warning System is verified operative, and e) NOSE CONE OVHT amber CAS message is not displayed.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-32-00	CPC (Cabin Pressure Controller)					
21-32-00-A		C	1	0	(M)(O) May be inoperative provided: a) Flight level is limited to FL 250 or below, b) Departure and destination airfield elevation are below 8,000 feet, c) MAN amber label is displayed on ECS synoptic page, d) CABIN ALTITUDE red CAS message and Aural Warning are verified operative, e) UP-DN Manual Controller and DUMP mode are verified operative before each departure, f) Cabin Altitude, Cabin Differential Pressure, and Cabin Vertical Speed Indications are verified operative, g) UP-DN Manual Controller is set to the RH part of the white arc for takeoff, and h) Cabin Altitude, Cabin Differential Pressure, and Cabin Vertical Speed Indications are closely monitored during the flight.	
21-32-00-B		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) All DUs are 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) All DUs are operative.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-32-10	Cabin Pressurization LOW Rate Control	C	1	0	May be inoperative provided it remains off.	
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.	
21-52-00	ECU (Environmental Control Unit)	C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) All DUs are operative.	
21-52-11	Jet Pump Valve	C	1	0	(O) May be inoperative provided: a) Jet Pump Valve is verified in closed position, b) All DUs are operative, c) BLEED AIR CABIN and CKPT pushbuttons are set to OFF on ground and in flight when TAS is below 300 knots, and d) BLEED AIR CABIN and CKPT pushbuttons are set to AUTO in flight only when TAS is above 300 knots.	
21-52-31	ECU Bypass Valve	C	1	0	May be inoperative.	
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) All DUs are operative.	

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Sequence No.	Item	1	2	3	4	Change Bar
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.	
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.	

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Sequence No.	Item	1	2	3	4	Change Bar
21-60-00-40	MANUAL Mode	C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) All DUs are 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	C	1	0	May be inoperative.	
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: 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: a) Flight is conducted in an unpressurized configuration, b) All DUs are 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) All DUs are 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					
22-10-00-10-A		C	2	1	One may be inoperative.	
22-10-00-10-B		B	2	0	(O) Both 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 AP Function is not used (item 22-10-00-10).	
22-10-00-30	YD (Yaw Damper) Function					
22-10-00-30-A		C	2	1	One may be inoperative.	
22-10-00-30-B		C	2	0	(O) Both be inoperative provided: a) AP Function is not used (item 22-10-00-10), and b) Rudder is verified centered before each departure.	
22-10-00-40	MT (Mach Trim) Function					
22-10-00-40-A		C	2	1	One may be inoperative.	
22-10-00-40-B		C	2	0	One or more may be inoperative provided flight envelope is limited to MI 0.80.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
22-10-00-60	AT (Autothrottle) Function	C	1	0	May be inoperative.	
22-10-01	Flight Guidance Panel					
22-10-01-01	FD / TD Pushbuttons					
22-10-01-01-A		C	2	1	(O) One may be inoperative provided FD and TD symbols are verified operative.	
22-10-01-01-B		C	2	0	(O) Both may be inoperative provided: a) FD and TD symbols are verified operative, and b) Approaches do not require its use.	
22-10-01-02	APP Pushbutton	C	1	0	(O) May be inoperative provided approaches do not require its use.	
22-10-01-03	AP Pushbutton	C	1	0	May be inoperative provided AP Function is not used (item 22-10-00-10).	
22-10-01-05	AT Pushbutton	C	1	0	May be inoperative provided AT Function is not used (item 22-10-00-60).	
22-10-01-06	LNAV Pushbutton	C	1	0	(O) May be inoperative provided: a) Flight Director HDG/TRK select mode is operative, and b) Enroute operations do not require its use.	
22-10-01-08	YD Pushbutton	C	1	0	May be inoperative.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
22-10-01-09	CLB Pushbutton	C	1	0	(O) May be inoperative provided enroute operations do not require its use.	
22-10-01-10	VS Pushbutton	C	1	0	(O) May be inoperative provided enroute operations do not require its use.	
22-10-01-11	VNAV Pushbutton	C	1	0	(O) May be inoperative provided enroute operations do not require its use.	
22-10-01-13	ALT Pushbutton	C	1	0	May be inoperative provided Altitude Selected mode (ASEL) is operative.	
22-10-01-40	MACH/KTS SPEED Control					
22-10-01-41	SPEED Readout	C	1	0	May be inoperative.	
22-10-01-42	MAN/FMS Selector	C	1	0	May be inoperative.	
22-10-01-43	SPEED Rotactor	C	1	0	May be inoperative provided: a) AT Function is not used (item 22-10-00-60), and b) CLB mode is not used.	
22-10-01-44	PUSH CHG Pushbutton					
22-10-01-44-A		C	1	0	May be inoperative with display in KTS.	
22-10-01-44-B		C	1	0	May be inoperative with display in MACH provided: a) AT Function is not used below MI 0.50 (item 22-10-00-60), and b) CLB mode is not used below MI 0.50.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
22-10-01-70	Heading/Track Control					
22-10-01-71	HDG/TRK Readout	C	1	0	May be inoperative.	
22-10-01-72	HDG/TRK Selector	C	1	0	May be inoperative with HDG select.	
22-10-01-73	PUSH SYNC Pushbutton	C	1	0	May be inoperative.	
22-10-01-80	ASEL Control					
22-10-01-81	ASEL Readout	C	1	0	May be inoperative provided ASEL is displayed on PDU.	
22-10-01-82	100FT/1000FT Selector	C	1	0	May be inoperative provided 100FT selection is operative.	
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).	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
22-10-03	AIOP (Actuator Input/ Output Processor) Module					
22-10-03-01	AIOP 1A and/or AIOP 1B	C	2	0	One or more may be inoperative provided: a) AP (Autopilot) Function (AP1) is considered inoperative (item 22-10-00-10), b) YD (Yaw Damper) Function (YD1) is considered inoperative (item 22-10-00-30), and c) AT (Autothrottle) Function is considered inoperative (item 22-10-00-60).	
22-10-03-02	AIOP 2A and/or AIOP 2B	C	2	0	One or more may be inoperative provided: a) AP (Autopilot) Function (AP2) is considered inoperative (item 22-10-00-10), and b) YD (Yaw Damper) Function (YD2) is considered inoperative (item 22-10-00-30).	
22-10-03-03	AIOP 1A and/or AIOP 1B and AIOP 2A and/or AIOP 2B	A	4	0	One or more may be inoperative provided: a) AP (Autopilot) Function is considered inoperative (item 22-10-00-10), b) YD (Yaw Damper) Function is considered inoperative (item 22-10-00-30), c) AT (Autothrottle) Function is considered inoperative (item 22-10-00-40), d) MT (Mach Trim) Function is considered inoperative (item 22-10-00-60), and e) Repairs are made within 3 consecutive calendar-days.	
22-10-05	Servomotor (Pitch and Roll)	C	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	GA (Go-Around) or TOGA (Takeoff/Go-Around) Pushbutton	C	2	1	One may be inoperative provided approaches are conducted on the non-affected side.	
22-10-12	TCS (Touch Control Steering Pushbutton)	C	2	0	One or more may be inoperative provided the associated Autopilot Quick Disconnect Pushbutton is operative.	
22-30-10	Autothrottle Quick Disconnect Pushbutton	C	2	0	One or more may be inoperative provided: a) Autothrottle Pushbutton on Flight Guidance Panel is operative, and b) Autothrottle is not used below 1,500 feet AGL.	

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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: 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. NOTE 1: CPDLC/ATN B1 function (Aircraft with M3309) is not used if VHF#3 is inoperative. NOTE 2: CPDLC/FANS-1A VHF#3-based function (Aircraft with M3402) may be affected.	
23-11-05	VHF Tuning Knobs (on Guidance Panel)	C	2	1	One may be inoperative provided both VHF may be tuned by CCD (Cursor Control Device) and MKB (Multi-functions Keyboards).	
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.	
23-12-00-B		C	-	-	(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.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
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 (Aircraft with M3315)	C	1	0	May be inoperative.	
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.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-20-11 ***	ACARS (Aircraft Communication and Reporting System)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
23-20-15 ***	CPDLC (Controller Pilot Data Link Communication)					
23-20-15-01	ATN B1 Function (Aircraft with M3309)					
23-20-15-01-A		D	1	0	(O) May be inoperative provided enroute operations do not require its use.	
23-20-15-01-B		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
23-20-15-02	FANS-1A Function (Aircraft with M3402)					
23-20-15-02-A		D	1	0	(O) May be inoperative provided enroute operations do not require its use.	
23-20-15-02-B		C	1	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.	
23-20-25-10	AFIS Uplink Weather Function (Aircraft with M2765)	D	1	0	May be inoperative.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
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.	
23-50-00-20-B		C	-	0	May be inoperative provided approaches do not require use of the Marker Beacon System.	
23-50-00-25	MUTE Pushbutton					
23-50-00-25-A		C	-	1	Any in excess of one may be inoperative.	
23-50-00-25-B		C	-	0	May be inoperative provided approaches do not require use of the Marker Beacon System.	
23-50-00-35	VCE Pushbutton	C	-	1	Any in excess of one may be inoperative provided Radio Navigation Systems are operative.	
23-50-00-45	SPKR Pushbutton	C	-	0	May be inoperative provided associated Cockpit Speaker is considered inoperative (item 23-50-75).	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-50-00-55	VHF Pushbutton (MIC or AUD)	D	-	0	May be inoperative provided the associated VHF/UHF is considered inoperative (item 23-11-00).	
23-50-00-60	HF Pushbutton (MIC or AUD)	D	-	0	May be inoperative provided the associated HF is considered inoperative (item 23-12-00).	
23-50-00-65	SAT Pushbutton (MIC or AUD)	D	-	0	May be inoperative provided SATCOM is considered inoperative (item 23-15-00).	
23-50-00-70	DME Pushbutton	D	-	0	May be inoperative provided the associated DME is considered inoperative (item 34-52-00).	
23-50-00-80	CONF Pushbutton	C	-	0	May be inoperative.	
23-50-00-85	XFER Pushbutton	C	-	0	May be inoperative.	
23-50-00-90	HDPH Pushbutton	D	-	0	May be inoperative provided associated Headset is considered inoperative (item 23-50-80).	
23-50-00-95	GRND Pushbutton	C	-	1	Any in excess of one may be inoperative.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-50-02 ***	Third Audio Panel (Aircraft with M2689)					
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	One or more may be inoperative provided: a) Procedures do not require its use, and b) Associated Headset is installed and used.	
23-50-80	Headset, Microphone Holder of an Air Carrier or Commercial Operator Certificate					
23-50-81-10	Headset, Boom Microphone					
23-50-81-10-A		A	-	0	May be inoperative provided: a) Associated Hand Microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	
23-50-81-10-B		D	-	-	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
23-50-81-20	Headset Earphones/Headphones					
23-50-81-20-A		C	-	1	May be inoperative provided associated Cockpit Speaker operates normally.	
23-50-81-20-B		D	-	-	Any in excess of those required by regulation may be inoperative.	
23-50-81-30	Hand Microphone					
23-50-81-30-A		C	-	0	May be inoperative provided associated Boom Microphone operates normally.	
23-50-81-30-B		D	-	0	Any in excess of those required by regulation may be inoperative.	
	Operator Other Than a Holder of an Air Carrier or Commercial Certificate					
23-50-82-10	Headset, Boom Microphone					
23-50-82-10-A		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.	
23-50-82-10-B		D	-	-	Any in excess of those required by regulation may be inoperative.	
23-50-82-20	Headset Earphones/Headphones					
23-50-82-20-A		C	-	1	May be inoperative provided associated Cockpit Speaker operates normally.	
23-50-82-20-B		D	-	-	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
23-50-82-30	Hand Microphone					
23-50-82-30-A		C	-	0	May be inoperative provided associated Boom Microphone operates normally.	
23-50-82-30-B		D	-	0	Any in excess of those required by regulation may be inoperative.	
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 operate 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.	
23-50-95-C	Cargo Configuration	D	-	0	May be inoperative provided procedures do not require its use.	
23-70-00 ***	Video System (Aircraft with M2516)	D	1	0	May be inoperative.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-32-05	Battery Fan					
24-32-05-A	(Aircraft without M2674)	C	1	0	(O) May be inoperative provided BAT .. TEMP INOP amber CAS message is not displayed.	
24-32-05-B ***	(Aircraft with M2674)	D	1	0	May be inoperative.	
24-33-01	APU Starter Generator	C	1	0	(O) Electrical Generator function may be inoperative.	
24-40-05	EXT PWR Switch					
24-40-05-10	Light Bulb	C	4	2	One or two may be inoperative.	

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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 Headrests 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 (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within 2 flight days. 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. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy an observer seat.	

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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 individual pilot's requirements.	
25-20-10 ***	WIFI Router (Aircraft with M2718)	D	1	0	(M) May be inoperative provided: a) Ethernet Wire Router is not used, and b) Associated C/B is pulled and collared.	
25-21-01	Passenger Seat	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat is blocked and placarded "DO NOT OCCUPY". NOTE: A seat with an inoperative seat belt is considered inoperative.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-21-01-12	Swivel Mechanism					
25-21-01-12-A		D	-	-	(M) May be inoperative and the affected seat occupied provided: 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: 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
25-21-01-20	Armrest	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If Armrest is missing, seat is secured in 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					
25-21-01-35-A	Required by CFR/Regulation	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
25-21-01-35-B ***	Not Required by CFR/Regulation	D	-	-	May be inoperative or disconnected provided seat belt operates normally.	
25-22-01 ***	Cabin Configuration Annunciation (Aircraft with M3446 or M3557)					
25-22-01-10	"STOW TABLE" Ordinance Sign	A	1	0	(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE", and c) Repairs are made within 10 consecutive calendar-days.	
25-22-01-20	"EXIT TABLE DEPLOYED" Light (Aircraft without M-OPT 55B)	A	1	0	(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE", and c) Repairs are made within 10 consecutive calendar-days.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-22-01-30	Cabin Sonalet					
25-22-01-30-A		A	1	0	(O) May be inoperative, if acceptable for crew, provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE", and c) Repairs are made within 10 consecutive calendar-days.	
25-22-01-30-B		A	1	0	(M)(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE", c) It is deactivated, and d) Repairs are made within 10 consecutive calendar-days.	
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 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 inoperative or removed provided the shelf remains in the stowed (up) position and is not used.	
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.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
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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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-61-00	ELT (Emergency Locator Transmitter)					
25-61-00-05 ***	Fixed ELT					
25-61-00-05-A		A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
25-61-00-05-B		A	-	0	May be missing provided repairs are made within 90 days.	
25-61-00-05-C		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
25-61-00-05-D		D	-	-	Any in excess of those required by 14 CFR may be missing.	
25-61-00-10 ***	Survival Type ELT	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
25-63-00	EVAS (Emergency Vision Assurance System) (STC #SA00892LA or M2821)					
25-63-00-A		C	2	0	May be inoperative provided the EVAS ON/OFF switch is in the OFF position.	
25-63-00-B		D	2	0	(M) May be inoperative provided the EVAS is removed from the cockpit.	
25-64-05	Lifeline (Overwater Operations Survival Equipment)	D	-	-	May be inoperative or missing provided overwater operations are not conducted.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-64-13	Overwater Equipment (Flotation Device/Raft)	D	-	-	Any in excess of those required may be inoperative provided: 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.	
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 Non-Essential 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 M2607)	D	-	0	Any in excess of 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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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.	
27-14-01	Roll Trim Control System	C	1	0	(M)(O) May be inoperative provided: a) Fuel Quantity Indications are operative, b) Roll Trim is verified in neutral position before each departure, c) Rudder Trim Control System is verified operative, d) TRIM AILERON C/B is pulled and collared, and e) Fuel unbalance is limited to 500 lbs or less.	
27-14-10	Roll Trim Position Indication	C	1	0	(O) May be inoperative provided: a) Fuel Quantity Indications are operative, b) Roll Trim Control System is verified operative, c) Ailerons are verified in the same position, and d) Fuel unbalance is limited to 500 lbs or less.	
27-15-01	Roll Arthur Variable Bellcrank	C	1	0	(M)(O) May be inoperative provided: a) Approaches do not require its use, b) AFM procedure is applied, c) Roll Arthur Variable Bellcrank is secured in low-speed position, and d) AIL FEEL C/B is pulled and collared.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
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 unbalance is limited to 500 lbs or less, and f) Repairs are made within 2 consecutive calendar-days.	
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) Approaches do not require its use, b) AFM procedure is applied, c) Touch-and-go training maneuvers are prohibited, d) Horizontal Stabilizer is verified and adjusted between the two takeoff reference marks before each departure, e) Elevator Arthur Variable Bellcrank is verified in low-speed position before each departure, and f) PITCH FEEL C/B is pulled and collared.	
27-35-11	PITCH AFU (Artificial Feel Unit) Heating System	D	1	0	(M) May be inoperative provided it is secured.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
27-40-10	Horizontal Stabilizer Position Indication	A	1	0	(M)(O) May be inoperative provided: a) Touch-and-Go training maneuvers are prohibited, b) Autopilot Function is not used (refer to item 22-10-00-10), c) Horizontal Stabilizer is verified operative, d) Horizontal Stabilizer is verified and adjusted between the two takeoff reference marks before each departure, e) T/O CONFIG Warning System is verified operative, and f) Repairs are made within 2 consecutive calendar-days.	
27-80-02	Emergency Slat Extension (EMER SLATS)	B	1	0	(M) May be inoperative provided Normal and Automatic Slat Controls are verified operative before each departure.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-21-01	Booster Pump	C	4	3	(M)(O) One may be inoperative provided: a) Normal Booster Pump 2 is operative, b) XBP Crossfeed Valves are verified operative, c) XTK Valve is verified operative, d) Associated Booster Pump C/B is pulled and collared, and e) Fuel Quantity Indications are closely monitored during flight.	
28-21-01-10	Normal Booster Pump Automatic Setting	C	2	0	One or more may be inoperative provided the associated NORMAL Booster Pump is manually operated.	
28-21-25	XBP Crossfeed Valve	A	2	0	(M) One or more may be inoperative in closed position provided: a) All Booster Pumps are operative, b) Affected XBP Crossfeed Valve is secured in closed position, and c) Repairs are made within 3 consecutive calendar-days.	
28-21-29	Transfer Valve	B	3	0	(M)(O) One or more may be inoperative provided: a) Fuel quantity is limited to 6,000 lbs in each wing tank, b) Forward and rear fuel tanks are verified empty before each departure, and c) TRANSFER C/B is pulled and collared.	
28-22-01	XTK Valve	C	1	0	(O) May be inoperative in closed position provided: a) All Booster Pumps are operative, and b) XBP Crossfeed Valves are verified operative.	

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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: 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) FUEL LEVEL ... white CAS messages are verified operative.	
28-41-02	FQMC (Fuel Quantity Management Computer) Channel	A	2	1	(M)(O) One may be inoperative provided: 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. NOTE: For failure of FQMC Engine OIL or APU indications, refer to dedicated items.	
28-41-02-03	ARINC Input Data Bus Function					
28-41-02-03-A		B	2	1	One may be inoperative.	
28-41-02-03-B		C	2	0	Both may be inoperative provided: a) Actual fuel quantity is considered 400 lbs lower than the displayed quantity for range performance purposes, and b) Fuel Quantity Indications are operative. NOTE 1: APU oil level test may only be performed automatically at FQMC startup. NOTE 2: Fuel Used can no longer be reset.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-41-02-04	Fuel Level Monitoring Function (1,000 lb Fuel Level)	A	2	1	One may be inoperative provided: a) Fuel Flow, Fuel Used, and Fuel Quantity are operative and monitored at least every 30 minutes in flight, and b) Repairs are made within 3 consecutive calendar-days.	
28-41-05	Fuel Gauging System					
28-41-05-01	LH/RH Wing Outer Tank Gauge	C	4	2	One per wing may be inoperative provided associated fuel tank quantity is considered 300 lbs higher than the displayed fuel quantity for takeoff and landing performance purposes.	
28-41-05-02	LH/RH Wing Inner Fuel Tank Gauge	C	2	0	One or more may be inoperative provided: a) Associated tank is considered full for takeoff and landing performance purposes, and b) Associated Wing Center Fuel Tank Gauge is operative. NOTE: Partial refueling may lead to wing asymmetry.	
28-41-05-03	LH/RH Wing Center Fuel Tank Gauge	C	2	0	One or more may be inoperative provided: a) Associated tank is considered full for takeoff and landing performance purposes, and b) Associated Wing Inner Fuel Tank Gauge is operative. NOTE: Partial refueling may lead to wing asymmetry.	
28-41-05-21	Front Tank Fuel Gauge	C	2	1	One may be inoperative provided associated fuel tank quantity is considered 100 lbs higher than the displayed fuel quantity for takeoff and landing performance purposes.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-41-05-22	Rear Tank Fuel Gauge	C	2	1	One may be inoperative provided associated fuel tank quantity is considered 100 lbs higher than the displayed fuel quantity for takeoff and landing performance purposes.	
28-41-09	Fuel Density Compensation					
28-41-09-04	LH/RH Density Compensator Probe	C	2	1	One may be inoperative.	
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.	
28-42-10	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 amber CAS message is operative and not displayed.	
28-50-01	Refueling Control Panel					
28-50-01-01	Full/Partial Refueling Selection Channel					
28-50-01-01-A		B	2	1	One may be inoperative.	
28-50-01-01-B		B	2	0	Both may be inoperative provided Pressure Refueling is not used.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-50-01-02	TOTAL QTY Digital Display	B	1	0	May be inoperative provided: a) Cockpit Fuel Quantity Indications are operative, and b) Cockpit Fuel Quantity Indications are monitored during refueling operation.	
28-50-01-03	TOTAL QTY SELECTED Digital Display	B	1	0	May be inoperative provided Partial Refueling is not used.	
28-50-01-04	INC/DEC Switch	B	1	0	May be inoperative provided FULL refueling mode is used when refueling to any fuel level.	
28-50-01-05	LAMP TEST Pushbutton	B	1	0	May be inoperative provided the HIGH LEVEL TEST Pushbutton and STOP FUELING Red Light are operative.	
28-50-01-06	FULL Amber Light	B	2	0	One or more may be inoperative provided HIGH LEVEL TEST Pushbutton is operative.	
28-50-01-07	STOP FUELING Red Light	C	1	0	(O) May be inoperative provided: a) Pressure Refueling is not used, and b) Fuel tanks are verified unpressurized before gravity refueling operation.	
28-50-01-08	FAULT Amber Light	B	1	0	May be inoperative provided the HIGH LEVEL TEST Pushbutton and STOP FUELING Red Light are operative.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-50-01-09	HIGH LEVEL TEST Pushbutton	A	1	0	(O) May be inoperative provided: a) Pressure Refueling is not used, b) Fuel tanks are verified unpressurized before gravity refueling operation, and c) Repairs are made within 3 consecutive calendar-days.	
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.	
28-50-09	Refueling Valve	A	4	3	(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	3	0	(M) One or more may be inoperative provided: a) Affected Vent Valve is manually operated before/after refueling, b) If STOP FUELING Red Light (fueling panel) remains lighted after opening of the Vent Valves, presence of airflow at each air outlet is verified during pressure refueling, and c) FUELING amber CAS message is operative and not displayed after closing sequence of Vent Valves.	

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
29-11-11	Hydraulic Pressure Indication (PSI on HYD Synoptic Page)	C	2	1	(O) One may be inoperative provided: a) Associated HYDR...FAIL white CAS message is not displayed, b) Associated Hydraulic Tank Quantity Indication is operative, and c) Standby pump is verified operative.	
29-11-25	Hydraulic Pressure Switch (L/R30GJ and 35GJ)	C	3	0	(O) May be inoperative provided: a) Associated Hydraulic Pressure and Tank Quantity Indications are operative, b) Standby pump is verified operative, and c) Associated hydraulic indications are monitored every 30 minutes in flight.	
29-13-09	Hydraulic Filter Clogging Indicator	A	9	8	(M) One may be tripped red provided: a) Associated HYDR...FAIL white CAS message is not displayed, 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.	
29-14-10 ***	Hydraulic Accumulator Pressure Indicator (Aircraft with M2446)	C	3	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).	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
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.	
30-20-01	Engine Anti-Ice Valve					
30-20-01-A		B	2	1	(O) One may be jammed in closed position provided: a) Airplane is not operated in known or forecast icing conditions, and b) Associated ANTI-ICE ENG switch is set to OFF.	
30-20-01-B		B	2	1	(O) One may be jammed in open position provided: a) Outside Air Temperature (OAT) at the departure airport is at or below 20 degrees F (-7 degrees C), and b) Associated ANTI-ICE ENG switch is set to AUTO.	
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.	
30-30-10-10	Normal/Standby Pitot Probe Heating System Automatic Overhead Setting On Mode	C	2	0	One or more may be inoperative OFF provided the associated Manual Mode is operative and used.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-30-13	Ground Automatic Probe Preheating (Aircraft with M3663)	C	2	0	One or more may be inoperative off.	
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, and c) Normal Static Port Heating System is 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.	
30-41-00	Windshield De-Icing 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.	
30-41-00-10	Automatic Setting	C	2	0	One or more may be inoperative provided the associated Windshield De-icing System Manual Mode is operative and used.	
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 De-icing System is operative.	

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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 Anti-Ice Selector Switch is set to OFF, and b) Brake Heating Valves are secured in closed position.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
31-21-00	Clock	C	2	1	One may be inoperative.	
31-31-32	DFDR (Digital Flight Data Recorder)					
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: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 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.	
31-31-32-01	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: 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.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
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 CFRs.	
31-32-00	QAR (Quick Access Recorder) (Aircraft with M1896)					
31-32-00-A		C	1	0	May be inoperative provided no DFDR CAS message is displayed.	
31-32-00-B		A	1	0	May be inoperative provided DFDR is considered inoperative (item 31-31-32).	
31-41-00	MAU (Modular Avionic Unit)					
31-41-00-10	MAU Fan	A	8	7	One may be inoperative provided repairs are made within 2 consecutive calendar-days.	
31-50-01	Master Warning/Master Caution Light System	C	1	0	May be inoperative provided Aural Warning System is verified operative.	
31-60-02	ECL (Electronic Checklist) System	C	-	0	(O) One or more may be inoperative provided approved alternate procedures are established and used.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
31-60-05	CLC (Checklist Controller)	C	2	0	One or more may be inoperative.	
31-60-06	CCD (Cursor Control Device) Channel	B	4	2	(O) One Channel per CCD may be inoperative provided associated MKB is operative.	
31-60-09	MKB (Multi-Function Keyboard)	B	2	1	One may be inoperative provided both Channels of the associated CCD are operative. NOTE: For CPDLC use, MKB on Pilot Not Flying side must be operative.	
31-60-13	DU (Display Unit)	A	4	3	(O) Lower DU may be inoperative provided: a) Affected DU is switched off, b) Jeppesen Electronic Terminal Charts are not used (item 34-00-02), except for aircraft with M3305, and c) Repairs are made within 3 consecutive calendar-days.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
31-60-17	AGM (Advanced Graphic Module)					
31-60-17-A		A	4	3	(O) AGM #1, AGM #2, or AGM #4 may be inoperative provided: a) Jeppesen Electronic Terminal Charts are not used (item 34-00-02), except for aircraft with M3305, b) Video System is not used (item 23-70-00), c) Associated DU knob on the reversion panel is set to REV, d) DUs are operative, e) It is verified that no DU with Mod M (M3077) and without Mod N (M3202) is installed, and f) Repairs are made within 3 consecutive calendar-days. NOTE: A red crossed DU should not be switched off.	
31-60-17-B		B	4	3	(O) AGM #3 may be inoperative provided: a) Jeppesen Electronic Terminal Charts are not used (item 34-00-02), except for aircraft with M3305, b) Video System is not used (item 23-70-00), c) Associated DU knob on the reversion panel is set to REV, d) DUs are operative, and e) It is verified that no DU with Mod M (M3077) and without Mod N (M3202) is installed. NOTE: A red crossed DU should not be switched off.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-30-00	L/G Gear Retraction System	A	1	0	(M)(O) May be inoperative provided: a) AFM 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 are 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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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-41-00 ***	Autobrake System (Aircraft with M3177)	D	1	0	(M)(O) May be inoperative provided: a) Landing Performance is not predicated on its use, b) BSCU fault codes are read and considered before each departure, c) Autobrake switch-light, if installed, is disregarded, d) BRAKE .. FAIL amber CAS messages are verified operative, and e) Associated C/Bs are pulled and collared.	
32-41-02	BSCU (Brake System Computer Unit)					
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.	
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.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-41-02-13	NWS (Nose Wheel Steering) Function	C	2	1	One may be inoperative.	
32-41-02-14	IRS Data Function	C	4	3	One may be inoperative provided landing distance is increased by 10 percent.	
32-41-02-15	Pressure Recorder Acquisition Function	C	6	0	One or more may be inoperative provided DFDR is considered inoperative (item 31-31-32).	
32-41-33	Brake Temperature Indication	D	4	0	(O) One or more may be inoperative provided minimum turnaround time is observed.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-10-01	Cockpit and Instrument Panel Light					
33-10-01-A		C	-	0	(O) Individual lights may be inoperative provided: 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: 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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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	Anti-Collision Light					
33-40-00-10	Red ANTICOL Light					
33-40-00-10-A		C	2	1	One may be inoperative.	
33-40-00-10-B		B	2	0	Both may be inoperative for other than night operations.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
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	(Aircraft with or without M1401)	C	-	0	May be inoperative for operations conducted between sunrise and sunset.	
33-40-01-10-B	(Aircraft with M1401)	C	4	2	One may be inoperative on each side.	
33-40-33 ***	Logo Light (Aircraft with M1746 or M1932)	D	2	0	One or more may be inoperative.	
33-40-34	Pylon Light	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.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
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 de-icing 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.	
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.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
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	May be inoperative provided no passengers are carried.	
33-50-10-20	Bulkhead Exit Sign	C	-	0	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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Sequence No.	Item	1	2	3	4	Change Bar
34-00-02 ***	Jeppesen Electronic Terminal Charts (Aircraft with M2519)	D	1	0	May be inoperative provided alternate charts required for the flight are available and used.	
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.	
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.	
34-25-00	Standby Magnetic Compass	B	1	0	May be inoperative provided: a) Flight is not conducted in Instrument Meteorological Conditions (IMC) or at night, and b) Two independent navigation systems (FMS, IRS, AHRS) are operative.	

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Sequence No.	Item	1	2	3	4	Change Bar
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.	
34-31-01-10 ***	SVS (Synthetic Vision System) on HUD and MDU (Aircraft with M-OPT 60)	D	2	0	(O) One or more may be inoperative provided affected SVS image is not displayed.	
34-32-00 ***	EFVS (Enhanced Flight Vision System)	D	1	0	NOTE: For SVS item, refer to item 34-31-01-10.	
34-32-00-10	EVS (Enhanced Vision System)					
34-32-00-10-A	Aircraft with M2308 or M-OPT 61	D	1	0	(M) May be inoperative provided associated C/B are pulled and collared.	
34-32-00-10-B	Aircraft with M-OPT 61	D	1	0	(M) May be inoperative provided: a) Camera is removed and replaced with an approved blanking plate, and b) Associated C/B are pulled and collared.	
34-32-00-20 ***	CVS (Combined Vision System) on HUD and MDU (Aircraft with M-OPT 61)	D	2	0	(O) One or more may be inoperative provided affected CVS image is not displayed.	

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Sequence No.	Item	1	2	3	4	Change Bar
34-41-00	Weather Radar (WX)	C	-	-	As required by 14 CFR.	
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.	
34-43-00 ***	LSS (Lightning Sensor System)	D	1	0	May be inoperative.	

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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.	
34-44-00-30	Traffic Alert (TA) Display System	C	-	0	May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
34-44-00-40	Audio Functions	B	1	0	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.	
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	May be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
34-45-01-14	Advisory Callouts					
34-45-01-14-A		B	-	0	(O) May be inoperative provided alternate procedure 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.	
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	May be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
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.	
34-45-02-14	Advisory Callouts					
34-45-02-14-A		B	-	0	(O) May be inoperative provided alternate procedure 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.	

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Sequence No.	Item	1	2	3	4	Change Bar
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.	
34-51-60	GPS (Global Positioning System)	D	2	-	(O) As required by 14 CFR. NOTE: ADS-B OUT function (Aircraft with M0181) is not used when both GPS are inoperative.	
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.	

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Sequence No.	Item	1	2	3	4	Change Bar
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					
34-54-00-30-A		D	-	0	May be inoperative provided operations do not require its use.	
34-54-00-30-B		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out 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) (Aircraft with M2504)	D	3	2	One may be inoperative.	
34-60-20	Navigation Database	C	-	-	May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes before dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.	

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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 Drop Out 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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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-00-01	BASC (Bleed Air System Computer)	B	1	0	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Flight is conducted in an unpressurized configuration, c) All DUs are operative, d) APU is verified operative before each departure, e) PRV Switches are set to OFF, and f) Both Engine Bleed Air Valves (HP) are secured in closed position.	
36-00-01-10	Anemometry Data Function	C	4	2	One or more may be inoperative provided only one ADC information side is affected.	
36-00-01-20	Computer Failure Warning Function	C	2	0	One or more may be inoperative.	
36-00-01-30	Cabin Pressure Control Monitoring Function	C	1	0	(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) COND: CKPT OVERPRESS test amber message is not displayed during light test operation, c) APU is verified operative before each departure, d) HP1 and PRV 1 pushbuttons are set to OFF, and e) XBLEED pushbutton is set to OPEN.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-00-01-40	Cockpit Pressure Control Monitoring Function	C	1	0	(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) COND: CABIN OVERPRESS test amber message is not displayed during light test operation, c) APU is verified operative before each departure, d) HP 2 and PRV 2 pushbuttons are set to OFF, and e) XBLEED Pushbutton is set to OPEN.	
36-10-02	Engine Bleed Air Valve (HP)	B	2	1	(M)(O) One may be inoperative provided: 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, e) CROSSBLEED selector switch is set to OPEN, and f) Associated Engine Bleed Air Valve is secured in closed position. NOTE: APU can pressurize the aircraft up to 35,000 feet but cannot anti-ice.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-10-03	PRV (Engine Pressure Regulating Valve)	B	2	1	(O) One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Opposite Engine Bleed Air Valve (HP) is operative, c) Affected PRV is verified in closed position before each departure, d) APU is verified operative before each departure, e) Associated PRV switch is set to OFF, and f) CROSSBLEED selector switch is set to OPEN. NOTE: APU can pressurize the aircraft up to 35,000 feet but cannot anti-ice.	
36-10-15	APU Bleed Valve					
36-10-15-A		C	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) FADECs are operative, e) Landing Gear Retraction System is operative, f) APU Bleed Valve is manually operated for APU-assisted ground engine start, and g) APU Bleed Valve is verified closed before each departure.	
36-10-15-B		C	1	0	(M) May be inoperative provided: a) APU is considered inoperative (Item 49-10-01), and b) APU Bleed Valve is verified closed before each departure.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-21-01	Cockpit Air Conditioning Temperature Sensor (Tcc)	C	1	0	May be inoperative provided both Bleed Air Temperature Sensors (T1 and T2) are operative.	
36-21-02	Wing Anti-Icing Temperature Sensor (Tv)	C	1	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.	
36-21-08	Cabin Air Conditioning Temperature Sensor (Tcp)	C	1	0	May be inoperative provided both Bleed Air Temperature Sensors (T1 and T2) are operative.	
36-21-09	Pressure Sensor (Pv and Pm)	B	2	0	(M)(O) One or more may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Flight is conducted in an unpressurized configuration, c) All DUs are operative, d) APU is verified operative before each departure, e) PRVs are verified in closed position, f) Engine Bleed Air Valves (HP) are secured in closed position, and g) PRV switches are set to OFF.	
36-21-13	Bleed Air Temperature Sensor (T1 or T2)	B	2	1	(O) One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) All other Bleed Air Temperature Sensors are operative, c) APU is verified operative before each departure, d) Associated HP switch is set to OFF, and e) CROSSBLEED selector switch is set to OPEN. NOTE: APU can pressurize the aircraft up to 35,000 feet but cannot anti-ice.	

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
38-30-05	Lavatory Waste System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which is operative may be used.	
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) DUs are 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.	

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
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) DUs are 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-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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45. CENTRAL MAINTENANCE SYSTEM

Sequence No.	Item	1	2	3	4	Change Bar
45-10-00	CMC (Central Maintenance Computer)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
45-90-00	Navigation Database Loading System					
45-90-00-A		C	1	0	May be inoperative provided Navigation Databases are not out of currency.	
45-90-00-B		C	1	0	May be inoperative provided Navigation Databases (item 34-60-20) are considered inoperative (out of currency).	
45-90-01	DMU (Data Management Unit)					
45-90-01-A ***	(Aircraft with M2519)	D	1	0	May be inoperative provided Jeppesen Electronic Terminal Charts (item 34-00-05) are considered inoperative.	
45-90-01-B ***	(Aircraft without M2519)	D	1	0	May be inoperative.	
45-90-01-C ***	(Aircraft with M3305)	D	1	0	May be inoperative.	
45-90-10	Database Module (Aircraft without M3254)	C	2	0	One or more may be inoperative.	

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46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
46-20-00	EFB (Electronic Flight Bag) System					
46-20-00-01	EFB Device used with "Class 2 EFB for EASy Cockpit" (Aircraft with M2735)					
46-20-00-01-A		C	2	1	(M)(O) One or more may be inoperative provided: a) Inoperative EFB Device is secured or removed from the aircraft, b) Remaining operative EFB is verified fully charged, c) Alternate procedures are established and used, d) EASy-based Jeppesen Charts are available, and e) Enroute and terminal paper charts for the route to be flown are available on board.	
46-20-00-01-B		C	2	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, c) EASy-based Jeppesen Charts are available, and d) Enroute and terminal paper charts for the route to be flown are available on board.	
46-20-00-02	EFB Device (Other Use)	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.	

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46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
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).	
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).	
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).	

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49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
49-10-01	APU (Auxiliary Power Unit)	C	1	0	(O) May be inoperative provided: a) Both FADECs are operative, b) Landing Gear Retraction System is operative, and c) MASTER APU is set to OFF.	
49-50-01	APU Inlet Door					
49-50-01-A		C	1	0	(M) May be inoperative closed provided: a) APU is considered inoperative (item 49-10-01), and b) APU Inlet Door is secured in closed position.	
49-50-01-B		C	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, and c) APU Inlet Door is secured.	
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		C	1	0	May be inoperative provided APU is considered inoperative (item 49-10-01).	
49-70-00	APU Indications (N1, EGT, OVSP, Oil)	C	4	0	(O) One or more may be inoperative provided: a) APU is only used for engine start, b) APU is verified operative before each flight, and c) APU FAULT amber CAS message is monitored during APU use.	

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49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
49-91-10	APU Oil Test and Level Indication					
49-91-10-A		C	1	0	May be inoperative provided APU is considered inoperative (item 49-10-01).	
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
52-10-20	Passenger Door Electrical Maneuver System					
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 AND FUEL CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
73-20-01	FADEC					
73-20-01-03	Channel	A	2	1	All FADEC Channels must be operative; however, aircraft may be dispatched with FADEC fault provided repairs are made in accordance with times established by Short Time/Long Time Dispatch Fault items, or by PWC Type Certificate Data Sheet number E00065NE, note 13, whichever is more restrictive.	
73-20-01-04	Channel Monitoring Function	A	4	3	One may be inoperative provided: a) ENG...SHORT DISPATCH white CAS message of the associated engine is not displayed, and b) Repairs are made within 150 flight-hours.	
73-20-01-10	Short Time Dispatch Fault	A	-	-	Only one engine may be affected provided repairs are made within 150 flight-hours.	
73-20-01-11	Long Time Dispatch Fault	A	-	-	Only one engine may be affected provided repairs are made within 350 flight-hours.	
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.	

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74. IGNITION

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

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77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
77-30-01	Engine Vibration Indication	C	2	1	One may be inoperative.	
77-30-10	EVMC (Engine Vibration Computer)	C	2	1	One may be inoperative.	

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78. ENGINE EXHAUST

Sequence No.	Item	1	2	3	4	Change Bar
78-30-00	Thrust Reverser System	C	2	0	(M)(O) One or more may be inoperative provided: a) Autobrake System is not used, b) Appropriate AFM BFL (Balanced Field Length) adjustments are applied, c) Takeoff and landing are not conducted on an icy runway, d) Both Thrust Reversers have sustained no damage, e) Both Thrust Reversers are secured in stowed position, and f) Airbrakes are manually extended in case of RTO below V1 (Airbrake Handle on position 2).	
78-30-06	TRANS Amber Label	C	2	0	One or more Labels may be inoperative provided Thrust Reverser System is considered inoperative (item 78-30-00).	
78-30-08	DEPLOY Green Label	C	2	0	One or more Labels may be inoperative provided Thrust Reverser System is considered inoperative (item 78-30-00).	

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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: a) ENG...OIL PRESS FAIL white CAS message is not displayed, b) Associated Oil Temperature Indication is verified operative, and c) Repairs are made within 10 consecutive calendar-days.	
79-30-03	Engine Oil Chip Detector System	C	2	0	(M) One or more may be displayed provided associated magnetic chip detector is verified free of metal particles before each flight.	
79-30-05	Engine Oil Filter Clogging Indication	C	2	0	(M) One or more may be displayed provided associated Engine Oil Filter is verified free of contamination before each departure.	
79-30-10	Engine Oil Low Pressure Warning System	A	2	1	One may be inoperative provided: 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
80-10-13	Engine Starting Valve					
80-10-13-10	Left Engine Starting Valve	A	1	0	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Right Engine Starting Valve is operative, c) APU is verified operative before each departure, d) Bus Tie System is verified operative, e) Fuel Crossfeed System is verified operative, f) Wing tank pressurization is verified adequate, g) All Booster Pumps are verified operative, h) Affected valve is opened manually before engine start and secured in closed position after engine start, and i) Repairs are made within 2 consecutive calendar-days. NOTE: In flight, restart of associated engine is only possible using ENGINE-WINDMILLING AIRSTART procedure.	

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		4. REMARKS OR EXCEPTIONS	

80. STARTING

Sequence No.	Item	1	2	3	4	Change Bar
80-10-13-20	Right 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) Left Engine Starting Valve is operative, c) APU is verified operative before each departure, d) Bus Tie System is verified operative, e) Fuel Crossfeed System is verified operative, f) Wing tank pressurization is verified adequate, g) All Booster Pumps are verified operative, h) Affected valve is opened manually before engine start and secured in closed position after engine start, and i) Repairs are made within 2 consecutive calendar-days. <p>NOTE: In flight, restart of associated engine is only possible using ENGINE-WINDMILLING AIRSTART procedure.</p>	