

**Revision: 3**  
**Date: 03/21/2005**

**DEPARTMENT OF TRANSPORTATION**  
**FEDERAL AVIATION ADMINISTRATION**  
**WASHINGTON, D.C.**

**MASTER MINIMUM EQUIPMENT LIST**

**FALCON 200**

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Log of Revisions

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## Control Page

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Control Page	III	3	03/21/2005
	IV	3	03/21/2005
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Definitions	VI	6	01/31/1995
	VII	6	01/31/1995
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22	22-1	3	03/21/2005
23	23-1	3	03/21/2005
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24	24-1	2	10/12/1993
25	25-1	2 b	02/02/2001
	25-2	2 a	07/07/1998
	25-3	2 b	02/02/2001
26	26-1	2 a	07/07/1998
27	27-1	2	10/12/1993
	27-2	2	10/12/1993
	27-3	2	10/12/1993
28	28-1	2	10/12/1993
	28-2	2	10/12/1993
29	29-1	2	10/12/1993

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## Control Page

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34	34-1	2 b	02/02/2001
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80	80-1	2	10/12/1993

## HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, The Falcon 200 Master Minimum Equipment List has been revised .Please replace affected pages of the previous list with Revision 3 for a complete up-to-date MMEL. Change bars have been included to aid the user in identifying any changes as a result of this revision.

## 22.AUTO FLIGHT

Item 1, Autopilot Systems: Amended to Policy Letter 101, (rev 1).

## 23.COMMUNICATIONS

Item 1, Passenger Address System: Amended to Policy Letter 9, (rev 7).

Item 2, Communications Systems: Amended to Policy Letter 95, (rev 1).

Item 5, Cockpit Voice Recorder: Amended to Policy Letter 29, (rev 4).

Item 13, Boom Microphones: Amended to Policy Letter 58, (rev. 3).

Item 14, Emergency Locator Transmitter: New item.

Item 15, High frequency Communication System: New item, reference Policy Letter 106 (rev 2).

## 32.LANDING GEAR

Item 3, Anti-Skid System: Amended to Policy Letter 113.

## 33. LIGHTS

Item 6, Landing Lights: Added category "C" to second proviso.

## 34.NAVIGATION

Item 9, Ground Proximity Warning System: Amended to Policy Letter 54, (rev 7).

Item 16, ATC Transponder and Automatic Reporting System: Amended to Policy Letter 76, (rev 3).

Item 17, Altitude Alerting System: Amended to Policy Letter 39 (rev 3). (rev 1).

Item 18, Standby Attitude Indicator: Amended to Policy Letter 111 (rev 1).

Item 44, Traffic Alert and Collision Avoidance System: Amended to Policy Letter 32 (rev 6).

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FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: FALCON 200	REVISION: 6 DATE:01/31/1995	PAGE NO: VI
DEFINITIONS		

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

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DEFINITIONS		

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.
8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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DEFINITIONS		

15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

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DEFINITIONS		

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

### 23. Electronic fault alerting system – General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

#### a. BOEING(B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

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DEFINITIONS		

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS)

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/ 321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS! (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant; however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER(FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white)). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

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DEFINITIONS		

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built in Test Evaluation (BITE) of systems.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "\*\*\*\*" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

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PREAMBLE (06/14/1989)		

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

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PREAMBLE (06/14/1989)		

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

**WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED**

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DATE: 10/12/1993

PAGE NO:  
21-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

1. Out-Flow/Safety Valves  
21-30-10

C

2

0

(M) May be inoperative provided:  
a) Valves are secured OPEN,  
b) Flight remains at or below 10,000 feet MSL, and  
c) Extended overwater operations are prohibited.

2. Cabin Altitude/ Door  
(CABIN) Warning Light  
31-50-00

C

1

0

(O) May be inoperative provided:  
a) Cabin altimeter operates normally,  
b) Cabin altitude warning horn operates normally, and  
c) A crewmember determines by visual inspection that all doors are closed and locked before each departure.

3. Cabin  
Altitude/Overpressure  
Warning Horn 31-50-00

C

1

0

(M) May be inoperative provided;  
a) Flight remains at or below 10,000 feet MSL.

OR

b) Flight is conducted in an unpressurized configuration.

4. Triple Cabin Indicator 21-30-20

1) Cabin Altitude Indication

C

1

0

(M) May be inoperative provided;  
a) Cabin differential pressure indicator operates normally, and  
b) A chart is provided to convert cabin differential pressure to cabin altitude.

OR

c) Flight is conducted in an unpressurized configuration.

(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
4. Triple Cabin Indicator (Cont'd)				
2) Cabin Differential Pressure Indication	C	1	0	(M) May be inoperative provided: a) Cabin altimeter operates normally, and b) A chart is provided to convert cabin altitude to cabin differential pressure.  OR c) Flight is conducted in an unpressurized configuration.
3) Cabin Vertical Speed Indication	C	1	0	(M) May be inoperative provided: a) Automatic cabin pressurization control system operates normally, and b) Cabin differential pressure indicator and cabin altimeter operate normally.  OR c) Flight is conducted in an unpressurized configuration.
5. Pilot Foot Warmer 21-20-10	C	1	0	May be inoperative CLOSED (Bleed Air) or OFF (Electric).
6. Automatic Temperature Control System 21-60-10	C	1	0	May be inoperative provided manual temperature control operates normally.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
7. Cabin Pressurization Control System 21-30-20					
1) Automatic	C	1	0	(M)(O) May be inoperative provided; a) Manual cabin pressure control system operates normally, and b) Cabin altimeter and cabin differential pressure indicator operates normally.	
	C			OR c) Flight is conducted in an unpressurized configuration.	
2) Manual	C	1	0	(M)(O) May be inoperative provided: a) Automatic cabin pressure control system operates normally, and b) Cabin altimeter and cabin differential pressure indicator operate normally.	
	C			OR c) Flight is conducted in an unpressurized configuration.	
8. Cabin Temperature Remote Control 21-60-10	C	1	0		
9. Temperature Control Valve Position Indicator 21-60-10	C	1	0		
10. Cabin Temperature Indicator 21-60-10	C	1	0		

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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
11. Cabin Air Conditioning Valve 21-50-10	C	1	0	(M)(O) May be inoperative OPEN provided: a) Both bleed valves operate normally, b) Both bleed valves are selected OFF for takeoff and second segment climb, c) Cabin altitude warning light operates normally, and d) Cabin altitude warning horn operates normally.
12. Cockpit Gasper Outlets 21-20-20	C	2	1	
13. Electrical Rack Blowers 21-20-60				Deleted Revision 2a.
14. Flood Duct System	C	1	0	
15. Vacuum Jet Pump 21-30-10	C	1	0	(M) May be inoperative provided flight is conducted in an unpressurized configuration.

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1. SYSTEM,  
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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22 AUTO FLIGHT				
1. Autopilot Systems 22-10-00	C	-	1	<p>May be inoperative provided approach minimums do not require their use.</p> <p>NOTE: Any mode which operates normally may be used.</p> <p>May be inoperative provided autopilot is not used.</p> <p>One may be inoperative provided autopilot is not utilized at less than initial approach altitude.</p> <p>May be inoperative provided autopilot is not used.</p>
	B	-	0	
2. Autopilot Alert Lights (AP, AP TRIM and MISTRIM) 31-50-10	C	3	0	
3. Control Wheel Autopilot Disengage Buttons	C	2	1	
	C	2	0	
4. Yaw Damper 22-10-20	C	1	0	

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	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			

23 COMMUNICATIONS				
1. Passenger Address System (PA)				
1) 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 system (audio and visual) operates normally.  NOTE: Any station function(s) that operate normally may be used.
	C	1	0	(O) May be inoperative provided: a) PA not required by FAR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.  NOTE: Any station function(s) that operate normally may be used.
a) Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
2) Cargo Configuration (Courier/Supernumerary Address System)	C	1	0	May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.  (Continued)

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
1. Passenger Address System (PA) (Cont'd)				
2) Cargo Configuration (Courier/Supernumerary Address System)				
a) Lavatory Speakers	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
2. Communications Systems (VHF, UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.
1) VHF Comm Control Panels				
a) Frequency Transfer Light	C	-	0	
b) Frequency Transfer Switch	C	-	0	
c) Frequency Selector Knob	C	-	2	
d) Frequency Indication	C	-	2	

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
3. Flight Deck Speakers	C	-	-	May be inoperative provided: a) Procedures do not require their use, and b) Headsets are installed and operate normally.
4. Crewmember Interphone System(s)	C	-	1	
1) Passenger Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin headsets, and b) Alternate communications procedures between the affected flight attendants station(s) are established and used.
				NOTE: Any station function(s) that operate normally may be used.
b) Flight Deck to Ground Function	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
				(Continued)

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
4. Crewmember Interphone System(s) (Cont'd)				
2) Cargo Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Function	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions and established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
b) Flight Deck to Ground Function	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
5. Cockpit Voice Recorder				
1) Part 135 Operators				
a) Flight Data Recorder Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
b) Flight Data Recorder Not Installed	A	1	0	May be inoperative provided repairs are made within three flight days.
2) Part 91 Operators	A	1	0	As required by FAR.

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	2. NUMBER INSTALLED			4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
23 COMMUNICATIONS				
6. Airphone System	D	1	0	
7. Selective Call System (SELCAL) 23-20-10	C	1	0	
8. Automatic Cabin Briefer	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
9. Microphones 23-50-20	C	-	2	May be inoperative provided one microphone operates normally at each pilot station.
10. Radio Master Switch	C	1	0	May be inoperative ON.
11. Standby Battery Pack for *** Comm/ATC	C	1	0	May be inoperative provided procedures do not require its use.
12. Electronic Cockpit *** Checklist	C	1	0	(O) May be inoperative provided procedures do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
13. Boom Microphones  (With Flight Data Recorder Installed)				
1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 121.359(g), 135.151(d) or 125.277(e)	A	-	0	May be inoperative provided: a) Flight data recorder (FDR) operates normally, and b) Repairs are made within three flight days.
2) Cockpit Voice Recorder *** Not Equipped to Record Boom Microphone  (Without Flight Data Recorder Installed)	D	-	0	Any in excess of those required by FAR may be inoperative.
1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 121.359(g), 135.151(d) or 125.227(e)	A	-	0	May be inoperative provided repairs are made within three flight days.
2) Cockpit Voice Recorder *** Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.

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2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

14. Emergency Locator  
\*\*\* Transmitter (ELT)

D

-

-

Any in excess of those required by FAR may be inoperative.

15. High Frequency (HF)  
Communication System

C

-

1

(O) May be inoperative while conducting operations that require two LRCS provided:  
a) SATCOM (High or Low Gain) Data Link system operate normally, and  
b) SATCOM Data Link communication operates normally over the intended route of flight.

D

-

-

Any in excess of those required by FAR may be inoperative.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL POWER				
1. Inverters 24-20-10	B	3	2	One may be inoperative provided VMC flight conditions exist at both departure and arrival airports.
2. DC Voltmeters 24-30-50	C	2	1	One may be inoperative provided all other generator system components operate normally.
3. AC Voltmeter 24-20-50	C	1	0	May be inoperative provided AC1 and AC2 lights operate normally.
4. Battery Temperature Indicator System 24-30-50	C	1	1	One meter indication may be inoperative provided battery temperature warning light system operates normally.
5. Generator Warning Lights 24-30-50	C	2	1	(O) One may be inoperative provided the DC voltmeter operates normally.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
1. Crewmember Shoulder Harness 25-10-10				Deleted, Rev. 1.
2. Emergency Locator Transmitter (ELT) 25-60- 20	C	-	0	As required by FAR.
3. Passenger Seats and Belts	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) Affected seat is blocked and placarded "Do Not Occupy".  NOTE 1: A seat with inoperative seat belt is considered inoperative.  NOTE 2: Inoperative seat(s) do not affect the required number of Flight Attendants.
1) Recline Mechanism	D	-	-	May be inoperative and seat occupied provided seat is secured in the up-right position.

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4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/ FURNISHINGS					
4. Crewmember Seat Adjustments 25-10-10					
1) Electrical	C	2	0	(M) May be inoperative provided manual adjustment operates normally.	
2) Manual	C	2	2	(M) Adjustment in a vertical mode may be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Fore-aft adjustment operates normally.	
5. Passenger Convenience *** Item(s)		-	0	Passenger convenience items, as expressed in the MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the operator's appropriate document.  NOTE: Lavatory door ashtrays are not considered convenience items.	
6. First Aid Kits	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.	
7. Lavatory Door Ashtray	A	1	0	May be missing provided it is replaced within 3 calendar days.	

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

25 EQUIPMENT/ FURNISHINGS				
8. Galley Waste Receptacles Access Doors/ Covers	C	-	-	(M) May be inoperative provided the container is empty and the access is secured to prevent waste introduction into the compartment.

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
26 FIRE PROTECTION				
1. Fire Extinguisher Thermal Discharge Discs 26-20-20	C	-	0	(M) May be missing provided pressure indicators are checked once each flight day to determine adequate charge.
2. APU Fire Warning System 26-10-30	C	1	0	May be inoperative provided APU is not used.
3. APU Fire Extinguisher System 26-20-20	C	1	0	May be inoperative provided APU is not used.
4. Aft Baggage Smoke Detector/ Extinguisher System	C	1	0	May be inoperative provided the compartment remains empty, or only non-combustible materials (including supplemental avionics) are carried therein.
5. Portable Fire Extinguishers	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.

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	4. REMARKS AND EXCEPTIONS			
27 FLIGHT CONTROLS				
1. Arthur Q Units (Aileron and Elevator) 27-10-50, 27-30-40	B	2	0	(M)(O) May be inoperative in the low speed position provided airspeed remains at or below 200 KIAS.
2. Arthur Q Unit Warning Light System 31-50-10	B	1	0	(M)(O) May be inoperative provided: a) Associated Arthur Q units are secured in the low speed position, and b) Airspeed remains at or below 200 KIAS.
3. Air Brake System Warning Lights 27-60-10	C	2	1	(O) One may be inoperative provided: a) Airbrakes operate normally, b) Verify airbrakes are properly set before departure, and c) T/O configuration warning operates normally.
4. AUTO SLATS Light System 31-50-10	C	1	0	(O) May be inoperative provided airspeed remains at or below 240 KIAS.
5. FLAP ASYM Warning System 27-50-30	C	1	0	(M)(O) May be inoperative provided flap asymmetry protection system is verified to operate normally before each departure.

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	4. REMARKS AND EXCEPTIONS			
27 FLIGHT CONTROLS				
6. Slat Position Indicator 27-80-40	C	1	0	(O) May be inoperative provided: a) It is verified visually that slats are properly positioned following each commanded control movement, and b) Takeoff warning system slat function operates normally.
7. Horizontal Stabilizer Trim Indicator 24-40-10	C	1	0	(O) May be inoperative provided: a) Takeoff trim position is visually verified using the reference marks on the vertical stabilizer before departure, and b) Horizontal stabilizer trim operating aural alert system operates normally.
8. Takeoff Warning System	C	1	1	Light only may be inoperative.
9. Horizontal Stabilizer Trim Operating Aural Alert (Clacker) 31-50-00	C	1	0	(O) May be inoperative provided: a) Horizontal stabilizer trim position indicator operates normally, b) Takeoff warning system stabilizer function operates normally, and c) Autopilot is not used.

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27 FLIGHT CONTROLS					
10. Aileron Trim Indicator 27-10-50	C	1	0	(O) May be inoperative provided: a) Aileron trim is verified properly set before each departure, and b) Aileron trim system is verified to operate normally before each departure.	
11. Rudder Trim Indicator 27-20-40	C	1	0	(M)(O) May be inoperative provided; a) Rudder trim is verified properly set before each departure, and b) Rudder trim system is verified to operate normally before each departure.	
12. Stall Warning Horn Test (Stall 1 and Stall 2)	C	2	1	(M) One may be inoperative provided stall warning system is verified to operate normally before each departure by actuating the stall vane for the affected system checking auto slat, ignition, audio warning.	
13. Rudder Pedal Adjustment 27-20-15	C	2	0	May be inoperative provided rudder pedals are in a position which permit full rudder travel and brake application without restriction.	

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
28 FUEL				
1. Booster Pumps 28-20-20	C	2	1	(M)(O) One may be inoperative provided: a) Both transfer pumps operate normally, b) Feeder tank pressurization is verified to operate normally before each departure, and c) Crossfeed valve operates normally.
2. Transfer Pumps 28-10-40	C	2	1	(O) One may be inoperative provided; a) Both booster pumps operate normally, b) Wing XFR INTERCOM operates normally, and is used to prevent fuel imbalance, and c) Crossfeed valve operates normally.
3. Fuel Used Counters 28-40-10	C	2	0	(O) May be inoperative provided: a) All other fuel indications for the associated system operate normally, and b) Fuel Used/Gross weight indication system is not used.
4. FUEL LEVEL Light System 31-50-10	C	1	0	(M)(O) May be inoperative provided: a) Associated rear fuel gauging system is verified to operate normally before each departure, and b) Rear tank quantity is closely monitored during flight.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
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28 FUEL					
5. Wing XFR INTERCOM 28-10-40	C	1	0	(O) May be inoperative provided all fuel system components operate normally.	
6. Total (TOT) Fuel Quantity Indication Systems 28- 40-10	C	2	1	(M) One may be inoperative provided: a) Fuel quantity in associated system is verified adequate before each departure, b) Both Fuel Flow/Fuel Used indicators operate normally, and c) Rear quantity indications operate normally.	
7. Pressure Fueling System 28-20-10	C	1	0	(M) May be inoperative provided: a) System is deactivated and secured in accordance with an acceptable procedures, and b) All cockpit fuel quantity indicators operate normally.	
8. Gross Weight Counter	C	1	0		

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4. REMARKS AND EXCEPTIONS

29 HYDRAULIC POWER

1. Hydraulic Quantity  
Indicators 29-11-10

C

2

0

(M)(O) May be inoperative provided:  
a) Hydraulic quantity in the  
associated reservoir(s) is verified  
adequate before each departure,  
and  
b) All other hydraulic system  
indicators and warning lights  
operate normally.

2. Main System Pressure  
Warning Lights (HYDR1  
AND HYDR2) 29-11-10,  
29-15-10

C

2

0

(O) May be inoperative provided all other  
hydraulic system pressure indicators and  
warning lights operate normally.

3. Standby Pump Light

C

1

0

(O) May be inoperative provided:  
a) Standby pump is checked for  
cycling 1500-2100 PSI before  
engine starts, and  
b) Pump is left OFF except for  
takeoff, or if system #2 normal  
pressure is lost in-flight.

4. Hydraulic Tank  
Pressurization Warning  
Lights 29-30-10

B

2

0

(M)(O) May be inoperative provided;  
a) Reservoir pressurization is verified  
to operate normally before each  
departure.

OR

b) Flight remains at or below FL 200.

C

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			
29 HYDRAULIC POWER				
5. Hydraulic Pressure Indicators 29-30-10	C	2	1	(O) One may be inoperative provided all other hydraulic system pressure indicators and warning lights operates normally.
6. Hydraulic Pump Low Pressure Warning Lights (PUMP1 and PUMP2) 29-11-10, 29-15-10	C	2	0	(O) May be inoperative provided: a) All other hydraulic system pressure indicators and warning lights operate normally, and b) Associated pressures and quantities are closely monitored throughout flight.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
30 ICE AND RAIN PROTECTION					
1. Wing Anti-Icing System 30-10-00	C	1	0		May be inoperative CLOSED provided the airplane is not operated in known or forecast icing conditions.
2. Engine Inlet Anti-Icing Systems	B	2	1		(O) One may be inoperative CLOSED provided the airplane is not operated in known or forecast icing conditions.
3. Pitot/Static Heater Systems	B	2	1		One may be inoperative provided: a) Airplane is not operated in visible moisture, or known or forecast icing conditions, and b) Neither taxiway nor runway is covered with standing water or slush.
4. Pitot/Static Heater Light Systems 30-30-10	B	2	1		(O) One may be inoperative provided: a) Associated heater element operates normally, and b) Airplane is not operated in known or forecast icing conditions.
5. Windshield Heat XFER Light System 30-40-10	C	1	0		(M) May be inoperative provided the transfer systems and heating networks are verified to operate normally before each departure into known or forecast icing conditions.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
30 ICE AND RAIN PROTECTION					
6. Windshield Heating Systems 30-40-10	C	2	1	(O) One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Windshield de-fog system operates normally.	
7. Side Window Heating System 30-40-10	C	1	0		
8. Windshield Wipers 30-40-30	C	2	0	May be inoperative provided the airplane is not flow in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
9. Windshield Defog System 30-40-30	C	1	0	May be inoperative provided all windshield heating systems operate normally.	
10. Angle of Attack Heating System (for Speed Index)	C	1	0	May be inoperative provided the airplane is not operated in known or forecast icing conditions.	
11. Stall Warning Sensor Heating Systems	C	2	1	One may be inoperative provided the airplane is not operated in known or forecast icing conditions.	

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31 INDICATING/ RECORDING SYSTEMS					
1. Clocks 31-20-10	C	-	1		One may be inoperative at either the pilot's or copilot's station.
2. Flight Data Recorder *** System (FDR) 31-30-00	C	-	1		
	A	-	0		May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport where repairs or replacements can be made, and c) Repairs are made within three flight days.
1) FDR Recording Parameters Required by FAR	A	-	-		May be inoperative provided: a) Cockpit Voice Recorder operates normally, and b) Repairs are made within 20 calendar days.
2) FDR Recording Parameters Not Required by FAR	A	-	-		May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.

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31 INDICATING/ RECORDING SYSTEMS				
3. TAS Indicator	C	1	0	
4. SAT/TAT/TAS Indicator	C	1	0	May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Minimum fuel quantity for flight is increased five percent.
5. TAT Indicator				Deleted, Rev. 2.

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4. REMARKS AND EXCEPTIONS

32 LANDING GEAR

1. Landing Gear Selector  
Handle Warning Light 32-  
30-60

C

1

0

(O) May be inoperative provided the  
landing gear position indicators and  
warning horn operates normally.

2. Parking Brake  
Annunciator Light (P  
Brake) 32-40-80

C

1

0

(O) May be inoperative provided:  
a) Emergency brake accumulator  
pressure is verified normal before  
each departure, and  
b) Number 2 braking system  
operates normally.

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32 LANDING GEAR				
3. Anti-Skid System (Includes Annunciator Lights)				
1) Dry Runways	C	1	0	(O) May be inoperative provided operations are conducted in accordance with the Performance Data of the AFM.
2) Wet Runways (No standing water present in areas of takeoff ground roll, no snow, no icy runway conditions.)	C	1	0	(O) May be inoperative provided: a) Operations are limited to utilization of PFCO or grooved runways, b) Thrust reversers operate normally, c) Acceptable Performance Data from an analysis of the Accelerate Stop Capability on Wet Runway Surfaces is developed and used, d) The crosswind component for both departure and arrival runways is forecast to be 15 knots or less, e) Acceptable Performance Data Report is referenced in the Operator's Minimum Equipment List (MEL) by Report Name, Number, Revision Number, and Acceptance Data, f) Performance Data Report assumes that reverse thrust action is terminated at 60 knots, and g) Wet runway landing operations are conducted in accordance with available landing performance data in the AFM.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
1. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting 33-10-00	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmember's eyes, and c) Lighting configuration at dispatch is acceptable to the flight crew.
2. Cabin Interior Lights 33-20-05	C	-	-	May be inoperative provided: a) Adjacent light operates normally, and b) Inoperative lights do not exceed 50 percent of the total installed.
3. Passenger Notice System (No Smoking/Fasten Seat Belt" Signs) 33-20-50	C	-	-	(O) "No Smoking/Fasten Seat Belt" signs may be inoperative and the associated passenger seat(s) may occupied provided: a) Passenger Address System operates normally, and can be clearly heard throughout the cabin during flight, and b) An acceptable procedure is used to notify passengers when seat belts must be fastened or smoking is prohibited.

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33 LIGHTS				
4. Aft Compartment Lighting System 33-30-10	C	1	0	
5. Baggage Compartment Lighting System 33-30-10	C	1	0	
6. Landing Lights 33-40-30	C	2	1	One may be inoperative for night operations provided taxi light operates normally.
	C	2	0	May be inoperative for day operations.
7. Taxi Light 33-40-40	C	1	0	May be inoperative for night operations provided both landing lights operate normally.
	C	1	0	May be inoperative for day operations.
8. Position Lights System 33-40-20	C	1	0	May be inoperative for day operations.
9. Anti-Collision Lights 33-40-20	B	-	0	May be inoperative for night operations provided strobe light system is installed and operates normally.
	C	-	0	May be inoperative for day operations.

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33 LIGHTS					
10. Wing Ice Detection Lights 33-40-50	C	-	0		May be inoperative provided ground deicing procedures do not require their use.
11. Exterior Emergency Lighting System 33-50-10	C	1	0		May be inoperative for day operations.
12. Logo Light System	D	1	0		
13. Wing Strobe Light System 33-40-10	C	1	0		May be inoperative for night operations provided anti-collision lights operate normally.
14. Pulse Light System ***	D	-	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
1. Rate of Climb Indicators 34-10-10	C	2	1	One may be inoperative for day VMC flight only.
2. Angle of Attack Systems 34-10-90	C	-	0	May be inoperative provided stall warning systems operate normally.
3. Turn and Bank Indicators				
***1) Rate of Turn Indicators	C	2	1	
	C	2	0	May be inoperative provided Standby Horizon Indicator operates normally.
4. Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any magnetic compass combination of three Gyro or INS (IRU) stabilized Compass Systems are operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro Stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.
	B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro System are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.

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34 NAVIGATION					
5. Flight Director Systems	C	2	0		May be inoperative provided approach minimums do not require their use.
6. Distance Measuring Equipment (DME) 34-50-30	D	-	-		Any in excess of those required by FAR may be inoperative.
7. Weather Radar 34-40-10 ***	C	-	-		As required by FAR.
1) Windshear Detection and Avoidance System	C	-	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System operates normally.
	C	-	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and Landings and not conducted in known or forecast windshear conditions.
8. VHF Navigation System	C	-	-		As required by FAR.

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34 NAVIGATION				
9. Ground Proximity Warning System	A	-	0	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	C	-	0	(O) May be inoperative provided: a) It is not required by FAR, and b) Alternate procedures are established and used.
1) Modes 1-4	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	C	-	0	(O) May be inoperative provided: a) It is not required by FAR, and b) Alternate procedures are established and used.
2) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	C	-	0	(O) May be inoperative provided: a) It is not required by FAR, and b) GPWS is considered inoperative.
				(Continued)

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34 NAVIGATION				
9. Ground Proximity *** Warning System (GPWS) (Cont'd)				
3) Glideslope Deviation (Mode 5)	B	2	0	
	C	2	0	(O) May be inoperative provided it is not required by FAR.
***4) Advisory Callouts	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
5) Windshear Mode	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.
	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
***6) TAWS	C	-	0	
10. Radio Altimeter System 34-40-20	C	-	0	May be inoperative provided approach minimums do not require its use.

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34 NAVIGATION					
11. Instrument Comparator	C	-	0		May be inoperative provided approach minimums do not require its use.
12. Marker Beacon	C	-	0		May be inoperative provided approach minimums do not require its use.
13. Radio Compass (ADF) System 34-50-40	D	-	-		Any in excess of those required by FAR may be inoperative.
14. Glide Slope Receiver	C	-	-		As required by FAR.
15. MACH/Airspeed Warning 34-20-20	B	1	0		(O) May be inoperative provided: a) Airspeed remains at or below Vmo-330 kts, KIAS Mmo-.82M., and b) Both mach/airspeed indicators operate normally.
16. ATC Transponders and Automatic Reporting Systems	B	-	0		May be inoperative provided; a) Enroute operations do not required its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.
	D	-	-		Any in excess of those required by FAR may be inoperative.

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34 NAVIGATION				
17. Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not required its use, and c) Repairs are made within three flight days.
	C	-	0	May be inoperative provided it is not required by FAR.
18. Standby Attitude Indicator	C	-	0	May be inoperative provided not required by FAR.
	B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
NOTE: The Standby Attitude Indicator must be operative at dispatch for aircraft equipped with the Pro Line 4 system.				

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
19. RMIs	C	-	-	
20. Inertial Navigation System (INS) 34-40-30	C	-	-	As required by FAR.
21. Flight Management System (FMS)	C	-	0	May be inoperative provided required navigation and communications system are not affected.
22. Vertical Navigation System	C	-	0	
23. VLF/OMEGA System	C	-	-	As required by Far.
24. Microwave Landing System (MLS)	C	-	0	As required by FAR.
25. GPS/LORAN System	C	-	0	As required by FAR.
26. RNAV System	C	-	0	
27. EFIS Display Source Select Switches	C	-	1	One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Pilot and copilot EFIS systems remain connected to independent sources,</li> <li>b) Associated sources operate normally,</li> <li>c) All EFIS CRT's operate normally, and</li> <li>d) Inoperative switches are not moved in flight.</li> </ul>
28. EFIS Symbol Generator Units (SGU, DPU and/or MPU)	C	3	2	One may be inoperative provided each pilot's EFIS is driven by an independent symbol generator unit (SGU, DPU or MPU) which operates normally.

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
29. Multifunction Display (MFD)	C	1	0	(O) May be inoperative provided: a) Procedures do not require its use, and b) When radar is required, at least one radar display operates normally.
30. EADI Annunciators/Displays				
1) FAST/Slow Indications	C	2	0	
2) Flight Director Bars	C	2	0	May be inoperative provided approach minimums do not require its use.
3) Radio Altitude	C	2	0	
4) ILS Deviation	C	2	0	As required by FAR.
5) Marker Indications	C	2	0	May be inoperative provided approach minimums do not require its use.
6) Composite/Mix Mode	C	2	1	
7) Airspeed	C	2	0	(O) May be inoperative provided airspeed information is not displayed.
8) Speed Trend	C	2	0	(O) May be inoperative provided trend information is not displayed.
9) Mach Indication	C	2	0	(O) May be inoperative provided mach information is not displayed.
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34 NAVIGATION					
30. EADI Annunciations/Displays (Cont'd)					
10) Accel/Decel Indication	C	2	0		
11) DH Set	C	2	0	May be inoperative provided approach minimums do not required its use.	
31. EHSI Annunciations/Displays					
1) Selected Heading	C	2	0		
2) Selected Course	C	2	0	May be inoperative provided navigation does not require its use.	
3) Bearing Pointers	C	4	0	May be inoperative provided adjacent RMI(s) operates normally.	
4) DME Display	C	2	0	As required by FAR.	
5) Groundspeed/Time to Go	C	2	0		
6) ARC Mode	C	2	0	NOTE: Weather radar requirements must be considered if both ARC modes are inoperative.	
7) Second Course	C	2	0		
8) Elapsed Time/TAS	C	2	0		
9) Wind Speed Vector	C	2	0		

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34 NAVIGATION					
32. VOR Angular/Linear Deviation Selector	C	2	0		May be inoperative provided at least one VOR system is operating normally in the angular mode.
33. Navigation Data Bank	C	-	0		
1) Navigation Databases ***	C	-	-		(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
34. Storm Scope	C	-	-		As required by FAR.
35. NAV/COM Preselect Tuning Functions	C	-	0		May be inoperative provided direct tuning mode is installed and operates normally for each affected unit.
36. Voice Advisory/Flight Profile Advisory System	C	1	0		
37. NAV/COMM/ADF/TDR Memory Channels	C	-	0		May be inoperative provided manual tuning operates normally.

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34. NAVIGATION					
38. NAV/COMM/ADF/TDR Digital Frequency Selector/LCD/LED Display Units	C	-	1		One may be inoperative on either pilot's or copilot's side provided: a) Manual remote tune or dual FMS/CDU tune capability operates normally, and b) All digital Frequency Selector/LCD/LED display units on opposite pilot side operate normally.
39. Compass Transfer System	C	-	0		May be inoperative provided compass information remains in the normal (onside) selection.
40. ADI Transfer System	C	2	0		May be inoperative provided: a) Pilot and copilot attitude displays remains connected to independent sources, and b) Associated sources operate normally.
41. Radar Auto Inhibit	C	1	0		May be inoperative provided the primary radar indicator operates normally.
42. Radarnav /Datanav System	C	1	0		
43. Airborne Flight Information System	C	1	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
44. Traffic Alert and Collision *** Avoidance System (TCAS 1)	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
	C	-	0	(M)(O) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
*** Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
	C	-	0	(M)(O) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not required its use.
***1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	(O) 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 the flying pilot side.
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34 NAVIGATION					
44. Traffic Alert and Collision *** Avoidance System (TCAS II) (Cont'd)					
2) Resolution Advisory (RA) Display Systems	C	2	1	(O) One may be inoperative on the non- flying pilot side.	
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3) Traffic Alert Display System(s)	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.	
45. Windshear Detection and *** Guidance Systems					Incorporated into Item 34-7 Revision 2 b.

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34 NAVIGATION				
46. Flight Profile Advisory *** System				
1) Gear Mode	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
2) Minimums Mode	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
3) Radio Altitude Mode	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made with two flight days.
4) Test Mode	A	1	0	May be inoperative provided: a) The FPA is considered inoperative, and b) Repairs are made within two flight days.
5) Glideslope Deviation Mode	B	1	0	
6) Advisory Callouts	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

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	4. REMARKS AND EXCEPTIONS			
35 OXYGEN				
1. Passenger Oxygen System 35-20-00	C	-	0	As required by FAR.
2. First Aid Oxygen	C	-	-	As required by FAR.
3. Portable Oxygen System	D	-	-	Any in excess of those required by FAR may be inoperative.

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	4. REMARKS AND EXCEPTIONS			
36 PNEUMATIC				
1. HP Bleed Valves (PRV)	C	2	1	(M) One may be inoperative CLOSED.
2. Bleed Valves (LP)	C	2	1	(O) One may be inoperative CLOSED provided flight remains at or below FL 250.

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	4. REMARKS AND EXCEPTIONS			

49 AIRBORNE AUXILIARY POWER					
1. Auxiliary Power Unit 49- 10-00	C	1	0	May be inoperative provided procedures do not require its use.	

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1. SYSTEM,  
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ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

73 ENGINE FUEL &  
CONTROL

1. Fuel Flowmeters 73-30-  
10

B

2

1

One may be inoperative provided:  
a) All other engine instruments for  
the associated engine operate  
normally, and  
b) All fuel quantity gauges operate  
normally.

2. Engine Synchronization  
System 77-30-10

C

1

0

(M) May be inoperative provided it is  
deactivated and secured.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
74 IGNITION					
1. Igniter Indicator Lights 74-20-10	C	2	1	(M) One may be inoperative provided all modes of the associated ignition system operate normally.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
4. REMARKS AND EXCEPTIONS				
77 ENGINE INDICATING				
1. N1 Indicators 77-10-10				
1) Digital Readout(s)	C	2	0	
2. ITT Indicators 77-20-10				
1) Digital Readout(s)	C	2	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
78 ENGINE EXHAUST				
1. Thrust Reversers 78-30-00	C	2	0	(M)(O) May be inoperative provided: a) No damage to the thrust reverser system exists which would adversely affect operation of the airplane, and b) A procedure is established and used to determine that the associated thrust reverser is locked in the closed (forward thrust) position by use of the safety pin.
2. Thrust Reverser Indicating Light Systems	C	2	0	(M) May be inoperative provided: a) It is verified that the fault is in the indication system only, and b) Reverser is deactivated and secured in the stowed position by use of the safety pins.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

79 ENGINE OIL				
1. Oil Pressure Warning Lights 79-30-00	C	2	1	(M)(O) One may be inoperative provided: a) Malfunction is in the warning system, b) Oil pressure and oil temperature indicators are monitored closely during flight, and c) A light that remains illuminated must be deactivated.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

80 STARTING				
1. Automatic Starter Cutouts 80-10-00	C	2	0	May be inoperative provided starter is disengaged manually at 50% N1 during start.