



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

Master Minimum Equipment List (MMEL)

Revision: 10
Date: XX/XX/XXXX

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

Approved by the Aircraft Evaluation Division
Federal Aviation Administration (FAA)
Air Carrier Branch
AFS-100
800 Independence Avenue, S.W.
Washington, DC 20591

AED Email: 9-AVS-AFS-100@faa.gov

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. I

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS**TABLE OF CONTENTS AND CONTROL PAGE**

SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	--	10	XX/XX/XXXX
--	Table of Contents and Control Page	I	10	XX/XX/XXXX
--	Log of Revisions	II	10	XX/XX/XXXX
--	Highlights of Change	III	10	XX/XX/XXXX
--	Definitions and Preamble	IV	10	XX/XX/XXXX
--	Guidelines for (M) and (O) Procedures	V	9	12/17/2024
21	Air Conditioning	21-1 thru 8	9	12/17/2024
22	Autoflight	22-1 thru 6	10	XX/XX/XXXX
23	Communications	23-1 thru 10	9	12/17/2024
24	Electrical Power	24-1	9	12/17/2024
25	Equipment/Furnishings	25-1 thru 19	9	12/17/2024
26	Fire Protection	26-1	9	12/17/2024
27	Flight Controls	27-1 thru 3	10	XX/XX/XXXX
28	Fuel	28-1 thru 9	9	12/17/2024
29	Hydraulic Power	29-1 thru 2	9	12/17/2024
30	Ice and Rain Protection	30-1 thru 5	9	12/17/2024
31	Indicating/Recording Systems	31-1 thru 6	9	12/17/2024
32	Landing Gear	32-1 thru 3	10	XX/XX/XXXX
33	Lights	33-1 thru 6	9	12/17/2024
34	Navigation	34-1 thru 20	10	XX/XX/XXXX
35	Oxygen	35-1 thru 3	9	12/17/2024
36	Pneumatic	36-1 thru 5	9	12/17/2024
38	Water/Waste	38-1 thru 2	9	12/17/2024
45	Central Maintenance System	45-1	9	12/17/2024
46	Information Systems	46-1 thru 2	9	12/17/2024
49	Airborne Auxiliary Power	49-1 thru 2	9	12/17/2024
52	Doors	52-1	9	12/17/2024
73	Engine Fuel and Control	73-1	9	12/17/2024
74	Ignition	74-1	9	12/17/2024
77	Engine Indicating	77-1	9	12/17/2024
78	Engine Exhaust	78-1	9	12/17/2024
79	Engine Oil	79-1	9	12/17/2024
80	Starting	80-1 thru 2	9	12/17/2024

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST	
REVISION NO. 10 DATE: XX/XX/XXXX		PAGE NO. II	
AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS		LOG OF REVISIONS	
REV NO.	DATE		
Original	09/13/2004		
1	02/06/2006		
2	12/14/2006		
3	01/25/2008		
4	11/11/2009		
5	04/04/2013		
6	11/18/2016		
7	07/05/2018		
7a	07/24/2018		
8	09/18/2020		
9	12/17/2024		
10	XX/XX/XXXX		

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 10 DATE: XX/XX/XXXX	PAGE NO. III
AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 10**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 05/07/2026.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
22-1	Item 22-10-00-20: FD (Flight Director) Function. Repair category is changed from "C" to "B" and "AP function is not used" is changed to "AP Function is considered inoperative."
22-2	Item 22-10-01-03: AP Pushbutton. "AP function is not used" is changed to "AP Function is considered inoperative."
22-4	Item 22-10-02: AP Rudder Linear Actuator. Deleted proviso c).
22-6	Item 22-10-10-B: AP Quick Disconnect Pushbutton. "AP function is not used" is changed to "AP Function is considered inoperative."
27-2	Item 27-35-01: Elevator Arthur Variable Bellcrank. Added proviso g) requiring that ROAAS (item 34-45-00-10) be inhibited and considered inoperative for A/C with M-OPT0380 installed.
27-3	Item 27-40-10: Horizontal Stabilizer Position Indication. Proviso b) "AP function is not used" is changed to "AP Function is considered inoperative."
32-1	Item 32-30-00: LG (Landing Gear) Retraction System. Added proviso j) requiring that ROAAS (item 34-45-00-10) be inhibited and considered inoperative for A/C with M-OPT0380 installed.
32-2	Item 32-41-02-11: Main Gear Contact Function. Typographical error correction. Changed (M) to (O). Also added proviso d) requiring that ROAAS (item 34-45-00-10) be inhibited and considered inoperative for A/C with M-OPT0380 installed.
32-3	Item 32-41-02-12: Nose Gear Contact Function. Added proviso e) requiring that ROAAS (item 34-45-00-10) be inhibited and considered inoperative for A/C with M-OPT0380 installed.
32-3	Item 32-41-02-14: IRS Data Function. Added proviso b) requiring that ROAAS (item 34-45-00-10) be inhibited and considered inoperative for A/C with M-OPT0380 installed. Also added requirement for (O) procedure.
34-6	Item 34-41-10: XM Weather System. Change item title to XM/SXM Weather System which allows relief to SXM system. Changed applicability to include A/C that have SXM system installed by M-OPT0381.
34-9	Added item number 34-45-00-10: Runway Overrun Awareness and Alerting System (ROAAS) (A/C with M-OPT0380). Relief added for A/C with optional ROAAS system installed by M-OPT0380.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 10 DATE: XX/XX/XXXX	PAGE NO. IV
AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	DEFINITIONS AND PREAMBLE

DEFINITIONS

Refer to the current FAA MMEL Policy Letter (PL)- 25, MMEL/MEL Definitions, found on the FAA Dynamic Regulatory System (DRS) website at <https://drs.faa.gov>.

FAA DRS - MMEL Policy Letter 25

PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Dynamic Regulatory System (DRS) website at <https://drs.faa.gov>.

FAA DRS - MMEL Policy Letter 34

FAA DRS - MMEL Policy Letter 36

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 9 DATE: 12/17/2024	PAGE NO. V
AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	GUIDELINES FOR (M) AND (O) PROCEDURES

Guidelines for (M) and (O) Procedures are based on Dassault Aviation (M) and (O) Procedures for Falcon 2000EX EASy/DX/LX/S/LXS, published by the aircraft manufacturer.

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 21-1

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

21. Air Conditioning

Sequence No.	Item	1	2	3	4 Change Bar
21-20-05	Cockpit Gasper	C	2	0	One or more may be inoperative provided at least one Cockpit Gasper remains in open position.
21-20-10	Cold Fan Pressure Control Valve	C	1	0	May be inoperative provided all display units (DU) are operative.
21-20-15	Glare Shield Cold Air Manual Control	C	1	0	May be inoperative.
21-20-16	Air Conditioning Distribution Lever	C	2	0	One or more may be inoperative provided affected lever is set to windshield position.
21-30-00	Cabin Temperature Indicator	C	1	0	May be inoperative.
21-30-05	UP-DN Manual Controller	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 21-2

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-30-09	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) Cabin Pressure Controller (CPC) is verified operative. NOTE: A chart to convert cabin differential pressure to cabin altitude is provided to the crew in the associated operating procedure.	
21-30-09-01-B		C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
21-30-09-02	Cabin Differential Pressure Indication					
21-30-09-02-A		C	1	0	(O) May be inoperative provided the Cabin Altitude Indication is verified operative.	
21-30-09-02-B		C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 21-3

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-30-09	Triple Cabin Indication (Cont'd)					
21-30-09-03	Cabin Vertical Speed Indication					
21-30-09-03-A		C	1	0	(O) May be inoperative provided the Cabin Altitude Indication and Cabin Differential Pressure Indication are verified operative.	
21-30-09-03-B		C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
21-31-09	Nose Cone Fan	C	1	0	(M)(O) May be inoperative provided: a) High Frequency (HF) Radio is not used below 10,000 ft, b) Duration of ground operations is limited, c) Nose Cone optional pieces of equipment are considered inoperative and associated breakers are pulled and collared, d) NOSE CONE OVHT Warning System is verified operative, and e) NOSE CONE OVHT amber CAS message is not displayed.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 21-4

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

21. Air Conditioning

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

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 21-5

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-32-10	Cabin Pressurization LOW Rate Control	C	1	0	May be inoperative provided it remains off.	
21-51-13	Cabin Air Recirculation Valve	C	1	0	(O) May be inoperative provided: a) RECIRC switch is set to ISOL, and b) Recirculation Valve is verified in closed position before each departure.	
21-52-00	ECU (Environmental Control Unit)	C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) MANUAL Mode of Air Conditioning Valves is verified operative, c) Hot air flow is verified blowing at crew air distribution outlets, and d) All DUs are operative.	
21-52-31	ECU Bypass Valve	C	1	0	May be inoperative.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 21-6

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-60-00	TCS (Temperature Control System)					
21-60-00-10	Alarm Light Command Function (Auto Cockpit, Auto Cabin, and Manual Mode)	A	3	0	One or more may be inoperative provided: a) TCS fault codes are considered before each departure, and b) Repairs are made within 3 consecutive calendar-days.	
21-60-00-20	Turbine Temperature Control Function (Auto and Manual Mode)	A	6	0	One or more may be inoperative provided repairs are made within 2 consecutive calendar-days.	
21-60-00-30	AUTO Mode	A	2	0	(O) One or more may be inoperative provided: a) MANUAL mode is verified operative, and b) Repairs are made within 3 consecutive calendar-days.	
21-60-00-31	Thrust Lever Position Function	A	2	1	One may be inoperative provided: a) Thrust Levers are operative, and b) Repairs are made within 3 consecutive calendar-days.	
21-60-00-32	Computer Dialog Function (Cockpit and Cabin)	A	2	1	One may be inoperative provided repairs are made within 3 consecutive calendar-days.	
21-60-00-33	Compressor Overheat Sensor Function (Cockpit and Cabin)	A	2	1	One may be inoperative provided repairs are made within 3 consecutive calendar-days.	
21-60-00-34	CREW and PAX Auto Temperature Potentiometer Function	A	2	0	One or more may be inoperative provided repairs are made within 3 consecutive calendar-days.	
21-60-00-35	Cockpit and Cabin Duct Temperature Sensor Function	A	2	1	One may be inoperative provided repairs are made within 2 consecutive calendar-days.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 21-7

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-60-00	TCS (Temperature Control System) (Cont'd)					
21-60-00-40	MANUAL Mode	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
21-60-00-41	CREW and PAX Manual Temperature Potentiometer Function	A	2	1	One may be inoperative provided repairs are made within 3 consecutive calendar-days.	
21-60-05	Cabin Duct Temperature Indication	C	1	0	May be inoperative.	
21-64-00	Cabin Temperature Remote Control	C	1	0	May be inoperative.	
21-64-02	Hot Conditioning Valve	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.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 21-8

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

21. Air Conditioning

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

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 22-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10-00	AP (Autopilot) Computer					
22-10-00-10	AP Function					
22-10-00-10-A		C	2	1	One may be inoperative.	
22-10-00-10-B		B	2	0	(O) Both may be inoperative provided: a) Enroute operations or approaches do not require its use, b) Number of flight legs and flight leg durations are acceptable to the flightcrew, and c) Flying Duration Limitations of the operating procedure are applied.	
22-10-00-20	FD (Flight Director) Function	B	2	0	One or more may be inoperative provided AP Function is considered inoperative (item 22-10-00-10).	
22-10-00-30	YD (Yaw Damper) Function					
22-10-00-30-A		C	2	1	One may be inoperative.	
22-10-00-30-B	A/C without M-OPT0063	C	2	0	(O) Both may be inoperative provided rudder is verified centered before each departure. NOTE: AP can be used without YD.	
22-10-00-30-C	A/C with M-OPT0063	C	2	0	(O) Both may be inoperative provided: a) Approaches with Enhanced Vision System (EVS) operational credit are not conducted, and b) Rudder is verified centered before each departure. NOTE: AP can be used without YD.	
(Continued)						

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 22-2

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10-00	AP (Autopilot) Computer (Cont'd)					
22-10-00-40	MT (Mach Trim) Function					
22-10-00-40-A		C	2	1	One may be inoperative.	
22-10-00-40-B		C	2	0	One or more may be inoperative provided flight envelope is limited to MI 0.80.	
22-10-00-60	AT (Autothrottle) Function	C	1	0	May be inoperative.	
22-10-01	Flight Guidance Panel					
22-10-01-01	FD/TD Pushbuttons					
22-10-01-01-A		C	2	1	(O) One may be inoperative provided FD and TD symbols are verified operative.	
22-10-01-01-B		C	2	0	(O) Both may be inoperative provided: a) FD and TD symbols are verified operative, and b) Approaches do not require its use.	
22-10-01-02	APP Pushbutton	C	1	0	(O) May be inoperative provided approaches do not require its use.	
22-10-01-03	AP Pushbutton	B	1	0	May be inoperative provided AP Function is considered inoperative (item 22-10-00-10).	
22-10-01-05	AT Pushbutton	C	1	0	May be inoperative provided AT Function is not used (item 22-10-00-60).	
(Continued)						

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 22-3

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10-01	Flight Guidance Panel (Cont'd)					
22-10-01-06	LNAV (Lateral Navigation) Pushbutton	C	1	0	(O) May be inoperative provided: a) FD Heading/Track (HDG/TRK) select mode is operative, and b) Enroute operations do not require its use.	
22-10-01-08	YD Pushbutton	C	1	0	May be inoperative.	
22-10-01-09	CLB Pushbutton	C	1	0	(O) May be inoperative provided approaches or enroute operations do not require its use.	
22-10-01-10	VS Pushbutton	C	1	0	(O) May be inoperative provided enroute operations do not require its use.	
22-10-01-11	VNAV (Vertical Navigation) Pushbutton	C	1	0	(O) May be inoperative provided enroute operations do not require its use.	
22-10-01-13	ALT Pushbutton	C	1	0	May be inoperative provided Altitude Select (ASEL) Control is operative.	
22-10-01-40	MACH/KTS SPEED Control					
22-10-01-41	SPEED Readout	C	1	0	May be inoperative.	
22-10-01-42	MAN/FMS Selector	C	1	0	May be inoperative.	
22-10-01-43	SPEED Rotactor	C	1	0	May be inoperative provided: a) AT Function is not used (item 22-10-00-60), and b) FD CLB mode is not used.	
(Continued)						

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 22-4

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10-01	Flight Guidance Panel (Cont'd)					
22-10-01-44	PUSH CHG Pushbutton					
22-10-01-44-A		C	1	0	May be inoperative with display in KTS.	
22-10-01-44-B		C	1	0	May be inoperative with display in MACH provided: a) AT Function is not used below MI 0.50 (item 22-10-00-60), and b) FD CLB mode is not used below MI 0.50.	
22-10-01-70	HDG/TRK (Heading/Track) Control					
22-10-01-71	HDG/TRK Readout	C	1	0	May be inoperative.	
22-10-01-72	HDG/TRK Selector	C	1	0	May be inoperative with HDG select.	
22-10-01-73	PUSH SYNC Pushbutton	C	1	0	May be inoperative.	
22-10-01-80	ASEL Control					
22-10-01-81	ASEL Readout	C	1	0	May be inoperative provided ASEL is displayed on PDU.	
22-10-01-82	100FT/1000FT Selector	C	1	0	May be inoperative provided 100FT selection is operative.	
22-10-02	AP Rudder Linear Actuator	C	1	0	(O) May be inoperative provided: a) Rudder is visually verified centered before each departure, and b) YD Function is considered inoperative (item 22-10-00-30).	

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 22-5

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10-03	AIOP (Actuator Input/Output Processor) Module					
22-10-03-01	AIOP 1A and/or AIOP 1B	C	2	0	One or more may be inoperative provided: a) AP Function (AP1) is considered inoperative (item 22-10-00-10), b) YD Function (YD1) is considered inoperative (item 22-10-00-30), and c) AT Function is considered inoperative (item 22-10-00-60).	
22-10-03-02	AIOP 2A and/or AIOP 2B	C	2	0	One or more may be inoperative provided: a) AP Function (AP2) is considered inoperative (item 22-10-00-10), and b) YD Function (YD2) is considered inoperative (item 22-10-00-30).	
22-10-03-03	AIOP 1A and/or AIOP 1B and AIOP 2A and/or AIOP 2B	A	4	0	One or more may be inoperative provided: a) AP Function is considered inoperative (item 22-10-00-10), b) YD Function is considered inoperative (item 22-10-00-30), c) AT Function is considered inoperative (item 22-10-00-60), d) MT Function is considered inoperative (item 22-10-00-40), and e) Repairs are made within 3 consecutive calendar-days.	

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 22-6

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10-05	Servomotor (Pitch and Roll)	B	2	0	One or more may be inoperative provided AP Function is considered inoperative (item 22-10-00-10).	
22-10-10	AP Quick Disconnect Pushbutton					
22-10-10-A		C	2	1	(O) One may be inoperative provided: a) AP is not used at or below 1,500 ft above ground level (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 considered inoperative (item 22-10-00-10).	
22-10-11	TOGA (Takeoff/Go Around) Pushbutton	C	2	1	One may be inoperative provided approaches are conducted on the non-affected side.	
22-10-12	TCS (Touch Control Steering) Pushbutton	C	2	0	One or more may be inoperative provided the associated AP Quick Disconnect Pushbutton is operative.	
22-30-10	AT Quick Disconnect Pushbutton					
22-30-10-A		C	2	0	One or more may be inoperative provided: a) AT Pushbutton on Flight Guidance Panel is operative, and b) AT is not used below 1,500 ft AGL.	
22-30-10-B		C	2	0	One or more may be inoperative provided AT Function is not used.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 23-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
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 direct current (DC) transfer bus and not required for emergency procedures. NOTE 1: Controller-Pilot Data Link Communications (CPDLC)/Aeronautical Telecommunications Network (ATN) B1 function (Aircraft with M3309) is not used if VHF #3 is inoperative. NOTE 2: CPDLC/Future Air Navigation System (FANS)-1A VHF #3-based function (Aircraft with M3402) may be affected.	
23-11-00-10	Tuning Means	C	6	2	Any in excess of two may be inoperative provided: a) One means to tune each VHF at each pilot's station is operative, and b) VHF tuning knob on Pilot Monitoring station guidance panel is operative.	
23-11-05	VHF Tuning Knobs (on Guidance Panel)	C	2	1	One may be inoperative provided both VHF may be tuned by Cursor Control Device (CCD) and Multi-functions Keyboards (MKB).	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 23-2

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 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	-	-	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 long-range communication system (LRCS) provided: a) Aircraft Satellite Voice (SATVOICE) system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The International Civil Aviation Organization (ICAO) Flight Plan is updated (as required) to notify air traffic control (ATC) of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
23-15-00 ***	SATCOM (Satellite Communications)	D	-	0		
23-15-00-A		D	-	0	May be inoperative provided procedures do not require its use.	
23-15-00-B		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
23-15-15 ***	Flight Phone	D	-	0	May be inoperative.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 23-3

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-20-05	CVR (Cockpit Voice Recorder)					
23-20-05-A ***	With FDR (Flight Data Recorder) Installed	A	1	0	May be inoperative provided: a) FDR operates normally, and b) Repairs are made within 3 flight-days.	
23-20-05-B	Without FDR (Flight Data Recorder) Installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
23-20-05-C	For an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
23-20-05-30 ***	Recorder Independent Power Supply (RIPS) (Aircraft with M3317)	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.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 23-4

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

23. Communications

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

REVISION NO. 9

PAGE NO. 23-5

DATE: 12/17/2024

AIRCRAFT:

Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-21-00 ***	DTU (Data Transmission Unit) System (A/C with M3158)	D	1	0	(M) May be inoperative or removed provided: a) "DTU" C/B is pulled and collared, and b) Engine data download is performed as per the Pratt & Whitney Canada (P&WC) Engine Maintenance Manual.	
23-50-00	Audio Panel					
23-50-00-05	ST Pushbutton	C	-	0	May be inoperative.	
23-50-00-10	ADF (Automatic Direction Finder) Pushbutton					
23-50-00-10-A		C	-	1	Any in excess of one may be inoperative.	
23-50-00-10-B		C	-	0	May be inoperative provided the associated ADF is considered inoperative (item 34-53-00).	
23-50-00-20	MKR Pushbutton					
23-50-00-20-A		C	-	1	Any in excess of one may be inoperative.	
23-50-00-20-B		C	-	0	May be inoperative provided approaches do not require use of the Marker Beacon System.	
23-50-00-25	MUTE Pushbutton					
23-50-00-25-A		C	-	1	Any in excess of one may be inoperative.	
23-50-00-25-B		C	-	0	May be inoperative provided approaches do not require use of the Marker Beacon System.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 23-6

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-50-00	Audio Panel (Cont'd)					
23-50-00-35	VCE Pushbutton	C	-	1	Any in excess of one may be inoperative provided Radio Navigation Systems are operative.	
23-50-00-45	SPKR Pushbutton	C	-	0	May be inoperative provided associated Cockpit Speaker is considered inoperative (item 23-50-75).	
23-50-00-55	VHF Pushbutton (MIC or AUD)	D	-	0	May be inoperative provided the associated VHF/UHF is considered inoperative (item 23-11-00).	
23-50-00-60	HF Pushbutton (MIC or AUD)	D	-	0	May be inoperative provided the associated HF is considered inoperative (item 23-12-00).	
23-50-00-65	SAT Pushbutton (MIC or AUD)	D	-	0	May be inoperative provided SATCOM is considered inoperative (item 23-15-00).	
23-50-00-70	DME (Distance Measuring Equipment) Pushbutton	D	-	0	May be inoperative provided the associated DME is considered inoperative (item 34-52-00).	
23-50-00-80	CONF Pushbutton	C	-	0	May be inoperative.	
23-50-00-85	XFER Pushbutton	C	-	0	May be inoperative.	
23-50-00-90	HDPH Pushbutton	D	-	0	May be inoperative provided associated Headset is considered inoperative (item 23-50-80).	
23-50-00-95	GRND Pushbutton	C	-	1	Any in excess of one may be inoperative.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 23-7

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-50-02	Third Audio Panel					
23-50-02-A		A	1	0	May be inoperative provided: a) Forward Observer Seat is considered inoperative (item 25-11-20), and b) Repairs are made within 2 flight-days.	
23-50-02-B		D	1	0	May be inoperative provided Forward Observer Seat is not required by 14 CFR.	
23-50-75	Cockpit Speaker	C	2	0	One or more may be inoperative provided: a) Procedures do not require its use, and b) Associated Headset is installed and used.	
23-50-80	Flight Deck Headsets, and Microphones					
23-50-80-10	Headset Boom Microphone					
23-50-80-10-A	Holder of an Air Carrier or Commercial Operator Certificate	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
23-50-80-10-B		D	-	-	Any in excess of those required by regulation may be inoperative.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 23-8

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-50-80	Flight Deck Headsets, and Microphones (Cont'd)					
23-50-80-10	Headset Boom Microphone (Cont'd)					
23-50-80-10-C	Operator Other Than a Holder of an Air Carrier or Commercial Certificate	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
23-50-80-10-D		D	-	-	Any in excess of those required by regulation may be inoperative.	
23-50-80-20	Headset Earphones/Headphones					
23-50-80-20-A	Holder of an Air Carrier or Commercial Operator Certificate	C	-	1	May be inoperative provided associated cockpit speaker operates normally	
23-50-80-20-B		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
23-50-80-20-C	Operator Other Than a Holder of an Air Carrier or Commercial Certificate	C	-	1	May be inoperative provided associated cockpit speaker operates normally.	
23-50-80-20-D		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 23-9

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-50-80	Headset, Microphone (Cont'd)					
23-50-80-30	Hand Microphone					
23-50-80-30-A	Holder of an Air Carrier or Commercial Operator Certificate	C	-	0	May be inoperative provided associated boom microphone operates normally.	
23-50-80-30-B		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
23-50-80-30-C	Operator Other Than a Holder of an Air Carrier or Commercial Certificate	C	-	0	May be inoperative provided associated boom microphone operates normally.	
23-50-80-30-D		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
23-50-95	PA (Public Address) System					
23-50-95-A	Passenger Configuration	C	1	0	(O) May be inoperative provided 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-B	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 23-10

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

23. Communications

Sequence No.	Item	1	2	3	4 Change Bar
23-52-10	Crewmember Interphone System				
23-52-10-A		C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any station function(s) that operate normally may be used.
23-52-10-B		D	-	0	May be inoperative provided procedures do not require its use.
23-70-00 ***	Video System (Aircraft with M2516)				
23-70-00-A ***	A/C without M-OPT0063	D	1	0	May be inoperative.
23-70-00-B ***	A/C with M-OPT0063	D	1	0	(O) May be inoperative provided approaches with EVS operational credit are not conducted.

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 24-1

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-32-05	Battery Fan					
24-32-05-A	(Aircraft without M2674)	C	1	0	(O) May be inoperative provided BAT .. TEMP INOP amber CAS message is not displayed.	
24-32-05-B ***	(Aircraft with M2674)	D	1	0	May be inoperative.	
24-33-01	APU (Auxiliary Power Unit) 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.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-1

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 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.	

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-11-20 ***	Forward Observer Seat (Including Associated Equipment)					
25-11-20-A ***		A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
25-11-20-B ***		A	1	0	May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within 2 flight-days. 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 (PIC) will determine if the minimum safety equipment is functional for other persons authorized to occupy an observer seat.	
					(Continued)	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-3

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
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 individual pilot's requirements.	
25-20-10 ***	Wi-Fi Router (Aircraft with M2718)	D	1	0	(M) May be inoperative provided: a) Ethernet Wire Router is not used, and b) Associated C/B is pulled and collared.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-4

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21-01	Passenger Seat					
25-21-01-A	A/C without M-OPT178	D	-	-	(O) One or more 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) The affected seat(s) is blocked and placarded "DO NOT OCCUPY." NOTE: A seat with an inoperative seat belt or shoulder harness is considered inoperative.	
25-21-01-B	A/C with M-OPT178	A	-	-	(O) One or more may be inoperative provided: a) Emergency Exit access volume is verified acceptable, b) It does not restrict any passenger from access to the main aircraft aisle, c) Affected seat is blocked and placarded, and d) Repairs are made within 10 consecutive calendar-days. NOTE: A seat with an inoperative seat belt or shoulder harness is considered inoperative.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-5

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21-01	Passenger Seat (Cont'd)					
25-21-01-12	Swivel Mechanism					
25-21-01-12-A		D	-	-	(M) One or more may be inoperative, and the affected seat occupied provided: a) Affected seat is secured in taxi, takeoff, and landing (TTL) 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 taxi, takeoff, and landing (TTL) position.	
25-21-01-13	Forward/Aft Tracking Mechanism	C	-	-	May be inoperative and seat occupied provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to main aisle, and c) Associated seat remains in taxi, takeoff, and landing (TTL) position for takeoff and landing.	
25-21-01-15	Recline Mechanism					
25-21-01-15-A		D	-	-	(M) May be inoperative and affected seat occupied provided seat is secured in taxi, takeoff, and landing (TTL) position.	
25-21-01-15-B		C	-	-	May be inoperative and affected seat occupied provided seat back is immovable in taxi, takeoff, and landing (TTL) position.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-6

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21-01	Passenger Seat (Cont'd)					
25-21-01-20	Armrest					
25-21-01-20-A	Armrest with Recline Mechanism	D	-	-	(M) 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 the full upright position.	
25-21-01-20-B	Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
25-21-01-30	Headrest	C	-	-	May be inoperative and seat occupied provided the associated Passenger Seat and Headrest are in TTL position.	
25-21-01-35	Seat Belt Air Bag					
25-21-01-35-A	Required by 14 CFR/Regulation	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY."	
25-21-01-35-B ***	Not Required by 14 CFR/Regulation	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-7

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-22-01 ***	Cabin Configuration Annunciation (A/C with M3557)					
25-22-01-10	"STOW TABLE" Ordinance Sign (A/C without M-OPT 178)	A	1	0	(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE," and c) Repairs are made within 10 consecutive calendar-days.	
25-22-01-20	"EXIT ACCESS NOT READY" Ordinance Sign (A/C with M-OPT 178)	A	1	0	(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE," c) Affected Passenger Seats are considered inoperative (item 25-21-01), and d) Repairs are made within 10 consecutive calendar-days.	
25-22-01-30	Cabin Sonalert					
25-22-01-31	Cabin Sonalert (A/C without M-OPT 178)					
25-22-01-31-A		A	1	0	(O) May be inoperative, if acceptable for crew, provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE," and c) Repairs are made within 10 consecutive calendar-days.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-8

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-22-01 ***	Cabin Configuration Annunciation (A/C with M3557) (Cont'd)					
25-22-01-31	Cabin Sonalert (A/C without M-OPT0178) (Cont'd)					
25-22-01-31-B		A	1	0	(M)(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE," c) It is deactivated, and d) Repairs are made within 10 consecutive calendar-days.	
25-22-01-32	Cabin Sonalert (A/C with M-OPT0178)					
25-22-01-32-A		A	1	0	(O) May be inoperative, if acceptable for crew, provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE," c) Affected Passenger Seats are considered inoperative (item 25-21-01), and d) Repairs are made within 10 consecutive calendar-days.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-9

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-22-01 ***	Cabin Configuration Annunciation (A/C with M3557) (Cont'd)					
25-22-01-32	Cabin Sonalert (A/C with M-OPT0178) (Cont'd)					
25-22-01-32-B		A	1	0	(M)(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE," c) Affected Passenger Seats are considered inoperative (item 25-21-01) d) It is deactivated, and e) Repairs are made within 10 consecutive calendar-days.	
25-22-01-40 ***	Galley Door Sonalert (A/C with M-OPT0307)					
25-22-01-40-A		D	1	0	(O) May be inoperative provided Galley door is verified latched in open position before each departure and approach.	
25-22-01-40-B		D	1	0	(M)(O) May be inoperative provided: a) Galley door is verified latched in open position before each departure and approach, and b) Galley Door Sonalert is deactivated.	
25-23-05	Keyed Lock	C	-	0	May be inoperative provided the associated door, compartment, or cap is verified secured prior to each departure.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-10

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-26-10 ***	Cabin Electrical Window Shade (A/C with M2189)	C	-	1	One or more may be inoperative provided the Electrical Window Shade on the Emergency Escape Door is operative.	
25-26-10-01 ***	Emergency Escape Door Electrical Window Shade	C	1	0	May be inoperative provided the window shade on the Emergency Escape Door or one of the two immediate adjacent window shades stay in the full open position for all phases of flight.	
25-28-10	Aircraft Ladder					
25-28-10-01	Forward/Aft Service Compartment Ladder					
25-28-10-01-A		C	2	0	One or more may be inoperative in stowed position.	
25-28-10-01-B		C	2	0	(M) One or more may be removed.	
25-28-10-10	Portable Ladder	D	-	0	May be removed or inoperative in the stowed position.	
25-40-05	Lavatory Door Ashtray					
25-40-05-A	Airplanes with Multiple Lavatory Doors with Ashtrays Installed	A	-	-	Up to and including 50% may be missing or inoperative for 10 days.	
25-40-05-B		A	-	-	More than 50% may be missing or inoperative for 3 days.	
					NOTE: Crew lavatories are included in the total aircraft lavatory door ashtray count.	
					(Continued)	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-11

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-40-05	Lavatory Door Ashtray (Cont'd)					
25-40-05-C	Airplanes with Only One Lavatory Door with Ashtray Installed	A	1	0	May be missing or inoperative for 10 days.	
25-50-00	Baggage Compartment Restraint Nets and Anchors System					
25-50-00-A		D	-	-	May be inoperative or missing provided only the areas with operative restraint nets and anchors are used.	
25-50-00-B		C	-	-	(O) May be inoperative or missing provided baggage compartment remains empty.	
25-50-05	Baggage Compartment Shelf					
25-50-05-01	Shelf Stowage Strap	D	2	0	One or more may be inoperative or removed provided the shelves remain in the down position.	
25-50-05-02	Shelf Support Strap	D	4	0	One or more may be inoperative or removed provided the shelves remain in the stowed (up) position and are not used.	
25-50-05-03	Shelf	D	2	0	One or more may be inoperative or removed provided the shelf remains in the stowed (up) position and is not used.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-12

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-60-01	Crewmember Flashlight Holder Assembly (Including Flashlight)					
25-60-01-A		C	-	-	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	
25-60-01-B		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
25-60-01-10 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-13

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-60-10	AED (Automated External Defibrillator) and/or Associated Equipment					
25-60-10-A		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
25-60-10-B		A	-	-	(O) May be incomplete, inoperative, or removed provided: a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.	
25-60-10-10 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-14

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
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 or removed.	
25-60-11-B		A	-	-	(O) May be incomplete or removed provided: a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
25-60-11-10 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

REVISION NO. 9

PAGE NO. 25-15

DATE: 12/17/2024

AIRCRAFT:

Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-61-00	ELT (Emergency Locator Transmitter)					
25-61-00-05 ***	Fixed ELTs					
25-61-00-05-A ***		A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
25-61-00-05-B ***		A	-	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-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 ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
25-61-00-15 ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	
25-61-00-20 ***	ELT Indicator Light	D	-	0		
25-61-00-25 ***	ELT Aural Alarm	D	-	0		

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-16

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-63-00 ***	EVAS (Emergency Vision Assurance System) (STC #ST00892LA or M2821)					
25-63-00-A ***		C	2	0	May be inoperative provided the EVAS ON/OFF switch is in the OFF position.	
25-63-00-B ***		D	2	0	(M) May be inoperative provided the EVAS is removed from the cockpit.	
25-64-05	Lifeline (Overwater Operations Survival Equipment)	D	-	-	May be inoperative or missing provided overwater operations are not conducted.	
25-64-13	Life Raft	D	-	-		
25-64-13-A		D	-	-	(O) May be inoperative or missing provided: a) Extended overwater operations are not conducted, and b) Procedures are established and used to alert crew members of inoperative or missing equipment.	
25-64-13-B		C	-	-	(M)(O) Any in excess of those required may be inoperative or missing 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.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-17

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4 Change Bar
25-64-17	Lifejacket	D	-	-	(M)(O) Any in excess of those required by 14 CFR may be missing or inoperative, provided: a) Required distribution is maintained, b) Inoperative lifejacket and its installed location are placarded inoperative, c) Inoperative lifejacket is secured out of sight, and d) Procedures are established and used to alert crew members of inoperative or missing equipment.

REVISION NO. 9

PAGE NO. 25-18

DATE: 12/17/2024

AIRCRAFT:

Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-64-21	FAK (First Aid Kit) and/or Associated Equipment					
25-64-21-A		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
25-64-21-B		A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: a) FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
25-64-21-10 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 25-19

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-99-99 ***	NEF/NEF Items (Nonessential Equipment and Furnishings)	-	-	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.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 26-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-10-25 ***	Lavatory Smoke Detector (Aircraft with M2607)	D	-	0	One or more may be inoperative.	
26-20-15	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
26-20-15-10 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 27-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-00-05	Servo-Actuator Integrated Anti-Flutter Function	A	8	7	(M) One may be inoperative for three flights or 10 flying-hours, whichever occurs first, provided the associated servo-actuator is verified before each flight.	
27-14-01	Roll Trim Control System	C	1	0	(M)(O) May be inoperative provided: a) Fuel Quantity Indications are operative, b) Roll Trim is verified in neutral position before each departure, c) Rudder Trim Control System is verified operative, d) TRIM AILERON C/B is pulled and collared, and e) Fuel imbalance is limited to 500 lbs. or less.	
27-14-10	Roll Trim Position Indication	C	1	0	(O) May be inoperative provided: a) Fuel Quantity Indications are operative, b) Roll Trim Control System is verified operative, c) Ailerons are verified in the neutral position, and d) Fuel imbalance is limited to 500 lbs. or less.	
27-15-01	Roll Arthur Variable Bellcrank	C	1	0	(M)(O) May be inoperative provided: a) Approaches do not require its use, b) Airplane Flight manual (AFM) procedure is applied, c) Roll Arthur Variable Bellcrank is verified and secured in low-speed position, and d) AIL FEEL C/B is pulled and collared.	

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS		TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
27. Flight Controls					
Sequence No.	Item	1	2	3	4
27-24-01	Rudder Trim Control System	A	1	0	(M)(O) May be inoperative provided: a) Fuel Quantity Indications are operative, b) Roll Trim Control System is verified operative, c) Rudder Trim is verified in neutral position before each departure, d) TRIM RUDDER C/B is pulled and collared, e) Fuel imbalance is limited to 500 lbs. or less, and f) Repairs are made within 2 consecutive calendar-days.
27-24-10	Rudder Trim Position Indication	C	1	0	(O) May be inoperative provided: a) Rudder Trim Control System is verified operative, and b) Rudder is verified in neutral position before each departure.
27-35-01	Elevator Arthur Variable Bellcrank	B	1	0	(M)(O) May be inoperative provided: a) Approaches do not require its use, b) AFM procedure is applied, c) Touch-and-go training maneuvers are prohibited, d) Horizontal Stabilizer is verified and adjusted between the two takeoff reference marks before each departure, e) Elevator Arthur Variable Bellcrank is verified in low-speed position before each departure, f) PITCH FEEL C/B is pulled and collared, and g) ROAAS, if installed (for A/C with M-OPT0380), is inhibited and considered inoperative (item 34-45-00-10).

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 27-3

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-35-11	PITCH AFU (Artificial Feel Unit) Heating System	D	1	0	(M) May be inoperative provided it is secured.	
27-40-10	Horizontal Stabilizer Position Indication	A	1	0	(M)(O) May be inoperative provided: a) Touch-and-go training maneuvers are prohibited, b) AP Function is considered inoperative (see item 22-10-00-10), c) Horizontal Stabilizer is verified operative, d) Horizontal Stabilizer is verified and adjusted between the two takeoff reference marks before each departure, e) T/O CONFIG Warning System is verified operative, and f) Repairs are made within 2 consecutive calendar-days.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 28-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-21-01	Booster Pump					
28-21-01-A	A/C without M5000 or M5001	C	4	3	(M)(O) One may be inoperative provided: a) Normal Booster Pump 2 is operative, b) XBP Crossfeed Valves are verified operative, c) XTK Valve is verified operative, d) Associated Booster Pump C/B is pulled and collared, and e) Fuel Quantity Indications are closely monitored during flight.	
28-21-01-B	A/C with M5000 or M5001	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, e) Departure airfield is below 13,000 ft if fuels JetB or JP-4 are used, and f) Fuel Quantity Indications are closely monitored during flight.	
28-21-01-10	Normal Booster Pump Automatic Setting	C	2	0	One or more may be inoperative provided the associated NORMAL Booster Pump is manually operated.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 28-2

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

28. Fuel

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

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 28-3

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-30-10 ***	Fuel Tank Sump Drain Valve (A/C with M3844)	A	-	-	(M) One or more may be inoperative leaking provided: a) Affected Fuel Tank Sump Drain Valve is in an authorized position in accordance with the MAINT 28-30-10-b procedure, b) Affected Fuel Tank Sump Drain Valve is sealed with an approved cap, and c) Repairs are made before the next fuel tank sump draining operation. NOTE: The fuel tank sump draining operation interval is provided by Aircraft Maintenance Manual (AMM) 05-10-28 (Scheduled Maintenance – Aircraft Maintenance Operations – ATA View – Fuel) or Operator's documentation.	
28-40-10	Fuel Quantity Indication	C	2	1	(O) Fuel Quantity Indication for one group of tanks may be inoperative provided: a) FULL refueling mode is used when refueling to any fuel level, b) Fuel quantity is determined by other acceptable means, c) Fuel Flow (FF) and Fuel Used (FU) Indications are operative, and d) FUEL LEVEL ... white CAS messages are verified operative.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 28-4

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-41-02	Fuel Quantity Management Computer (FQMC) Channel	A	2	1	(M)(O) One may be inoperative provided: a) Remaining FQMC Channel is verified operative, b) Associated C/B is pulled and collared, and c) Repairs are made within 3 consecutive calendar-days. NOTE: For failure of FQMC Engine OIL or APU indications, refer to dedicated items.	
28-41-02-03	ARINC Input Data Bus Function					
28-41-02-03-A		B	2	1	One may be inoperative.	
28-41-02-03-B		C	2	0	Both may be inoperative provided: a) Actual fuel quantity is considered 400 lbs. lower than the displayed quantity for range performance purposes, and b) Fuel Quantity Indications are operative. NOTE 1: APU oil level test may only be performed automatically at FQMC startup. NOTE 2: FU can no longer be reset.	
28-41-02-04	Fuel Level Monitoring Function (1,000 lbs Fuel Level)	A	2	1	One may be inoperative provided: a) FF, FU, and Fuel Quantity are operative and monitored at least every 30 minutes in flight, and b) Repairs are made within 3 consecutive calendar-days.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 28-5

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-41-05	Fuel Gauging System					
28-41-05-01	LH/RH Wing Outer Fuel 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. NOTE: Refueling of FRONT and REAR tanks is not possible.	
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 1: PARTIAL refueling may lead to wing asymmetry. NOTE 2: Refueling of FRONT and REAR tanks is not possible.	
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 1: PARTIAL refueling may lead to wing asymmetry. NOTE 2: Refueling of FRONT and REAR tanks is not possible.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 28-6

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-41-05	Fuel Gauging System (Cont'd)					
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.	
28-41-15	Fuel Flow (FF)	B	2	1	One may be inoperative provided all other engine indications and the associated Fuel Quantity Indications are operative.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 28-7

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-42-10	Fuel High Level Detection System	A	1	0	May be inoperative provided: a) FULL Pressure Refueling is not used, b) Cockpit Fuel Quantity Indications are verified operative and monitored during refueling operation, and c) Repairs are made within 3 consecutive calendar-days.	
28-43-01	Fuel Temperature (TEMP) Indication	C	1	0	May be inoperative provided: a) Airplane is not operated with outside temperature below ISA -20 °C, and b) Initial fuel tank temperature is above -30 °C.	
28-50-00	Pressure Refueling System	C	1	0	May be inoperative provided FUELING amber CAS message is operative and not displayed.	
28-50-01	Refueling Control Panel					
28-50-01-01	FULL/PARTIAL Refueling Selection Channel					
28-50-01-01-A		B	2	1	One may be inoperative.	
28-50-01-01-B		B	2	0	Both may be inoperative provided Pressure Refueling is not used.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 28-8

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

28. Fuel

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

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 28-9

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-50-01	Refueling Control Panel (Cont'd)					
28-50-01-09	HIGH LEVEL TEST Pushbutton	A	1	0	(O) May be inoperative provided: a) Pressure Refueling is not used, b) Fuel tanks are verified unpressurized before gravity refueling operation, and c) Repairs are made within 3 consecutive calendar-days.	
28-50-02	Pressure Refueling Gauging System	C	2	0	One or more may be inoperative provided: a) FULL refueling mode is used when refueling to any fuel level, and b) FULL Amber Lights are operative.	
28-50-09	Refueling Valve	A	4	3	(M) May be inoperative provided: a) Pressure Refueling is not used, b) Inoperative Refueling Valve is verified in closed position, and c) Repairs are made within 3 consecutive calendar-days.	
28-70-21	Vent Valve	C	3	0	(M) One or more may be inoperative provided: a) Affected Vent Valve is manually operated before/after refueling, b) If STOP FUELING Red Light (fueling panel) remains lighted after opening of the Vent Valves, presence of airflow at each air outlet is verified during pressure refueling, and c) FUELING amber CAS message is operative and not displayed after closing sequence of Vent Valves.	

REVISION NO.9
DATE: 12/17/2024

PAGE NO. 29-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-11-11	Hydraulic Pressure Indication (PSI on HYD Synoptic Page)	C	2	1	(O) One may be inoperative provided: a) Associated HYDR...FAIL white CAS message is not displayed, b) Associated Hydraulic Tank Quantity Indication is operative, and c) Standby pump is verified operative.	
29-11-25	Hydraulic Pressure Switch (L/R30GJ and 35GJ)	C	3	0	(O) May be inoperative provided: a) Associated Hydraulic Pressure and Tank Quantity Indications are operative, b) Standby pump is verified operative, and c) Associated hydraulic indications are monitored every 30 minutes in flight.	
29-13-09	Hydraulic Filter Clogging Indicator	A	9	8	(M) One may be tripped red provided: a) Associated HYDR...FAIL white CAS message is not displayed, b) Affected Clogging Indicator is reset once at the beginning of the repair interval and is verified to not be tripped red before each departure, and c) Repairs are made within 10 consecutive calendar-days.	

REVISION NO.9
DATE: 12/17/2024

PAGE NO. 29-2

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-14-01	HYD 1 Tank Quantity (QTY) Indication	C	1	0	(O) May be inoperative provided the tank fluid level is verified before engine start.	
29-14-10 ***	Hydraulic Accumulator Pressure Indicator (Aircraft with M2446)	C	3	0	(M) One or more may be inoperative provided associated accumulator pressure inflation is verified adequate.	
29-14-11	Main Hydraulic Accumulator	C	2	1	Hydraulic System No. 1 Accumulator may be inoperative.	
29-14-12	Thrust Reverser Hydraulic Accumulator	C	2	0	One or more may be inoperative provided Thrust Reverser System is not used (item 78-30-00).	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 30-1

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-12-00	Wing Anti-Icing System	C	1	0	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Wing Anti-Icing Valve is secured in closed position.	
30-20-01	Engine Anti-Ice Valve					
30-20-01-A		B	2	1	(O) One may be jammed in closed position provided: a) Airplane is not operated in known or forecast icing conditions, and b) Associated ANTI-ICE ENG is set to off for the entire flight.	
30-20-01-B		B	2	1	(O) One may be leaking in closed position provided: a) Outside Air Temperature (OAT) at the departure airport is at or below -7 °C (20 °F), b) Performance data is applied, and c) Associated ANTI-ICE ENG is set to ON for the entire flight.	
30-20-01-C		B	2	1	(O) One may be leaking in closed position provided: a) Affected Engine Anti-Ice Valve regulation function is verified operative, b) OAT at the departure airport is at or below +10 °C (50 °F), c) Performance data is applied, and d) Associated ANTI-ICE ENG is set to ON for the entire flight.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 30-2

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-30-05	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 (PF) is on the non-affected side.	
30-30-10-10	Normal/Standby Pitot Probe Heating System Automatic Overhead Setting On Mode	C	2	0	One or more may be inoperative OFF provided the associated Manual Mode is operative and used.	
30-30-13	Ground Automatic Probe Preheating (Aircraft with M3663)	C	2	0	One or more may be inoperative off.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 30-3

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-30-15	AoA (Angle of Attack) Heating System	C	2	1	(O) One may be inoperative provided: a) Airplane is not operated into visible moisture or in known or forecast icing conditions, b) Pitot Probe Heating System is operative, and c) Normal Static Port Heating System is operative.	
30-30-20	TAT (Total Air Temperature) 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 Deicing System	C	2	1	(O) One side may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Remaining side is verified operative, and c) Windshield Demisting System is verified operative.	
30-41-00-10	Automatic Setting	C	2	0	One or more may be inoperative provided the associated Windshield Deicing System Manual Mode is operative and used.	
30-41-10	Side and Rear Window Heating	C	1	0	May be inoperative.	
30-42-00	Windshield Demisting System	C	2	0	One or more may be inoperative provided Windshield Deicing System is operative.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 30-4

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-43-00	Windshield Wiper					
30-43-00-A		C	2	0	(O) One or more may be inoperative in rest position or missing provided: a) Airplane is not operated in known or forecast precipitation within arrival and departure areas, and b) Approaches do not require its use.	
30-43-00-B		B	2	1	(M)(O) 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) PF is on the non-affected side, d) Flight envelope is limited to 215 knots indicated airspeed (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 M2533)					
30-80-00-A		C	1	0	May be inoperative.	
30-80-00-B		D	1	0	(M) May be inoperative provided ICE DETECTOR C/B is pulled and collared.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 30-5

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4 Change Bar
30-90-01 ***	Brake Heating System (Aircraft with M2529)	D	1	0	(M) May be inoperative provided: a) Brake Heating System is not used, and b) Brake Heating Valves are secured in closed position.

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 31-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-21-00	Clock	C	2	1	One may be inoperative.	
31-31-32	FDR (Flight Data Recorder) System For a Holder of an Air Carrier or Commercial Operator Certificate					
31-31-32-A	FDR (Flight Data Recorder) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
31-31-32-B	Includes FDR Function of CVFDR (Combined Voice and Flight Data Recorder)	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) FDR failure occurs after pushback but prior to takeoff, or 2) FDR repair was attempted but not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	
31-31-32-01	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) 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.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 31-2

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-31-32	FDR (Flight Data Recorder) System (Cont'd)					
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 FDR CAS message is displayed.	
31-32-00-B		A	1	0	May be inoperative provided FDR is considered inoperative (item 31-31-32).	
31-41-00	MAU (Modular Avionic Unit)					
31-41-00-10	MAU Fan	A	8	7	One may be inoperative provided repairs are made within 2 consecutive calendar-days.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 31-3

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-43-05	MRC (Modular Radio Cabinet) #2					
31-43-05-10	NIM (Network Interface Module)	A	1	0	May be inoperative for 3 flight-days provided: a) VHF#2, and VHF#3 Communication System if installed, are considered inoperative (item 23-11-00), b) HF#2 Communication System is considered inoperative (item 23-12-00), c) ATC Transponder and Automatic Altitude Reporting System #2 is considered inoperative (item 34-54-00-10), d) ATC Transponder and Automatic Altitude Reporting System #1 is operative and selected for the entire flight, e) DME#2 is considered inoperative (item 34-52-00), f) VOR/ILS#2 Function is considered inoperative (item 34-51-00), g) ADF#2 is considered inoperative (34-53-00), h) SELCAL System on RH side is considered inoperative (item 23-20-10).	
31-50-01	Master Warning/Master Caution Light System	C	1	0	May be inoperative provided Aural Warning System is verified operative.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 31-4

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-57-10 ***	Cabin Configuration Monitoring System – Cockpit Annunciation (A/C with M3557)					
31-57-10-10	“EXIT TABLE DEPLOYED” Light (A/C without M-OPT 55)	A	1	0	(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, b) Table is placarded “DO NOT USE,” and c) Repairs are made within 10 consecutive calendar-days.	
31-57-10-21	“CABIN NOT READY” Indication (A/C with M-OPT 55 and without M-OPT 178)	A	1	0	(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, b) Table is placarded “DO NOT USE,” and c) Repairs are made within 10 consecutive calendar-days.	
31-57-10-22	“CABIN NOT READY” Indication (A/C with M-OPT 55 and with M-OPT 178)	A	1	0	(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, b) Table is placarded “DO NOT USE,” c) Affected Passenger Seats are considered inoperative (item 25-21-01), and d) Repairs are made within 10 consecutive calendar-days.	
31-60-02	ECL (Electronic Checklist) System	C	-	0	(O) One or more may be inoperative provided approved alternate procedures are established and used.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 31-5

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-60-05	CLC (Checklist Controller)	C	2	0	One or more may be inoperative.	
31-60-06	CCD (Cursor Control Device) Channel	B	4	3	(M) One Channel may be inoperative provided: a) Only Pilot Not Flying (PNF) CCD is affected, b) Associated MKB is operative, c) Approaches do not require its use, and d) Remaining CCD Channels are verified operative.	
31-60-09	MKB (Multifunction Keyboard)	B	2	1	One may be inoperative provided both Channels of the associated CCD are operative. NOTE: For CPDLC use, MKB on PNF side must be operative.	
31-60-13	DU (Display Unit)	A	4	3	(O) Lower DU may be inoperative provided: a) Affected DU is switched off, b) Jeppesen Electronic Terminal Charts are not used (item 34-00-02), except for aircraft with M3305, and c) Repairs are made within 3 consecutive calendar-days, and d) Video System is not used (item 23-70-00).	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 31-6

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

31. Indicating/Recording Systems

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

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 32-1

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-30-00	LG (Landing Gear) Retraction System	A	1	0	(M)(O) May be inoperative provided: a) AFM Procedures, Limitations, and Performance are applied, b) Affected modes of the Enhanced Ground Proximity Warning System (E-GPWS)/Ground Proximity Warning System (GPWS) are considered inoperative (item 34-45-00), c) No untimely steady green L/G information was reported before L/G Retraction System failure, d) L/G Control Lever was not jammed in down position during the flight where the failure occurred, e) No Brake System Computer Unit (BSCU) fault code was logged before the L/G Retraction System failure, f) No BSCU fault code is displayed, except 315, 415, or both 333 and 433, g) L/G information are verified operative with L/G downlocked, h) Main L/G Doors are verified closed, i) L/G Control Lever is secured in down position, j) ROAAS, if installed (for A/C with M-OPT0380), is inhibited and considered inoperative (item 34-45-00-10), and k) Repairs are made within 3 flights or 2 consecutive calendar-days, whichever occurs first.	

AIRCRAFT:		TABLE KEY			
Falcon 2000EX EASy/DX/LX/S/LXS		1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
32. Landing Gear					
Sequence No.	Item	1	2	3	4
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.
32-41-00 ***	Autobrake System (Aircraft with M3177 and without M3605 and without M3718)	D	1	0	(M)(O) May be inoperative provided: a) Landing Performance is not predicated on its use, b) BSCU fault codes are read and considered before each departure, c) Autobrake switch light, if installed, is disregarded, d) BRAKE .. FAIL amber CAS messages are verified operative, and e) Associated C/Bs are pulled and collared.
32-41-02	BSCU (Brake System Computer Unit)				
32-41-02-10	Gear Handle Function	C	2	1	One may be inoperative provided L/G Retraction System is operative.
32-41-02-11	Main Gear Contact Function	A	4	3	(O) One may be inoperative provided: a) Landing distance is increased by 10%, b) Nose Gear Contact Functions are operative, c) Full-authority digital engine control (FADEC) WOW signals are verified operative, d) ROAAS, if installed (for A/C with M-OPT0380), is inhibited and considered inoperative (item 34-45-00-10), and e) Repairs are made within 2 consecutive calendar-days.
(Continued)					

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 32-3

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-41-02	BSCU (Brake System Computer Unit) (Cont'd)					
32-41-02-12	Nose Gear Contact Function	A	2	1	(O) One may be inoperative provided: a) Landing distance is increased by 10%, 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, e) ROAAS, if installed (for A/C with M-OPT0380), is inhibited and considered inoperative (item 34-45-00-10), and f) 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	(O) One may be inoperative provided: a) Landing distance is increased by 10%, and b) ROAAS, if installed (for A/C with M-OPT0380), is inhibited and considered inoperative (item 34-45-00-10).	
32-41-02-15	Pressure Recorder Acquisition Function	C	6	0	One or more may be inoperative provided DFDR is considered inoperative (item 31-31-32).	
32-41-33	Brake Temperature Indication	D	4	0	(O) One or more may be inoperative provided minimum turnaround time is observed.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 33-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-10-01	Cockpit and Instrument Panel Light					
33-10-01-A		C	-	-	(O) Individual lights may be inoperative provided: 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.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 33-2

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
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% 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.	
33-20-02	Passenger Lighted Information Sign (NO SMOKING and FASTEN BELT)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
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	C	2	0	One or more may be inoperative.	
33-40-00	Anticollision Light					
33-40-00-10	Red ANTICOL Light					
33-40-00-10-A		C	2	1	One may be inoperative provided White ANTICOL Lights are operative.	
33-40-00-10-B		B	2	0	Both may be inoperative provided: a) Flight is conducted in other than night operations, and b) White ANTICOL Lights are operative.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 33-3

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-40-00	Anticollision Light (Cont'd)					
33-40-00-20	White ANTICOL Light	C	3	0	One or more may be inoperative provided all Red ANTICOL Lights are operative.	
33-40-01	Navigation Light					
33-40-01-10	RH/LH Navigation Light					
33-40-01-10-A		C	-	0	One or more may be inoperative sunrise to sunset.	
33-40-01-10-B	(Aircraft with M1401)	C	4	2	One may be inoperative on each side.	
33-40-01-20	Rear Navigation Light	C	1	0	May be inoperative sunrise to sunset.	
33-40-33 ***	Logo Light (Aircraft with M1746 or M1932)	D	2	0	One or more may be inoperative.	
33-40-34	Pylon Light	C	-	0	May be inoperative.	
33-40-37	Landing Light					
33-40-37-A		C	2	1	One may be inoperative provided TAXI Light is operative.	
33-40-37-B		C	2	0	One or more may be inoperative for other than night operations.	
33-40-37-01	Pulse Light System	C	1	0	May be inoperative.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 33-4

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

33. Lights

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

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 33-5

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

33. Lights

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

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 33-6

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50-10	Interior Emergency Lighting (Cont'd)					
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 Co-Pilot Emergency Dome Light Bulb	C	4	3	One bulb may be inoperative.	
33-50-10-40 ***	Passenger Dome Light (Aircraft with M3553)	D	2	0	One or more may be inoperative.	
33-50-11	Exterior Emergency Light	C	2	0	One or more may be inoperative for other than night operations.	

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-00-02 ***	Jeppesen Electronic Terminal Charts (Aircraft with M2519)	D	1	0	May be inoperative provided alternate charts required for the flight are available and used.	
34-15-02	Altitude Alerting System	A	1	0	(O) May be inoperative provided: a) Enroute operations (i.e., Reduced Vertical Separation Minimum (RVSM)) do not require its use, b) AP 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) AP 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) AP with altitude hold and altitude capture operates normally.	
34-21-00	Attitude and Heading System (AHS)	D	-	2	Any in excess of the two required to independently power the Captain and First Officer's system may be inoperative.	

REVISION NO. 10

PAGE NO. 34-2

DATE: XX/XX/XXXX

AIRCRAFT:

Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-25-00	Standby Magnetic Compass	B	1	0	May be inoperative provided: a) Operations are conducted in Visual Meteorological Conditions (VMC), b) Operations are not conducted at night, and c) 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.	
34-31-01-10 ***	Synthetic Vision System (SVS) on HUD and MDU					
34-31-01-10-A ***	A/C with M-OPT0060 and without M-OPT0063	D	2	0	(O) One or more may be inoperative provided affected SVS image is not displayed. NOTE: SVS in HUD/MDU is independent from SVS in PDU. If SVS is also not available in PDU, it could be a GPS reception issue.	
(Continued)						

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-3

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-31-01 ***	HUD (Head-Up Display) (Cont'd)					
34-31-01-10 ***	Synthetic Vision System (SVS) on HUD and MDU (Cont'd)					
34-31-01-10-B ***	A/C with M-OPT0063	D	2	0	(O) One or more may be inoperative provided: a) Affected SVS image is not displayed, and b) Approaches with EVS operational credit are not conducted. NOTE: SVS in HUD/MDU is independent from SVS in PDU. If SVS is also not available in PDU, it could be a GPS reception issue.	
34-31-01-20 ***	HUD BRIGHT Switch					
34-31-01-20-A ***	A/C with M-OPT0060 and without M-OPT0062	D	1	0	MAN position may be inoperative provided HUD is considered inoperative (see item 34-31-01).	
34-31-01-20-B ***	A/C with M-OPT0062	D	1	0	MAN position may be inoperative provided the AUTO position and setting are used.	
34-31-01-20-C ***	A/C with M-OPT0060 and without M-OPT0063	D	1	0	AUTO position may be inoperative provided MAN position and setting are used.	
34-31-01-20-D ***	A/C with M-OPT0063	D	1	0	(O) AUTO position may be inoperative provided: a) MAN position and setting are used, and b) Approaches with EVS operational credit are not conducted.	

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-4

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-32-00 ***	EFVS (Enhanced Flight Vision System)				NOTE: For SVS item, see item 34-31-01-10.	
34-32-00-10 ***	EVS Enhanced Vision System)					
34-32-00-10-A ***	A/C with M2308 or (M OPT0061 and without M-OPT0063)	D	1	0	(M) May be inoperative provided associated C/B is/are pulled and collared. NOTE: This item includes IRW heating and associated controls (except otherwise specified in the MMEL).	
34-32-00-10-B ***	A/C with M-OPT0061 and without M-OPT0063	D	1	0	(M) May be inoperative provided: a) Camera is removed and replaced with an approved blanking plate, and b) Associated C/B is pulled and collared. NOTE: This item includes IRW heating and associated controls (except otherwise specified in the MMEL).	
34-32-00-10-C ***	A/C with M-OPT0063	D	1	0	(M)(O) May be inoperative provided: a) Approaches with EVS operational credit are not conducted, and b) Associated C/B is pulled and collared. NOTE: This item includes IRW heating and associated controls (except otherwise specified in the MMEL).	
(Continued)						

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-5

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-32-00 ***	EFVS (Enhanced Flight Vision System) (Cont'd)					
34-32-00-10 ***	EVS Enhanced Vision System) (Cont'd)					
34-32-00-10-D ***	A/C with M-OPT0063	D	1	0	(M)(O) May be inoperative provided: a) Approaches with EVS operational credit are not conducted, b) Camera is removed and replaced with an approved blanking plate, and c) Associated C/B is pulled and collared. NOTE: This item includes IRW heating and associated controls (except otherwise specified in the MMEL).	
34-32-00-20 ***	CVS (Combined Vision System) on HUD and MDU					
34-32-00-20-A ***	A/C with M-OPT0061 and without M-OPT0063	D	2	0	(O) One or more may be inoperative provided affected CVS image is not displayed.	
34-32-00-20-B ***	A/C with M-OPT0063	D	2	0	(O) One or more may be inoperative provided: a) Approaches with EVS operational credit are not conducted, and b) Affected CVS image is not displayed.	
(Continued)						

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-6

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-32-00 ***	Enhanced Flight Vision System (EFVS) (Cont'd)					
34-32-00-30 ***	XVS BRT/SBY Switch (on LH yoke)					
34-32-00-30-A ***	A/C with M-OPT0061 and without M-OPT0063	D	1	0	May be inoperative provided SVS/EVS image brightness is set to minimum.	
34-32-00-30-B ***	A/C with M-OPT0063	D	1	0	(O) May be inoperative provided: a) Approaches with EVS operational credit are not conducted, and b) SVS/EVS image brightness is set to minimum.	
34-41-00	WX (Weather Radar)	C	-	-	As required by 14 CFR.	
34-41-10 ***	XM/SXM Weather System (A/C with M3306 or M-OPT0381)	D	1	0	May be inoperative provided it is deselected.	
34-42-00	RA (Radio Altimeter)					
34-42-00-A		A	-	0	(O) May be inoperative provided: a) Approaches do not require its use, b) GPWS (basic modes) is considered inoperative (item 34-45-00), c) Traffic Alert and Collision Avoidance System (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.	
(Continued)						

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-7

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-42-00	RA (Radio Altimeter) (Cont'd)					
34-42-00-B		D	2	1	(O) One may be inoperative provided: a) No radio altitude is displayed on affected RA, and b) Approaches do not require its use.	
34-43-00 ***	LSS (Lightning Sensor System)	D	1	0	May be inoperative.	
34-44-00	TCAS (Traffic Alert and Collision Avoidance System)					
34-44-00-A		B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
34-44-00-B	A/C with M3688 or M3849	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 (Traffic Alert) and RA (Resolution Advisory) 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 the flying pilot side.	
(Continued)						

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-8

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-44-00	TCAS (Traffic Alert and Collision Avoidance System) (Cont'd)					
34-44-00-20	RA (Resolution Advisory) Display System					
34-44-00-20-A		C	2	1	One may be inoperative on the Pilot Not Flying pilot side.	
34-44-00-20-B		C	-	0	(O) May be inoperative provided: a) TA visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
34-44-00-30	TA (Traffic Alert) 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.	

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

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

34-45-00	E-GPWS/GPWS (Enhanced Ground Proximity Warning System)				
34-45-00-10 ***	Runway Overrun Awareness and Alerting System (ROAAS) (A/C with M-OPT0380) Class A TAWS (Terrain Awareness and Warning System) Equipment Required	C	1	0	May be inoperative.
34-45-01-10	GPWS				
34-45-01-10-A	A/C without M3688 and without M3849	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Approaches are limited to ILS, LPV, or Visual approaches, and c) Repairs are made within 2 flight-days.
34-45-01-10-B	A/C with M3688 or M3849	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.
34-45-01-11	Modes 1 to 4	A	4	0	(O) One or more mode may be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.
34-45-01-12	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.
(Continued)					

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-10

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-45-00	E-GPWS/GPWS (Enhanced Ground Proximity Warning System) (Cont'd)					
	Class A TAWS (Terrain Awareness and Warning System) Equipment Required (Cont'd)					
34-45-01-13	Glideslope Deviation (Mode 5)					
34-45-01-13-A		C	-	1	May be inoperative.	
34-45-01-13-B		B	-	0	May be inoperative.	
34-45-01-14	Advisory Callouts					
34-45-01-14-A		B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
34-45-01-14-B		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used	
(Continued)						

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-11

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-45-00	E-GPWS/GPWS (Enhanced Ground Proximity Warning System) (Cont'd)					
	Class A TAWS (Terrain Awareness and Warning System) Equipment Required (Cont'd)					
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 – FLTA (Forward Looking Terrain Avoidance) and PDA (Premature Descent Alert) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-12

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-45-00	E-GPWS/GPWS (Enhanced Ground Proximity Warning System) (Cont'd)					
	Class A TAWS (Terrain Awareness and Warning System) Equipment Required (Cont'd)					
34-45-01-30	Terrain Displays					
34-45-01-30-A		C	-	1	May be inoperative.	
34-45-01-30-B		B	-	0	May be inoperative.	
34-45-01-40 ***	RAAS (Runway Awareness and Advisory System)	C	1	0	May be inoperative.	
	Class B TAWS Equipment Required					
34-45-02-10	GPWS					
34-45-02-10-A	A/C without M3688 and without M3849	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Approaches are limited to ILS, LPV, or Visual approaches, and c) Repairs are made within 2 flight-days.	
34-45-02-10-B	A/C with M3688 or M3849	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
(Continued)						

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-13

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-45-00	E-GPWS/GPWS (Enhanced Ground Proximity Warning System) (Cont'd)					
	Class B TAWS Equipment Required (Cont'd)					
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 procedures are established and used.	
34-45-02-14-B		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
(Continued)						

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-14

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-45-00	E-GPWS/GPWS (Enhanced Ground Proximity Warning System) (Cont'd)					
	Class B TAWS Equipment Required (Cont'd)					
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 – FLTA (Forward Looking Terrain) and PDA (Premature Descent Alert) Functions	B	1	0	May be inoperative.	
34-45-02-30 ***	Terrain Displays	C	-	1	May be inoperative.	
34-45-02-40 ***	RAAS (Runway Awareness and Advisory System)	C	1	0	May be inoperative.	
34-45-03	Class C TAWS Equipment					
34-45-03-10	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.	
34-45-10 ***	SVS (Synthetic Vision System) on PDU (A/C with M3303)	D	2	0	One or more may be inoperative provided affected SVS Function is deselected.	
34-51-00	VOR/ILS Function	C	2	-	As required by 14 CFR.	

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-15

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-51-40	Marker Beacon	C	-	0	May be inoperative provided approach procedures do not require its use.	
34-51-60	GPS (Global Positioning System)	D	2	-	(O) As required by 14 CFR. NOTE: ADS-B OUT function (aircraft with M3301) is not used when both GPS are inoperative.	
34-52-00	DME (Distance Measuring Equipment)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
34-53-00	ADF (Automatic Direction Finder)	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
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.	

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-16

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-55-00 ***	ADS-B (Automatic Dependent Surveillance-Broadcast System) (In and Out) (A/C with M3301)					
34-55-00-A ***		B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	
34-55-00-B ***		C	-	1	One may be inoperative.	
34-55-00-C ***		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
(Continued)						

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-17

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-55-00 ***	ADS-B (Automatic Dependent Surveillance-Broadcast System) (In and Out) (A/C with M3301) (Cont'd)					
34-55-00-10 ***	ADS-B Out Extended Squitter					
34-55-00-10-A ***		B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	
34-55-00-10-B ***		C	-	1	One may be inoperative.	
34-55-00-10-C ***		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
(Continued)						

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-18

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-55-00 ***	ADS-B (Automatic Dependent Surveillance-Broadcast System) (In and Out) (A/C with M3301) (Cont'd)					
34-55-00-20 ***	ADS-B Out UAT (Universal Access Transceiver)					
34-55-00-20-A ***		B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	
34-55-00-20-B ***		C	-	1	One may be inoperative.	
34-55-00-20-C ***		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
(Continued)						

REVISION NO. 10

PAGE NO. 34-19

DATE: XX/XX/XXXX

AIRCRAFT:

Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-55-00 ***	ADS-B (Automatic Dependent Surveillance-Broadcast System) (In and Out) (A/C with M3301) (Cont'd)					
34-55-00-30 ***	ADS-B In					
34-55-00-30-A ***		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B function that operates normally may be used.	
34-55-00-30-B ***		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	
34-60-00 ***	FMS (Flight Management System) (Aircraft with M2504)	D	3	2	One may be inoperative.	

REVISION NO. 10
DATE: XX/XX/XXXX

PAGE NO. 34-20

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-60-20	Navigation Database	A	4	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 35-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

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 co-pilot 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 ft or below.	
35-20-00-10	Mask Automatic Drop Out Mode	C	1	0	(M)(O) May be inoperative provided: a) Flight level is limited to FL 250 or below, b) OVERRIDE and FIRST AID Oxygen Systems are verified operative, and c) CABIN Warning System (visual and aural) is verified operative.	
35-20-00-20	Mask Unit	C	-	-	(M)(O) May be inoperative provided: a) Affected seat is secured to prevent occupancy, and b) Mask Unit is verified operative for all operative passenger seats, toilet compartments, and flight attendant locations.	
35-21-20	First Aid Oxygen	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 35-2

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-30-05	Portable Oxygen Bottles or Units (Including Masks and Hoses)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations. NOTE 2: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
35-30-05-10 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 35-3

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-30-10	PBE (Portable Protective Breathing Equipment)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
35-30-10-10 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 36-1

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

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, and d) 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 provided BASC fault codes are considered before each departure.	
36-00-01-30	Cabin Pressure Control Monitoring Function	C	1	0	(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) COND: CKPT OVERPRESS test amber message is not displayed during light test operation, c) APU is verified operative before each departure, d) HP 1 and Engine Pressure Regulating Valve (PRV) 1 pushbuttons are set to OFF, and e) XBLEED pushbutton is set to OPEN.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 36-2

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

36. Pneumatic

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

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 36-3

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-10-03	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 ft but cannot anti-ice.	
36-10-15	APU Bleed Air System					
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) L/G 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.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 36-4

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

36. Pneumatic

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

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 36-5

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
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 ft but cannot anti-ice.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 38-1

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

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) Draining port cap is verified in locked position, d) Toilet door is placarded "DO NOT USE TOILET," and e) Repairs are made within 3 consecutive calendar-days.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 38-2

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
38-30-09	Toilet Drain Valve (Cont'd)					
38-30-09-20	Rear Toilet Drain Valve					
38-30-09-20-A		A	1	0	May be inoperative in closed position provided repairs are made before next Toilet Drain pan-draining operation.	
38-30-09-20-B		A	1	0	(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Rear Toilet is not used, c) Draining port cap is verified in locked position, d) Toilet door is placarded "DO NOT USE TOILET," and e) Repairs are made within 3 consecutive calendar-days.	
38-30-09-20-C		A	1	0	(M) May be inoperative provided: a) After manually closing the Rear Toilet Drain Valve, it is verified not to have leaks, and b) Repairs are made within 3 consecutive calendar-days.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 45-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
45-10-00	CMC (Central Maintenance Computer)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
45-10-09 ***	Cockpit Printer (A/C with M2514)	D	1	0	May be inoperative provide alternate procedures, if required, 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.	
45-90-01	DMU (Data Management Unit)					
45-90-01-A ***	Aircraft with M2519	D	1	0	May be inoperative provided Jeppesen Electronic Terminal Charts (item 34-00-02) are considered inoperative.	
45-90-01-B ***	Aircraft without M2519	D	1	0	May be inoperative.	
45-90-01-C ***	Aircraft with M3305	D	1	0	May be inoperative.	
45-90-10	Database Module Aircraft without M3254	C	2	0	One or more may be inoperative.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 46-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-20-00	EFB (Electronic Flight Bag) System				NOTE: Per FAA MMEL Policy Letter PL-121, a portable EFB is not installed equipment and therefore not required for dispatch. Consequently, portable EFB relief is not appropriate for this MMEL and has been removed from the MMEL.	
46-20-00-03 ***	Power Connection					
46-20-00-03-A ***		C	-	0		(O) May be inoperative provided alternate procedures are established and used.
46-20-00-03-B ***		D	-	0	May be inoperative provided procedures do not require its use.	
46-20-00-04 ***	Mounting Device				(M)(O) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, and b) Alternate procedures are established and used.	
46-20-00-04-A ***		C	-	0		
46-20-00-04-B ***		D	-	0		(M) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, and b) Procedures do not require its use.
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 46-2

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-20-00	EFB (Electronic Flight Bag) System (Cont'd)					
46-20-00-05 ***	Data Connectivity					
46-20-00-05-A ***		C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
46-20-00-05-B ***		D	-	0	May be inoperative provided procedures do not require its use.	
46-50-01 ***	Airshow System					
46-50-01-A ***		D	-	0	May be inoperative provided passenger safety briefing does not require its use.	
46-50-01-B ***		C	-	0	May be inoperative provided alternate procedures for passenger safety briefing are established and used.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 49-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
49-10-01	APU (Auxiliary Power Unit)	C	1	0	(O) May be inoperative provided: a) Both FADECs are operative, b) L/G Retraction System is operative, and c) MASTER APU is set to OFF.	
49-50-01	APU Inlet Door					
49-50-01-A		C	1	0	(M) May be inoperative closed provided: a) APU is considered inoperative (item 49-10-01), and b) APU Inlet Door is secured in closed position.	
49-50-01-B		C	1	0	(M)(O) May be jammed in other than closed position provided: a) APU is considered inoperative (item 49-10-01), b) AFM Limitations and Performance are applied, and c) APU Inlet Door is secured.	
49-50-05	APU Door Indication System					
49-50-05-A		C	1	0	May be inoperative provided APU Inlet Door operations are visually verified operative by performing an APU on/off cycle before each departure.	
49-50-05-B		C	1	0	May be inoperative provided APU is considered inoperative (item 49-10-01).	
49-70-00	APU Indications (N ₁ , EGT, OVSP, Oil)	C	4	0	(O) One or more may be inoperative provided: a) APU is only used for engine start, b) APU is verified operative before each flight, and c) APU FAULT amber CAS message is monitored during APU use.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 49-2

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
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.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 52-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-10-20	Passenger Door Electrical Maneuver System					
52-10-20-01	Electrical Lifting	B	1	0	(O) May be inoperative provided: a) The door is closed with an alternate procedure, and b) Door opening duration is verified adequate.	
52-10-20-02	DOOR LIFT Amber Light	B	1	0	(O) May be inoperative provided door opening duration is verified adequate.	
52-30-00	Baggage Compartment External Door					
52-30-00-01	Proximity Sensor	C	4	0	(O) One or more may be inoperative provided Baggage Compartment External Door is verified to be latched and locked before each departure.	
52-40-10 ***	Pocket Sliding Door (Galley to Cabin)	D	1	0	May be inoperative in open and latched position provided the door is placarded "DOOR TO REMAIN OPEN AT ALL TIMES".	
52-40-10-10 ***	Galley Pocket Sliding Door Monitoring System (A/C with M-OPT0289)	C	1	0	(O) May be inoperative provided: a) Cabin configuration is verified in safety position before each departure and approach, and b) Galley Door Sonalert, if installed, is considered inoperative. (item 25-22-01-40)	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 73-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-20-01	FADEC (Full-Authority Digital Engine Control)					
73-20-01-03	Channel	A	2	1	All FADEC Channels must be operative; however, aircraft may be dispatched with FADEC fault provided repairs are made in accordance with times established by Short Time/Long Time Dispatch Fault items, or by PWC Type Certificate Data Sheet (TCDS) No. E00065NE, note 13, whichever is more restrictive.	
73-20-01-04	Channel Monitoring Function	A	4	3	One may be inoperative provided: a) ENG...SHORT DISPATCH white CAS message of the associated engine is not displayed, and b) Repairs are made within 150 flight-hours.	
73-20-01-10	Short Time Dispatch Fault	A	-	-	Only one engine may be affected provided repairs are made within 125 flight-hours.	
73-20-01-11	Long Time Dispatch Fault	A	-	-	Only one engine may be affected provided repairs are made within 350 flight-hours.	
73-40-01	APR Automatic Mode	A	1	0	(O) May be inoperative provided: a) APR ORIDE operation is verified operative on both engines before departure, b) APR ORIDE Button is pressed before takeoff and landing, and c) Repairs are made within 2 consecutive calendar-days.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST			
REVISION NO. 9 DATE: 12/17/2024		PAGE NO. 74-1			
AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS		TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 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.

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 77-1

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 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 Monitor Computer) Channel	C	2	1	One may be inoperative.

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 78-1

AIRCRAFT: Falcon 2000EX EASy/DX/LX/S/LXS	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	---

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
78-30-00	Thrust Reverser System	A	2	0	(M)(O) One or more may be inoperative provided: a) Autobrake System is not used, b) Appropriate AFM Balanced Field Length (BFL) adjustments are applied, c) Takeoff and landing are not conducted on an icy runway, d) Both Thrust Reversers have sustained no damage, e) Both Thrust Reversers are secured in stowed position, f) Airbrakes are manually extended in case of RTO below V_1 (Airbrake Handle on position 2), and g) Repairs are made within 100 consecutive calendar-days.	
78-30-06	TRANS Amber Label	A	2	0	One or more Labels may be inoperative provided: a) Thrust Reverser System is considered inoperative (item 78-30-00), and b) Repairs are made within 100 consecutive calendar-days.	
78-30-08	DEPLOY Green Label	A	2	0	One or more Labels may be inoperative provided: a) Thrust Reverser System is considered inoperative (item 78-30-00), and b) Repairs are made within 100 consecutive calendar-days.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 79-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
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.	
79-30-03	Engine Oil Chip Detector System	C	2	0	(M) One or more may be inoperative provided associated Engine Oil Chip Detector System is verified free of contaminant before each departure.	
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.	

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 80-1

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
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) APU is verified operative before each departure, d) Bus Tie System is verified operative, e) Fuel Crossfeed System is verified operative, f) Wing tank pressurization is verified adequate, g) All Booster Pumps are verified operative, h) Affected valve is opened manually before engine start and secured in closed position after engine start, and i) Repairs are made within 2 consecutive calendar-days. NOTE: In flight, restart of associated engine is only possible using ENGINE-WINDMILLING AIRSTART procedure.	
(Continued)						

REVISION NO. 9
DATE: 12/17/2024

PAGE NO. 80-2

AIRCRAFT:
Falcon 2000EX EASy/DX/LX/S/LXS

TABLE KEY

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

80. Starting

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