Reporte de Aceptación de Certificado Tipo

Type Certificate Acceptance Report

EUROPEAN AVIATION SAFETY AGENCY

TYPE CERTIFICATE EASA.A.008
Issue: 05

"DASSAULT AVIATION"

Model Falcon 2000EX and its variants:

Falcon 2000EX EASy, Falcon 2000DX,

Falcon 2000LX, Falcon 2000LXS, Falcon 2000S

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RESUMEN *(SUMMARY)*

La aceptación de Tipo Colombiana ha sido otorgada para el modelo Falcon 2000EX y sus variantes Falcon 2000EX EASy, Falcon 2000DX, Falcon 2000LX, Falcon 2000LXS, Falcon 2000S de la compañía "DASSAULT AVIATION", basado en el Certificado Tipo EASA.A.008 de la "Agencia Europea de Seguridad Aérea - EASA".

Colombian Civil Aviation Authority grants the Type Certificate Acceptance for the model Falcon 2000EX and its variants Falcon 2000EX EASy, Falcon 2000DX, Falcon 2000LX, Falcon 2000LXS, Falcon 2000S of company "DASSAULT AVIATION", based on the "European Aviation Safety Agency" Type Certificate EASA.A.008.

1. INTRODUCCIÓN *(INTRODUCTION)*

Este reporte detalla los aspectos para la aceptación del Certificado Tipo EASA.A.008 de la "Agencia Europea de Seguridad Aérea", de acuerdo con los RAC Parte 9ª literal **§9.1 (d) y 9.2.3.**

*This report details the basis on which the "European Aviation Safety Agency" Type Certificate EASA.A.008 was accepted, in accordance with the RAC's, part **9.1 (d**) and* **9.2.3.**

Específicamente este reporte está dirigido a:
Specifically the report aims to:

(a) Determinar los estándares de diseño del código de aeronavegabilidad asociados al certificado tipo extranjero para la aceptación de este modelo de este Tipo de aeronave en Colombia.	*(a) State design standards of the airworthiness code related to the foreign Type Certificate for the acceptance of this aircraft model in Colombia.*
(b) Identificar cualquier condición especial, nivel equivalente de seguridad o excepción aplicable al modelo cubierto por el Certificado Tipo.	*(b) Identify any special condition, Safety Equivalent Level, or applicable exception to a model covered by the Type Certificate.*
(c) Establecer cualquier requerimiento adicional que deba ser cumplido.	*(c) Determine any additional requirement that must be complied.*

2. DETALLES DE CERTIFICACIÓN DE TIPO OACI *(ICAO TYPE CERTIFICATE DETAILS)*

El modelo Falcon 2000EX y sus variantes Falcon 2000EX EASy, Falcon 2000DX, Falcon 2000LX, Falcon 2000LXS, Falcon 2000S de la compañía "DASSAULT AVIATION", cumplen con los estándares de aeronavegabilidad definidos en los anexos 8 y 16 de OACI,

respecto a los requisitos de diseño, requisitos de aeronavegabilidad continuada y de ruido. El fabricante establece que no existe ninguna diferencia que deba ser evaluada.

The "DASSAULT AVIATION" model Falcon 2000EX and its variants Falcon 2000EX EASy, Falcon 2000DX, Falcon 2000LX, Falcon 2000LXS, Falcon 2000S, are in compliance with the ICAO annexes 8 and 16 about rules necessaries for the design, continued airworthiness conditions and noise compliance. The manufacturer establishes that there is not difference that should be evaluated.

3. DETALLES DE ACEPTACIÓN DE TIPO *(TYPE ACCEPTANCE DETAILS)*

La aplicación para la aceptación del Certificado Tipo de la aeronave modelo Falcon 2000EX y sus variantes Falcon 2000EX EASy, Falcon 2000DX, Falcon 2000LX, Falcon 2000LXS, Falcon 2000S fue recibida del fabricante el día 27 de Junio de 2014 y fue aprobada el día 9 de Octubre de 2014, basada en el Certificado Tipo EASA.A.008 de la "Agencia Europea de Seguridad Aérea" (EASA).

The application for Colombian type certificate acceptance of the model Falcon 2000EX and its variants Falcon 2000EX EASy, Falcon 2000DX, Falcon 2000LX, Falcon 2000LXS, Falcon 2000S was received from the manufacturer, on June 27, 2014. The Type Certificate Acceptance was approved on October 9, 2014, based on the "European Aviation Safety Agency" Type Certificate EASA.A.008.

4. REQUERIMIENTOS DE LOS RAC PARTE 9ª *(COLOMBIAN REGULATIONS RAC PART 9th DATA REQUIREMENTS)*

Los requerimientos establecidos en la parte Novena de los RAC han sido cumplidos y se sustentan en la hoja de datos del Certificado Tipo EASA.A.008 Issue 05 de la "Agencia Europea de Seguridad Aérea" y con los siguientes documentos:

The Type Data requirements of RAC Part 9 have been satisfied according to the "European Aviation Safety Agency" Type Certificate Data Sheet EASA.A.008 Issue 05 and the following documents:

(1) Certificados Tipos *(Type certificates):*

- Aircraft: "European Aviation Safety Agency" Type Certificate EASA.A.008
- Engine: "Transport Canada" Type Certificate E-31

(2) Resumen de los ítems de Certificación (Certification ítems summary)

Model	Document	Issue Date
Falcon 2000EX	**Compliance Check List:** Certification Document M1802-00-100 dated 12-Jun-03	
	Type Design Definition: Definition of reference airplane by DASSAULT AVIATION documents M1802-01-130 (DGT-F/NAV89793) – Master Drawing Lists Definition of Falcon 2000EX results of the addition of Falcon 2000 definition plus application of M1802, M1803, M1804, M1805, M1820, M1838 and M2233. From aircraft s/n 2, the M1826 is applied with impact on fuel capacities and on maximum weights	
Falcon 2000EX EASy version	**Compliance Check List:** Certification Document M1691-00-101 dated 28-Sep-04	
	Type Design Definition: Modifications M1691 "Enhanced Avionics System For F2000EX" M1745 "Oxygen system electro-pneumatic altimetric controller" M1504 "All falcon Common pressurization system". On the production assembly line starting with s/n 6, s/n 28 and subsequent.	
Falcon 2000DX version	**Certification Plan:** Certification Collection M3000-00-001 dated 18-Sep-06.	
	Type Design Definition: Modification M3000 "Definition of the F2000DX" on the production assembly line starting with s/n 601 and subsequent.	
Falcon 2000LX version	**Certification Plan:** Certification Collection F2000-M2846 dated 30-Mar-09.	
	Type Design Definition: Aviation Partners Inc (Seattle) and DASSAULT AVIATION entered into an agreement to develop winglets for installation on in-service aircraft and new aircraft. In-service aircraft are addressed by API STC (no DA service bulletin), and new aircraft F2000EX EASy manufactured under the DASSAULT AVIATION POA are fitted with winglets under a M2846 and new slats under M3229 modifications whose approved data is identical to the API STC. F2000LX airplanes have received the following modifications on the production line: M2846 Winglet installation M3229 New slats On the production assembly line starting with s/n 218 and subsequent (optional modification before s/n218).	

F2000LXS version	**Certification Plan:** Certification Collection M5000-001 dated 7-Jan-13.	
	Type Design Definition: F2000LXS airplanes have received the following modifications on production line starting from S/N 263 and subsequent: M5000 – Various improvements M3254 – EASy phase II M2846 – Winglet installation M3453 – New FADEC software V9.03 for PW308C M3390 – W&B envelope increase for take-off	
F2000S version	**Change Approval Sheet:** Issue 6 dated 19-Mar-2013	
	Type Design Definition: F2000S airplanes have received the following modifications on production line starting with S/N 701 ant subsequent: M5001 – F2000DX various improvements M3000 – F2000DX definition	

Bases de Certificación *(Certification Basis*):

1. **Falcon 2000EX Certification Basis**

- Application Date for EASA Certification: October 25 th, 1999
- EASA Certification date (JAA recommendation): March 7th, 2003
- EASA Certification basis

  Airworthiness standards:

  JAR 25 Change 14 plus Orange Paper 25/96/1 effective on April 19, 1996

  Except the following JAR 25 paragraphs which remain at Change 13

  - Subpart B – Flight

    25.103, 25.107(b)(c), 25.111(a), 25.119 (b), 25.125(a)(2), 25.143(g), 25.145 (b)(4)(6)(c)(d), 25.147(a)(c)(d), 25.149(c), 25.161(b)(c)(d), 25.175,25.177(a)(b), 25.201(a)(b)(c), 25.207, 25.231, 25.233, 25.237 (applicable as modified in F2000 CRI B-04)

  - Subpart D – Design and Construction :

    25.731 to 25X799, 25.803 to 25.859, 25.871, 25.875

  - Subpart F – Equipment

    25.1303, 25.1323 to 25.1335, 25.1351 to 25.1423, 25.1433 to 25X1499

  - Subpart G – Operating limitations and information

25.1515, 25X1516, 25.1522, 25.1523, 25X1524, 25.1525, 25.1529, 25.1531, 25.1547, 25.1561.

- Subpart J – Gas turbine auxiliary power unit installations

  All paragraphs

  plus Dassault elect to comply to JAR 25 Change 15 for the following paragraphs 25.101(i), 25.105(c), 25.109, 25.113(a)(b)(c), 25.115, 25.735(f)(h), 25.X1591.

JAR AWO Change 1

Special Conditions:

SC A-109: Functions and reliability testing JAR 21.35 A.N.D.R.

SC B-103: Automatic reserve Performance System
SC B-04: Stall and stall warning speeds and manoeuvre capability (NPA 25B-215)

SC C-06: Interaction of systems and structures 5NPA 25C-199)
SC C-12: Carbon horizontal stabilizer – Certification basis
SC C-107: Fuel tank crashworthiness (INT / POL/25/9)
SC C-110: Yawing manoeuvre (INT / POL /25/8)

SC D-05: Resistance to the fire and its Terminology (NPA 25D-181)
SC D-06: Doors (NPA 25D-251)
SC D-10: Operation at 47,000 ft
SC D-115: Wheels, brakes and braking system (NPA 25D-291)
SC E-05: APU Categorization
SC E-09: Thrust reverser certification policy
SC F-05 Operation without Normal Electrical Power (NPA 25D, F-179) and Miscellaneous Electrical Requirement (NPA 25 D, F-191)
SC F-106: Protection against HIRF (INT /POL/25/2 Issue 2)
SC F-18: E-GPWS airworthiness approval
SC F-21: Electronic stand-by instrument system (MEGGITT)
SC K-01: All weather operations NPA AWO-3 and -4

Equivalent Safety Findings:

D-07: Emergency exit sign used also as locator sign (cabin without divider) provides an equivalent Level of safety to JAR 25.811(d)(1)&(2)
D-08: Emergency exit locator sign used also as marking sign (cabin with divider) provides an equivalent Level of safety to JAR 25.811(d)(1)&(3)
D-09: Type III emergency exit handle lighting provides an equivalent Level of safety to JAR 25.811(e)(3)
E-110: Engine fire protection in designated fire zone provides an equivalent Level of safety to JAR 25.865, 25.1181, 25.1195, 25.1203.
E-112: Turbine engine tailpipe fire detection provides an equivalent Level of safety to JAR 25.1203(a), 25.1181(a)
F-12: Oxygen masks in galley area provides an equivalent Level of safety to JAR 25.1447(c)(3)

Deviations:

C-11: Personal injury criteria of dynamic testing of side-facing sofas deviates from JAR 25.785(d)

F-15: Oxygen requirements (cf note 1)

Note 1: Compliance with JAR 25 Oxygen requirements is to be shown for each individual airplane in accordance with relevant national operational requirements

Environmental Standards:

- For Noise

ICAO Annex 16 Volume 1 – Chapter 3
ICAO Annex 16 Volume 1 – Chapter 4, CS 36 amendment 1, if modification M2422 is embodied
ICAO Annex 16 Volume I Chapter 4 Amendment 9, CS 36 Amendment 2, if modification M3390 is embodied.

- For Emissions

ICAO Annex 16 Volume 2 Part III

2. Falcon 2000EX EASy version Airplanes

F2000EX EASy designation does not correspond to new model designation. This is only a commercial designation for airplanes on which majors modifications (M1691, M1745 and M1504) have been applied.

Certification Basis

- Reference Application Date for EASA Certification: November 8th, 1999
- EASA Certification Date (JAA recommendation): June 17th, 2004
- EASA Certification Basis:

  The certification basis of Falcon 2000EX EASy is the certification basis of the Falcon 2000EX amended by the following:

Airworthiness standards:

JAR 25 change 14 plus Orange Paper 5/96/1 paragraphs

- Subpart D - Design and construction :

JAR 25.771 (a) (c) (e) Pilot compartment
JAR 25.773(a)(d) Pilot compartment view
JAR 25.777 (a)(b)(c)(d)(e)(f) : Cockpit controls
JAR 25.783(e) Doors
JAR 25.789(a) Retention of items of mass in passenger and crew compartments and galleys
JAR 25.791(a)(b) Passenger information signs and placards
JAR 25.812(f) Emergency lighting
JAR 25.841(b)(5)(b)(6) Pressurised cabins

- Subpart F – Equipment

JAR 25.1303 Flight and Navigation Instruments
JAR 25.1323 Airspeed indicating system
JAR 25.1325(a)(c)(d)(e)(f)(g) Static pressure systems
JAR 25.1326 Pitot heat indication systems
JAR 25.1327 Magnetic direction indicator
JAR 25X1328 Direction indicator
JAR 25.1329 Automatic pilot system
JAR 25.1331 Instruments using a power supply
JAR 25.1333 Instrument systems
JAR 25.1335 Flight director systems
JAR 25.1351 Electrical systems and equipment - General
JAR 25.1353 Electrical equipment and installations
JAR 25.1355 Distribution system
JAR 25.1357 Circuit protective devices
JAR 25X1360 Precautions against injury
JAR 25X1363 Electrical system tests
JAR 25.1381 Instrument lights
JAR 25.1419 (c) Ice protection
JAR 25.1435 (a) (2) Hydraulic systems
JAR 25.1457 Cockpit voice recorders
JAR 25.1459 Flight recorders

- Subpart G - Operating limitations and information

JAR 25.1523 Minimum flight crew
JAR 25X1524 Systems and equipment limitations
JAR 25.1529 Instructions for continued airworthiness
JAR 25.1547 Magnetic direction indicator

- Subpart J – Gas turbine Auxiliary Power Unit installations

JAR 25A1141(a)(d) All APUs – APU Controls : General
JAR 25A1305 All APUs - APU Instruments
JAR 25A1549 All APUs – APU instruments
JAR 25A1551 All APUs – Oil quantity indicator »
JAR 25B1305 Essential APUs - APU Instruments »

Plus

JAR AWO change 2

JAR AWO 201 General
JAR AWO 202 Go-around rate
JAR AWO 204(a)(b) Control of flight path
JAR AWO 206 Control of speed
JAR AWO 207(a)(b) Manual control
JAR AWO 208 Oscillations and deviations
JAR AWO 215 Decision height recognition
JAR AWO 216 Go-around
JAR AWO 221(a)(b)(c)(d)(e)(f)(g)(h)(i) Installed equipment
JAR AWO 222 Minimum equipment
JAR AWO 231 Flight path and speed control
JAR AWO 233 Decision height
JAR AWO 234 Localizer and glide path receivers

JAR AWO 235 Radio altimeter
JAR AWO 236(a)(b)(c) Excess deviation alerts
JAR AWO 251(a)(b)(c) Mode selection and switching
JAR AWO 252(a)(b) Presentation of information to the crew
JAR AWO 253(a)(b) Audible warning of automatic pilot disengagement
JAR AWO 262 automatic pilots
JAR AWO 263(a)(b)(c) Flight director system
JAR AWO 268 Radio altimeter
JAR AWO 269 Excess-deviation alerts
JAR AWO 281 General

Special Conditions:

SC D-1120 Cabin Stretcher
SC F-18 E-GPWS Airworthiness Approval
SC F-21 Electronic Stand-by Instrument system
SC F-1106 Protection against HIRF
SC F-1123 Requirement for Human Factors

Equivalent Safety Findings:

D-1115 Lift and Drag device Indicator provides an equivalent Level of safety to JAR 25.699(b)
E-1103 Powerplant instruments – Colour markings provides an equivalent Level of safety to JAR 25.1549
F-1136 Honeywell PRIMUS EPIC – Integrated Modular Avionics System provides an equivalent Level of safety to JAR 25.1357(e), 25.1309.

3. Falcon 2000DX version Airplanes:

F2000DX designation does not correspond to new model designation. This is only a commercial designation for Falcon 2000EX EASy airplanes on which Major Level 1 Modification M3000 has been applied.

Certification Basis

- Application Date for EASA Certification: January 23rd, 2006
- EASA Certification Date: September 19th, 2007
- EASA Certification Basis:

Modification M3000 is Major Level 1 Non Significant.

This Modification has no impact on applicable requirements. Amendment levels of F2000EX type certification and most recent significant change (M1691 EASy) are retained.

4. Falcon 2000LX version airplanes:

F2000LX designation does not correspond to new model designation. This is only a commercial designation for F2000EX EASy airplanes on which Modification M2846 has been applied.

Certification Basis

- Application Date for EASA Certification: September 14,2006 (re-issued on 27-Mar-09) EASA Certification Date: April, 23rd 2009

- EASA Certification Basis:

Modification M2846 is classified major Change level 1 Significant . The applicable airworthiness standard at the EASA application date is CS 25 amendment 1.

In accordance with PART 21.101, the certification basis of the Falcon 2000LX is the Falcon 2000 EX EASy certification basis amended by the following paragraphs of CS 25 at amendment 1:

CS 25 301 Loads
CS 25 302 Interaction of systems and structure
CS 25 305 Strength and deformation
CS 25 307 Proof of structure
CS 25 331 Symmetric manoeuvring conditions
CS 25 335 Design airspeed
CS 25 341(a) Gust and turbulence loads
CS 25 341(b) Gust and turbulence loads
CS 25 349 Rolling conditions
CS 25 351 Yawing manoeuvre conditions
CS 25 629 Flutter, deformation, and fail-safe criteria

5. F2000LXS version airplanes:

F2000LXS designation does not correspond to new model designation. This is only a commercial designation for F2000EX EASy airplanes on which modification M5000 has been applied.

Certification basis:

- Application date for EASA certification: November 18, 2008

- EASA certification date: March 19, 2013

- EASA certification basis:

The Certification Basis of F2000LXS consists of:

Airworthiness standards:

1. CS 25 amendment 5 and CS AWO initial issue

Except

2. The following paragraphs for which EASA accept reversion to an earlier amendment in application to PART 21A101(b)

   a) JAR 25 paragraphs at change 13

      25.725, 25.727, 25.731, 25.733, 25.745, 25.772, 25.779, 25.781, 25.785, 25.787, 25.793, 25.795, 25.799, 25.803 to 25.807, 25.809 to 25.820, 25.831 to 25.833, 25.843 to 25.859,

25.871,25.875, 25.1362, 25.1383 to 25.1403, 25.1411 to 25.1415, 25.1421, 25.1433, 25.1436 to 25.1450, 25.1453, 25.1455, 25.1461, 25.1499

b) JAR 25 paragraphs at JAR 25 change 14 plus Orange Paper 96/1

25.503, 25.627, 25.655, 25.672, 25.677 to 25.683, 25.689, 25.703, 25.721, 25.729, 25.771, 25.773, 25.777, 25.783, 25.789, 25.791, 25.841, 25.865, 25.867, 25.899 to 25.1182, 25.1185 to 25.1315, 25.1321 to 25.1360, 25.1363, 25.1365, 25.1381, 25.1423 to 25.1431, 25.1435, 25.1457, 25.1459, 25.1529 plus subpart J

c) JAR 25 paragraphs at change 15

25.735

d) CS 25 paragraphs at amendment 2

25.21(g), 25.103, 25.105, 25.107, 25.111, 25.119, 25.121, 25.123, 25.125, 25.143, 25.207, 25.237, 25.253, 25.773, 25.1419

e) CS 25 paragraphs at amendment 4

25.1701 to 25.1731

f) JAR AWO Change 1

AWO 100 to AWO 183, AWO 300 to AWO 390

g) JAR AWO change 2

AWO 200 to AWO 281, AWO 400 to AWO 481

Special Conditions:

SC B-103 Automatic Reserve Performance System
SC B-1111 Steep Approach and Landing

SC C-107 Fuel Tank Crashworthiness
SC C-110 Yawing maneuvers
SC C-1110 Autobrake System – Structural Loads

SC D-05 Resistance to fire and its terminology
SC D-10 Operations 47000 ft
SC D-16 Towbarless towing
SC D-115 Wheels, brakes and braking system

SC E-05 APU essential categorization
SC E-09 Thrust Reverser certification policy
SC E-113 Falling and blowing snow

SC F-21 Electronic Stand-by Instrument system
SC F-1106 Protection against HIRF
SC F-1117 Head-Up Guidance system
SC F-1123 Requirement for Human Factors
SC F-1143 Enhanced Flight Vision System (EFVS)

SC F-1154 Data Link Services for the Single European Sky

SC F-1155 Flight Recorders including Data Link Recording

SC K-01 All-weather operations

Equivalent Safety:

D-07 Emergency exit sign used also as locator sign - cabin without divider
D-08 Emergency exit locator sign used also as marking sign - cabin with divider
D-09 Type III emergency exit handle lighting
D-1115 Lift and Drag Device Indicator

E-110 Engine fire protection in designated fire zone
E-112 Turbine engine tailpipe fire detection
E-1103 Powerplant instruments – Color markings

F-12 Oxygen mask in the galley area
F-1136 Honeywell PRIMUS EPIC integrated modular avionics system

Deviations:

C-11 Personal injury criteria of dynamic testing of side-facing sofas deviates from JAR 25.785(d)
D-17 Door between passenger compartments
Included in accordance to CRI A-01

Environmental Standards:

- For Noise:

ICAO Annex 16 Volume I Chapter 4 Amendment 9, CS 36 Amendment 2

- For Emissions:

ICAO Annex 16 Volume 2 Part III , CS 34 initial issue

6. F2000S version airplanes:

F2000S designation does not correspond to new model designation. This is only a commercial designation for F2000LXS airplanes on which modification M5001 and M3000 (definition of F2000DX) have been applied.

Certification basis:

- Application date for EASA certification: November 18, 2008
- EASA certification date: March 19, 2013
- EASA certification basis:

The applicable certification basis is the same as for Falcon 2000LXS

(3) Documentación técnica del fabricante *(Maintenance Manuals, Operating Manuals and Service Instructions)*

Model	Document
Falcon 2000EX **Falcon 2000EX EASy** **Falcon 2000DX** **Falcon 2000LX** **Falcon 2000LXS** **Falcon 2000S**	**Airplane Flight Manual:** • Falcon 2000EX Airplane Flight Manual (AFM): Document No. DGT84278 Revision 12 dated October 31, 2013. • Falcon 2000EX EASy, Falcon 2000DX, Falcon 2000LX, Falcon 2000LXS, Falcon 2000S Airplane Flight Manual (AFM): Document No. DGT 88898 (Modification M2656) Revision 18 dated November 30, 2013. • Falcon 2000EX EASy, Falcon 2000DX, Falcon 2000LX, Falcon 2000LXS, Falcon 2000S Airplane Flight Manual (AFM): Document No. DGT 88898 (Modification M1691) Revision 18 dated November 30, 2013.
	Master Minimum Equipment List: - Falcon 2000EX: Revision 3 dated October 31, 2012 - Falcon 2000EX EASy, Falcon 2000DX, Falcon 2000LX, Falcon 2000LXS, Falcon 2000S: Revision 9 dated March 11, 2013.
	Maintenance Manual Chapter 5-40: Document DGT 113877 Airworthiness limitations (life limited airframe components and required maintenance/inspections) approved by EASA
	Structural Repair Manual Rev. Date Feb 27/2013
	Engine PW308C Maintenance Manual P/N: 30C3882 Rev. 32 dated May/2014

5. REQUERIMIENTOS ADICIONALES DE LOS RAC PARTE 4ª *(ADDITIONAL COLOMBIAN REQUIREMENTS RAC PART 4TH)*

A continuación se listan los requerimientos de aeronavegabilidad adicionales para la emisión de un certificado de aeronavegabilidad estándar, definidos en los capítulos II, VI, IX de la Parte Cuarta, “Requisitos Generales de Aeronavegabilidad” y en 9.2.3 de las Parte Novena de los RAC.

Additional requirements for the issuance of a Standard Airworthiness Certificate for an aircraft that is going to operate in Colombia, in accordance with RAC’s (Colombian Regulations), Part Fourth- Chapters II, VI and Chapter IX and in # 9.2.3 Part Ninth, are as follows:

Norma (*Rule*)	**Descripción del requerimiento (*Description of requirement*)**
4.2.2.3.	AERONAVES CIVILES MOTORIZADAS CON CERTIFICADO DE AERONAVEGABILIDAD ESTÁNDAR DE LA REPÚBLICA DE COLOMBIA (REQUISITOS DE INSTRUMENTOS Y EQUIPO) *CIVILIAN ENGINE POWERED AIRCRAFT WITH COLOMBIAN STANDARD AIRWORTHINESS CERTIFICATE (INSTRUMENT AND EQUIPMENT REQUIREMENTS)*
4.2.2.4.	TRANSMISOR LOCALIZADOR DE EMERGENCIA (ELT) Uno (fijo), transmisor de dos frecuencias (121.5 y 406.0 MHz). TSO – C126 *EMERGENCY LOCATOR TRANSMITER (ELT)* *One (fixed) 2 frequencies transmitter (121.5 and 406.0 MHz). TSO – C126*
4.2.2.5	LUCES DE AERONAVES *AIRCRAFT'S LIGHTS*
4.2.2.7	INSTRUMENTOS Y EQUIPOS INOPERATIVOS *INOPERATIVE EQUIPMENTS AND INSTRUMENTS*
4.2.2.8	USO DE TRANSPONDER ATC *ATC TRANSPONDER RIGHT USE*
4.2.2.10	SISTEMA DE ALERTA DE ALTITUD – Un sistema *ALTITUDE ALERT SYSTEM – One system*
4.2.2.14	SEÑALAMIENTO DE LAS ZONAS DE PENETRACION DEL FUSELAJE *MARKING OF AREAS FOR FUSELAGE PENETRATION*
4.5.6.5.	EQUIPOS PROTECCIÓN CONTRA FUEGO EN LOS BAÑOS *LAVATORIES FIRE PROTECTION DEVICES*
4.5.6.10.	EQUIPO MISCELÁNEO *MISCELLANEOUS EQUIPMENT*
4.5.6.11.	REQUERIMIENTO DE SEGURIDAD PARA EL COMPARTIMIENTO DE LA TRIPULACIÓN DE VUELO. *COCKPIT SAFETY REQUIREMENTS*
4.5.6.16.	INSTRUMENTOS Y EQUIPOS PARA OPERACIONES NOCTURNAS *INSTRUMENT AND AEQUIPMENT FOR NIGTH OPERATIONS*
4.5.6.17.	INSTRUMENTOS Y EQUIPO PARA OPERACIÓN EN CONDICIÓN DE VUELO POR INSTRUMENTOS O SOBRE EL TECHO. *INSTRUMENTS AND EQUIPMENT REQUIRED FOR IFR OR OVER THE MAXIMUN OPERATING ALTITUDE*
4.5.6.18.	PARA TODOS LOS AVIONES QUE VUELEN A GRANDES ALTITUDES *AIRCRAFT THAT FLIGHT AT HIGH ALTITUDE*
4.5.6.20.	EQUIPOS ESTÁNDAR. AERONAVES IMPULSADAS POR TURBINAS *STANDAR EQUIPMENT FOR TURBINE POWERED AIRCRAFTS*
4.5.6.30.	EQUIPO DE RADIO PARA OPERACIÓN EXTENSA SOBRE AGUA Y OTRAS OPERACIONES *RADIO EQUIPMENT FOR EXTENDED OVER WATER OPERATIONS AND OTHER OPERATIONS*
4.5.6.26	REGISTRADORES DE DATOS DE VUELO (FDR) – Un sistema. TSO – C124A *FLIGHT DATA RECORDER (FDR) – One system. TSO – C124A*
4.5.6.33	REQUERIMIENTO DEL EQUIPO DE RADAR METEOROLOGICO – Un sistema *WEATHER RADAR EQUIPMENT REQUERIMENTS – One system*
4.5.6.34	GRABADORES DE VOZ EN LA CABINA DE MANDO (CVR) – Un sitema TSO – C123A *COCKPIT VOICE RECORDER (CVR) – One system TSO – C123A*
4.5.6.36	SISTEMA ALERTA DE TRAFICO Y ADVERTENCIA DE COLISION (ACAS II) – Un sistema TSO – C119 *AIRBORNE COLLISION AVOIDANCE SYSTEM (ACAS II) – One system. TSO – C119*

4.5.6.38	SISTEMA DE ADVERTENCIA Y ALERTA DEL TERRENO (TAWS) – Un sistama TSO – C151 *TERRAIN AWARENESS AND WARNING SYSTEM (TAWS) – One system. TSO – C151*
4.6.3.20.	INDICADOR DE NUMERO MACH *MACH NUMBER INDICATOR*
9.2.3 literal d) 4	PLACAS: IDIOMA ESPAÑOL O ESPAÑOL E INGLES *PLACARDS: SPANISH OR ENGLISH AND SPANISH*

APENDICE 1 - LISTA DE CHEQUEO DE LA AERONAVE
(APPENDIX 1 – AIRCRAFT CHECK LIST)

CERTIFICADO TIPO (*Type Certificate*):	"European Aviation Safety Agency" Type Certificate EASA.A.008
FABRICANTE (*Manufacturer*):	"DASSAULT AVIATION" Contact Person: Kéren Valriviere Saurin E-mail : keren.valriviere-saurin@dassault-aviation
AERONAVE (Aircraft):	Falcon 2000EX, Falcon 2000EX EASy, Falcon 2000DX, Falcon 2000LX, Falcon 2000LXS, Falcon 2000S
PLANTA MOTRIZ (*Engine*):	Two Pratt and Whitney Canada Corp.PW308C Turbofan engines
OPERADOR NACIONAL (*National Operator*):	HELISTAR S.A.S.
FUNCIONARIO(s) (*Team*):	JAIRO SORA TORRES LAURA FERNANDA MATEUS
REGULACIONES R.A.C. (R.A.C. *Regulation*):	Paragraph 9.1. d). Paragraph 9.2.3.

DOCUMENTACION *(DOCUMENTS)*	**Referencia (*Reference*)**
1. DATOS GENERALES DEL CERTIFICADO TIPO (*Type Certificate Data Sheet*):	"European Aviation Safety Agency" Type Certificate Data Sheet EASA.A.008 Issue 05
2. Lista de Chequeo de Conformidad Código Aeronavegabilidad *(Compliance Check List airworthiness code):*	• Falcon 2000EX: Compliance Check List - Certification Document M1802-00-100 dated 12-Jun-03 • Falcon 2000EX EASy: Compliance Check List - Certification Document M1691-00-101 dated 28-Sep-04 • Falcon 2000DX: Certification Plan - Certification Collection M3000-00-001 dated 18-Sep-06. • Falcon 2000LX: Certification Plan - Certification Collection F2000-M2846 dated 30-Mar-09. • Falcon 2000LXS: Certification Plan - Certification Collection M5000-001 dated 7-Jan-13. • Falcon 2000S: Change Approval Sheet: Issue 6 dated 19-Mar-2013
3. Lista Maestra de Planos *(Master Drawing List or Type Build Standard (TBS)):*	• Falcon 2000EX Type Design Definition: Definition of reference airplane by DASSAULT AVIATION documents M1802-01-130 (DGT-F/NAV89793) – Master Drawing Lists Definition of Falcon 2000EX results of the addition of Falcon 2000 definition plus

	application of M1802, M1803, M1804 , M1805, M1820, M1838 and M2233. From aircraft s/n 2, the M1826 is applied with impact on fuel capacities and on maximum weights • Falcon 2000EX EASy version Type Design Definition: Modifications M1691 "Enhanced Avionics System For F2000EX" M1745 "Oxygen system electro-pneumatic altimetric controller" M1504 "All falcon Common pressurization system". On the production assembly line starting with s/n 6, s/n 28 and subsequent. • Falcon 2000DX version Type Design Definition: Modification M3000 "Definition of the F2000DX" on the production assembly line starting with s/n 601 and subsequent. • Falcon 2000LX version Type Design Definition: Aviation Partners Inc (Seattle) and DASSAULT AVIATION entered into an agreement to develop winglets for installation on in-service aircraft and new aircraft. In-service aircraft are addressed by API STC (no DA service bulletin), and new aircraft F2000EX EASy manufactured under the DASSAULT AVIATION POA are fitted with winglets under a M2846 and new slats under M3229 modifications whose approved data is identical to the API STC. F2000LX airplanes have received the following modifications on the production line: M2846 Winglet installation M3229 New slats On the production assembly line starting with s/n 218 and subsequent (optional modification before s/n218). • F2000LXS version Type Design Definition: F2000LXS airplanes have received the following modifications on production line starting from S/N 263 and subsequent: M5000 – Various improvements M3254 – EASy phase II M2846 – Winglet installation M3453 – New FADEC software V9.03 for PW308C M3390 – W&B envelope increase for take-off • F2000S version Type Design Definition: F2000S airplanes have received the following modifications on production line starting with S/N 701 ant subsequent: M5000 – F2000LX various improvements M3000 – F2000DX definition

4. NIVELES EQUIVALENTES DE SEGURIDAD *(Equivalent Level Of Safety –ELOS)*	**Falcon 2000EX** D-07 Emergency exit sign used also as locator sign (cabin without divider) provides an equivalent Level of safety to JAR 25.811(d)(1)&(2) D-08 Emergency exit locator sign used also as marking sign (cabin with divider) provides an equivalent Level of safety to JAR 25.811(d)(1)&(3) D-09 Type III emergency exit handle lighting provides an equivalent Level of safety to JAR 25.811(e)(3) E-110 Engine fire protection in designated fire zone provides an equivalent Level of safety to JAR 25.865, 25.1181, 25.1195, 25.1203. E-112 Turbine engine tailpipe fire detection provides an equivalent Level of safety to JAR 25.1203(a), 25.1181(a) F-12 Oxygen masks in galley area provides an equivalent Level of safety to JAR 25.1447(c)(3) • **Falcon 2000EX EASy version** D-1115 Lift and Drag device Indicator provides an equivalent Level of safety to JAR 25.699(b) E-1103 Powerplant instruments – Colour markings provides an equivalent Level of safety to JAR 25.1549 F-1136 Honeywell PRIMUS EPIC – Integrated Modular Avionics System provides an equivalent Level of safety to JAR 25.1357(e), 25.1309. • **Falcon 2000DX version** The same as for Falcon 2000EX EASy • **Falcon 2000LX version** The same as for Falcon 2000EX EASy • **Falcon 2000LXS version** D-07 Emergency exit sign used also as locator sign - cabin without divider D-08 Emergency exit locator sign used also as marking sign - cabin with divider D-09 Type III emergency exit handle lighting D-1115 Lift and Drag Device Indicator E-110 Engine fire protection in designated fire zone E-112 Turbine engine tailpipe fire detection E-1103 Powerplant instruments – Color markings F-12 Oxygen mask in the galley area F-1136 Honeywell PRIMUS EPIC integrated modular avionics system • **Falcon 2000S version** The same as for Falcon 2000LXS
5. CONDICIONES ESPECIALES (Special Conditions)	• **Falcon 2000EX** SC A-109 Functions and reliability testing JAR 21.35 A.N.D.R. SC B-103 Automatic reserve Performance System SC B-04 Stall and stall warning speeds and manoeuvre capability (NPA 25B-215) SC C-06 Interaction of systems and structures 5NPA 25C-199) SC C-12 Carbon horizontal stabilizer – Certification basis SC C-107 Fuel tank crashworthiness (INT / POL/25/9) SC C-110 Yawing manoeuvre (INT / POL /25/8) SC D-05 Resistance to the fire and its Terminology (NPA 25D-181)

	SC D-06 Doors (NPA 25D-251) SC D-10 Operation at 47,000 ft SC D-115 Wheels, brakes and braking system (NPA 25D-291) SC E-05 APU Categorization SC E-09 Thrust reverser certification policy SC F-05 Operation without Normal Electrical Power (NPA 25D, F-179) and Miscellaneous Electrical Requirement (NPA 25 D, F-191) SC F-106 Protection against HIRF (INT /POL/25/2 Issue 2) SC F-18 E-GPWS airworthiness approval SC F-21 Electronic stand-by instrument system (MEGGITT) SC K-01 All weather operations NPA AWO-3 and -4 • **Falcon 2000EX EASy version** SC D-1120 Cabin Stretcher SC F-18 E-GPWS Airworthiness Approval SC F-21 Electronic Stand-by Instrument system SC F-1106 Protection against HIRF SC F-1123 Requirement for Human Factors • **Falcon 2000DX version** The same as for Falcon 2000EX EASy • **Falcon 2000LX version** The same as for Falcon 2000EX EASy • **Falcon 2000LXS version** SC B-103 Automatic Reserve Performance System SC B-1111 Steep Approach and Landing SC C-107 Fuel Tank Crashworthiness SC C-110 Yawing maneuvers SC C-1110 Autobrake System – Structural Loads SC D-05 Resistance to fire and its terminology SC D-10 Operations 47000 ft SC D-16 Towbarless towing SC D-115 Wheels, brakes and braking system SC E-05 APU essential categorization SC E-09 Thrust Reverser certification policy SC E-113 Falling and blowing snow SC F-21 Electronic Stand-by Instrument system SC F-1106 Protection against HIRF SC F-1117 Head-Up Guidance system SC F-1123 Requirement for Human Factors SC F-1143 Enhanced Flight Vision System (EFVS) SC F-1154 Data Link Services for the Single European Sky SC F-1155 Flight Recorders including Data Link Recording SC K-01 All weather operations • **Falcon 2000S version** The same as for Falcon 2000LXS
6. DESVIACIONES (Deviations)	• **Falcon 2000EX** C-11 Personal injury criteria of dynamic testing of side-facing sofas deviates from JAR 25.785(d) F-15 Oxygen requirements (cf note 1)

	Note 1: Compliance with JAR 25 Oxygen requirements is to be shown for each individual airplane in accordance with relevant national operational requirements • **Falcon 2000EX EASy version** None • **Falcon 2000DX version** None • **Falcon 2000LX version** None • **Falcon 2000LXS version** C-11 Personal injury criteria of dynamic testing of side-facing sofas deviates from JAR 25.785(d) D-17 Door between passenger compartments Included in accordance to CRI A-01 • **Falcon 2000S version** the same as for Falcon 2000LXS
7. Plano en tres vistas del conjunto (impreso o copia) *(views assembly drawing (Printed or blueprint)):*	See APPENDIX 2 - ATTACHMENTS
8. MANUAL DE MANTENIMIENTO *(Maintenance Manual):*	Maintenance Manual Chapter 5-40: Document DGT 113877 Airworthiness limitations (life limited airframe components and required maintenance/inspections) approved by EASA
9. MANUAL DE VUELO DE LA AERONAVE *(Airplane Flight Manual)):*	• Falcon 2000EX Airplane Flight Manual (AFM): Document No. DGT84278 Revision 12 dated October 31, 2013. • Falcon 2000EX EASy, Falcon 2000DX, Falcon 2000LX, Falcon 2000LXS, Falcon 2000S Airplane Flight Manual (AFM): Document No. DGT 88898 (Modification M2656) Revision 18 dated November 30, 2013. • Falcon 2000EX EASy, Falcon 2000DX, Falcon 2000LX, Falcon 2000LXS, Falcon 2000S Airplane Flight Manual (AFM): Document No. DGT 88898 (Modification M1691) Revision 18 dated November 30, 2013.
10. BOLETINES DE SERVICIO, *(Service Bulletins):*	www.dassaultfalcon.com www.pwc.ca https://eportal.pwc.ca
11. DIRECTIVAS DE AERONAVEGABILIDAD *(Airworthiness Directives):*	www.easa.europa.eu www.tc.gc.ca
12. CERTIFICACION DE RUIDO *(*Noise *Compliance):*	See APPENDIX 2 - ATTACHMENTS

13. BASES DE CERTIFICACIÓN (*Certification Basis*) :	1. **Falcon 2000EX Certification Basis** • Application Date for EASA Certification: October 25 th, 1999 • EASA Certification date (JAA recommendation): March 7th, 2003 • EASA Certification basis *Airworthiness standards:* JAR 25 Change 14 plus Orange Paper 25/96/1 effective on April 19, 1996 Except the following JAR 25 paragraphs which remain at Change 13 • Subpart B – Flight 25.103, 25.107(b)(c), 25.111(a), 25.119 (b), 25.125(a)(2), 25.143(g), 25.145 (b)(4)(6)(c)(d), 25.147(a)(c)(d), 25.149(c), 25.161(b)(c)(d), 25.175,25.177(a)(b), 25.201(a)(b)(c), 25.207, 25.231, 25.233, 25.237 (applicable as modified in F2000 CRI B-04) • Subpart D – Design and Construction : 25.731 to 25X799, 25.803 to 25.859, 25.871, 25.875 • Subpart F – Equipment 25.1303, 25.1323 to 25.1335, 25.1351 to 25.1423, 25.1433 to 25X1499 • Subpart G – Operating limitations and information 25.1515, 25X1516, 25.1522, 25.1523, 25X1524, 25.1525, 25.1529, 25.1531, 25.1547, 25.1561. • Subpart J – Gas turbine auxiliary power unit installations All paragraphs plus Dassault elect to comply to JAR 25 Change 15 for the following paragraphs • 25.101(i), 25.105(c), 25.109, 25.113(a)(b)(c), 25.115, 25.735(f)(h), 25.X1591. JAR AWO Change 1 *Special Conditions*: SC A-109: Functions and reliability testing JAR 21.35 A.N.D.R. SC B-103: Automatic reserve Performance System

SC B-04: Stall and stall warning speeds and manoeuvre capability (NPA 25B-215)

SC C-06: Interaction of systems and structures 5NPA 25C-199)
SC C-12: Carbon horizontal stabilizer – Certification basis
SC C-107: Fuel tank crashworthiness (INT / POL/25/9)
SC C-110: Yawing manoeuvre (INT / POL /25/8)

SC D-05: Resistance to the fire and its Terminology (NPA 25D-181)
SC D-06: Doors (NPA 25D-251)
SC D-10: Operation at 47,000 ft
SC D-115: Wheels, brakes and braking system (NPA 25D-291)
SC E-05: APU Categorization
SC E-09: Thrust reverser certification policy
SC F-05 Operation without Normal Electrical Power (NPA 25D, F-179) and Miscellaneous
Electrical Requirement (NPA 25 D, F-191)
SC F-106: Protection against HIRF (INT /POL/25/2 Issue 2)
SC F-18: E-GPWS airworthiness approval
SC F-21: Electronic stand-by instrument system (MEGGITT)
SC K-01: All weather operations NPA AWO-3 and -4

Equivalent Safety Findings:

D-07: Emergency exit sign used also as locator sign (cabin without divider)
provides an equivalent Level of safety to JAR 25.811(d)(1)&(2)
D-08: Emergency exit locator sign used also as marking sign (cabin with divider)
provides an equivalent Level of safety to JAR 25.811(d)(1)&(3)
D-09: Type III emergency exit handle lighting provides an equivalent Level of safety to JAR 25.811(e)(3)
E-110: Engine fire protection in designated fire zone provides an equivalent Level of safety to JAR 25.865, 25.1181, 25.1195, 25.1203.
E-112: Turbine engine tailpipe fire detection provides an equivalent Level of safety to JAR 25.1203(a), 25.1181(a)
F-12: Oxygen masks in galley area provides an equivalent Level of safety to JAR 25.1447(c)(3)

Deviations:

C-11: Personal injury criteria of dynamic testing of side-facing sofas deviates from JAR 25.785(d)

F-15: Oxygen requirements (cf note 1)

Note 1: Compliance with JAR 25 Oxygen requirements is to be shown for each individual airplane in accordance with relevant national operational requirements

Environmental Standards:

For Noise

ICAO Annex 16 Volume 1 – Chapter 3
ICAO Annex 16 Volume 1 – Chapter 4, CS 36 amendment 1, if modification M2422 is embodied
ICAO Annex 16 Volume I Chapter 4 Amendment 9, CS 36 Amendment 2, if modification M3390 is embodied.

For Emissions

ICAO Annex 16 Volume 2 Part III

3. Falcon 2000EX EASy version Airplanes

F2000EX EASy designation does not correspond to new model designation. This is only a commercial designation for airplanes on which majors modifications (M1691, M1745 and M1504) have been applied.

Certification Basis

- Reference Application Date for EASA Certification: November 8th, 1999
- EASA Certification Date (JAA recommendation): June 17th, 2004
- EASA Certification Basis:

  The certification basis of Falcon 2000EX EASy is the certification basis of the Falcon 2000EX amended by the following:

Airworthiness standards:

JAR 25 change 14 plus Orange Paper 5/96/1 paragraphs

Subpart D - Design and construction :

JAR 25.771 (a) (c) (e) Pilot compartment
JAR 25.773(a)(d) Pilot compartment view
JAR 25.777 (a)(b)(c)(d)(e)(f) : Cockpit controls
JAR 25.783(e) Doors
JAR 25.789(a) Retention of items of mass in passenger and crew compartments and galleys
JAR 25.791(a)(b) Passenger information signs and placards
JAR 25.812(f) Emergency lighting
JAR 25.841(b)(5)(b)(6) Pressurised cabins

Subpart F – Equipment

JAR 25.1303 Flight and Navigation Instruments

	JAR 25.1323 Airspeed indicating system JAR 25.1325(a)(c)(d)(e)(f)(g) Static pressure systems JAR 25.1326 Pitot heat indication systems JAR 25.1327 Magnetic direction indicator JAR 25X1328 Direction indicator JAR 25.1329 Automatic pilot system JAR 25.1331 Instruments using a power supply JAR 25.1333 Instrument systems JAR 25.1335 Flight director systems JAR 25.1351 Electrical systems and equipment - General JAR 25.1353 Electrical equipment and installations JAR 25.1355 Distribution system JAR 25.1357 Circuit protective devices JAR 25X1360 Precautions against injury JAR 25X1363 Electrical system tests JAR 25.1381 Instrument lights JAR 25.1419 (c) Ice protection JAR 25.1435 (a) (2) Hydraulic systems JAR 25.1457 Cockpit voice recorders JAR 25.1459 Flight recorders Subpart G - Operating limitations and information JAR 25.1523 Minimum flight crew JAR 25X1524 Systems and equipment limitations JAR 25.1529 Instructions for continued airworthiness JAR 25.1547 Magnetic direction indicator Subpart J – Gas turbine Auxiliary Power Unit installations JAR 25A1141(a)(d) All APUs – APU Controls : General JAR 25A1305 All APUs - APU Instruments JAR 25A1549 All APUs – APU instruments JAR 25A1551 All APUs – Oil quantity indicator » JAR 25B1305 Essential APUs - APU Instruments » Plus JAR AWO change 2 JAR AWO 201 General JAR AWO 202 Go-around rate JAR AWO 204(a)(b) Control of flight path JAR AWO 206 Control of speed JAR AWO 207(a)(b) Manual control JAR AWO 208 Oscillations and deviations JAR AWO 215 Decision height recognition JAR AWO 216 Go-around JAR AWO 221(a)(b)(c)(d)(e)(f)(g)(h)(i) Installed equipment JAR AWO 222 Minimum equipment JAR AWO 231 Flight path and speed control JAR AWO 233 Decision height JAR AWO 234 Localizer and glide path receivers JAR AWO 235 Radio altimeter JAR AWO 236(a)(b)(c) Excess deviation alerts JAR AWO 251(a)(b)(c) Mode selection and switching JAR AWO 252(a)(b) Presentation of information to the crew

JAR AWO 253(a)(b) Audible warning of automatic pilot disengagement
JAR AWO 262 automatic pilots
JAR AWO 263(a)(b)(c) Flight director system
JAR AWO 268 Radio altimeter
JAR AWO 269 Excess-deviation alerts
JAR AWO 281 General

Special Conditions:

SC D-1120 Cabin Stretcher
SC F-18 E-GPWS Airworthiness Approval
SC F-21 Electronic Stand-by Instrument system
SC F-1106 Protection against HIRF
SC F-1123 Requirement for Human Factors

Equivalent Safety Findings:

- D-1115 Lift and Drag device Indicator provides an equivalent Level of safety to JAR 25.699(b)
- E-1103 Powerplant instruments – Colour markings provides an equivalent Level of safety to JAR 25.1549
- F-1136 Honeywell PRIMUS EPIC – Integrated Modular Avionics System provides an equivalent Level of safety to JAR 25.1357(e), 25.1309.

3. Falcon 2000DX version Airplanes:

F2000DX designation does not correspond to new model designation. This is only a commercial designation for Falcon 2000EX EASy airplanes on which Major Level 1 Modification M3000 has been applied.

Certification Basis

- Application Date for EASA Certification: January 23rd, 2006
- EASA Certification Date: September 19th, 2007
- EASA Certification Basis:

Modification M3000 is Major Level 1 Non Significant.

This Modification has no impact on applicable requirements. Amendment levels of F2000EX type certification and most recent significant change (M1691 EASy) are retained.

4. Falcon 2000LX version airplanes:

F2000LX designation does not correspond to new model designation. This is only a commercial designation for F2000EX EASy airplanes on which Modification M2846 has been applied.

Certification Basis

- Application Date for EASA Certification: September 14,2006 (re-

issued on 27-Mar-09) EASA Certification Date: April, 23rd 2009

- EASA Certification Basis:

Modification M2846 is classified major Change level 1 Significant . The applicable airworthiness standard at the EASA application date is CS 25 amendment 1.

In accordance with PART 21.101, the certification basis of the Falcon 2000LX is the Falcon 2000 EX EASy certification basis amended by the following paragraphs of CS 25 at amendment 1:

CS 25 301 Loads
CS 25 302 Interaction of systems and structure
CS 25 305 Strength and deformation
CS 25 307 Proof of structure
CS 25 331 Symmetric maneuvering conditions
CS 25 335 Design airspeed
CS 25 341(a) Gust and turbulence loads
CS 25 341(b) Gust and turbulence loads
CS 25 349 Rolling conditions
CS 25 351 Yawing maneuver conditions
CS 25 629 Flutter, deformation, and fail-safe criteria

5. F2000LXS version airplanes:

F2000LXS designation does not correspond to new model designation. This is only a commercial designation for F2000EX EASy airplanes on which modification M5000 has been applied.

Certification basis:

- Application date for EASA certification: November 18, 2008
- EASA certification date: March 19, 2013
- EASA certification basis:

The Certification Basis of F2000LXS consists of:

Airworthiness standards:

1. CS 25 amendment 5 and CS AWO initial issue

Except

2. The following paragraphs for which EASA accept reversion to an earlier amendment in application
to PART 21A101(b)

b) JAR 25 paragraphs at change 13

25.725, 25.727, 25.731, 25.733, 25.745, 25.772, 25.779, 25.781,

25.785, 25.787, 25.793, 25.795, 25.799, 25.803 to 25.807, 25.809 to 25.820, 25.831 to 25.833, 25.843 to 25.859, 25.871,25.875, 25.1362, 25.1383 to 25.1403, 25.1411 to 25.1415, 25.1421, 25.1433, 25.1436 to 25.1450, 25.1453, 25.1455, 25.1461, 25.1499

b) JAR 25 paragraphs at JAR 25 change 14 plus Orange Paper 96/1

25.503, 25.627, 25.655, 25.672, 25.677 to 25.683, 25.689, 25.703, 25.721, 25.729, 25.771, 25.773, 25.777, 25.783, 25.789, 25.791, 25.841, 25.865, 25.867, 25.899 to 25.1182, 25.1185 to 25.1315, 25.1321 to 25.1360, 25.1363, 25.1365, 25.1381, 25.1423 to 25.1431, 25.1435, 25.1457, 25.1459, 25.1529 plus subpart J

c) JAR 25 paragraphs at change 15

25.735

d) CS 25 paragraphs at amendment 2

25.21(g), 25.103, 25.105, 25.107, 25.111, 25.119, 25.121, 25.123, 25.125, 25.143, 25.207, 25.237, 25.253, 25.773, 25.1419

e) CS 25 paragraphs at amendment 4

25.1701 to 25.1731

f) JAR AWO Change 1

AWO 100 to AWO 183, AWO 300 to AWO 390

g) JAR AWO change 2

AWO 200 to AWO 281, AWO 400 to AWO 481

Special Conditions:

SC B-103 Automatic Reserve Performance System
SC B-1111 Steep Approach and Landing

SC C-107 Fuel Tank Crashworthiness
SC C-110 Yawing maneuvers
SC C-1110 Autobrake System – Structural Loads

SC D-05 Resistance to fire and its terminology
SC D-10 Operations 47000 ft
SC D-16 Towbarless towing
SC D-115 Wheels, brakes and braking system

SC E-05 APU essential categorization
SC E-09 Thrust Reverser certification policy
SC E-113 Falling and blowing snow

SC F-21 Electronic Stand-by Instrument system
SC F-1106 Protection against HIRF

SC F-1117 Head-Up Guidance system
SC F-1123 Requirement for Human Factors
SC F-1143 Enhanced Flight Vision System (EFVS)

SC F-1154 Data Link Services for the Single European Sky
SC F-1155 Flight Recorders including Data Link Recording

SC K-01 All weather operations

Equivalent Safety Findings:

D-07 Emergency exit sign used also as locator sign - cabin without divider
D-08 Emergency exit locator sign used also as marking sign - cabin with divider
D-09 Type III emergency exit handle lighting
D-1115 Lift and Drag Device Indicator

E-110 Engine fire protection in designated fire zone
E-112 Turbine engine tailpipe fire detection
E-1103 Powerplant instruments – Color markings

F-12 Oxygen mask in the galley area
F-1136 Honeywell PRIMUS EPIC integrated modular avionics system

Deviations:

C-11 Personal injury criteria of dynamic testing of side-facing sofas deviates from JAR 25.785(d)
D-17 Door between passenger compartments
Included in accordance to CRI A-01

Environmental Standards:

- For Noise:

ICAO Annex 16 Volume I Chapter 4 Amendment 9, CS 36 Amendment 2

- For Emissions:

ICAO Annex 16 Volume 2 Part III , CS 34 initial issue

6. F2000S version airplanes:

F2000S designation does not correspond to new model designation. This is only a commercial designation for F2000LXS airplanes on which modification M5001 and M3000 (definition of F2000DX) have been applied.

Certification basis:

- Application date for EASA certification: November 18, 2008
- EASA certification date: March 19, 2013

	• EASA certification basis: The applicable certification basis is the same as for Falcon 2000LXS

APENDICE 2 - ADJUNTOS *(APPENDIX 2 - ATTACHMENTS)*

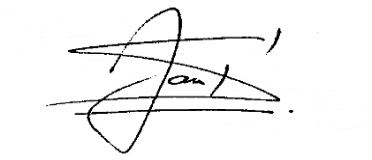
Los siguientes documentos son adjuntos de este informe:
The following documents are attached to this report:

☒ Copia del Certificado Tipo "European Aviation Safety Agency" Type Certificate EASA.A.008
(Copy of European Aviation Safety Agency" Type Certificate EASA.A.008).

☒ Copia del Certificado Tipo de Ruido emitido por EASA
(Copy of European Aviation Safety Agency" Type Certificate Data Sheet for Noise EASA.A.008).

☒ Otros: Vista planos en 3 dimensiones.
(Other): Aircraft Drawing Three Views.

Firmas *(Signatures)*



…….....
Jairo Sora Torres
Inspector de Seguridad Aérea
Air Safety Inspector
(*UAEAC - Technical Group Engineer*)

…….....
Saul Andres Gonzalez
Jefe de Grupo Técnico (A) – UAEAC
(*UAEAC- Technical Group Chief*)

European Aviation Safety Agency

TYPE CERTIFICATE

EASA.A.008

This certificate, established in accordance with Regulations (EC) No 1592/2002 and (EC) No 1702/2003 and issued to:

DASSAULT AVIATION

9 rond-point des Champs Elysées
75008 Paris
France

certifies that the aircraft type design listed below complies with the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified on the associated Type Certificate Data Sheet N°. A.008

Model	Date of issue
Falcon 2000	30 November, 1994
Falcon 2000EX	21 March, 2003

This certificate and its associated type-certificate data sheet, which is a part thereof, shall remain valid unless otherwise surrendered or revoked.

For the European Aviation Safety Agency,

Norbert LOHL
Certification Director

European Aviation Safety Agency

EASA

TYPE-CERTIFICATE
DATA SHEET FOR NOISE

No. EASA.A.008

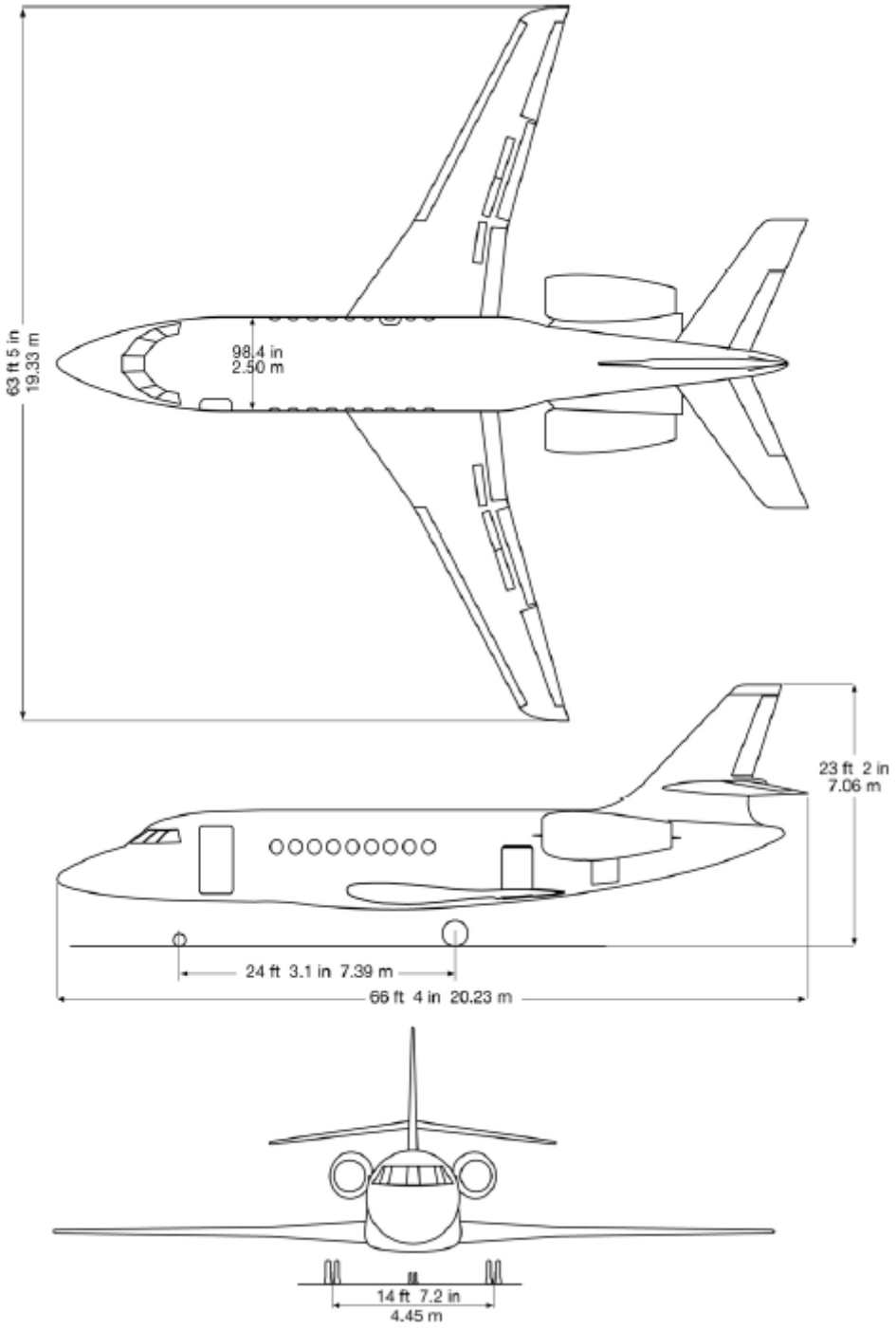
for

F 2000

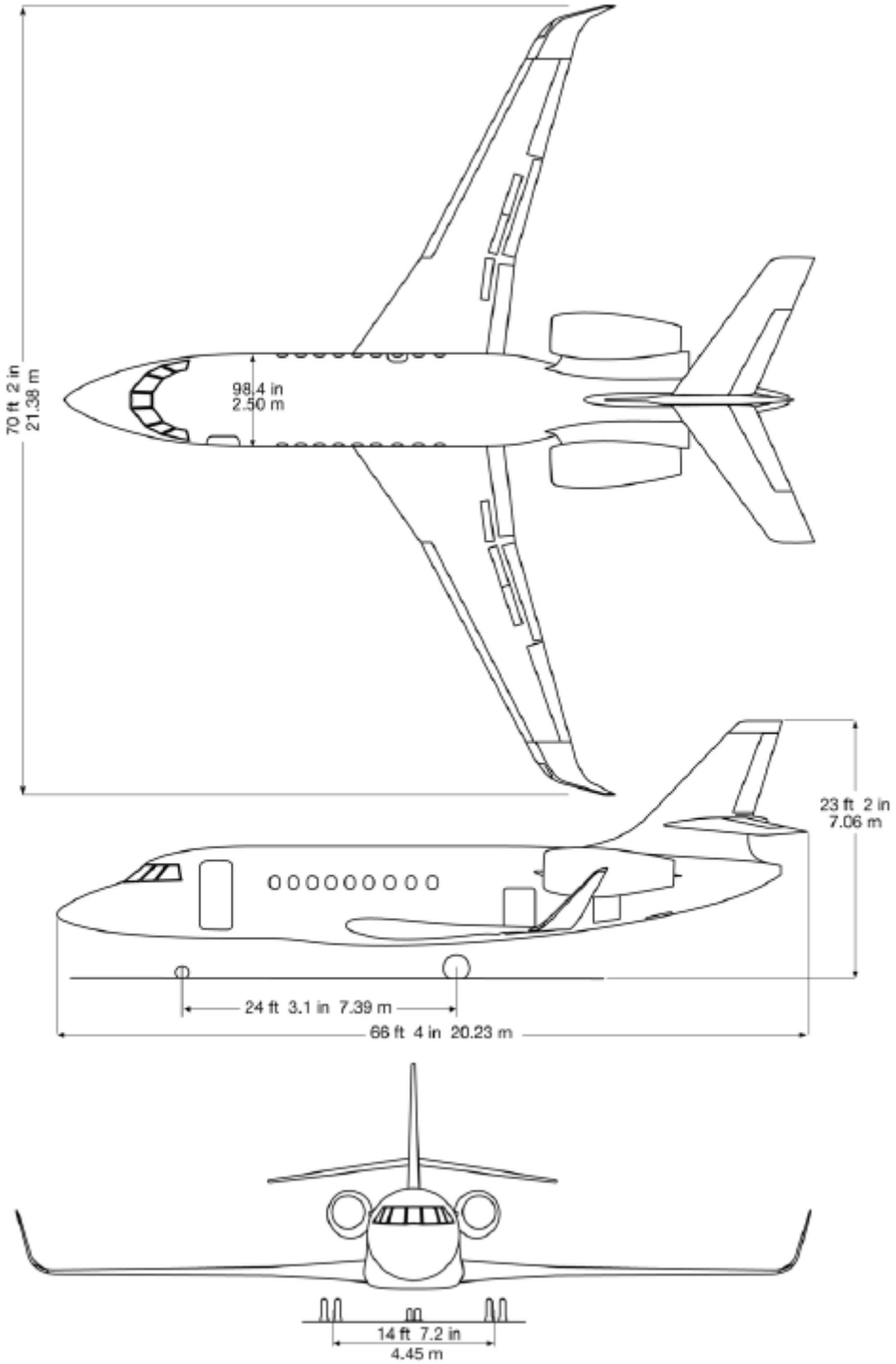
Type Certificate Holder:
Dassault Aviation

9 Rond Point Marcel Dassault
75008 PARIS
France

For models: Falcon 2000
Falcon 2000EX



FALCON 2000EX, FALCON 2000EX EASy, FALCON 2000DX



FALCON 2000LX, 2000LXS, FALCON 2000S