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Dassault Falcon 2000LXS backgrounder

A widebody, intercontinental jet with the economy and agility of a midsize jet

The 2000LXS combines the widebody cross-section of larger Falcons (including the top of the line 7X and 8X) with 4,000 nm (7,410 km) range, unrivaled operating efficiency and an ability to access short and challenging runways more typical of smaller jets.

Its nearest competitor consumes 20% more fuel and requires 20% more runway to land.

The LXS is the most capable and advanced of Dassault's popular Falcon 2000 aircraft, more than 600 of which have been delivered to date. It features the latest refinements in business jet technology, including inboard slats that combine with outboard slats for unparalleled short-field access; upgraded engine for lower emissions; a quieter cabin with technologies inherited from the Falcon 7X and 8X; new connectivity options; and new avionics options that increase safety and all-weather mission flexibility.

Plus it is available with new state-of-the-art options like Dassault's revolutionary FalconEye Combined Vision System, which is now approved for poor visibility approaches down to 100 ft.

Qualities that make the 2000LXS ideal for demanding multiuse missions such as medical evacuation, search-and-rescue and maritime surveillance.

UNRIVALED CONNECTIVITY AND COMFORT

➤ Comfort for 10 with Dassault's inimitable style.

The 2000LXS is outfitted with two generous seating zones, typically one with four, large individual seats and a second with a conference/dining table. Owners can customize with divan, credenza, or two additional individual seats. The result is widebody comfort for up to 10 passengers, who can work with high productivity or relax on flights up to eight hours.

- Cabin height: 6 feet 2 inches (1.88 m)
- Max width: 7 feet 8 inches (2.34 m)
- Length: 26 feet 2 inches (7.98 m)

Cabin styling reflects the latest sleek forms from Dassault's design studio and a nearly limitless combination of luxurious materials and surface finishes. Cabin air is refreshed constantly for a healthy environment, helping passengers arrive feeling sharp and invigorated.

The sound of silence. Advanced acoustical insulation gives the 2000LXS and 2000S the quietest cabins in the 2000 series (a full 3db SIL quieter than immediate predecessors), leveraging techniques from the Falcon 8X, and makes crisp and clear HIFI entertainment that much better.

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The ease of entertainment. FalconCabin HD+, from Dassault and Rockwell Collins, gives each passenger control of entertainment options and cabin environment via a mobile app, including the ability to access a vast onboard library of music and videos. The system utilizes the latest fiber optic or WiFi network technology to distribute crisp, high-definition audio and video content throughout the cabin.

An iPad moving map application allows passengers to monitor and track flight progress from their devices. The app includes an augmented-reality panoramic view that can display the map in any direction the iPad is pointed.

Simple, seamless onboard connectivity. Owners can opt for SATCOM voice and data services, thanks to the easy-to-use and economical FalconConnect package for streaming Internet and placing voice calls. FalconConnect provides a single point of contact for hardware, network installation, troubleshooting, and cost management, including ready access to data consumption information through the FalconConnect portal.

Offered in partnership with Honeywell GoDirect, FalconConnect is the result of extensive development and testing that evaluated and selected the most reliable, flexible and best-value connectivity choices for cockpit, passenger cabin and ground services. The package includes:

- Cockpit safety communications such as FANS (Future Air Navigation System) and ACARS (Aircraft Communications Addressing and Reporting System)
- High-speed Ka-band satellite communications services for passenger cabin connectivity, including real-time videoconferencing, voice over IP, Internet browsing, and email
- 3G and 4G ground networks
- Third-party compatible EFB (Electronic Flight Bag), ATG (air-to-ground), and other services

PROVEN PERFORMANCE—NOW EVEN BETTER

➤ **The 2000LXS embodies the highly valued performance features of all Falcons: low approach speeds and exceptional short-field performance with great efficiency at high speeds. It has the economy and flexibility to serve as a workhorse on typical one- to two-hour missions, while offering the comfort and range to perform admirably on long intercontinental routes.**

Range and efficiency. The LXS's predecessor, the Falcon 2000LX, pioneered the installation of High Mach Blended Winglets on Falcons. These graceful wing extensions effectively increase wingspan and lift, while reducing spanwise airflow. Drag is reduced up to 7%, extending range to 4,000 nm (7,410 km). Combined with innovative leading edge slats, this provides the 2000LXS with the lowest cost of operations in its category.

The 2000LXS excels on typical intercontinental nonstop flights between such cities as Paris and New York or Singapore and Sydney.

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The 2000LXS climbs directly to 41,000 feet (12,497 m) in 20 minutes, taking it above most airline traffic and weather. Mid-cruise altitude for a long mission is 45,000 feet and certified ceiling is 47,000 feet. Top speed is .86 Mach and typical cruise is .80 Mach.

Typical Falcon 2000LXS city pairs:

- New York and Anchorage
- New York and Copenhagen
- São Paulo and Cape Verde
- Paris and New York
- Singapore and Dubai
- Dubai and London
- Beijing and Moscow
- San Francisco and Honolulu

Low fuel consumption and low emissions. The 2000LXS is the fuel-economy leader in its segment. This latest version has been further optimized to reduce emissions. Its two new-generation Pratt & Whitney Canada PW308C engines, already proven on the Falcon 2000EX/LX, provide 7,000 lbs (31.14 kN) max thrust each at ISA+15°C. Its new Talon II combustor produces 20% lower NOx emissions than the previous generation combustor. It is also more than 25% percent greener than required by CAEP/6 regulations.

The short-field advantage. As with all Falcons, the wing adapts for exceptional low-speed control. Leading-edge slats and double-slotted Fowler flaps deploy on approach and combine with the LXS's new inboard slats for even better short-field capability.

The Falcon 2000LXS delivers an exceptional balance of range and superior airfield performance, especially from challenging airports with steep approach angles, such as Lugano, Switzerland and London City. At maximum takeoff weight, the 2000LXS has a balanced field length of 4,675 feet (1,425 m) and uses 1,000 feet (305 m) less runway than its closest competitor.

At high-elevation airfields such as Aspen, Colorado or La Paz, Bolivia, the runway advantage of the 2000LXS doubles to 2,000 feet (610 m). The 2000LXS has a considerable advantage over competitors in accessing more airports around the globe and flying farther from them.

Tough, by design. Like all Falcons, the 2000LXS has no speed limitations in turbulence – a testament to efficient design and rugged construction.

Flexible flyer. The 2000LXS has a high maximum landing weight (more than 90% of maximum takeoff weight), allowing operators to fill the tanks at home base, where fuel is often less expensive, make multiple short hops, and still have plenty of unrefueled nonstop range. Day in and day out, this adds up to greater economy of operation.

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A DREAM FLIGHT DECK

The aircraft comes with the award-winning EASy II flight deck, which dramatically improves situational awareness, presenting everything from flight planning and automated checklists to the aircraft's precise position, situation and environment through an innovative graphical interface that allows pilots to work "eyes up."

The Falcon Electronic Flight Bag (EFB) running Falcon Sphere II software reduces the time and effort to prepare and manage business jet missions. The EFB runs apps for calculating performance and weight-and-balance, and includes flight manuals and weather services.

An integrated airborne monitoring service, FalconBroadcast[®], provides real-time notification of in-flight events and maintenance status, helping operators maximize dispatch reliability by beginning the troubleshooting process while in the air.

Dassault's FalconEye Combined Vision System

Dassault's proprietary Combined Vision System, FalconEye[™], is available on the 2000LXS. It is the first head-up display (HUD) system to blend synthetic, database-driven terrain mapping and real-world thermal and low-light camera images into a single view, providing an unprecedented level of situational awareness to flight crews in all conditions of weather, day or night.

FalconEye is approved for an enhanced flight vision system capability that gives operational credit for poor visibility approaches down to 100 ft, greatly improving access to airports in all-weather conditions.

Advanced Manufacturing Quality and Precision

Falcons are built alongside Dassault's renowned Rafale fighter with the same precision and quality honed in building more than 6,000 military aircraft. Dassault uses the most advanced design software programs (and, in fact, created the industry's leading engineering software, CATIA). Falcons such as the 2000LXS have structures that are light and stronger. For example, all Falcon horizontal stabilizers are made of carbon composites and titanium, with 80% fewer parts than conventional aluminum-riveted structures. Dassault quality manufacturing results in industry-leading efficiency, productivity, safety and durability.

Dassault structures are so strong that the aircraft has no speed limitations in turbulence. Most aircraft have turbulence penetration speeds well below normal cruise speed.

Military-derived systems and technologies are found throughout Falcon aircraft. The Falcon 2000LXS fuel system, for example, is pressurized, ensuring that engines draw adequate fuel, even should boost pumps fail at takeoff under full power. Pressurization also causes the interconnected tanks to balance fuel levels without monitoring and intervention from the pilots.

The balanced structural design is efficient with no fuel-consuming dead weight. Robust control systems include sturdy push-rod and dual-servo actuators, as on Dassault's Mach 2 fighters, versus cable and single-servo systems elsewhere in the industry.

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On the Falcon 2000LXS, artificial feel systems for ailerons and elevators impart light, precise control feedback for improved handling. Here the objective is to adapt fighter technology for smooth and confidence-inspiring maneuverability.

Technology and Safety, Always Ahead of the Curve

The Falcon 2000LXS is high-tech inside and out. Its advanced design begins with an exceptionally clean and efficient wing that allows the 2000LXS to operate across a wide speed envelope. The wing adapts for low- and high-speed conditions with leading-edge slats, double-slotted flaps and six airbrakes. Wing surfaces are completely clean and uncluttered with no vortex generators, fences or other devices required to manage airflow. The wing provides natural stall warning with buffeting well in advance of a stall break and has straightforward stall behavior. The aircraft, therefore, requires no artificial stall protection such as a stick shaker or pusher, testimony to a safe aircraft with refined aerodynamics. Elegant and aerodynamically sophisticated High Mach Blended Winglets extend range and conserve fuel.

Inside, the EASy II flight deck is intuitive and up-to-date with the latest navigation capabilities. Primary and multi-function displays are arranged in Dassault's distinctive T-layout, allowing pilots to share the same information on center screens, improving crew coordination.

Other systems, such as Falcon Broadcast for in-flight transmission of maintenance data, FalconSphere II integrated Electronic Flight Bag, and FalconConnect for worldwide seamless internet access are state-of-the-art. FalconEye, the most advanced system of its type, provides improved visibility, situational awareness and low landing minimums virtually anywhere.

WHATEVER IT TAKES[®] SUPPORT

➤ ***More dispatch reliability.*** Dassault Aviation's renowned global support network. Service centers on six continents. A team of more than 1,700 professionals dedicated to keeping customer aircraft in the air.

Throughout the life of the Falcon 2000LXS, customers can rely on the Whatever It Takes[®] philosophy of Dassault's global service network.

In 2019, Dassault Aviation acquired the worldwide maintenance facilities of ExecuJet, strengthening its global product support footprint, especially in the Asia-Pacific, Oceania, the Middle East and Africa. Dassault also acquired the maintenance activities of TAG Aviation and RUAG, reinforcing its European service center network.

Worldwide Service and Spares. Dassault Aviation supports Falcon operators with a network of more than 60 service centers, 16 regional spares distribution depots and more than 100 field representatives spread across six continents.

In 2019, Dassault Aviation opened a new \$50 million, 180,000-ft² (16,500-m²) flagship spares distribution center in Tremblay-en-France, near Paris-Charles de Gaulle Airport. The proximity of the facility to one of the world's major transport hubs, together with its state-of-the-art design, will help ensure that parts and tools arrive in the hands of Falcon customers in Europe, the Middle East, Africa and the Asia/Pacific even more rapidly than before.

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Expedited Go Teams. FalconResponse, an industry first, is Dassault's comprehensive portfolio of Aircraft on Ground (AOG) services. In the rare event that a Falcon operator has an AOG situation requiring emergency repair, a call to the global 24/7 Falcon Command Center activates a dedicated "GoTeam" of engineers, parts specialists and frontline managers to return the aircraft to flying condition as quickly as possible. If necessary, members of the GoTeam can utilize one of two dedicated Falcon Airborne Support aircraft that stand by to expedite the shipment of repair teams and spares to remote sites. Alternative lift flights – another industry first – are also available to customers affected by an AOG.

Dassault's excellence in customer service was recently recognized in two operator surveys conducted by *Professional Pilot* magazine and *Aviation International News*, which both voted Dassault Aviation the top service provider in the business jet sector. Operators cited spares availability, cost of parts, speed of AOG service and overall aircraft reliability as the major motivating factors in their decision.

FALCON VALUE

➤ **More return on customer investment. Lower operating and maintenance costs. Higher resale value.**

Falcon models hold their value better than any other business jet. They retain up to 10% more value over an extended 10-year period than their closest competitor. Market analysis shows high demand for second-hand Falcons, and they tend to take less time to resell.

Reduced Maintenance Cost. The current fleet of more than 2,100 Falcons operated in 90+ countries fully demonstrates the exceptional strength of the Falcon line. Unlike some competitors, Falcons do not have any life-limited primary structural parts. Dassault's FalconCare guaranteed maintenance cost program assures budgeting predictability for parts, labor and AOG onsite service.

ABOUT DASSAULT AVIATION:

Dassault Aviation is a leading aerospace company with a presence in over 90 countries across five continents. It produces the Rafale fighter jet as well as the complete line of Falcons. The company employs a workforce of over 12,500 and has assembly and production plants in both France and the United States and service facilities around the globe. Since the rollout of the first Falcon 20 in 1963, over 2,500 Falcon jets have been delivered. Dassault offers a range of six business jets from the twin-engine 3,350 nm large-cabin Falcon 2000S to its flagship, the tri-engine 6,450 nm ultra-long range Falcon 8X and the new ultra widebody cabin Falcon 6X.

For more information about Dassault Falcon business jets, visit: dassault-aviation.com and dassaultfalcon.com

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- Range: 4,000 nm (7,410 km) at Normal Cruise (6 pax, 2 crew, NBAA IFR Reserves)
- Maximum Mach Operating (MMO) speed: Mach .85 – Mach .862
- Takeoff Distance (SL-ISA, Max Takeoff Weight): 4,675 ft (1,425 m)
- Landing Distance (FAR 91, 6 pax, SL, NBAA IFR reserves): 2,260 ft (689 m)
- Approach Speed, Vref (Typical Landing Weight): 105 kias (194 kph)
- Maximum Certified Altitude: 47,000 ft (14,326 m)

ENGINES & AVIONICS

- 2 Pratt & Whitney Canada PW308C
- 7,000 lb / 31.14 kN (Thrust, ISA + 15°C, SL)
- EASy II Flight Deck
- With Honeywell Primus Epic System

EXTERNAL DIMENSIONS

- Wing Span: 70 ft 2 in (21.38 m)
- Length: 66 ft 4 in (20.23 m)
- Height: 23 ft 4 in (7.11 m)

INTERNAL DIMENSIONS

- Cabin Height: 74 in (1.88 m)
- Cabin Width: 92 in (2.34 m)
- Cabin Length (excluding flight deck and baggage): 26 ft 2 in (7.98 m)
- Cabin Volume (excluding flight deck and baggage): 1,024 ft³ (29 m³)
- Baggage Volume: 130.6 ft³ (3.7 m³)

WEIGHTS/CAPACITIES

- Maximum Takeoff Weight: 42,800 lb (19,414 kg)
- Maximum Landing Weight: 39,300 lb (17,826 kg)
- Maximum Zero-Fuel Weight: 29,700 lb (13,472 kg)
- Maximum Fuel Weight: 16,660 lb (7,557 kg)

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