

F2000EX EASy	CONTENTS TABLE OF CONTENTS	01-00-00
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 2

TABLE OF CONTENTS

01-00	CONTENTS
01-00-00	TABLE OF CONTENTS
01-00-05	INTRODUCTION CHAPTER DESCRIPTION
01-05	AIRPLANE GENERAL
01-05-00	GENERAL CERTIFICATION BASIS KINDS OF OPERATION MINIMUM FLIGHT CREW MAXIMUM NUMBER OF PASSENGERS
01-05-05	EXTERIOR ARRANGEMENT DIMENSIONS, SURFACE AREAS AND VOLUMES
01-05-10	WEIGHT AND LOADING WEIGHT CENTER OF GRAVITY LIMITS LOADING
01-05-15	AIRSPEED AND MACH MAXIMUM OPERATING LIMIT SPEEDS DESIGN MANEUVERING SPEED HIGH LIFT DEVICES OPERATING MAXIMUM LANDING GEAR OPERATING SPEEDS MAXIMUM LANDING GEAR EXTENDED SPEEDS MINIMUM CONTROL SPEED IN THE AIR MINIMUM CONTROL SPEED DURING LANDING AND APPROACH MINIMUM CONTROL SPEED ON THE GROUND MISCELLANEOUS LIMIT SPEEDS MANEUVERING FLIGHT LOADS FACTORS LIMIT
01-05-20	OPERATING PERFORMANCE LIMITATIONS TEMPERATURE AND ALTITUDE LIMITS TAKE-OFF AND LANDING EN ROUTE WIND TOWING
01-10	AIRPLANE SYSTEMS
01-10-00	ATA 21 – AIR CONDITIONING AND PRESSURIZATION CABIN PRESSURIZATION
01-10-05	ATA 22 - AUTOFLIGHT AUTOMATIC PILOT AUTOTHROTTLE GA MODE TEMPORARY LIMITATIONS AUTOMATIC PILOT AND AUTOTHROTTLE FLIGHT DIRECTOR MODE
01-10-10	ATA 23 – COMMUNICATIONS TEMPORARY LIMITATIONS

01-00-00	CONTENTS TABLE OF CONTENTS	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 2		DGT88899

01-10-15 ATA 24 – ELECTRICAL POWER
LIMITATIONS
ENGINE GENERATOR LIMITATIONS
BATTERY LIMITATION

01-10-20 ATA 27 – FLIGHT CONTROLS
ARTHUR

01-10-25 ATA 28 - FUEL
FUEL SYSTEM
FUEL TEMPERATURE
MAX FUEL UNBALANCED FOR FLIGHT
PRESSURE FUELING SYSTEM
FUEL ADDITIVES
FUEL CONTROL COMPUTER

01-10-30 ATA 29 - HYDRAULIC
APPROVED FLUIDS
QUANTITY
PRESSURE

01-10-35 ATA 30 – ICE AND RAIN PROTECTION
ICING CONDITIONS
ENGINE ANTI-ICE
WING ANTI-ICE

01-10-40 ATA 31 – INDICATING / RECORDING SYSTEM
AURAL WARNINGS
TEMPORARY LIMITATIONS
DISPLAY

01-10-45 ATA 32 – LANDING GEAR AND BRAKES
TIRES AND BRAKES
SHOCK ABSORBERS HEIGHT

01-10-50 ATA 34 - NAVIGATION
IRS
TCAS
EGPWS
FMS

01-10-55 ATA 49 - APU
AUXILIARY POWER UNIT

01-10-60 ATA 70 – ENGINE
THRUST RATINGS
THRUST SETTINGS
ROTOR SPEED LIMITS
ENGINE VIBRATIONS LIMITS
INTERSTAGE TURBINE TEMPERATURE
STARTING TIME
STARTER RE-ENGAGEMENT LIMITS

01-10-65 ATA 78 – THRUST REVERSER
OPERATION

F2000EX EASy	CONTENTS INTRODUCTION	01-00-05
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 1

CHAPTER DESCRIPTION

This chapter gathers the limitations required by the regulations and included in the Airplane Flight Manual. Besides, it also incorporates supplementary information for operation and training purposes.

All references to airspeed, Mach or altitude relate to indicated airspeed, Mach or altitude unless otherwise noted.

01-00-05	CONTENTS INTRODUCTION	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 1		DGT88899

INTENTIONALLY LEFT BLANK

F2000EX EASy	AIRPLANE GENERAL GENERAL	01-05-00
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 2

CERTIFICATION BASIS

CODDE 2 is recommended by JAA and FAA for F2000EX EASy (load XX) operations. Each customer as to comply with its specific registration regulations.

KIND OF OPERATIONS

This airplane is certified in the transport category and is eligible for the following kinds of operations when the appropriate instruments and equipment required by the airworthiness and / or operating regulations are installed, approved and in operable condition:

- Day and night VFR (if permitted by flight regulations of the country overwhich the airplane is flying),
- IFR flight,
- Manual and automatic approaches to Category 1 weather minimums,
- Extended overwater and uninhabited terrain overflight,
- Icing conditions.

The overflight of polar regions is limited to north and south latitudes lower than 85°.

The airplane is approved to fly in RVSM, B-RNAV airspaces and approved to fly adequat RNP in all flight phases.

For further informations, see concerned chapter (ATA 34: Navigation).

RVSM

As stated in the Type Certificate Data Sheet, the type definition of the FALCON 2000EX-M1691 meets the applicable requirements for RVSM operations. Any subsequent Dassault Aviation approved modifications do not modify this statement.

Airworthiness approval alone does not authorize flight into airspace for which an RVSM operational approval is required by an ICAO regional navigation agreement.

Minimum Equipment List for RVSM operations is provided in FALCON 2000EX-M1691 MMEL:

- For French registered airplanes:
 - ORIGINAL issue or later.
- Other registration:
 - Refer to the appropriate Authorities.

NOTE

Secondary Flight Display and stand-by static source are not part of equipment for RVSM operation: stand-by static source does not meet RVSM accuracy requirements.

01-05-00	AIRPLANE GENERAL GENERAL	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 2		DGT88899

B-RNAV

Basic RNAV (B-RNAV) airworthiness requirements are met provided airplane is equipped with:

- FMS 7.0,
and no DGR warning is present on HSI,
and either of the following navigation mode:
- GPS,
- DME / DME,
- VOR / DME,
- IRS (2 hours time limit after last IRS alignment).

NOTE

When GPS remains the unique means of B-RNAV navigation source (GPS stand-alone), use of GPS Integrity Monitoring (RAIM) Prediction program is mandatory before B-RNAV operation.

This does not constitute an operational approval.

RNP10

In accordance with FAA Order 8400.12A, paragraph 12b, RNP10 airworthiness requirements are met provided airplane is equipped with dual operative:

- FMS 7.0
and either of the following navigation modes:
- GPS,
- IRS (6.2 hours after alignment or 5.7 hours after radio updating).

NOTE

DME / DME and VOR / DME FMS navigation modes are B-RNAV / RNP5 approved and therefore are RNP10 compliant under radio nav aids coverage.

This does not constitute an operational approval.

MINIMUM FLIGHT CREW

The minimum flight crew consists of 2 pilots (one pilot and one copilot).

MAXIMUM NUMBER OF PASSENGERS

19 passengers.

F2000EX EASy	AIRPLANE GENERAL EXTERIOR ARRANGEMENT	01-05-05
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 1

DIMENSIONS. SURFACE AREAS AND VOLUMES
--

OVERHALL DIMENSIONS

- Overall length20.228 m (796.38 in)
- Overall height6.980 m (274.80 in)
- Wingspan19.38 m (760.95 in)

WINGS

- Reference surface area49.00 m² (527.44 sq.ft)
- Aspect ratio7.66
- Mean aerodynamic chord2.888 m(113.7 in)
- Distance from 25 % MAC to airplne nose10.171 m (400.43 in)
- Wing root chord.....4.079 m (160.6 in)
- Wingtip chord (theoretical).....1.120 m (44.1 in)
- Taper ratio0.275
- Dihedral0°30'
- Wing sweep at 25 % of wing length.....29° / 24°50'

FUSELAGE

- Length.....19.515 m (768.31 in)
- Diameter.....2.50 m (98.43 in)
- Passenger cabin length7.976 m (314.02 in)
- Cabin width.....2.336 m (92.00 in)
- Cabin ceiling height (without trimmings)1.87 m (74.00 in)
- Cabin passenger volume above floor29.00 m³ (1,024.13 cu.ft)
- Cockpit volume above floor.....3.75 m³ (132.40 cu.ft)
- Main entrance door dimensions0.800 x 1.72 (31.5 x 67.72 in)
- Passenger cabin width at floor level1.91 m (75.20 in)
- Emergency exit dimensions.....0.534 x 0.916 m (21.02 x 36.06 in)
- Window dimensions0.383 x 0.30 m (15.08 x 11.81 in)
- Baggage compartment – Usable volume4.00 m³ (141.23 cu.ft)
- Outside baggage compartment door.....0.775 x 0.75 m (30.51 x 29.53 in)

VERTICAL STABILIZER

- Total surface area8.50 m² (91.49 sq.ft)
- Sweep at 50 %32°

HORIZONTAL STABILIZER

- Span7.740 m (304.7 in)
- Total surface area13.35 m² (143.7 sq.ft)
- Sweep at 50 %30°
- Anhedral.....8°

01-05-05	AIRPLANE GENERAL EXTERIOR ARRANGEMENT	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 1		DGT88899

LANDING GEAR

- Wheel base7.394 m (291.10 in)
- Wheel track4045 m (175.20 in)
- Main landing gear tires 26 x 6.6–14" – 225 mph
- Main landing gear tires inflation pressure13.10 bars (190 psi)
- Nose landing gear tires 14.5 x 5.5-6" – 225 mph
- Nose landing gear tires inflation pressure12.41 bars (180 psi)
- Maximum nose landing gear wheels swivel:
 - During taxiing60°
 - During towing90°
- Minimum turning radius with nose landing gear swiveled at 60°15.03 m (591.73 in)

F2000EX EASy	AIRPLANE GENERAL WEIGHT AND LOADING	01-05-10
CODDE 2		PAGE 1 / 4
DGT88899		ISSUE 1

WEIGHT

STRUCTURAL LIMITATIONS

MAXIMUM WEIGHTS		LB	KG
Maximum Ramp Weight	MRW	41,500	18,824
Maximum Ramp Weight (AC with M1842)	MRW	42,400	19,233
Maximum Take-Off Weight	MTOW	41,300	18,734
Maximum Take-Off Weight (AC with M1842)	MTOW	42,200	19,142
Maximum Landing Weight	MLW	39,300	17,826
Maximum Zero Fuel Weight	MZFW	29,700	13,472
Minimum Flight Weight	Refer to page 2		

LIMITATIONS DUE TO PERFORMANCE

The Maximum Take-Off Weight (MTOW) and the Maximum Landing Weight (MLW) given as structural limitations may have to be reduced to comply with performance and operating requirements (see PERFORMANCE manual).

<p>NOTE</p> <p>In case of landing at weight beyond Maximum Landing Weight, read and record vertical speed at touch down.</p>

CENTER OF GRAVITY LIMITS

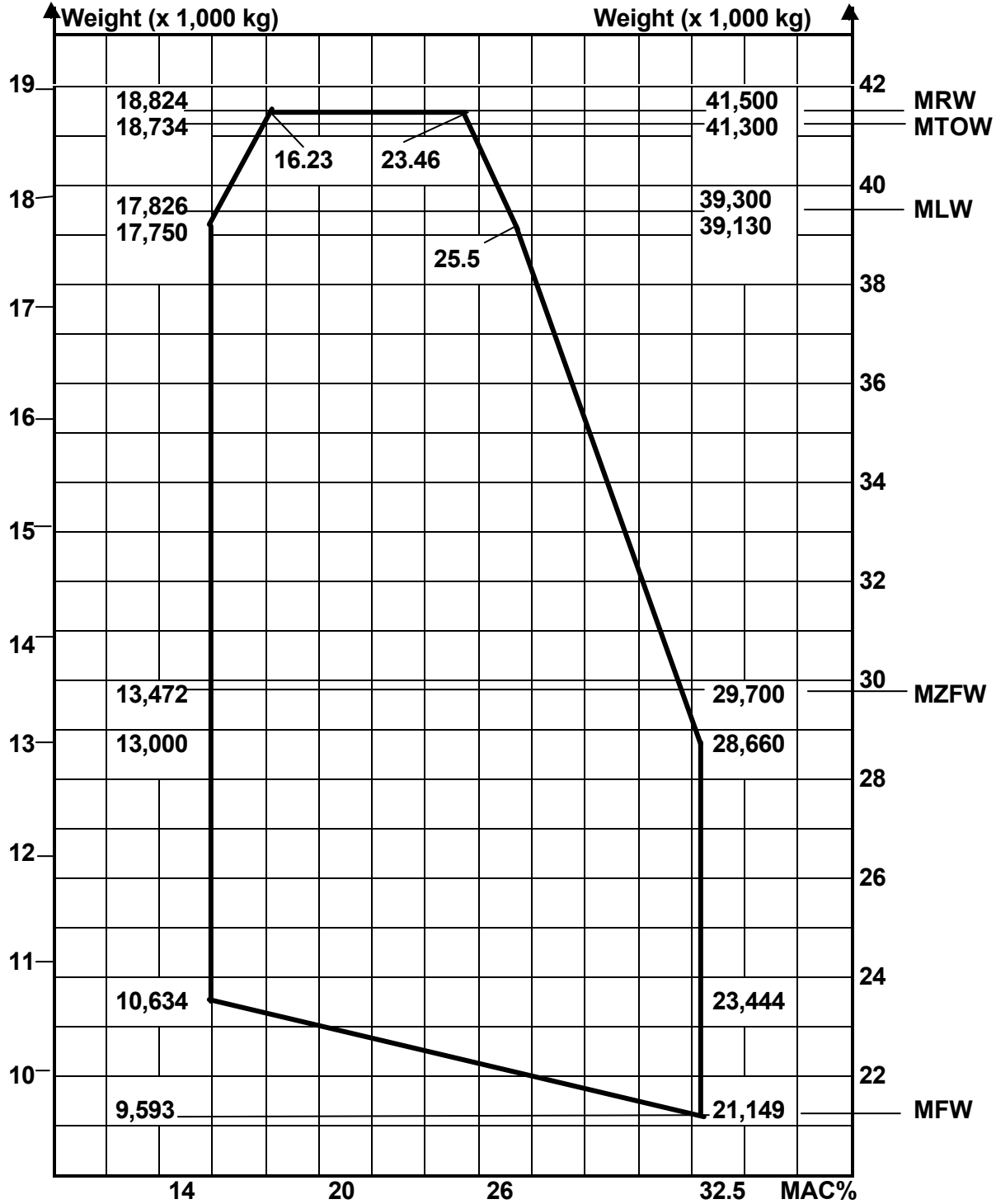


FIGURE 01-05-10-00: CENTER OF GRAVITY LIMITS

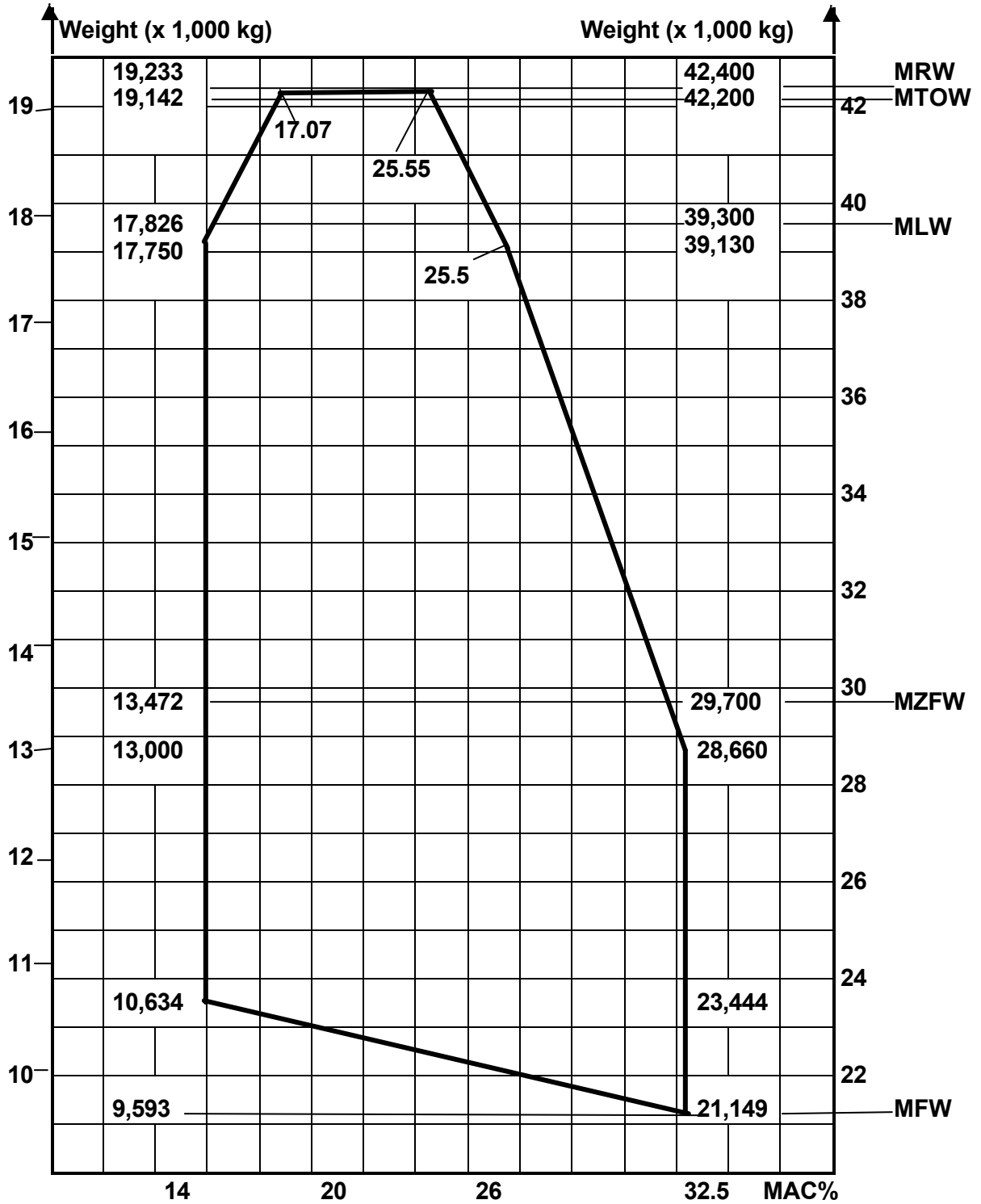


FIGURE 01-05-10-01: CENTER OF GRAVITY LIMITS: A/C WITH M1842

01-05-10	AIRPLANE GENERAL WEIGHT AND LOADING	F2000EX EASy
PAGE 4 / 4		CODDE 2
ISSUE 1		DGT88899

NOTE
Landing gear position has no effect on the CG location.

DATUM

Datum is 25% of Mean Aerodynamic Chord (MAC) which coincides with Fuselage Station (FS) 400.43 in (10,171), (FS + 0 is the forward end of the airplane nose cone).

MEAN AERODYNAMIC CHORD

Length: 113.69 in (2,887.7 mm).
Zero % MAC is at FS + 372.01 in (9,449 mm).

CENTER OF GRAVITY LIMITS

NOTE
Landing gear position has no effect on the Center of Gravity (CG) location.

LOADING

FOREWORD

The airplane must be loaded in compliance with the center of gravity location limits. Information for determining airplane weight and balance are included in the Loading Manual DGT656. The weights indicated below must not be exceeded when loading the airplane:

	TOTAL WEIGHT		DISTRIBUTED LOAD	
	lb	kg	lb/sq.ft	kg/m ²
BAGGAGE COMPARTMENT	1,600	725	61.4	300
LH and RH coat COMPARTMENT			81.9	400
PAYLOAD	5,990	2,717	-	-

F2000EX EASy	AIRPLANE GENERAL AIRSPEED AND MACH	01-05-15
CODDE 2		PAGE 1 / 4
DGT88899		ISSUE 1

Unless otherwise specified, limits are expressed in terms of indicated values.
Instrument error is assumed to be zero.

MAXIMUM OPERATING LIMIT SPEED

VMO / MMO ENVELOPE

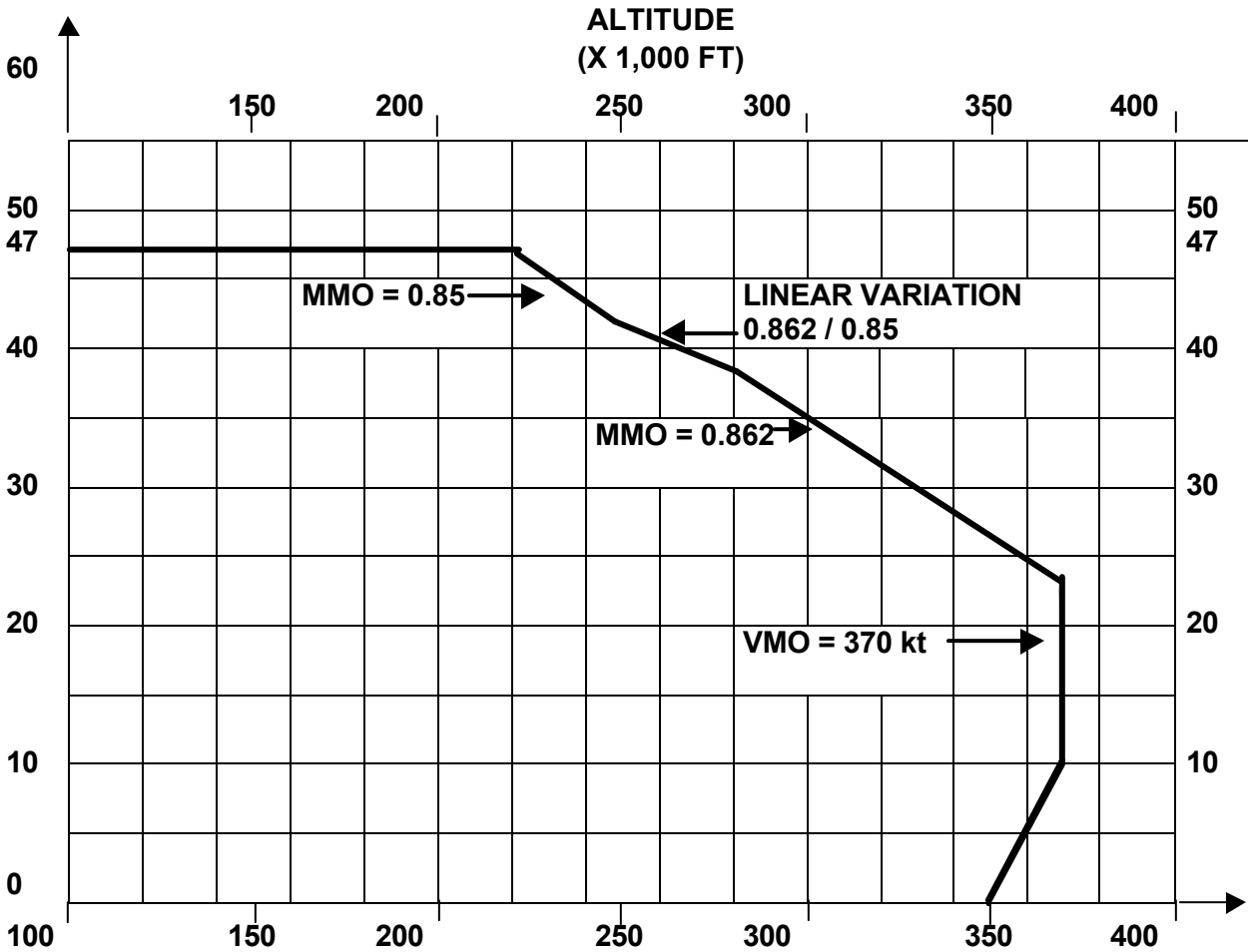


FIGURE 01-05-15-00: INDICATED AIRSPEED (KIAS)

01-05-15	AIRPLANE GENERAL AIRSPEED AND MACH	F2000EX EASy
PAGE 2 / 4		CODDE 2
ISSUE 1		DGT88899

CAUTION
The maximum operating limit speed VMO/MMO must not be intentionally exceeded in any regime of flight (climb, cruise, descent) unless a higher speed is authorized for flight test or pilot training.

NOTE
This airplane is equipped with a SECONDARY FLIGHT DISPLAY (SFD). The red warning occurs closely on the Secondary Flight Display and on the pilot/copilot PDU. However the VMO/MMO SECONDARY FLIGHT DISPLAY indicated value may be different from the pilot and the copilot values on the PDU (see PITOT-STATIC correction curves in Airplane Flight Manual).

DESIGN MANEUVERING SPEED

- VA 198 KIAS

CAUTION
Full application of rudder and/or aileron controls, as well as maneuvers that involve angle-of-attack near the stall must be confined to speeds below VA. Rapidly alternating large rudder applications in combination with large sideslip angles may result in structural failure at any speed.

HIGH LIFT DEVICES OPERATING OR EXTENDED LIMIT SPEEDS: VFE

- SF1 200 KIAS
- SF2 190 KIAS
- SF3 180 KIAS

CAUTION
Above 20,000 ft do not establish or maintain a configuration with the flaps or the slats extended.

MAXIMUM LANDING GEAR OPERATING SPEED: VLO / MLO

- VLO 190 KIAS
 - MLO MI 0.70
- VLO / MLO is the maximum speed at which it is safe to extend or retract the landing gear.

F2000EX EASy	AIRPLANE GENERAL AIRSPEED AND MACH	01-05-15
CODDE 2		PAGE 3 / 4
DGT88899		ISSUE 1

MAXIMUM LANDING GEAR EXTENDED SPEED: VLE / MLE

- VLE 245 KIAS
 - MLE MI 0.75
- VLE / MLE is the maximum speed at which the airplane can be safely flown with the landing gear extended, locked and main gears closed.

MINIMUM CONTROL SPEED IN THE AIR: VMCA

- VMCA 90 KIAS

MINIMUM CONTROL SPEED DURING LANDING AND APPROACH: VMCL

- VMCL 90 KIAS

MINIMUM CONTROL SPEED ON THE GROUND: VMCG

- VMCG 98 KCAS

MISCELLANEOUS LIMIT SPEEDS

CAUTION
Do not intentionally fly the airplane slower than initial stall warning onset.

WINDSHIELD WIPER OPERATING SPEED: VWWO

- VWWO 215 KIAS

SLIDING WINDOW OPENING SPEED: VWINDOW

- V Window 215 KIAS

TIRE MAXIMUM OPERATING SPEED: VTIRE

- V Tire (ground speed) 195 kt (ground speed)

MANEUVERING FLIGHT LOAD FACTORS LIMIT

- Flaps up +2.64 to -1
- Flaps down +2 to 0

These load factors limit the angle of bank permitted in turns and limit the severity of pull-up maneuvers.

01-05-15	AIRPLANE GENERAL AIRSPEED AND MACH	F2000EX EASy
PAGE 4 / 4		CODDE 2
ISSUE 1		DGT88899

INTENTIONALLY LEFT BLANK

F2000EX EASy	AIRPLANE GENERAL OPERATING PERFORMANCE LIMITATIONS	01-05-20
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 1

TEMPERATURE AND ALTITUDE LIMITS

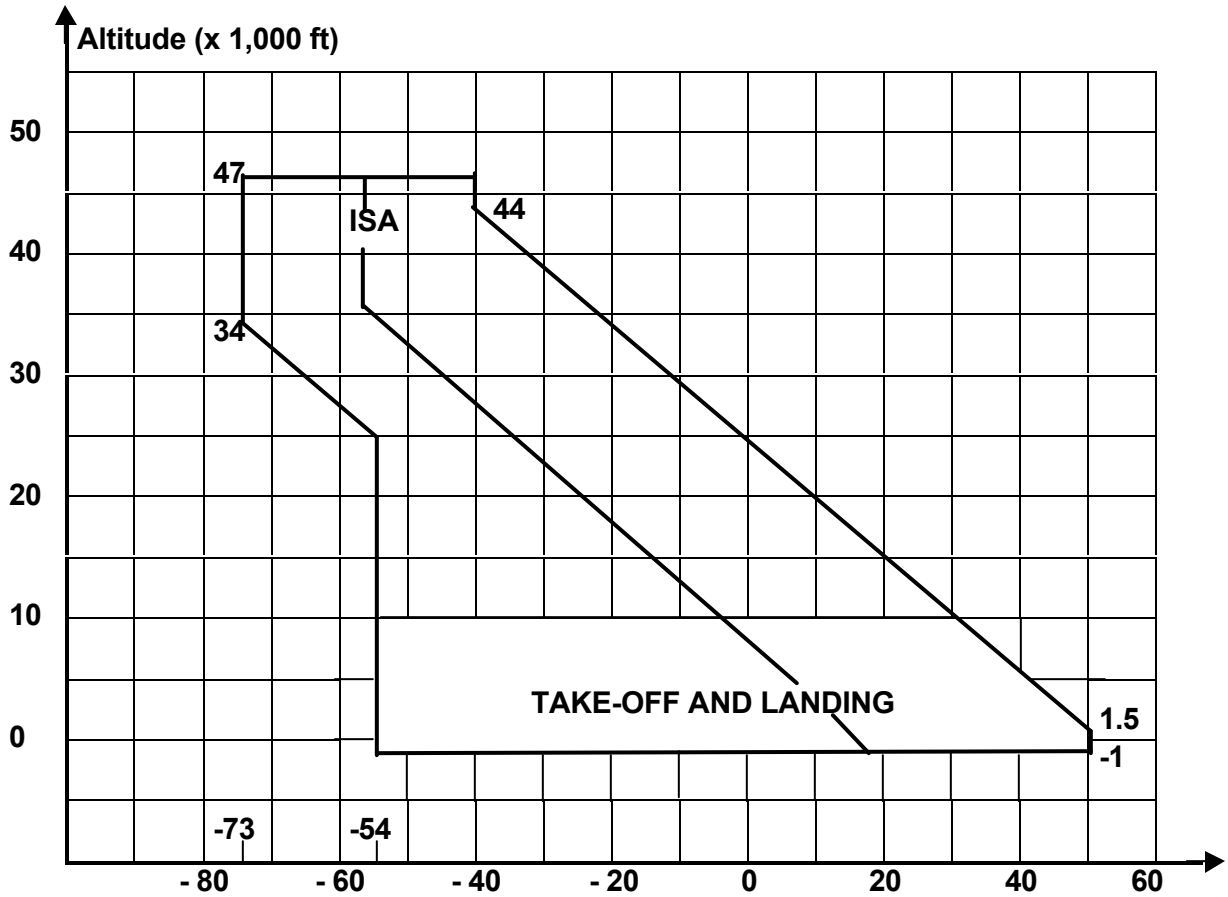


FIGURE 01-05-20-00: STATIC AIR TEMPERATURE (°C)

01-05-20	AIRPLANE GENERAL OPERATING PERFORMANCE LIMITATIONS	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 1		DGT88899

TAKE-OFF AND LANDING

- Weights See 01-05-05 page 1
- Airport pressure altitude - 1,000 ft / + 10,000 ft
- Runway slope +/- 2%
- Tailwind component 10 kt
- Ambient temperature See figure 01-05-20-00 above
- Runway type Paved and hard-surfaced

NOTE
For JAA registred airplanes, operation on contaminated runways is not permitted

EN ROUTE

- Maximum operating altitude 47,000 ft
- Maximum operating altitude with one engine inoperative: .. See Performance Manual 5-550-1
- Ambient temperature See figure 01-05-20-00 above

WIND

DRY RUNWAY

- Tailwind component at take-off:
 - Pressure altitude of airport from – 1,000 ft to 8,000 ft 10 kt
- Tailwind component at landing 10 kt
- Crosswind (maximum demonstrated) 35 kt

NOTE
Operation of the airplane in a crosswind greater than the specified value is not necessarily a hazard.
Therefore operation in crosswinds greater than the demonstrated value is entirely at the operator discretion.
Operation in strong gusty crosswind is not recommended by the manufacturer.

TOWBARLESS TOWING

Only the towbarless towing vehicles approved by the constuctor, as listed in Ground Servicing Manual (DGT681), should be used.

F2000EX EASy	AIRPLANE SYSTEMS ATA 21 – AIR CONDITIONING SYSTEM	01-10-00
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 1

CABIN PRESSURIZATION

- Maximum differential pressure9.3 psi
- Maximum negative differential pressure.....– 0.3 psi

PRESSURIZATION

Pressurization in MAN mode:

- Loss of cabin altitude indication:
When cabin altitude is below - 1,600 ft or above + 26,000 ft.
- Loss of cabin vertical speed indication:
When cabin vertical speed is below - 2,100 ft / min or above + 3,000 ft / min.

01-10-00	AIRPLANE SYSTEMS ATA 21 – AIR CONDITIONING SYSTEM	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 1		DGT88899

INTENTIONALLY LEFT BLANK

F2000EX EASy	AIRPLANE SYSTEMS ATA 22 – AUTOFLIGHT	01-10-05
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 2

AUTOMATIC PILOT

The autopilot must not be engaged for take-off or landing.

The autopilot is certified to the minimum height as follows:

- Minimum height to engage autopilot in climb after take-off 400 ft
- Coupled ILS approach:
 - Radioaltimeter operative 95 ft
 - Radioaltimeter inoperative 160 ft
- Cruise..... 1,000 ft
- Non precision approach..... 160 ft

AUTOTHROTTLE

The autothrottle must not be engaged for take-off and landing.

- Minimum height to engage autothrottle in climb after take-off 400 ft
- Minimum height to disengage autothrottle at landing 50 ft

The autothrottle must be disengaged for go-around.

In icing conditions, during approach, disconnect the autothrottle if the minimum N1 limitation cannot allow to maintain the approach speed.

GA MODE

GA pushbutton must not be used at take-off.

01-10-05	AIRPLANE SYSTEMS ATA 22 – AUTOFLIGHT	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 2		DGT88899

TEMPORARY LIMITATIONS AUTOMATIC PILOT AND AUTO THROTTLE
--

At take-off:

- The autopilot must not be used below $V_2 + 10$ kt.

In Approach:

- The autopilot and autothrottle must not be engaged for approach and landing with airbrakes at AB 2 position.

At go-around:

- The autopilot must not be used below $V_{REF} + 10$ kt.

Whole Flight:

- Flight Guidance panel speed bug is forced on manual wherever is the selector position.
- In PROT mode at or above MMO / VMO the AP must be disconnected

FLIGHT DIRECTOR MODE

Use of Flight Director mode at take-off (below 400 ft) has not been demonstrated during certification.

F2000EX EASy	AIRPLANE SYSTEMS ATA 23 – COMMUNICATIONS	01-10-10
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 1

TEMPORARY LIMITATIONS

RADIO MANAGEMENT

Tuning of a radio frequency through the MKB is allowed provided the strict format of the frequency is observed:

- VHF in 8.33 Hz spacing 1XX,XXX(decimal point must be inserted)
- VHF in 25 Hz spacing 1XX,XX
- NAV frequency 1XX,XX
- ADF frequency XXX,XX

01-10-10	AIRPLANE SYSTEMS ATA 23 – COMMUNICATIONS	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 1		DGT88899

INTENTIONALLY LEFT BLANK

F2000EX EASy	AIRPLANE SYSTEMS ATA 24 – ELECTRICAL POWER	01-10-15
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 1

LIMITATION

- Maximum voltage of DC system..... 29.5 V

ENGINE GENERATOR LIMITATIONS

Maximum engine generator output in flight:

- Stabilized..... 400 A
- Transient (5 sec.)..... 800 A
- Transient (40 sec.)..... 600 A
- Transient (160 sec.)..... 500 A

Maximum engine generator output on ground:

- Basic generators..... 300 A

BATTERY LIMITATION

- Battery temperature:

- ▶ **WARM BAT** message in CAS at or above 49°C (120°F)
- ▶ **HOT BAT** message in CAS at or above 71°C (160°F)

01-10-15	AIRPLANE SYSTEMS ATA 24 – ELECTRICAL POWER	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 1		DGT88899

INTENTIONALLY LEFT BLANK

F2000EX EASy	AIRPLANE SYSTEMS ATA 27 – FLIGHT CONTROLS	01-10-20
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 1

ARTHUR

- Maximum speed with ARTHUR UNIT inoperative.....260 KIAS or MI 0.76

01-10-20	AIRPLANE SYSTEMS ATA 27 – FLIGHT CONTROLS	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 1		DGT88899

INTENTIONALLY LEFT BLANK

F2000EX EASY	AIRPLANE SYSTEMS ATA 28 – FUEL	01-10-25
CODDE 2		PAGE 1 / 4
DGT88899		ISSUE 1

FUEL SYSTEM

Fuel used must be conform to the following specifications. This is representative of the fuel definition on the date: OCTOBER, 1997.

Designation	Specification		Freezing Point (°C)	Additives		NATO code
	Trade name	Equivalence (for info.)		Anti-ice	Anti-static	
KEROSENE	JET A	ASTM D 1655-82TypeA CAN 2-3.23 MD.2494 Issue 9 AIR 3405 C	-40	*	*	F-35
	JET A-1	ASTM D 1655-82TypeA CAN 2-3.23 DEF STAN 91-91 M.D.2494 Issue 9 AIR 3405 C	-47	WITHOUT	WITH	
		Rom. TH		-60	*	*
	JP-8	MIL-T-83133 MD.2453 Issue 4-Amd1 AIR 3405 C DEF STAN 91-87	-50	WITH	*	F-34
			WITH	*		
HIGH FLASH POINT TYPE FUEL	JP-5	AIR 3405 C DEF STAN 91-86 CAN 3GP24 MD.2453 Issue 2-Amd1 MIL-T-5624H	-46	WITH	WITHOUT	F-44
				-	-	
CIS FUEL	GOST 10227-86	T1	-60	*	*	
		TS1 regular	-60	WITHOUT	WITHOUT	
		TS1 premium	-60	WITHOUT	WITHOUT	
		T2	-60	*	*	
		RT	-55	WITHOUT	WITHOUT	

* Information to be checked with fuel supplier.

01-10-25	AIRPLANE SYSTEMS ATA 28 – FUEL	F2000EX EASY
PAGE 2 / 4		CODDE 2
ISSUE 1		DGT88899

The total usable fuel quantity is distributed as follows:

Fuel quantity	liter	Kg (d = 0.803)	US gal	lb
LH wing + half center wing box	3,441	2,763	909	6,092
Rear tank	1,108	890	293	1,962
RH wing + half center wing box	3,452	2,772	912	6,112
Front tank	1,449	1,163	383	2,564
Airplane total capacity	9,450	7,588	2,497	16,730

NOTE

The amount of fuel left in the tanks when fuel quantity indicators reach zero is not safely usable in all flight conditions.

FUEL TEMPERATURE

Inflight tank fuel temperature must be maintained at least at 3°C above the freezing point of fuel being used.

MAXIMUM FUEL UNBALANCED FOR FLIGHT

Maximum fuel dissymetry: 2,200 lb.

PRESSURE FUELING SYSTEM

Maximum feed pressure: 50 psi / 3.5 bars / 350 kPa.

F2000EX EASY	AIRPLANE SYSTEMS ATA 28 – FUEL	01-10-25
CODDE 2		PAGE 3 / 4
DGT88899		ISSUE 1

FUEL ADDITIVES

The following additives are authorized for use in the fuel:

- Anti-icing, conforming to AIR 3652 or MIL-I-27686 D specifications (JP8) or MIL-I-85470 (JP5) or equivalent at a concentration not in excess of 0.15% by volume or the following CIS additives at a concentration not in excess of 0.30% by volume.
 - I fluid GOST 8313.
 - I.M fluid TU 6-10-1458*.
 - TGF-M fluid TU6-10-1457**.
 - TGF fluid GOST 17477.
- Fuel anti-icing must be used for fuel temperature below –50°C.
- SOHIO Biobor JF biocide additive, or equivalent, is approved for use in the fuel at a concentration not to exceed 270 ppm.
- Anti-static additive provided the quantity added does not exceed:
 - 1ppm for SHELL ASA3.
 - 3 ppm for STADIS 450.

* I-M fluid is I fluid mixed 1:1 with methanol (GOST 2222-78 E).

** TGF-M fluid is TGF fluid mixed 1:1 with methanol (GOST 2222-78 E).

FUEL CONTROL COMPUTER

The Fuel Quantity Management Computer (FQMC) must be operative for take-off.

01-10-25	AIRPLANE SYSTEMS ATA 28 – FUEL	F2000EX EASY
PAGE 4 / 4		CODDE 2
ISSUE 1		DGT88899

INTENTIONALLY LEFT BLANK

F2000EX EASy	AIRPLANE SYSTEMS ATA 29 – HYDRAULIC	01-10-30
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 1

APPROVED FLUIDS

Hydraulic fluid approved for use must conform to AIR 3520 or to MIL-H-5606 specification.(NATO codes H515 or H520).

QUANTITY

HYD 1 RESERVOIR	HYD 2 RESERVOIR
1.95 USG (7.4 l)	1.58 USG (6 l)

- Green range Actual quantity between 1/2 and 1/1
- Amber range.....Actual quantity below 1/2

PRESSURE

- Green range 3,000 ± 200 psi
- St-BY PUMP auto mode Cycling when #2 pressure drop below 1,650 ± 100 psi
 - ▶ Cycling between 1,650 and 2,300 ± 100 psi.

TEMPORARY LIMITATION (DISCREPANCY)

- HYDRAULIC synoptic:

System	Conditions	Color
Park Brake accumulator (synoptic)	Nominal	Amber
	Abnormal (six actuations or less remaining)	Green

01-10-30	AIRPLANE SYSTEMS ATA 29 – HYDRAULIC	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 1		DGT88899

INTENTIONALLY LEFT BLANK

F2000EX EASy	AIRPLANE SYSTEMS ATA 30 – ICE AND RAIN PROTECTION	01-10-35
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 1

ICING CONDITIONS

Icing conditions exist when OAT on the ground and for take-off, or TAT in flight is 10°C or below, and visible moisture in any form is present (such as clouds, fog with visibility of one mile or less, rain, snow, sleet and ice crystals).

Icing conditions also exist when the OAT on the ground and for take-off is 10°C or below when operating on ramps, taxiways or runways where surface snow, ice, standing water, or slush may be ingested by the engines or freeze on engines, nacelles or engine sensor probes.

NOTE

In case of severe icing conditions on ground it is recommended to check the flight controls just before take-off.

ENGINE ANTI-ICE

The engine anti-ice system must be used on ground when icing conditions exist or are anticipated and in flight before entering icing conditions.

The engine anti-ice must not be used with a Total Air Temperature (TAT) above 10°C.

WING ANTI-ICE

The wing anti-ice must not be used with a Total Air Temperature (TAT) above 10°C.

The wing anti-ice system must not be used on ground except for limited checks conducted in accordance with Airplane Flight Manual or Maintenance Manual instructions.

01-10-35	AIRPLANE SYSTEMS ATA 30 – ICE AND RAIN PROTECTION	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 1		DGT88899

INTENTIONALLY LEFT BLANK

F2000EX EASy	AIRPLANE SYSTEMS	01-10-40
CODDE 2		PAGE 1 / 6
DGT88899		ISSUE 2
ATA 31 – INDICATING / RECORDING SYSTEM		

LIST OF COLORS

Triggering of colored status on the flight deck is the result of a failure or a crew error. It is the crew responsibility to determine the origin of the abnormal status and perform the corrective action.

RED	Red is associated with short term danger or emergency situation. That includes fires, loss of such basic parameters as attitude, airspeed, altitude or loss of guidance cues. Red is also used for some events like AP disconnection. It is also relevant to out of normal range conditions. In these cases, an immediate flight crew action is required.
AMBER	Amber is associated with abnormal conditions and its aim is to alert the crew. It is also used to indicate that a protection device is working properly, typically protection against stall. Pre-alerting mode when row information may not be presented (ex: Cabin Altitude to be checked) Crew attention is required even if no immediate action is necessary.
MAGENTA	Magenta is used to show the active target, i.e. what the system is closing the loop on.
GREEN	Green is a system-computed data. It depicts system's current or active data.
CYAN	Cyan is used to show what is going to happen: - armed modes, - pending modifications, - situation which can become a problem for the crew
WHITE	White defines an inactive target.
GRAY	Gray is a neutral background color. It is used to delimit sectors, areas and when used as a background for a character string, it means that this parameter is neither selectable nor modifiable. On synoptic, gray is used to depict an element which is not active.
BLUE	Blue is the control feedback for a crew normal selection in the overhead panel. It is also used in the flight plan waypoints list to highlight the row where the CCD is pointing at.
BROWN	Brown depicts the earth on the ADI (including standby instrument), on the altitude tape and on the I-NAV regular terrain. In the last example, different levels of brown are used to represent the relief.
YELLOW	Yellow is used for the airplane symbol on the ADI, terrain alerts on I-NAV, TRAFFIC window, and Weather symbology.
BLACK	Black is the default background color or string color for reverse video. In the case of a parameter that is black boxed, it means that the parameter is selectable / modifiable.

01-10-40	AIRPLANE SYSTEMS	F2000EX EASy
PAGE 2 / 6		CODDE 2
ISSUE 2		ATA 31 – INDICATING / RECORDING SYSTEM

AURAL WARNINGS

Aural warnings list

DESCRIPTION	COLOR	TONE/VOICE MESSAGE	HORN SILENCED	TYPE
Stall warning	RED	Stall	No	Continuous
(mode 7) Windshear Warning	RED	(Siren) Windshear Windshear Windshear	No	Single
Overspeed Alert	RED	Pulsing horn	No	Continuous
Fire	RED	2 tones signal	Yes	Continuous
Master Warning	RED	Chime	No	Continuous
Master Caution	AMBER	Chime (different from the Master Warning one)	No	Continuous
(mode 1) Pull-Up	RED	Pull-up	No	Continuous
(mode 2) Pull -Up Preface	AMBER	Terrain, terrain	No	Single
(mode 2) Pull-Up	RED	Pull-up	No	Continuous
Terrain Awareness Preface	AMBER	Terrain, terrain	No	Single
Terrain Awareness Warning	RED	Pull up	No	Continuous
Obstacle Awareness Preface	AMBER	Obstacle, obstacle	No	Single
Obstacle Awareness Warning	RED	Pull up	No	Continuous
Cabin Pressure	RED	Cabin	Yes	Continuous
TCAS RA	RED	Descend, descend NOW, descend, descend NOW	No	Single
TCAS RA	RED	Climb, climb NOW, climb, climb NOW	No	Single
TCAS RA	RED	Increase descent, increase descent	No	Single
TCAS RA	RED	Increase climb, increase climb	No	Single
TCAS RA	RED	Descend, descend	No	Single

F2000EX EASy	AIRPLANE SYSTEMS	01-10-40
CODDE 2		PAGE 3 / 6
DGT88899		ISSUE 2
ATA 31 – INDICATING / RECORDING SYSTEM		

DESCRIPTION	COLOR	tone/voice MESSAGE	HORN SILENCED	TYPE
TCAS RA	RED	Descend, crossing descend, descend, crossing descend	No	Single
TCAS RA	RED	Climb, crossing climb, climb, crossing climb	No	Single
TCAS RA	RED	Climb, climb, climb	No	Single
TCAS RA	AMBER	Adjust vertical speed, adjust	No	Single
TCAS RA	AMBER	Maintain vertical speed, maintain vertical speed	No	Single
TCAS RA	AMBER	Maintain vertical speed, crossing maintain	No	Single
TCAS RA	AMBER	Monitor vertical speed, monitor vertical speed	No	Single
TCAS TA	AMBER	Traffic, traffic	No	Single
TCAS TA	WHITE	Clear of conflict	No	Single
(mode 2) Terrain	AMBER	Terrain	No	Continuous
(mode 6) Minimums	AMBER	Minimums	No	Single
Terrain Awareness Caution	AMBER	Caution terrain (pause) Caution terrain (10s pause)	No	Continuous
Obstacle Awareness Caution	AMBER	Caution obstacle (pause) Caution obstacle (10s pause)	No	Continuous
(mode 4) Too Low Terrain	AMBER	Too low terrain	No	Single
(Terrain Clearance Floor) Too Low Terrain	AMBER	Too low terrain	No	Single

01-10-40	AIRPLANE SYSTEMS	F2000EX EASy
PAGE 4 / 6		CODDE 2
ISSUE 2		ATA 31 – INDICATING / RECORDING SYSTEM

DESCRIPTION	COLOR	TONE/VOICE MESSAGE	HORN SILENCED	TYPE
(mode 6) Selected Altitude Callouts (feets)	WHITE	1,000	No	Single
		500	No	Single
		300	No	Single
		200	No	Single
		50	No	Single
		40	No	Single
		30	No	Single
		20	No	Single
		10	No	Single
5	No	Single		
(mode 4) Too Low Gear	AMBER	Too low gear	No	Single
(mode 4) Too Low Flaps	AMBER	Too low flaps	No	Single
(mode 1) Sink Rate	AMBER	Sink rate (pause) Sink rate	No	Single
(mode 3) Don't Sink	AMBER	Don't sink (pause) Don't sink	No	Single
(mode 5) Glideslope	AMBER	Glideslope/ Glideslope	No	Single / Continuous
(mode 6) Approaching DH	AMBER	Approaching minimums	No	Single
(mode 6) Bank Angle	AMBER	Bank angle (pause) Bank angle	No	Single
(mode 7) Windshear Alert	AMBER	(quiet)	-	-
Horizontal stab TRIM running	-	Clacker	No	Continuous
No Take off	RED	No take-off	No	Continuous

F2000EX EASy	AIRPLANE SYSTEMS	01-10-40
CODDE 2		PAGE 5 / 6
DGT88899		ISSUE 2
ATA 31 – INDICATING / RECORDING SYSTEM		

DESCRIPTION	COLOR	tone/voice message	HORN SILENCED	TYPE
At least one gear is not locked extended, AND {(Zra is below 500 ft and Zra is valid) or Zra is invalid} AND {(IAS is below 150 kts if IAS decreases) or (IAS is below 155 kts if IAS decreases)} AND engines throttle position is below MAX CRUISE	AMBER	Gear	No	Continuous
Low Speed	AMBER	Increase speed	No	Continuous
Flaps extended and speed is above VFE	AMBER	Flaps	No	Continuous
Altitude Alert	AMBER	Altitude	No	Single
Auto Pilot: abnormal disengagement	RED	Autopilot	No	Continuous
Auto Throttle: abnormal disengagement	AMBER	Autothrottle	No	Continuous
Auto Pilot: normal disengagement	RED	Autopilot	No	Continuous
Auto throttle: normal disengagement	AMBER	Autothrottle	No	Single

General rules.

All the mutable warnings are silenced simultaneously by pressing **SIL** pushbutton after having been heard once (if defined).

Aural warnings and Master warning

The following aural warnings : FIRE , CABIN and NO TAKE OFF are also displayed as red messages in the CAS area. The master warning audio “permanent gong” is not activated.

01-10-40	AIRPLANE SYSTEMS	F2000EX EASy
PAGE 6 / 6		CODDE 2
ISSUE 2		ATA 31 – INDICATING / RECORDING SYSTEM

TEMPORARY LIMITATIONS

UNTIMELY APPARITION OF "INCREASE SPEED" AURAL ALERT.

"Increase Speed" aural alert could appear untimely during following flight phases (use **SIL** pushbutton to silence the aural alert):

- Approach with AB2 (VREF + 15 kt).
- Windshear recovery procedure.
- During flare with total loss of radio altimeter.

DISPLAY

- ADI window in PDU.
- After power On or MAU1A or MAU2A reset, adjust corresponding baro setting to recover a normal altitude set operation.

SYNOPTIC STATUS PAGE

- landing distance penalties provided by STATUS page must be disregarded.

F2000EX EASy	AIRPLANE SYSTEMS ATA 32 – LANDING GEAR AND BRAKES	01-10-45
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 1

TIRES AND BRAKES

Nose wheels must be equipped with chined tires.
 Brake kinetic energy limit: 18,930 KJ per brake.

SHOCK ABSORBERS HEIGHT

First, check there is no fluid see page at the sliding rod bearing.
 Check that the remaining dimension of main and nose L/G shock absorbers is greater than limit values listed below.
 This values, given for airplane weight of 40,900 lb (18,550 kg), are also inscribed on two indicating plates situated respectively in the left gear box for the main gear and in the nose gear box for the nose gear.

NOSE L/G SHOCK ABSORBER

CHECK OF SHOCK ABSORBER HEIGHT (H)			
OAT		MIN. HEIGHT	
°C	°F	in	mm
- 40	- 40	2.22	56.5
- 20	- 4	3.11	79
0	+ 32	4.0	101.5
+ 15	+ 59	4.67	118.5
+ 30	+ 86	5.33	135.5
+ 40	+ 104	5.79	147

01-10-45	AIRPLANE SYSTEMS ATA 32 – LANDING GEAR AND BRAKES	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 1		DGT88899

MAIN L/G SHOCK ABSORBER

CHECK OF SHOCK ABSORBER HEIGHT (H)			
OAT		MIN. HEIGHT	
°C	°F	in	mm
- 40	- 40	0.61	15.5
- 20	- 4	1.26	32
0	+ 32	1.89	48
+ 15	+ 59	2.38	60.5
+ 30	+ 86	2.85	72.5
+ 40	+ 104	3.19	81

NOTE

For each shock absorber, dimension H must be measured between the lower part of the L/G strut and the end of the chromium plated area of the shock absorber.

F2000EX EASy	AIRPLANE SYSTEMS ATA 34 – NAVIGATION	01-10-50
CODDE 2		PAGE 1 / 8
DGT88899		ISSUE 2

IRS

Alignment is functional between 78°15' North and 78°15' South latitude.

TCAS

Pilots are authorized to deviate from their current ATC clearance to the extent compliant with a TCAS II Resolution Advisory (RA).

Following a TCAS II "clear of conflict" advisory, the pilot should expeditiously return to the applicable ATC clearance unless otherwise directed by the ATC.

EGPWS

EGPWS SYSTEM OPERATION

- Pilots are authorized to deviate from their current Air Traffic Control ATC clearance to the extent necessary to comply with an EGPWS warning.
- In order to avoid giving unwanted alerts, the enhanced modes (Terrain Awareness Alerting and Display **TAAD** and Terrain Clearance Floor **TCF** and Runway Field Clearance Floor **RFCF** functions) must be INHIBITED by selecting the **TERR INHIB** MKB pushbutton:
 - ▶ When within 15 NM of take-off, approach or landing at an airport that is not included in the airport database.
 - ▶ For operation with QFE reference if both GPS's are not in NAVIGATION mode as in SENSORS window navigation tab when setting QFE.
- Alerting algorithms take into account man made obstructions, but the EGPWS obstacle database only covers a few areas in the world.
- Navigation must not be predicted upon the use of Terrain Awareness Display. The Terrain Awareness Display is intended to serve as a situational tool only.
- For proper operation of Terrain Awareness Alerting (TAA), QNH or QFE must be set on the ADC selected on the coupled side:
 - ▶ QNH or QFE must be set on left side if ADC1 is selected on the coupled side,
 - ▶ QNH or QFE must be set on right side if ADC2 is selected on the coupled side.

NOTE

The EGPWS does not take account of specific airplane configuration and climb performance and a PULL UP maneuver, for certain situations may not ensure terrain clearance.

01-10-50	AIRPLANE SYSTEMS ATA 34 – NAVIGATION	F2000EX EASy
PAGE 2 / 8		CODDE 2
ISSUE 2		DGT88899

FMS

GENERAL

FMS software must be identified FMS 7.0 on the AVIONICS Setup window, Software section. TOLD software must be identified TOLD V3.0 FAA on the AVIONICS Setup window, Software section.

AC 20-130A AND AC 20-129

Each FMS can be used with 2 or 3 IRS and two GPS. The FMS comply with AC 20-130A and in particular meet the accuracy criteria of AC 20-130A for en route, terminal and approach areas, provided the FMS is not in Dead Reckoning navigation mode (SENSORS window) and is not in a degraded navigation mode (DGR amber not displayed in HSI), and satisfies the accuracy criteria of AC 20-129.

IFR OCEANIC

Dual or triple (FMS 3 option) FMS configuration with GPS module, as installed has been found to comply with the requirements for GPS primary means of navigation in oceanic and remote airspace as defined by FAA Order 8110.60 when used in conjunction with the P/N 169-613970-501 or later approved prediction program.

RNP 10

Required Navigation Performance 10 (RNP-10) operation has been found to comply with the requirements:

- Provided at least two FMSs are operating and receiving usable data from any combination of two GPSs and/or Inertial Reference Sensors (IRS).
- For FMS Navigation Mode IRS, IRS drift is modeled in the FMS and is expressed as EPU (Estimated Position of Uncertainty) when the IRS is used as the sole source. When EPU exceeds RNP, the crew should not use the IRS as a means of navigation. For flight planning purposes, maximum IRS Navigation without sensor update is 6.2 hours after last alignment or 5.7 hours after radio updating.

B-RNAV

Basic RNAV (B-RNAV) or Required Navigation Performance 5, (RNP-5) operation has been found to comply with the airworthiness requirements by the basic airplane.

P-RNAV

Precision RNAV (P-RNAV) or Required Navigation Performance 1 (RNP-1), per JAA TGL-10, operations.

RNP RNAV operations, down to RNP-0.3, RNAV as defined in RTCA/DO-236A and DO-283, with the limitations and exceptions defined below.

F2000EX EASy	AIRPLANE SYSTEMS ATA 34 – NAVIGATION	01-10-50
CODDE 2		PAGE 3 / 8
DGT88899		ISSUE 2

MNPS

The minimum navigation performance required by the North Atlantic Track-Minimum navigation Performance regulations (NAT-MNPS French "arrêté" of November 5th, 1987 and FAR 91, Appendix C) in accordance with the criteria of AC 91-49 and AC 120-133 are demonstrated:

- provided at least two FMS are operating and:
 - 2 IRS are in mode NAV or
 - 2 GPS are in NAV mode or
 - 1 IRS is in NAV mode and 1 GPS is in NAV mode.

When flying over polar regions without exceeding 85° latitude, the flight crew must select TRUE Heading prior to N73° and S60° latitude.

This does not constitute an operational approval.

The here-above statement is valid if there is no FMS and / or GPS related failure displayed on the Crew Alerting System or in HSI.

OPERATION

Sensors window

FMS Operating mode

- FMS do support synchronous and single mode operation. Selecting synchronous for a FMS which is in single operation will result of the synchronisation of that FMS with the Pilot Flying FMS (Master FMS).

Navigation mode and performance

- GPS: GPS, as installed, has been found to comply with the requirements for the use of GPS for oceanic, domestic en-route, and terminal area operations as defined in JAA Leaflet No3 REV1 When used in conjunction with the P/N CDN 169-613970-501 or later approved prediction program. The here-above statements are valid if there is no FMS and / or GPS related failure message / label on PDU / MDU.
- GPS updating must be disabled when operating in countries whose national airspace is not referenced to WGS-84 reference datum in accordance with the criteria of AC20-130A, unless other appropriate procedures are used.

Navigation

- RNP flight operations are subject to GPS satellite availability and/or navaid coverage for the selected route. Navigation based on DME/DME or VOR/DME updating modes is permitted but may be restricted by the availability or performance of the applicable ground navaids. Crews should deselect (NOTAM) ground navaids that are not to be used for navigation.

01-10-50	AIRPLANE SYSTEMS ATA 34 – NAVIGATION	F2000EX EASy
PAGE 4 / 8		CODDE 2
ISSUE 2		DGT88899

NAVIGATION MAP (INAV) AND LOG (WPT LIST):

INAV data layers

INAV data (obstacle, terrain) are provided for advisory purpose only.

- Terrain Layer is not available below 5 NM full range.
- AIRWAYS layer should be used for flight planning on ground to avoid cluttering INAV display in flight.

- When in LNAV flying an Holding Pattern (HP), the previous leg to enter HP will remain drawn in magenta while it is no more a target.
- TOC and TOD pseudo waypoint are not placed correctly over curved legs (DME arc, holding pattern turns).

Graphical Flight Planning

- Hold dialog box:
 - ▶ The FMS does not always take into account the published maximum Holding Pattern speed. Only the protection area calculated in accordance with the FAA (7130-3) model is taken into account.
 - ▶ Adapt and stabilize the airplane speed 2 minutes prior the airplane overflies the fix for the first time.
 - ▶ Check that the FMS message **HIGH HOLDING GRD SPD** is out when passing the fix.

FMS messages

The following message must be disregarded:

- **RESET ASEL** message must be confirmed versus remaining distance to TOD.

CRUISE PERFORMANCE

- FUEL, TIME and SMART PERF prediction information are provided for advisory purpose only and must not be used for flight planning.

SID / STAR / APPROACHES / TERMINAL PROCEDURES

WARNING
INSERTING AND ACTIVATING A NEW APPROACH OR A NEW FPLN WILL RESET MINIMUMS SELECTIONS. THEREFORE, THEY SHOULD BE VERIFIED AFTER SUCH ACTION.

- It is crew responsibility to check procedures retrieved from database with SID/STAR/ approach charts.

F2000EX EASy	AIRPLANE SYSTEMS ATA 34 – NAVIGATION	01-10-50
CODDE 2		PAGE 5 / 8
DGT88899		ISSUE 2

- Approach procedures retrieved for database cannot not be modified by the crew.
- For approach procedures retrieved from database where only one approach transition (IAF) is proposed, this transition will not be automatically selected by the system. It is crew responsibility to select this approach transition or not (vector to FAF), depending of the intended trajectory to execute the approach.
- Some approaches and STAR procedures are not in the database. This is because of the way some procedure are defined by the controlling agency and the limitations of the FMS.

FLIGHT MANAGEMENT (FLGT MGMT) WINDOW

Flight management window (FLGT MGMT)

- Take-off and Landing (TOLD) Performances.
- TOLD Data for take-off and for landing are for advisory purpose only.
- TOLD Data for take-off are displayed in amber if take-off is performed with a flaps setting different than the flaps setting used for take-off data computation

FLGT MGMT window support MKB entries with the following limitations:

- MKB entries are not available for the CRS field in HSI.

■ Departure and Arrival Phase of Flight:

- Landing VREF field is automatically filled once take-off VREF has been filled by the crew. Take-off VREF field must be filled at FMW initialization. Landing VREF can then be adjusted using only CCD Knob. MKB entries are not supported correctly for landing VREF.

CAUTION

As the landing VREF remains displayed during all the flight, the pilot must update the landing VREF manually before any approach.

01-10-50	AIRPLANE SYSTEMS ATA 34 – NAVIGATION	F2000EX EASy
PAGE 6 / 8		CODDE 2
ISSUE 2		DGT88899

FMS-BASED APPROACHES

The following table describes the approaches procedures approved for being automatically executed with the FMS (i.e. use of LNAV/VNAV flight director guidance manually flown or coupled to the autopilot).

The FMS navigation mode must be checked prior to the IAF.

In case of VOR/DME FMS overlay approach ensure NAV AUTO tuning is enabled for both NAV receivers if the approach VOR/DME facility is to be used for FMS position computation.

Whatever the kind of FMS - based approach following one of the 3 events, the approach must be discontinued:

- UNABLE RNP» in FMS message window (I-NAV).
- Green **APPR** not displayed prior to FAF (ADI).
- Amber **DGR** displayed (HSI).

Observing the Minimum Safe Altitude and obstacles clearance remains a crew responsibility. See following tables:

Approach type and RNP	Approved FMS navigation mode	Special considerations	Specific events following which the approach must be discontinued
NDB or NDB-DME RNP 0.6 (or lower)	GPS	Dual FMS synchro	FMS-GPS 1+2 POSITION MISC UNABLE FMS-GPS 1+2 MONIT message in CAS
		Single FMS and procedure specified NAVAID available and displayed in HSI	
	DME-DME	Dual FMS synchro	FMS-GPS 1+2 POSITION MISC UNABLE FMS-GPS 1+2 MONIT message in CAS
		Single FMS and procedure specified NAVAID available and displayed in HSI	
VOR RNP 0.5 (or lower)	GPS	Dual FMS synchro	FMS-GPS 1+2 POSITION MISC UNABLE FMS-GPS 1+2 MONIT message in CAS
		Single FMS and procedure specified NAVAID available and displayed in HSI	

F2000EX EASy	AIRPLANE SYSTEMS ATA 34 – NAVIGATION	01-10-50
CODDE 2		PAGE 7 / 8
DGT88899		ISSUE 2

Approach type and RNP	Approved FMS navigation mode	Special considerations	Specific events following which the approach must be discontinued
VOR-DME or TACAN RNP 0.5 (or lower)	DME-DME	Dual FMS synchro	FMS-GPS 1+2 POSITION MISC UNABLE FMS-GPS 1+2 MONIT message in CAS
		Single FMS and procedure specified NAVAID available and displayed in HSI	
	VOR-DME provided the procedure specified NAVAID has DME capability	Dual FMS synchro	FMS-GPS 1+2 POSITION MISC UNABLE FMS-GPS 1+2 MONIT message in CAS
		Single FMS and procedure specified NAVAID available and displayed in HSI	
	GPS	Dual FMS synchro	FMS-GPS 1+2 POSITION MISC UNABLE FMS-GPS 1+2 MONIT message in CAS
		Single FMS and procedure specified NAVAID available and displayed in HSI	
	DME-DME	Dual FMS synchro	FMS-GPS 1+2 POSITION MISC UNABLE FMS-GPS 1+2 MONIT message in CAS
		Single FMS and procedure specified NAVAID available and displayed in HSI	
	VOR-DME	Dual FMS synchro	FMS-GPS 1+2 POSITION MISC UNABLE FMS-GPS 1+2 MONIT message in CAS
		Single FMS and procedure specified NAVAID available and displayed in HSI	

01-10-50	AIRPLANE SYSTEMS ATA 34 – NAVIGATION	F2000EX EASy
PAGE 8 / 8		CODDE 2
ISSUE 2		DGT88899

Approach type and RNP	Approved FMS navigation mode	Special considerations	Specific events following which the approach must be discontinued
RNAV RNP 0.3	GPS	Dual FMS synchro	FMS-GPS 1+2 POSITION MISC UNABLE FMS-GPS 1+2 MONIT message in CAS or «GPS RAIM UNAVAILABLE» or «GPS RAIM ABOVE LIMIT» FMS message
	DME-DME unless otherwise indicated on the approach chart	Dual FMS synchro RNP 0.3 Nm required	FMS-GPS 1+2 POSITION MISC UNABLE FMS-GPS 1+2 MONIT message in CAS
GPS RNP 0.3	GPS	Dual FMS synchro	FMS-GPS 1+2 POSITION MISC UNABLE FMS-GPS 1+2 MONIT message in CAS or «GPS RAIM UNAVAILABLE» or «GPS RAIM ABOVE LIMIT» FMS message

LOCALIZER-BASED APPROACHES:

The use of FMS guidance (lateral and vertical) on the final approach segment of a localizer-based approach (LOC, LOC-DME, LOC B/C, LDA, SDF, ILS, ILS-DME) is prohibited. The final part of these approaches shall be executed on LOC or LOC / GS guidance only. However, the FMS LNAV / VNAV can be used up to interception of the localizer. For these phases (initial approach and intermediate approach), the limitations associated with the following events (UNABLE RNP, amber **DGR**, » FMS/GPS POSITION MISCOMP» and »UNABLE FMS/GPS MONITOR») are applicable.

WARNING

FOR BACK COURSE APPROACH, BACK COURSE CHECK BOX IN ARRIVAL PHASE OF FLIGHT MUST BE SELECTED ON PRIOR SELECTING APP MODE ON GUIDANCE PANEL.

AFTER PERFORMING A BACK COURSE APPROACH, BACK COURSE CHECK BOX WILL REMAIN SELECTED. CREW MUST DESELECTED THIS BOX IF NO OTHER BACK COURSE APPROACH IS ENVISIONED.

F2000EX EASy	AIRPLANE SYSTEMS ATA 49 - APU	01-10-55
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 1

AUXILIARY POWER UNIT

AUXILIARY POWER UNIT (APU) HONEYWELL GTCP 36-150 (F2M)

- Maximum operating altitude..... 35,000 ft
 - Maximum starting altitude..... 35,000 ft
- Operation of the APU with passengers in the cabin and no crew member monitoring is not authorized.
- Maximum N1 speed 110 %

EXHAUST GAS TEMPERATURE LIMITS (T 5)	
Starting	988°C: less than 10 sec.
Stabilized	746°C

- Maximum generator output:
 - Transient (1 minute max.)..... 350 A
 - Stabilized:
 - 0 to 10,000 ft..... 300 A
 - 10,000 to 25,000 ft..... 250 A
 - 25,000 to 35,000 ft..... 200 A

CAUTION
APU starting is forbidden with freezing fog conditions.

01-10-55	AIRPLANE SYSTEMS ATA 49 - APU	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 1		DGT88899

INTENTIONALLY LEFT BLANK

F2000EX EASy	AIRPLANE SYSTEMS ATA 70 – ENGINE	01-10-60
CODDE 2		PAGE 1 / 4
DGT88899		ISSUE 1

THRUST RATINGS

PW 308C ENGINE (UNINSTALLED, SEA LEVEL, ISA)

- Take-off 6,998 lb (3,114 daN)
- Maximum continuous 6,998 lb (3,114 daN)

CAUTION
The Take-off thrust rating is time limited to 5 minutes.

THRUST SETTINGS

The engine low pressure rotor speed N 1 is used as the thrust setting parameter.
The take-off and maximum continuous thrust as defined in AFM sub-section 5-050 must be based on the N 1 values given in AFM sub-section 5-400.

ROTOR SPEED LIMITS

CONDITION OF USE	N 1	N 2
Normal Take-off (5 minutes max.)	102.5%	102%
Maximum Take-off (5 minutes max.)	102.5%	102%
Maximum continuous	102.5%	102%
Transient (20 seconds)	103.5%	103%

100% N 1 = 10,400 RPM
100% N 2 = 26,780 RPM

ENGINE VIBRATIONS LIMITS

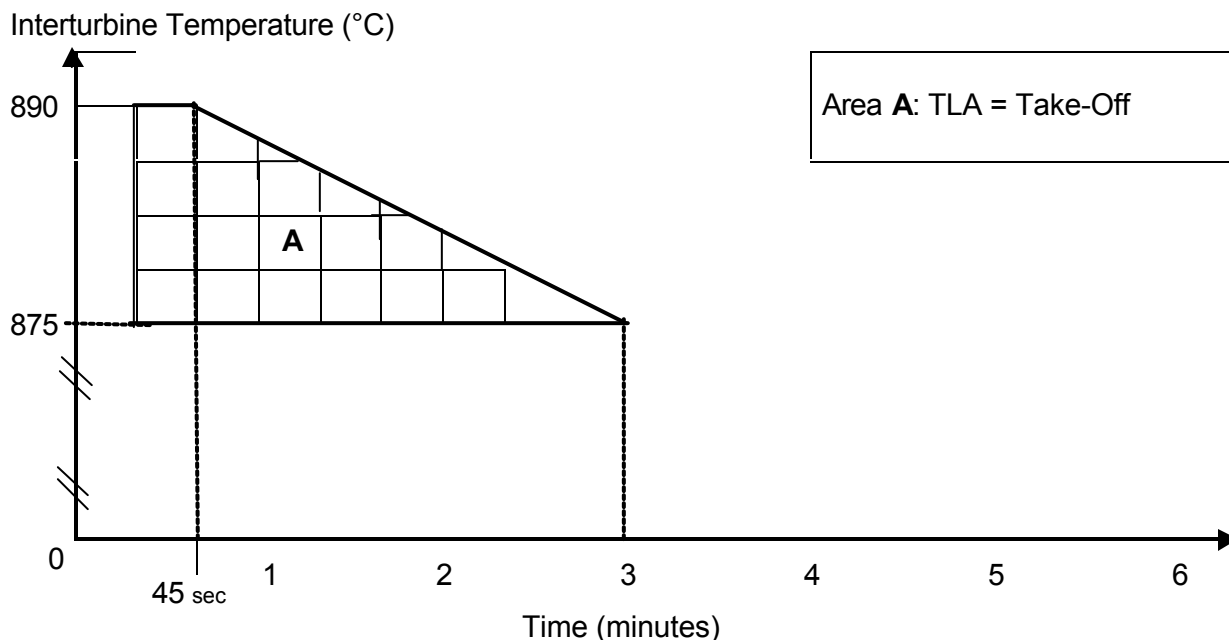
Overall	0.96 in/sec. average
---------	----------------------

01-10-60	AIRPLANE SYSTEMS ATA 70 – ENGINE	F2000EX EASy
PAGE 2 / 4		CODDE 2
ISSUE 1		DGT88899

INTERSTAGE TURBINE TEMPERATURE (ITT) LIMITS

Ground start	950°C	
Air start	950°C	
Restart max. temperature airstart groundstart	500°C 340°C	
Max.take-off (APR) transient	905°C	2 minutes max.
Max.take-off (APR)	895°C	5 minutes max.
Normal take-off	875°C	5 minutes max.
Take-off transient	890°C	45 seconds max. then ITT must decrease linearly down to below 875°C within 3 minutes
Max. continuous	860°C	
Flight transient	890°C	20 seconds max.
	875°C	5 minutes max.

OVERTEMPERATURE LIMITS WITHOUT APR (EXCEPT STARTING)



F2000EX EASy	AIRPLANE SYSTEMS ATA 70 – ENGINE	01-10-60
CODDE 2		PAGE 3 / 4
DGT88899		ISSUE 1

STARTING TIME

Ground start:	
▪ From start to 5.2% N 2:	15 seconds max.
▪ From start to lightoff:	20 seconds max.
▪ From lightoff to idle:	60 seconds max.
Airstart (from lightoff to idle)	
▪ Assisted:	90 seconds
▪ Windmilling:	180 seconds

STARTER RE-ENGAGEMENT LIMITS

Maximum N 2	Starter cutout N 2 (50%)
-------------	--------------------------

01-10-60	AIRPLANE SYSTEMS ATA 70 – ENGINE	F2000EX EASy
PAGE 4 / 4		CODDE 2
ISSUE 1		DGT88899

INTENTIONALLY LEFT BLANK

F2000EX EASy	AIRPLANE SYSTEMS ATA 78 – THRUST REVERSER	01-10-65
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 1

OPERATION

The thrust reverser is approved for ground use only.

01-10-65	AIRPLANE SYSTEMS ATA 78 – THRUST REVERSER	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 1		DGT88899

INTENTIONALLY LEFT BLANK

F2000EX EASy	AIRPLANE SYSTEMS ATA 79 – OIL	01-10-70
CODDE 2		PAGE 1 / 2
DGT88899		ISSUE 1

APPROVED OILS

Approved Type II oil conforming to Pratt & Whitney specifications.

OIL PRESSURE LIMITS

Operating range	36 to 100 psi
Transient: 90 sec. max	10 to 220 psi
20 sec. max	0 to 220 psi
Minimum (at IDLE)	20 psi
Cold start: during starting	240 psi

NOTE

ENG .. : CHECK OIL message in CAS appears for an oil pressure or / and oil temperature out of green range.

ENG .. : OIL PRESS message in CAS appears for an oil pressure below 20 psi.

OIL TEMPERATURE LIMITS

Maximum	135°C
Minimum for take-off	27°C
Minimum in flight	16°C
Transient: for 90 sec.	143°C
Cold start	-40°C

01-10-70	AIRPLANE SYSTEMS ATA 79 – OIL	F2000EX EASy
PAGE 2 / 2		CODDE 2
ISSUE 1		DGT88899

INTENTIONALLY LEFT BLANK