



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

Master Minimum Equipment List (MMEL)

Revision: 2
Date: 11/18/2016

Dassault Aviation Falcon 2000EX

Chad S. Shackford, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Seattle Aircraft Evaluation Group (SEA-AEG)
1601 Lind Ave. SW
Renton, WA 98057-3356

Telephone: (425) 917-6600
Fax: (425) 917-6638

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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LOG OF REVISIONS

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| Original | 09/26/2003 | Original Issue |
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III

HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, the Falcon 2000EX Master Minimum Equipment List (MMEL) has been revised. Replace affected pages with Revision No. 2 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 MMEL. Accordingly, no change bars are presented. |

| | | |
|-----------------------------------|------------------------------------|-------------------------------|
| U.S. DEPARTMENT OF TRANSPORTATION | | MASTER MINIMUM EQUIPMENT LIST |
| FEDERAL AVIATION ADMINISTRATION | | |
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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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MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

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

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MMEL TABLE KEY

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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

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) EFIS Fans are verified operative. | |
| 21-30-09-02 | Cabin Differential Pressure Indication | | | | | |
| 21-30-09-02-A | | C | 1 | 0 | (O) May be inoperative provided the Cabin Altitude Indication is verified operative. 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) EFIS Fans are verified operative. | |

| | | |
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MMEL TABLE KEY

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21. AIR CONDITIONING

| 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 Cabin Differential Pressure Indication are verified operative. | |
| 21-30-09-03-B | | C | 1 | 0 | (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative. | |
| 21-30-10 | CABIN Warning Light | C | 1 | 0 | (O) May be inoperative provided: a) "CABIN" Aural Warning is verified operative, b) CPC is verified operative, and c) Cabin altitude is limited to 8,000 feet or below. | |
| 21-30-11 | "CABIN" Aural Warning | C | 1 | 0 | (O) May be inoperative provided: a) CABIN Warning Light is verified operative, b) CPC is verified operative, and c) Cabin altitude is limited to 8,000 feet or below. | |
| 21-30-12 | CABIN Warning Light and Aural Warning Test System | C | 1 | 0 | (O) May be inoperative provided: a) CPC is verified operative, and b) CABIN Warning Light and Aural Warning are verified operative. | |
| 21-31-09 | Nose Cone Fan | C | 1 | 0 | (M)(O) May be inoperative provided: a) Duration of ground operations is limited, b) Nose Cone Pressurization System is verified operative, c) NOSE CONE OVHT Warning System is verified operative, and d) NOSE CONE OVHT Warning is not displayed. | |

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MMEL TABLE KEY

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

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 | (O) May be inoperative provided: a) Flight level is limited to FL 250 or below, b) Departure and destination airfield elevations are below 8,000 feet, c) CABIN Warning Light and "CABIN" Aural Warning are verified operative, d) UP-DN Manual Controller and DUMP mode are verified operative before each departure, e) Cabin Altitude, Cabin Differential Pressure, and Cabin Vertical Speed Indications are verified operative, f) UP-DN Manual Controller is set to the RH part of the white arc for takeoff, and g) Cabin Altitude, Cabin Differential Pressure, and Cabin Vertical Speed Indications are closely monitored during flight. | |
| 21-32-00-B | | C | 1 | 0 | (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative. | |
| 21-32-00-01 | ARINC Input Data Bus Function | C | 3 | - | May be inoperative. | |
| 21-32-00-02 | Discrete Input Data Function | C | 2 | 0 | One or more may be inoperative. | |
| 21-32-06 | Outflow Pressurization Valve | C | 2 | 0 | (O) One or more may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative. | |

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4. REMARKS OR EXCEPTIONS

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 in off position. | |
| 21-51-13 | Cabin Air Recirculation Valve | C | 1 | 0 | (O) May be inoperative provided: a) RECIRC switch is set to ISOL, and b) Recirculation Valve is verified in closed position before each departure. | |
| 21-51-15 | RECIRC ISOL Caution Light | C | 1 | 0 | May be inoperative provided Cabin Air Recirculation Valve is considered inoperative (item 21-51-13). | |
| 21-52-00 | ECU (Environmental Control Unit) | C | 1 | 0 | (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative. | |
| 21-52-10 | ECU OVHT Caution Light | C | 1 | 0 | May be inoperative provided ECU is considered inoperative (item 21-52-00). | |
| 21-52-11 | Jet Pump Valve | C | 1 | 0 | (O) May be inoperative provided: a) Jet Pump Valve is verified in closed position, b) EFIS Fans are verified operative, c) AIR CONDITIONING PASSENGER and CREW switches are set to OFF on ground and in flight when TAS is below 300 knots, and d) AIR CONDITIONING PASSENGER and CREW switches are set to AUTO in flight only when TAS is above 300 knots. | |
| 21-52-31 | ECU Bypass Valve | C | 1 | 0 | May be inoperative. | |

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------|--|----------|----------|----------|---|------------|
| 21-60-00 | TCS (Temperature Control System) | C | 1 | 0 | (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative. | |
| 21-60-00-10 | Alarm Light Command Function (Auto Cockpit, Auto Cabin, and Manual Mode) | A | 3 | 0 | One or more may be inoperative provided: a) TCS fault codes are considered before each departure, and b) Repairs are made within 3 consecutive calendar-days. | |
| 21-60-00-20 | Turbine Temperature Control Function (Auto and Manual Mode) | A | 6 | 0 | One or more may be inoperative provided repairs are made within 2 consecutive calendar-days. | |
| 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. | |

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------|--|----------|----------|----------|---|------------|
| 21-60-00-35 | Cockpit and Cabin Duct Temperature Sensor Function | A | 2 | 1 | One may be inoperative provided repairs are made within 2 consecutive calendar-days. | |
| 21-60-00-40 | MANUAL Mode | C | 1 | 0 | (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS Fans are verified operative. | |
| 21-60-00-41 | CREW and PAX Manual Temperature Potentiometer Function | A | 2 | 1 | One may be inoperative provided repairs are made within 3 consecutive calendar-days. | |
| 21-60-05 | Cabin Duct Temperature Indication | C | 1 | 0 | May be inoperative. | |
| 21-60-06 | CABIN DUCT Switch | | | | | |
| 21-60-06-10 | Light Bulb | D | 4 | 0 | One or more may be inoperative. | |
| 21-61-05 | CREW Amber Light (Overhead Panel) | C | 1 | 0 | May be inoperative provided TCS fault codes are considered before each departure. | |
| 21-61-05-10 | Light Bulb | B | 2 | 1 | One may be inoperative provided TCS is operative in both AUTO and MAN modes. | |
| 21-61-10 | PAX Amber Light (Overhead Panel) | C | 1 | 0 | May be inoperative provided TCS fault codes are considered before each departure. | |
| 21-61-10-10 | Light Bulb | B | 2 | 1 | One may be inoperative provided TCS is operative in both AUTO and MAN mode. | |

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MMEL TABLE KEY

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| | | 4. REMARKS OR EXCEPTIONS | |

21. AIR CONDITIONING

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

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------|-------------------------------|----------|----------|----------|--|------------|
| 22-10-00 | Autopilot Computer | | | | | |
| 22-10-00-10 | AP (Autopilot) Function | B | 1 | 0 | (O) May be inoperative provided: a) Enroute operations or approaches do not require its use, b) Number of flight legs and flight leg durations are acceptable to the flightcrew, and c) Flying Duration Limitations of the operating procedure are applied. | |
| 22-10-00-20 | FD (Flight Director) Function | C | 2 | 0 | One or more may be inoperative provided: a) AP Function is not used (item 22-10-00-10), and b) Flight envelope is limited to MI 0.80. NOTE: Yaw damper and mach trim are not available. | |
| 22-10-00-30 | YD (Yaw Damper) Function | C | 1 | 0 | (O) May be inoperative provided: a) AP Function is not used (item 22-10-00-10), b) "R" label on PFD is not displayed, and c) Rudder is verified centered before each departure. | |
| 22-10-00-40 | MT (Mach Trim) Function | C | 1 | 0 | May be inoperative provided flight envelope is limited to MI 0.80. | |
| 22-10-00-50 | AP (Autopilot) Warning Light | C | 1 | 0 | (O) May be inoperative provided annunciation on EFIS and aural warning are verified operative. | |
| 22-10-01 | Flight Guidance Panel | | | | | |
| 22-10-01-A | | C | 1 | 0 | May be inoperative provided: a) ASEL and courses functions are verified operative before each departure, b) AP Function is not used (item 22-10-00-10), and c) FD Function is not used (item 22-10-00-20). | |

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|-------------------|---------------------------------------|----------|----------|----------|--|------------|
| 22-10-01-B | | C | 1 | 0 | (O) May be inoperative provided: a) ASEL and course functions are verified operative before each departure, b) ALT mode is operative, c) Approaches do not required its use, d) Number of flight legs and flight leg durations are acceptable to the flightcrew, and e) Flying Duration Limitations of the operating procedure are applied. | |
| 22-10-02 | AP Rudder Linear Actuator | C | 1 | 0 | (O) May be inoperative provided: a) Rudder is visually verified centered before each departure, b) YD Function is considered inoperative (item 22-10-00-30), and c) AP Function is not used (item 22-10-00-10). | |
| 22-10-05 | Servomotor (Pitch and Roll) | C | 2 | 0 | One or more may be inoperative provided AP Function is considered inoperative (item 22-10-00-10). | |
| 22-10-10 | Autopilot Quick Disconnect Pushbutton | | | | | |
| 22-10-10-A | | C | 2 | 1 | (O) One may be inoperative provided: a) Autopilot is not used at or below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot. | |
| 22-10-10-B | | B | 2 | 0 | Both may be inoperative provided AP Function is not used (item 22-10-00-10). | |
| 22-10-11 | Go-Around Pushbutton | | | | | |
| 22-10-11-A | | C | 2 | 1 | One may be inoperative provided approaches are conducted on the non-affected side. | |

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|-------------------|---|----------|----------|----------|--|------------|
| 22-10-11-B | | C | 2 | 0 | One or more may be inoperative provided AP function and FD function are not used below 1,500 feet AGL. | |
| 22-10-12 | TCS (Touch Control Steering Pushbutton) | C | 2 | 0 | One or more may be inoperative provided associated Autopilot Quick Disconnect Pushbutton is operative. | |

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4. REMARKS OR EXCEPTIONS

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. | |
| 23-11-10 | RTU (Radio Tuning Unit) | | | | | |
| 23-11-10-A | | C | 2 | 1 | RH RTU may be inoperative provided: c) VHF #1 is operative, d) At least one FMS is operative, e) Tuning of the radios by the FMS is verified operative, and f) Radio volumes are adequate. | |
| 23-11-10-B | | C | 2 | 1 | (M) RH RTU may be inoperative provided: a) VHF #1 is operative, b) At least one FMS is operative, c) Tuning of the radios by the FMS is verified operative, and d) Radio volumes are verified adequate after resetting the LH RTU. | |

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

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

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------|---|---|---|---|---|------------|
| 23-20-05-30 *** | Recorder Independent Power Supply (RIPS) | 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. | |
| 23-20-11 *** | ACARS (Aircraft Communication and Reporting System) | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 23-20-25 *** | AFIS (Airborne Flight Information System) | D | 1 | 0 | May be inoperative. | |
| 23-50-00 | Audio Panel | | | | | |
| 23-50-00-05 | ST Pushbutton | C | - | 0 | May be inoperative. | |
| 23-50-00-10 | ADF Pushbutton | | | | | |
| 23-50-00-10-A | | C | - | 1 | Any in excess of one may be inoperative. | |
| 23-50-00-10-B | | C | - | 0 | May be inoperative provided the associated ADF is considered inoperative (item 34-53-00). | |

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

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

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

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

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2. NUMBER INSTALLED

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

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

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| | | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS OR EXCEPTIONS | |

23. COMMUNICATIONS

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

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

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

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

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

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4. REMARKS OR EXCEPTIONS

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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4. REMARKS OR EXCEPTIONS

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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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|------------------------|--|----------|----------|----------|--|------------|
| 25-11-20 *** | Forward Observer Seat (Including Associated Equipment) (Cont'd) | | | | | |
| 25-11-20-C | Observer Seat Not Required by 14 CFR (Including Associated Equipment) | D | 1 | 0 | May be inoperative. NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy an observer seat. | |
| 25-13-31 | Rudder Pedal Adjustment | C | 2 | 0 | One or more may be inoperative provided: a) Position of pedals permits normal full flight and brake control movement, and b) Adjustments are secured in a position that suits the individual pilot's requirements. | |
| 25-21-01 | Passenger Seat | D | - | - | May be inoperative provided: a) Seat does not 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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4. REMARKS OR EXCEPTIONS

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) One or more 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 | - | - | One or more 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 the main aircraft 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) One or more may be inoperative and affected seat occupied provided seat is secured in TTOL position. | |
| 25-21-01-15-B | | C | - | - | One or more may be inoperative and affected seat occupied provided seat back is immovable in TTOL position. | |

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4. REMARKS OR EXCEPTIONS

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. | |
| 25-23-05 | 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. | |

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------|--|----------|----------|----------|---|------------|
| 25-28-10-10 | Portable Ladder | D | - | 0 | May be removed or inoperative in the stowed position. | |
| 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 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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4. REMARKS OR EXCEPTIONS

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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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------|--|---|---|---|--|------------|
| 25-61-00 | ELT (Emergency Locator Transmitter) | | | | | |
| 25-61-00-05 *** | Fixed 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) | D | - | 0 | May be inoperative or missing. | |
| 25-64-05 | Lifeline (Overwater Operations Survival Equipment) | D | - | - | May be inoperative or missing provided overwater operations are not conducted. | |

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4. REMARKS OR EXCEPTIONS

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 M1620) | 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. | |
| 27-00-08 | Stall Test | A | 2 | 1 | One may be inoperative provided: <ul style="list-style-type: none"> a) Slats are extended with the manual control at airspeed below 180 KIAS, b) Slat Configuration Panel is operative, c) AUTO SLATS Caution Light is operative, and d) Repairs are made within 2 consecutive calendar-days. | |
| 27-00-09 | "STALL..." Aural Warning | C | 2 | 1 | (O) One may be inoperative provided: <ul style="list-style-type: none"> a) Slat Configuration Panel is operative, b) Both Automatic Slat Extension Systems are verified operative before each departure, and c) Automatic Ignition System is verified operative before each departure. | |
| 27-00-10 | T/O CONFIG Warning Light | C | 1 | 0 | (O) May be inoperative provided the Aural Warning is verified operative. | |
| 27-14-01 | Roll Trim Control System | C | 1 | 0 | (M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) AIL ZERO Caution Light is operative and extinguished, b) Fuel Quantity Indications are operative, c) Roll Trim is verified in neutral position before each departure, d) Rudder Trim Control System is verified operative, e) TRIM AILERON C/B is pulled and collared, and f) Fuel unbalance is limited to 500 lbs or less. | |

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27. FLIGHT CONTROLS

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

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27. FLIGHT CONTROLS

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

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27. FLIGHT CONTROLS

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

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27. FLIGHT CONTROLS

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

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28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------------|---|---|---|--|------------|
| 28-20-10 | FUEL TRANSFER Caution Light | C | 1 | 0 | (O) May be inoperative provided: a) Fuel Quantity Indications are operative, and b) Fuel Quantity Indications are monitored at least every 30 minutes in flight. | |
| 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. | |
| 28-21-25 | 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. | |
| 28-21-26 | X-BP Amber Indicator | | | | | |
| 28-21-26-10 | Light Bulb | B | 2 | 1 | (O) One bulb may be inoperative provided fuel crossfeed monitoring is verified operative. | |
| 28-21-29 | 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. | |

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28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 28-22-01 | XTK Valve | C | 1 | 0 | (O) May be inoperative in closed position provided: a) All Booster Pumps are operative, b) XTK Light is operative and extinguished, and c) XBP Crossfeed Valves are verified operative. | |
| 28-22-02 | XTK Amber Indicator | | | | | |
| 28-22-02-10 | Light Bulb | B | 2 | 1 | (O) One bulb may be inoperative provided fuel crossfeed monitoring is verified operative. | |
| 28-40-10 | 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) LO FUEL 1, LO FUEL 2 Caution Lights and LEVEL Amber Lights are verified operative. | |
| 28-41-02 | FQMC (Fuel Quantity Management Computer) Channel | A | 2 | 1 | (M)(O) One may be inoperative provided: 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. | |

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28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------|-----------------------------------|----------|----------|----------|--|------------|
| 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, b) LEVEL Amber Lights are operative, and c) LO FUEL 1 and LO FUEL 2 Caution Lights are operative. | |
| 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. | |

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28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------------|---|---|---|---|------------|
| 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. | |
| 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. | |
| 28-41-10 | Fuel Used (FU) | C | 2 | 0 | One or more may be inoperative provided Fuel Flow (FF) and the associated Fuel Quantity Indications are operative. | |
| 28-41-12 | LO FUEL Caution Light | B | 2 | 1 | (O) One may be inoperative provided: a) Fuel Quantity Indications are operative, and b) LEVEL Amber Lights are verified operative. | |
| 28-41-15 | Fuel Flow (FF) | B | 2 | 1 | One may be inoperative provided all other engine indications and the associated Fuel Quantity Indications are operative. | |
| 28-42-05 | LEVEL Amber Light | C | 2 | 0 | (O) One or more may be inoperative provided: a) Fuel Quantity Indications are operative, and b) LO FUEL 1 and LO FUEL 2 Caution Lights are verified operative. | |

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28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------|--|---|---|---|---|------------|
| 28-42-10 | Fuel High Level Detection System | A | 1 | 0 | May be inoperative provided: a) FULL Pressure Refueling is not used, b) Cockpit Fuel Quantity Indications are verified operative and monitored during refueling operation, and c) Repairs are made within 3 consecutive calendar-days. | |
| 28-43-01 | Fuel Temperature Indication (TEMP) | C | 1 | 0 | May be inoperative provided: a) Airplane is not operated with outside temperature below ISA -20 degrees C, and b) Initial fuel tank temperature is above -30 degrees C. | |
| 28-50-00 | Pressure Refueling System | C | 1 | 0 | May be inoperative provided FUELING Caution Light is operative and extinguished. | |
| 28-50-01 | 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. | |
| 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. | |

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28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------|-----------------------------------|----------|----------|----------|---|------------|
| 28-50-01-04 | INC/DEC Switch | B | 1 | 0 | May be inoperative provided Partial Refueling is not used. | |
| 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. | |
| 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. | |

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28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------|---|---|---|--|------------|
| 28-50-05 | FUELING Caution Light | C | 1 | 0 | (M)(O) May be inoperative provided: a) Both Fueling Panel Access Doors are verified closed, b) Fuel tank pressurization is verified adequate, c) Defueling switch on maintenance panel is set to OFF, and d) Defueling valve is verified closed. | |
| 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) FUELING Caution Light is operative, b) Affected Vent Valve is manually operated before/after refueling, c) If STOP FUELING Red Light (fueling panel) remains lighted after opening of the vent valves, presence of airflow at each air outlet is verified during pressure refueling, and d) FUELING Caution Light is extinguished after closing sequence of Vent Valves. | |

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29. HYDRAULIC POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 29-11-10 | PUMP.. HYDR#.. Caution Light | C | 3 | 2 | (O) One may be inoperative provided: a) Associated System Pressure Indication is verified operative, b) ST BY PUMP and HYDR#2 ISOL Caution Lights are operative, c) Standby Pump is verified operative, and d) Associated System Pressure Indication is monitored every 30 minutes in flight. | |
| 29-11-11 | Hydraulic Pressure Indication (PRESS on EIED) | C | 2 | 1 | (O) One may be inoperative provided: a) ST BY PUMP and HYDR#2 ISOL Caution Lights are operative, b) Associated Hydraulic System HYDR#.. PUMP.. Caution Light is verified operative, and c) Standby Pump is verified operative before engine start. | |
| 29-13-09 | Hydraulic Filter Clogging Indicator | A | 9 | 8 | (M) One may be tripped red provided: a) Associated PUMP..HYDR#.. Caution Light is operative and extinguished, b) Affected Clogging Indicator is reset once at the beginning of the rectification interval and is verified to not be tripped red before each departure, and c) Repairs are made within 10 consecutive calendar-days. | |
| 29-14-01 | HYD 1 Tank Quantity Indication (QTY) | C | 1 | 0 | (O) May be inoperative provided the tank fluid level is verified before engine start. | |
| 29-14-02 | HYDR # TK PRESS Caution Light | C | 1 | 0 | (O) May be inoperative provided: a) Both Hydraulic Pressure Indications are verified operative, b) Hydraulic System pressure is closely monitored in flight, and c) AFM Procedures are applied if pressure starts fluctuating. | |

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29. HYDRAULIC POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------------------|---|---|---|--|------------|
| 29-14-11 | Main Hydraulic Accumulator | C | 2 | 1 | Hydraulic System No. 1 Accumulator may be inoperative. | |
| 29-14-12 | Thrust Reverser Hydraulic Accumulator | C | 2 | 0 | One or more may be inoperative provided Thrust Reverser System is not used (item 78-30-00). | |
| 29-20-10 | ST BY PUMP Caution Light | C | 1 | 0 | (O) May be inoperative provided: a) Standby Pump is verified operative before engine start, and b) Standby Pump Selector Handle is verified secured in IN FLIGHT position. | |

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30. ICE AND RAIN PROTECTION

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

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30. ICE AND RAIN PROTECTION

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

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30. ICE AND RAIN PROTECTION

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| 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. | |
| 30-41-04 | Windshield – XFR Caution Light | C | 1 | 0 | (M)(O) May be inoperative provided: a) Temperature Controller, Controller Transfer System, and Heating Networks are verified operative, and b) Windshield Demisting System is verified operative. | |
| 30-41-10 | Side and Rear Window Heating | C | 1 | 0 | May be inoperative. | |
| 30-42-00 | Windshield Demisting System | C | 2 | 0 | One or more may be inoperative provided Windshield De-Icing System is operative. | |
| 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. | |

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30. ICE AND RAIN PROTECTION

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| 30-43-00 | Windshield Wiper (Cont'd) | | | | | |
| 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 |
|-------------------|--|----------|-----------|----------|--|------------|
| 31-14-10 | Computer Magnetic Indicators (Minelco on Maintenance Panel) | B | 10 | - | One or more may be failed white or tripped red provided related computer is considered inoperative. | |
| 31-14-11 | Hydraulic Magnetic Indicators (Minelco on Maintenance Panel) | B | 8 | - | One or more may be failed white or tripped red provided associated systems (PITCH, RUD, AIL) are operative. | |
| 31-21-00 | Clock | C | 2 | 1 | One may be inoperative. | |
| 31-31-32 | DFDR (Digital Flight Data Recorder) | | | | | |
| 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. | |

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31. INDICATING/RECORDING SYSTEMS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------|--|---|---|---|---|------------|
| 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. | |
| 31-31-32-03 | For an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate | | | | | |
| 31-31-32-03-A | | C | - | 1 | Any in excess of those required by 14 CFR may be inoperative. | |
| 31-31-32-03-B | | A | - | 0 | May be inoperative provided repairs are made in accordance with 14 CFR. | |
| 31-32-00 | QAR (Quick Access Recorder) (Aircraft with M1896) | | | | | |
| 31-32-00-A | | C | 1 | 0 | May be inoperative provided no DFDR or FDAU (Flight Data Acquisition Unit) fault is reported on the FDEP (Flight Data Entry Panel). | |
| 31-32-00-B | | A | 1 | 0 | May be inoperative provided DFDR is considered inoperative (item 31-31-32). | |

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31. INDICATING/RECORDING SYSTEMS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------|---|----------|----------|----------|---|------------|
| 31-50-01 | Master Warning/ Master Caution Light System | C | 1 | 0 | May be inoperative provided Aural Warning System is verified operative. | |
| 31-60-00 | EIED (Engine Indication Electronic Display) | B | 3 | 2 | (O) Lower EIED may be inoperative provided: a) No display parameter is failed, b) Manual reconfiguration of remaining EIED is verified operative, and c) Associated Caution Lights are verified operative. | |
| 31-60-00-10 | Display Link Function | C | 6 | - | One or more may be inoperative. | |

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32. LANDING GEAR

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

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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) Landing distance is increased by 10 percent, c) EGPWS is considered inoperative (item 34-45-00), d) No untimely steady green L/G information was reported before L/G Retraction System failure, e) L/G Control Lever was not jammed in down position during the flight where the failure occurred, f) No BSCU fault code was logged before the L/G Retraction System failure, g) No BSCU fault code is displayed, except 315, 415, or both 333 and 433, h) L/G information are verified operative with L/G downlocked, i) Main L/G Doors are verified closed, j) L/G Control Lever is secured in down position, and k) 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. | |
| 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. | |

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32. LANDING GEAR

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 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. | |
| 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 | 4 | 0 | One or more may be inoperative provided DFDR is considered inoperative (item 31-31-32). | |
| 32-41-02-16 | Auto Airbrakes Command Function | C | 2 | 1 | (O) One may be inoperative provided AFM takeoff distance is increased by 70 feet. | |

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32. LANDING GEAR

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|----------------------------------|---|---|---|--|------------|
| 32-41-02-17 | Pin Programming Function | C | 4 | 0 | One or more may be inoperative. | |
| 32-41-02-18 | Computer Identification Function | C | 2 | 0 | One or more may be inoperative. | |
| 32-41-10 | BRAKE ACCU Caution Light | C | 1 | 0 | (M) May be inoperative provided the Park Brake Accumulator pressure is verified adequate once each flight day. | |
| 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 M1129 or M1746) | 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. | |

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33. LIGHTS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------------|--|----------|----------|----------|---|------------|
| 33-50-10-09 | Overwing Emergency Exit – Opening Instruction Sign | C | 1 | 0 | May be inoperative provided no passengers are carried. | |
| 33-50-10-10 | Floor Emergency Escape Path Light | | | | | |
| 33-50-10-10-A | | A | - | - | (M) One may be inoperative provided: a) Emergency Escape Path Lights adjacent to Passenger Door and Overwing Emergency Exit are operative, b) All other Interior Emergency Lights are operative, c) Cabin Sliding Doors are secured in open position, and d) Repairs are made within 3 consecutive calendar-days. | |
| 33-50-10-10-B | | C | - | 0 | One or more may be inoperative provided no passengers are carried. | |
| 33-50-10-20 | Bulkhead Exit Sign | C | - | 0 | One or more may be inoperative provided no seat behind the bulkhead is occupied. | |
| 33-50-10-30 | Pilot and Copilot Emergency Dome Light Bulb | C | 4 | 3 | One bulb may be inoperative. | |
| 33-50-10-40 *** | Passenger Dome Light (Aircraft with M3553) | D | 2 | 0 | One or more may be inoperative. | |
| 33-50-11 | Exterior Emergency Light | C | 2 | 0 | (O) One or more may be missing or inoperative provided: a) No passengers are carried other than those authorized by 14 CFR for non-passenger-carrying operations, and b) Alternate procedures are established and used. | |

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34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
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| 34-00-00 | DCP (Display Controller Panel) | A | 2 | 1 | RH DCP may be inoperative provided: a) Associated RSP is operative, and b) Repairs are made within 3 consecutive calendar-days. | |
| 34-00-01 | RSP (Reversion Switch Panel) | B | 2 | 0 | (O) One or more may be inoperative provided: a) DCPs are operative, and b) No reversion is selected. | |
| 34-00-03 | Air Data Reference Panel | B | 2 | 1 | IAS/MACH Function on Pilot Not Flying side may be inoperative. | |
| 34-01-00 | EFIS (Electronic Flight Instrument System) | A | 4 | 3 | (O) RH MFD may be inoperative provided: a) Enroute operations do not require its use, b) For takeoff and landing, remaining RH EFIS is in PFD mode, c) For takeoff and landing, Pilot Flying is on the LH side, d) DCPs are operative, e) Standby Magnetic Compass and Standby Horizon are operative, f) RSPs are verified operative, and g) Repairs are made within 3 consecutive calendar-days. | |
| 34-01-00-10 | EFIS Fan | C | 4 | 3 | (O) One may be inoperative provided it is verified that cold airflow is delivered to EFIS. | |
| 34-03-00 *** | DDRMI (Digital Distance and Radio Magnetic Indicator) (Aircraft with M0012) | C | - | 0 | May be inoperative. | |

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34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
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| 34-15-02 | Altitude Alerting System | A | 1 | 0 | (O) One or more 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. | |
| 34-15-03 | VMO/MMO Aural Warning (ADC Source) | C | 2 | 1 | One may be inoperative provided ADC information on each side is operative. | |
| 34-21-00 | AHS (Attitude and Heading System) | D | - | 2 | Any in excess of the two required to independently power the Captain and First Officer's system may be inoperative. | |
| 34-21-10 *** | Lasertrack (Aircraft with M0259) | D | 1 | 0 | May be inoperative provided IRS is initialized by FMS. | |

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|------------------------|---|----------|----------|----------|--|------------|
| 34-23-01 | SFDS (Secondary Flight Display System) (Aircraft with M1678) | | | | | |
| 34-23-01-03 | ATT Flag | B | 1 | 0 | (O) One may be displayed provided: a) Flight is not conducted in Instrument Meteorological Conditions (IMC) or at night, b) Airplane is not operated in known or forecast flight over the top condition, and c) Standby Magnetic Compass is verified operative. | |
| 34-23-01-04 | LOC Flag | C | 1 | 0 | May be displayed. | |
| 34-23-01-05 | LOC Flag with B/C Label | C | 1 | 0 | May be displayed. | |
| 34-23-01-06 | G/S Flag | C | 1 | 0 | May be displayed. | |
| 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. | |
| 34-25-00-01 | Compass Lighting | | | | | |
| 34-25-00-01-A | | B | 1 | 0 | May be inoperative provided the Standby Magnetic Compass is considered inoperative (item 34-25-00). | |
| 34-25-00-01-B | | C | 1 | 0 | May be inoperative for other than night operations. | |
| 34-31-01 *** | HUD (Head-Up Display) | D | 1 | 0 | (O) May be inoperative provided: a) Approaches do not require its use, and b) The Combiner is stowed in rest position. | |
| 34-41-00 | Weather Radar (WX) | C | - | - | As required by 14 CFR. | |

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34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
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| 34-41-13 | Weather Radar Control Panel | | | | | |
| 34-41-13-A | (Aircraft without M0878 or M1174) | C | 1 | 0 | May be inoperative provided the Weather Radar is considered inoperative (item 34-41-00). | |
| 34-41-13-B | (Aircraft with M0878 or M1174) | D | 2 | 1 | One may be inoperative. | |
| 34-41-13-C | (Aircraft with M0878 or M1174) | C | 2 | 0 | One or more may be inoperative provided the Weather Radar is considered inoperative (item 34-41-00). | |
| 34-42-00 | RA (Radio Altimeter) | | | | | |
| 34-42-00-A | | A | - | 0 | (O) May be inoperative provided: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> a) No radio altitude is displayed on affected RA, and b) Approaches do not require its use. | |
| 34-44-00 | TCAS (Traffic Alert and Avoidance System) | | | | | |
| 34-44-00-A | | B | - | 0 | (M) May be inoperative provided: <ul style="list-style-type: none"> a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. | |

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| 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 a) Enroute or approach procedures do not require its use. | |
| 34-44-00-30 | Traffic Alert (TA) Display System | C | - | 0 | (O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use. | |
| 34-44-00-40 | Audio Functions | B | 1 | 0 | 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. | |

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34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------------|---|----------|----------|----------|---|------------|
| 34-45-00 | E-GPWS/GPWS (Enhanced Ground Proximity Warning System) | | | | | |
| 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 | One or more may be inoperative. | |
| 34-45-01-14 | Advisory Callouts | | | | | |
| 34-45-01-14-A | | B | - | 0 | (O) May be inoperative provided alternate 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. | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------------|---|----------|----------|----------|---|------------|
| 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 | One or more may be inoperative. | |
| 34-45-01-40 *** | Runway Awareness and Advisory System (RAAS) | C | 1 | 0 | May be inoperative. | |
| 34-45-02-10 | Class B TAWS Equipment Required – GPWS | A | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days. | |

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34. NAVIGATION

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

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34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------------|---|----------|----------|----------|---|------------|
| 34-45-02-40 *** | Runway Awareness and Advisory System (RAAS) | C | 1 | 0 | May be inoperative. | |
| 34-45-03-10 | Class C TAWS Equipment TAWS/GPWS | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that is operative may be used. | |
| 34-51-00 | VOR/ILS Function | C | 2 | - | As required by 14 CFR. | |
| 34-51-40 | Marker Beacon System | C | 2 | - | May be inoperative provided approaches do not require its use. | |
| 34-51-60 *** | GPS (Global Positioning System) | D | 2 | - | (O) As required by 14 CFR. | |
| 34-52-00 | DME (Distance Measuring Equipment) | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 34-53-00 | ADF (Automatic Direction Finder) | D | 2 | - | Any in excess of those required by 14 CFR may be inoperative. | |

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34. NAVIGATION

| 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) | | | | | |
| 34-60-00-A *** | Aircraft with M2319 | D | 3 | 2 | One may be inoperative. | |
| 34-60-00-B | | C | - | 0 | (O) One or more may be inoperative provided: a) Enroute operations and approaches do not require its use, and b) Operative IRS can be initialized. | |
| 34-60-20 | Navigation Data Base | 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 verified to be properly 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) One or more 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) APU is verified operative before each departure, d) EFIS Fans are verified operative, 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. | |
| 36-10-02 | 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) APU is verified operative before each departure, d) EFIS Fans are verified operative, 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. | |
| 36-21-10 | PAX COND'G OVERPRESS Caution Light | C | 1 | 0 | (O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) CREW COND'G OVERPRESS Caution Light is operative, c) HP1 and PRV1 Bleed Valve Switches are set to OFF, and d) CROSSBLEED selector switch is set to OPEN. | |

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36. PNEUMATIC

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|-----------------|--|----------|----------|----------|---|------------|
| 36-21-11 | CREW COND'G OVERPRESS Caution Light | C | 1 | 0 | (O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) PAX COND'G OVERPRESS Caution Light is operative, c) HP2 and PRV2 Bleed Valve Switches are set to OFF, and d) CROSSBLEED selector switch is set to OPEN. | |
| 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) EFIS Fans are verified operative, d) Draining port cap is verified in locked position, e) Toilet door is placarded "DO NOT USE TOILET", and f) Repairs are made within 3 consecutive calendar-days. | |
| 38-30-09-20 | Rear Toilet Drain Valve | | | | | |
| 38-30-09-20-A | | A | 1 | 0 | May be inoperative in closed position provided repairs are made before next Toilet Drain pan-draining operation. | |

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38. WATER/WASTE

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------|------|---|---|---|--|------------|
| 38-30-09-20-B | | A | 1 | 0 | (O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Rear Toilet is not used, c) EFIS Fans are verified operative, d) Draining port cap is verified in locked position, e) Toilet door is placarded "DO NOT USE TOILET", and f) Repairs are made within 3 consecutive calendar-days. | |
| 38-32-09-20-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 |
|-------------------|---------------------------------------|----------|----------|----------|--|------------|
| 45-10-02 | MDC (Maintenance Diagnostic 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). | |

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4. REMARKS OR EXCEPTIONS

46. INFORMATION SYSTEMS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------|------------------------------------|----------|---|----------|--|------------|
| 46-20-00 | EFB (Electronic Flight Bag) System | | | | | |
| 46-20-00-01 | EFB Device | C | - | 0 | (M)(O) One or more may be inoperative provided: a) Inoperative EFB Device is secured or removed from the aircraft, b) Alternate procedures are established and used, and c) Enroute and terminal paper charts for the route to be flown are available on board. | |
| 46-20-00-03 | Power Connection | C | - | 0 | One or more may be inoperative provided associated EFB Device is considered inoperative (item 46-20-00-01). | |
| 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 46-20-00-01). | |
| 46-20-00-05 | Data Connectivity | C | - | 0 | One or more may be inoperative provided associated EFB Device is considered inoperative (item 46-20-00-01). | |

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4. REMARKS OR EXCEPTIONS

49. AIRBORNE AUXILIARY POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------|----------------------------|---|---|---|--|------------|
| 49-00-10 | APU START/STOP Switch | | | | | |
| 49-00-10-10 | Light Bulb | | | | | |
| 49-00-10-10 A | | C | 4 | 2 | One or two may be inoperative. | |
| 49-00-10-10 B | | C | 4 | 0 | One or more may be inoperative provided APU is considered inoperative (item 49-10-01). | |
| 49-00-11 | APU MASTER Switch | | | | | |
| 49-00-11-10 | Light Bulb | | | | | |
| 49-00-11-10 A | | C | 4 | 2 | One or two may be inoperative. | |
| 49-00-11-10 B | | C | 4 | 0 | One or more may be inoperative provided APU is considered inoperative (item 49-10-01). | |
| 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. | |

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

49. AIRBORNE AUXILIARY POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|-------------------|--------------------------------------|----------|----------|----------|--|------------|
| 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). | |
| 49-60-05 | APU FAULT Caution Light | C | 1 | 0 | (O) May be inoperative provided: a) APU is considered inoperative (item 49-10-01), and b) APU Inlet Door is verified in closed position. | |
| 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 FAULT Caution Light is operative, c) APU is verified operative before each flight, and d) APU FAULT Caution Light is monitored during APU use. | |
| 49-70-40 | APU GEN Caution Light | A | 1 | 0 | (O) May be inoperative provided: a) APU is only used for engine start, b) APU GEN Switch is set to OFF, c) LH Ammeter is closely monitored during APU start, and d) Repairs are made within 2 consecutive calendar-days. | |

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4. REMARKS OR EXCEPTIONS

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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4. REMARKS OR EXCEPTIONS

52. DOORS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|------------------------|---|----------|----------|----------|--|------------|
| 52-00-10 | DOORS Warning Light | C | 1 | 0 | (O) May be inoperative provided the doors are verified closed and locked before each departure. | |
| 52-10-20 | Passenger Door Electrical Maneuver System | | | | | |
| 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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4. REMARKS OR EXCEPTIONS

73. ENGINE FUEL AND CONTROL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------|---------------------------|----------|----------|----------|--|------------|
| 73-20-01 | FADEC | | | | | |
| 73-20-01-03 | Channel | A | 4 | - | 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. | |
| 73-20-01-10 | 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 O'RIDE operation is verified operative on both engines before departure, b) APR O'RIDE Button is pressed before takeoff and landing, and c) Repairs are made within 2 consecutive calendar-days. | |
| 73-40-05 | APR Caution Light | A | 1 | 0 | (O) May be inoperative provided: a) All EIEDs are operative, b) APR Label on EIED Engine Page are verified operative, c) APR O'RIDE Button is pressed before takeoff and landing, and d) Repairs are made within 2 consecutive calendar-days. | |

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4. REMARKS OR EXCEPTIONS

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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4. REMARKS OR EXCEPTIONS

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) One or more may be inoperative provided: a) AFM takeoff distance is increased by 70 feet, b) Takeoff and landing are not conducted on an icy runway, c) Both Thrust Reversers have sustained no damage, d) Both Thrust Reversers are secured in stowed position, and e) Airbrakes are manually extended in case of RTO below V1 (Airbrake Handle on position 2). | |
| 78-30-05 | TRANS Amber Light | C | 2 | 0 | One or more may be inoperative provided Thrust Reverser System is considered inoperative (item 78-30-00). | |
| 78-30-07 | DEPLOY Green Light | C | 2 | 0 | One or more may be inoperative provided Thrust Reverser System is considered inoperative (item 78-30-00). | |
| 78-30-09 | THRUST REVERSER 1/2 Caution Light | C | 2 | 0 | One or more may be inoperative provided Thrust Reverser System is considered inoperative (item 78-30-00). | |

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4. REMARKS OR EXCEPTIONS

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) For 14 CFR Part 91 operations only, one may be inoperative provided: a) OIL 1 and OIL 2 Warning Lights are verified operative during engine start, b) Associated Oil Temperature Indication is verified operative, and c) Repairs are made within 10 consecutive calendar-days. | |
| 79-30-03 | 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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4. REMARKS OR EXCEPTIONS

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) RH BUS TIED Caution Light is operative, d) APU is verified operative before each departure, e) Bus Tie System is verified operative, f) Fuel Crossfeed System is verified operative, g) Wing tank pressurization is verified adequate, h) All Booster Pumps are verified operative, i) Affected valve is opened manually before engine start and secured in closed position after engine start, and j) 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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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) RH BUS TIED Caution Light is operative, d) APU is verified operative before each departure, e) Bus Tie System is verified operative, f) Fuel Crossfeed System is verified operative, g) Wing tank pressurization is verified adequate, h) All Booster Pumps are verified operative, i) Affected valve is opened manually before engine start and secured in closed position after engine start, and j) 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> | |