

DASSAULT FALCON 2000 Model Guide

DASSAULT FALCON 2000 is a turbofan business jet. The registry family (2000 and 2000EX) reaches up to 3000 nm range, 350 kt cruise, 15800 kg MTOW, 19 passengers and 47000 ft ceiling. Those are family maxima, not figures for one variant. The one listing reviewed is a 2004 aircraft with a 10-passenger VIP cabin.

KEY TAKEAWAYS

- Sample listing: 2004 airframe, 4773.3 hours and 2718 cycles. Both engines have 4648.3 hours and 2645 cycles and are on MSP GOLD. APU has 3667 hours.
- Claimed records: C check and dry bay mod in 2010, 2C check and engine MPI/CZI in 2017, ADs and mandatory SBs complete, no damage history. Verify in the logs.
- Cabin seats 10 passengers plus 2 pilots, with forward galley and aft lavatory; interior done 2013. Collins avionics, RVSM, EU-OPS 1 compliant.
- Falcon 2000EX winglets (STC ST01987SE) change takeoff CG limits and bar Cat IIIA HUD and steep approach. Confirm whether the aircraft has them.

SAFETY NOTES

- Check that the pilot and copilot seat locking springs were replaced per SB 401-R1 and that both seats lock in every position.
- With winglets, for flights scheduled over 10 hours (including alternate time), engine oil must be above MIN by at least 50% of the MAX-MIN span.
- With winglets, use the most restrictive of the winglet and basic AFM CG envelopes; the forward limit for SF 2 is 16% MAC.

SEAT LOCKING SERVICE BULLETIN 401-R1

Applies to Falcon 2000 serial numbers 1 through 231 that have done their first C inspection. An operator's copilot seat slid aft at rotation because one locking spring was broken and the other weak. The fix replaces the springs on both pilot seats and checks locking. Do it at first opportunity, no later than the next A inspection, about 2 hours labor per seat. Ask for the compliance record.

BLENDED WINGLETS (2000EX SERIES ONLY)

The Aviation Partners supplement (APF2-0601, revision 4) covers the 2000EX only. Structural limits and basic AFM performance are unchanged. The SF 2 takeoff flap forward CG limit moves aft to 16% MAC. Cat IIIA HUD operations and steep approach landings are not approved with winglets. Check the STC paperwork and the supplement in the flight manual.

WHAT TO CHECK ON A USED EXAMPLE

Confirm engine and APU (Honeywell 36-150) program enrollment is transferable. Compare engine hours and cycles with the airframe's. Review the 2010 C check and dry bay mod and the 2017 checks in the logs. Check that avionics match the listed Collins suite, and that the exterior (painted 2013) and interior (2013) condition match the description.