Civil Aviation Administration of China (CAAC)

Aircraft Evaluation Group (AEG)

Aircraft Evaluation Report

(Catch-up and Supplemental Evaluation)

For

F2000EX
(Including F2000EX EASy/DX/LX/LXS/S)

Rev. 2 Date: NOV/25/2013

Manufacturer: DASSAULT AVIATION

Revision Record & Approval

Revision No.	Section	Page No.	Date
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Revision 1	Section 6: to include EFB and HUD/EFVS.	All	May 16, 2013
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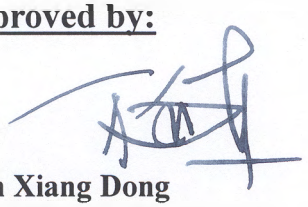

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Foreword

Falcon 2000EX (F2000EX) airplane is the variant from Falcon 2000 (first type certificated by French DGAC in November, 30th, 1994), the basic F2000EX version was type certificated in March, 7th 2003. As the modification installed, F2000EX have five different versions:

- F2000EX EASy approved by EASA in June 17th, 2004.
- F2000DX approved by EASA in September 19th, 2007.
- F2000LX approved by EASA in April, 23rd 2009.
- F2000LXS approved by EASA in March, 19th, 2013.
- F2000S approved by EASA in March, 19th, 2013.

F2000EX series airplane was first type validated by CAAC Airworthiness Department in Feb, 2006, which also including F2000 airplane. CAAC type certification data sheet was amended in April 2011 (to include F2000DX versions, and F2000LX version).

Since F2000EX up to F2000EX EASy version was type certificated before CAAC AEG conduct formal evaluation to imported aircraft, and F2000 aircraft has been operated by Chinese operator since August 2009, it is considered as grandfathered for CAAC AEG evaluation, but catch up evaluation was conducted by CAAC AEG due to F2000DX and F2000LX version, and the also additional pilot type rating consideration required for all the versions with EASy avionics.

Note: *For catch-up evaluation, CAAC AEG only considered the new variants or modifications and effected factors associated with the grandfathered type aircraft, and kept current status for AEG evaluation items for the grandfathered type aircraft.*

In April 2013, upon the application of Dassault Aviation, CAAC AEG conducted supplemental evaluation on F2000EX (including F2000EX EASy/DX/LX) for EFB (DO031, DO037) and HUD/EFVS (M2308, M-OPT0006) modification. Revision 1 was composed after CAAC AEG supplemental evaluation.

In October 2013, upon the application of Dassault Aviation, CAAC AEG conducted supplemental evaluation on F2000EX EASy II/LXS/S. Revision 2 was issued after this CAAC AEG supplemental evaluation.

Note : When revision 2 of this report is finalized, CAAC airworthiness validation for F2000 EX EASy II/LXS/S modifications is in process.

Section 1: Pilot Type Rating and Qualification Specification

1.1 Statement and Explanation

Since F2000EX airplane is considered as a grandfathered aircraft type for CAAC AEG evaluation, the pilot type rating and qualification specification for F2000 and F2000EX will be kept as current approved by CAAC responsible office and/or inspector corresponding to the operators.

Note: F2000 and F2000EX were assigned for the same type rating previously.

For F2000EX EASy, F2000DX, F2000LX, F2000LXS and F2000S, catch-up and supplemental evaluation for the pilot type rating and qualification specification has been conducted by CAAC AEG based on EASA "F2000EX EASy, F2000DX,_F2000LX, F2000LXS, F2000S OEB Report" and supporting documents provided by Dassault Aviation, and following provisions in this section will provide necessary information for Chinese operators to develop their pilot qualification and training program for F2000EX EASy, F2000DX, F2000LX, F2000LXS and F2000S airplane.

Find EASA OEB Report here:
http://easa.europa.eu/certification/flight-standards/OEB-final-report.php

1.2 Pilot Type Rating and Licence Endorsement

Upon the catch-up AEG evaluation and supplemental evaluation, the Pilot Type Rating for F2000EX (including F2000EX EASy/DX/LX/LXS/S) is listed as following:

Manufacturer	Aircraft Type	Pilot Type Rating
Dassault Aviation	F2000	DA-2000
	F2000EX	
	F2000EX EASy (including EASy II)	F2000EX EASy
	F2000DX (including EASy II)	
	F2000LX (including EASy II)	
	F2000LXS	
	F2000S	

License endorsement:

" DA-2000 " for getting a type rating from F2000 or F2000EX; " F2000EX EASy " for getting a type rating from F2000EX EASy, F2000DX, F2000LX, F2000LXS or F2000S. Checking records should also be shown for the specific airplane type.

1.3 ODR and MDR

Operator Difference Requirement (ODR) and Master Difference Requirement (MDR) tables for F2000EX EASy, F2000DX, F2000LX, F2000LXS and F2000S have been given as following:

Sample ODR tables from F2000EX EASy Step 3 to F2000EX EASy II 1st cert. are provided in Dassault Aviation document DGAC12DSOF158

Sample ODR tables from F2000EX EASy II 1st cert. to F2000EX EASy Step 3 are provided in Dassault Aviation document DGAC12DSOF177

Sample ODR tables from F2000LX [F2000LX + EASy II +Increased MTOW + Optional new FADEC software] to F2000LXS "F2000EX-M5000" and reversed ODR tables are provided in Dassault Aviation document M5000-OS-211(DGAC11DSOF009)

Sample ODR tables from F2000LXS “F2000EX-M5000” to F2000S “F2000EX-M5001” and reversed ODR tables are provided in Dassault Aviation document M5001-OS-211(DGAC11DSOF047)

MDR Table

		FROM AIRPLANE				
		F2000EX EASy	F2000DX	F2000LX	F2000LXS	F2000S
TO AIRPLANE	F2000EX EASy	N/A (*1)	A/A/A (*1)	A/A/A (*1)	D/A/B (*2)	D/A/B (*2)
	F2000DX	A/A/A (*1)	N/A (*1)	A/A/A (*1)	D/A/B (*2)	D/A/B (*2)
	F2000LX	A/A/A (*1)	A/A/A (*1)	N/A (*1)	D/A/B (*2)	D/A/B (*2)
	F2000LXS	D/A/B (*2)	D/A/B (*2)	D/A/B (*2)	N/A	A/A/A
	F2000S	D/A/B (*2)	D/A/B (*2)	D/A/B (*2)	A/A/A	N/A

*1: MDRs from EASy Step 3 to EASy II 1st cert. avionics and reverse is D/A/B.

*2: MDR from EASy II 1st cert. avionics to LXS/S, and reverse, is B/A/A.

Note: The ODR tables are available by request to CAAC AEG or Dassault Aviation.

1.4 Specification for Training

The Type Rating Training Course proposed by Dassault Aviation is provided in document F2000-OPS-411-2 (DSC 04/1055-TOD) and has to be considered as a minimum, including:

- F2000EX EASy/F2000DX/F2000LX Pilot Initial Type Rating Training Course
- M3254-OS-210_DGT136492 – Operational Suitability Data (Flight Crew)
- DGAC13DSOF025 – EASy II training credits for crew with qualifications on multiple Falcon EASy types
- M5000-OS-210 DGT136234 – Operational Suitability Data (Pilot)

Note 1: *Detailed Specification (DSC 04/1528-TOD): Appendix to Dassault Aviation Specifications -F2000EX EASy / F2000DX/ F2000LX Pilot Initial Type Rating Training Course - F2000-OPS-411-2 should also be referenced when operator develop their own training program.*

Note 2: *F2000DX and F2000 LX has the same type rating as F2000EX EASy, only Level A difference defined. So, it shares the same training course, difference training could be done by self learning.*

Note 3: *F2000EX-M3254-OS-210 provides EASy II Minimum Requirements for Training, including the prerequisite, Training Areas of Special Emphasis, Training Credits between F900EX EASy II, F2000EX EASy II and F7X EASy II. A footprint for the*

difference training course consisting of 4 hours ground course, 3 hours Cockpit Procedure Trainer (or by default a fixed base simulator without visual facilities) and 2 hours full flight simulator for each crew member has been found acceptable to comply with the Sample ODR tables.

Note 4: *ATC datalink functions (both FANS1A and ATN B1) are part of the EASy II avionics standard, EASy II Minimum Requirements for Training has to be included (as provided by F2000EX-M3254-OS-210), and the first ATC Datalink flight should be conducted under supervision.*

Note 5: *Above Training Specifications are available by request to Dassault Aviation.*

Specifications for particular emphasis elements for F2000EX EASy pilot type rating training course are as following:

a. Interpretation and use of the Crew Alerting System (CAS)
b. Use of the Electronic Check List (ECL) and the QRHs
c. Electrical Systems and associated failures
d. Avionics system and associated failures (MAU)
e. The proper use and interpretation of the Flight Path Symbol (FPS) and Acceleration Chevron (AC).
f. The proper use and interpretation of the Low Speed Cue (LSC), including the logic of anticipation computation of aircraft speed when decelerating rapidly the aircraft speed (when configuring the aircraft for landing for example)

Specifications for particular emphasis elements for F2000EX EASy/DX/LX to F2000EX EASy II different training course are as following:

a. Proficiency in using FPV vertical and lateral displacement in new IPFD design
b. Proficiency in performing ILS/LPV approaches in raw data
c. Proficiency in using FPV in connection with synthetic vision (terrain, virtual runway)
d. Proficiency in using all Flight Management Computer Windows
e. DME distance in HUD during LPV approach
f. VNAV mode

Specifications for particular emphasis elements for the difference training from the base aircraft (F2000LX EASy II) to the candidate aircraft (F2000LXS/S):

a. Take-off thrust with one engine inoperative
b. Take-off performance calculations
c. Computation and use of wet runway performance landing data.
d. VFR speed computation
e. windshear conditions
f. Take-off in SF1 configuration

1.5 Specification for Checking

As required by CCAR Part 61 and 135.

Proficiency check may be conducted on any models of F2000EX EASy, F2000DX,F2000LX, F2000LXS or F2000S and will be valid for others, provided that the differences have been covered during the recurrent training, as per the approved ODR tables.

Following difference course between EASy and EASy II, proficiency check should include as a minimum all items listed as Training Areas of Special Emphasis.

1.6 Specification for Currency

As required by CCAR Part 61 and 135.

Take-off and landings performed on any models of F2000EX EASy, F2000DX, F2000LX, F2000LXS or F2000S are valid for others.

To maintain currency on the Falcon 2000EX EASy and/or Falcon 2000EX EASy II the following applies:

(1) If a pilot has not flown on one variant for more than 6 months, he must perform a self-review on that variant prior to flying on that variant.

(2) If a pilot has not flown on one variant for more than one year, he must perform a minimum two hours Cockpit Procedure Training (CPT) session on that variant, covering the differences between EASy and EASy II specially take off and go around procedures.

(3) If the Falcon 2000EX EASy II has not been flown within a period of 2 years following the differences training, further differences training or a proficiency check on that variant will be required.

(4) If the Falcon 2000EX EASy has not been flown within a period of 2 years, the pilot shall meet any refresher training requirements as determined by the Authority and complete a proficiency check.

For ATC Datalink, CAAC AEG recommends one leg using ATC Datalink every 6 months.

1.7 Specification for Flight Simulation Training Devices

Flight training for any models of F2000EX EASy, F2000DX, F2000LX, F2000LXS and F2000S can be accomplished in any F2000EX EASy series simulator.

For the purpose of EASy and EASy II difference course, a Cockpit Procedure Trainer (CPT) which represents the cockpit environment including the cockpit controls, displays and computer programs necessary to represent the aircraft in ground and flight operations to the extent that the systems appear to function as in an aeroplane.

Section 2: Master Minimum Equipment List

2.1 Statement and Explanation

Since F2000EX is considered as a grandfathered aircraft type for CAAC AEG evaluation, the Chinese operator's Minimum Equipment List (MEL) could be kept as current approved by the CAAC responsible office and/or inspector corresponding to the operators.

For F2000EX EASy, F2000DX, F2000LX, F2000LXS and F2000S, catch-up and supplemental evaluation for the Master Minimum Equipment List (MMEL) has been conducted by CAAC AEG based on EASA approved "F2000EX EASy Series Master Minimum Equipment List", , which outlines the items of equipment that may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations.

Hereby, the MMEL and its future revisions approved by EASA can be used, as the basis, by Chinese operators to develop their MEL for F2000EX EASy, F2000DX, F2000LX, F2000LXS and F2000S airplanes.

The corresponding CAAC regulatory requirements for the EASA/JAA regulatory documents which have been referenced in the MMEL are as following:

EASA/JAA		CAAC
Reference	**Title**	
JAR-OPS1/EU-OPS	Commercial Air Transportation (Aeroplanes)	CCAR-91 and 135
JARMMEL/MEL.081	Rectification Interval Extension (RIE)	AC-121/135-49
Temporary Guidance Leaflet number 26	Guidance Document for MEL Policy	AC-121/135-49

Find EASA MMEL here:

EASA MMEL List and signed pages:
http://easa.europa.eu/certification/flight-standards/MMEL-list.php

2.2 CAAC Supplemental

Not applicable.

Section 3: Maintenance Review Board Report

3.1 Statement and Explanation

There are no MRBR for F2000EX (including F2000EX EASy/DX/LX/LXS/S) available, but EASA approved Maintenance Planning Document (MPD) and Airworthiness Limitations are available and as in the following documents:

- DGT 125293 and DGT 113877 for F2000EX
- DGT 125294 and DGT 113877 for F2000EX EASy, F2000DX, F2000LX and F2000LXS
- DGT 135718 and DGT 113877 for F2000S

3.2 CAAC Supplemental

Not applicable.

Section 4: Operational and Continued Airworthiness Instructions

4.1 Statement and Explanation:

Since F2000EX up to F2000EX EASy version are considered as a grandfathered aircraft type for CAAC AEG evaluation, the operational and continued airworthiness instructions for these airplanes are not evaluated by CAAC AEG, but Chinese operator may keep use it for properly operating and maintaining the F2000EX up to F2000EX EASy airplanes within the approved operating conditions and limitations.

For F2000DX, F2000LX, F2000LXS and F2000S, catch-up and supplemental evaluation for the operational and continued airworthiness instructions has been conducted by CAAC AEG based on the relevant policies and procedures of Dassault Aviation.

Hereby, the Operational & Continued Airworthiness Instructions document listed in the attachment was found acceptable by CAAC AEG, and will give the necessary guidance for properly operating and maintaining the F2000DX, F2000LX, F2000LXS and F2000S airplanes within the approved operating conditions and limitations.

This acceptance may not assure the accuracy and applicability of the content in each document, it is the aircraft owner’s or operator’s responsibility to report any defect or discrepancy in the documents to the aircraft manufacturer, or report to CAAC AEG by mail box: aeg@caac.gov.cn.

Operational & Continued Airworthiness Instructions distribution:

By Falconportal.com website.

4.2 List of Operational and Continued Airworthiness Instructions for F2000EX EASy, F2000DX, F2000LX, F2000LXS and F2000S

Manual	Reference No.	Description	Revision/Date
CODDE1	DGT94085	Crew Operational Documentation for Dassault EASy: Airplane description	As revised
CODDE2	DGT88899	Crew Operational Documentation for Dassault EASy: Operations manual-Procedures	As revised
CODDE3	DGT94712	Crew Operational Documentation for Dassault EASy: QRH1:Limitations, Normal procedures, and Performance	As revised
	DGT94713	Crew Operational Documentation for Dassault EASy: QRH2:abnormal and emergency procedures	As revised
M&O for MMEL	DGT94658	Maintenance and Operating Procedures for MMEL	As revised
--	DGT95353 (F2000EX EASy/DX) DGT115001 (F2000LX/LXS/S)	Performance Manual	As revised
--	DGT681	Ground Servicing	As revised
--	DTM656 (F2000EX EASy/LX) DGT110016 (F2000DX) DGT136362(F2000LXS/S)	Loading	As revised
Chapter 5-40	DGT113877	Maintenance Manual: Airworthiness Limitations Chapter 5-40	As revised
MPD-CH5	DGT125294 (F2000EX EASy/DX/LX/LXS) DGT135718(F2000S)	Maintenance Manual: Chapter 5 Recommended Maintenance schedules and T.B.O	As revised
AMM	Non	Aircraft Maintenance Manual	As revised
FIM	Non	Fault Isolation Manual	As revised
IPC	Non	Illustrated Parts Catalog	As revised
WDM	Non	Wiring Diagram Manual	As revised
SRM	Non	Structure Repair Manual	As revised
TEM	Non	Tool Equipment Manual	As revised
CMM	Non	Component Maintenance Manual	As revised

Note: *The acceptance of above manuals is not affected by document reference numbers changed due to customization.*

Section 5: CCARs Compliance Checklist

5.1 Statement and Explanation:

The CCARs compliance checklist for F2000EX (including F2000EX EASy, F2000DX, F2000LX, F2000LXS and F2000S) was not developed, it remains the responsibility of the operator and it's PI to evaluate the compliance to CCARs prior to approval of the appropriate operation.

5.2 CCAR-91R2 Compliance Checklist

To be developed by PI.

5.3 CCAR-121R4 Compliance Checklist

Not applicable.

5.4 CCAR-135 Compliance Checklist

To be developed by PI.

Section 6: Other Evaluation Items

6.1 Forward Observer Seat

Fold-Away Jump Seat and Right Stow Jump Seat is the optional equipment for F2000EX (including F2000EX EASy, F2000DX, F2000LX, F2000LXS and F2000S).

It is the POI's responsibility to accept the seat for using in line inspection as specified by CCAR135.75.

6.2 Flight Crew Sleeping Quarters

Not applicable.

6.3 Electronic Flight Bag (EFB)

6.3.1 Electronic Check List (ECL) and Jeppesen Chart in Multi-functions Display Units (MDU)

Although ECL and Jeppesen Chart is the typical EFB application, they are airworthiness approved as the basic options of EASy avionic functions for F2000EX (including F2000EX EASy, F2000DX, F2000LX, F2000LXS and F2000S). Therefore, CAAC AEG considers it can be used by Chinese operators for operational use provided:

(1) For ECL normal procedures customization: Dassault Aviation Guidance "General Rules - Guidance for Customizing Normal Procedures" (document reference DGAC-07-DOT-097) is followed.

(2) For Jeppesen Chart: Update the data base of Electronic Jeppesen Charts as required by maintenance task TASK 45-90-00-860-801.

Note: *Document DGAC-07-DOT-097 is available at Dassault Aviation upon request.*

6.3.2 Class 2 EFB (CMC CMA-1100)

This paragraph is the formal statement that CAAC AEG has evaluated the Class 2 Electronic Flight Bag (EFB) – CMC CMA-1100 with Jeppesen TC chart application of F2000EX (including F2000EX EASy, F2000DX and F2000LX), based on the EASA OEB Report for DASSAULT AVIATION CLASS 2 EFB FOR EASy COCKPIT, and concluded that the compliance, at the manufacturer level, of CMC CMA-1100 is met for operational use provided:

(1) CMC CMA-1100 is installed per Dassault Aviation optional modification DO031.

(2) Dassault Aviation EFB Master Policy document (DGT 124704) and EFB Training Specifications document (DGT123081) are followed.

Modifications to either the software or hardware from the original specifications will need re-approval by Flight Standards Department of CAAC, additional analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

Note 1: *The primary use of the EFB system is to provide a backup to the EASy charting system that forms part of the EASy cockpit concept, but the system may be used as a standalone system in the absence of the EASy charting system.*

Note 2: *Document mentioned above are available at Dassault Aviation upon request.*

6.3.2 Class 1 EFB (iPad 2 used in specific conditions)

This paragraph is the formal statement that CAAC AEG has evaluated the Class 1 Electronic Flight Bag (EFB) – iPad 2 (models A1395 and A1396, iOS versions 5.x) with Jeppesen Mobile TC iOS application (version 1.2) and Jeppesen Mobile FD iOS application (version 1.0) of F2000EX (including F2000EX EASy, F2000DX, F2000LX, F2000LXS and F2000S), based on the EASA OEB Interim Report for DASSAULT AVIATION iPad Class 1 EFB with charts applications in Dassault EASy Cockpit, and concluded that the compliance, at the manufacturer level, of iPad 2 (models A1395 and A1396, iOS versions 5.x) is met for operational use provided:

(1) iPad 2 is installed per Dassault Aviation optional modification DO037.
(2) Dassault Aviation EFB Master Policy document (DGT 130208) and EFB Training Specifications document (DGT123081) are followed.

Modifications to either the software or hardware from the original specifications will need re-approval by Flight Standards Department of CAAC, additional analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

Note 1: *Jeppesen Mobile TC iOS application (version 1.2), as a backup of the Jeppesen terminal charts applications of EASy (in replacement of the current paper backup). Jeppesen Mobile FD iOS application (version 1.0), with terminal charts as a backup of the EASy application, and with en-route charts and airway manuals used as primary means with FMS as a backup.*

Note 2: *Document mentioned above are available at Dassault Aviation upon request.*

6.4 Head-up Display and Enhanced (Flight) Vision System

A Head-up Display (HUD) is installed as an optional modification (Definite as Document M2557 or equivalent) for F2000EX EASy Series, and only F2000EX EASy, F2000DX and F2000LX are certified for manual Cat II and Cat III operations.

Note 1: *See AFM or CODDE2 Limitations Sections for a list of approved operations.*

Note 2: *The HUD Training Specification specified by DASSAULT AVIATION is provided in DASSAULT AVIATION document: Specification for Head-up and Guidance System (HGS) and Low Visibility Procedures (LVP) Pilot Training OPS-405 (DOT 05-247-TOD, Issue 2 or later revisions)*

Note 3: *Due to similar installation and use of the HGS on Falcon 900EX EASy, a pilot who is qualified accordingly with the HGS Certification Training course (resp. HGS Familiarization Training course) on Falcon 900EX EASy becomes qualified de-facto for the HGS Certification Training (resp. HGS Familiarization Training) on Falcon 2000EX EASy.*

Note 4: F2000LXS and F2000S are not yet certified for manual Cat II and Cat III operations.

Enhanced Flight Vision System (EFVS) is installed as an optional modification (Definite as Document M2308 (EFVS) and M-OPT0006 (EFVS Improvements)) for F2000EX, and was found operationally suitable for providing situational awareness for the crew, when operated by crew members trained and qualified according to the provision as following:

Training:

The Pilot Training Course for EFVS specified by DASSAULT AVIATION is provided in DASSAULT AVIATION document: F900EX EASy / F2000EX EASy / Falcon 7X Enhanced Flight Vision System (EFVS) pilot training (DGAC06DOT0124 Ed5 or later revisions), and has to be considered as a minimum.

Specifications for particular emphasis elements during training are as following:

- First Officer (right seat pilot / PNF) has to be trained with a Captain (left seat pilot / PF) during the (improved) EFVS pilot training course.
- Concerning human factors, to avoid tunnel effect or any other effects affecting the Captain's perception, the task of the First Officer is very important in the final approach phase (when the real scene appears through the enhanced vision). The call-outs from both pilots, during this phase of flight, are paramount.

- The (improved) EVS shall never be used to deviate from CODDE2 standard escape procedures, when EGPWS, TCAS, or Windshear warnings are triggered.
- Pilots should be advised that the visual contrasts in the FFS are better than those in the aircraft.
- The (improved) EFVS as well as the HGS should be used during normal flight as often as possible, and
- The documentation to be used during training and day-to-day operations is CODDE1, CODDE2, CODDE3 provided by Dassault Aviation.

Note 1: *Pilots must have received HUD training and be proficient in using HUD before attending the EFVS Training.*

Note 2: *The EFVS training programs focus principally upon training events flown in the left seat by the PIC as the PF. Nevertheless, EFVS training in the duties of the PNF in the right seat is required. PNF EFVS familiarization flown in the left seat is recommended.*

Note 3: *Due to similar installation and use of the (Improved) EFVS on Falcon 900EX EASy, if a pilot is type rated on both the Falcon 900EX EASy and Falcon 2000EX EASy, successful completion of the Falcon 2000EX EASy EFVS Pilot Training Course makes him/her qualified for using the (Improved) EFVS on both types of airplanes, provided he/she is made aware, through self-instruction, of the exclusivity EFVS or HGS CatII/III, when applicable.*

Note 4: *The F900EX EASy simulator can be used to train (Improved) EFVS on F2000EX EASy, even for those pilots who are not type rated on F900EX EASy.*

Note 5: *For pilots who have already been trained on previous EFVS on either F900EX EASy or F2000EX EASy, a familiarization course (Training Level B) is needed to make them qualified for using the Improved EFVS on both types of airplanes. Appendix 8, providing EFVS Pilot Training Specifications, includes specifications for this familiarization course.*

Note 6: *Training course specifications are available by request to Dassault Aviation.*

Checking:

Successful completion of the training including simulator session validates the training.

Currency:

No specific currency requirement.

Note: *Every pilot should use the EFVS whenever deemed useful during normal operations, but should also keep current on the conventional head down indication systems, in order to maintain an adequate level of experience and currency on both operating systems.*

6.5 Emergency Evacuation Demonstration

Not applicable.

Appendix: CAAC AEG Team and Point of Contact

A.1: CAAC AEG Team (Catch-up Evaluation):

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Mr. Xue Shi Jun	Director, Aircraft Evaluation Division, Flight Standards Department
Capt. Chen Zhi Hua	Deputy Director, AEG Office of Civil Aviation Science and Technology Center

A.3: CAAC AEG Team (F2000EX EASy II/LXS/S supplemental evaluation):

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B.1: Dassault Aviation Point of Contact

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