



U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

FLIGHT STANDARDIZATION BOARD REPORT

Revision: Original

Gulfstream Aerospace

G280

Original Signed by Date: 9-18-2012
Stephen L. Ford, Chairman
Flight Standardization Board

Federal Aviation Administration
Long Beach Aircraft Evaluation Group
3960 Paramount Blvd., Suite 100
Lakewood, CA 90712-4137

Telephone: (562) 627-5317
FAX: (562) 627-5281

HIGHLIGHTS OF CHANGE

This is the original Gulfstream G280 FSB Report. It is the result of a FAA Flight Standardization Board (FSB) evaluation of the G280 conducted in Savannah, GA. during March and August 2012.

CONTENTS

SECTION	PAGE
RECORD OF REVISIONS.....	i
HIGHLIGHTS OF CHANGE	ii
CONTENTS	iii
1. PURPOSE AND APPLICABILITY	1
2. PILOT TYPE RATING REQUIREMENT.....	3
3. MASTER DIFFERENCE REQUIREMENTS (MDR).....	3
4. OPERATOR DIFFERENCE REQUIREMENTS (ODR) TABLES.....	3
5. FSB SPECIFICATIONS FOR TRAINING.....	3
6. FSB SPECIFICATIONS FOR CHECKING.....	5
7. FSB SPECIFICATIONS FOR CURRENCY.....	6
8. FSB SPECIFICATIONS FOR RECENCY OF EXPERIENCE.....	6
9. AIRCRAFT REGULATORY COMPLIANCE CHECKLIST	6
10. FSB SPECIFICATIONS FOR TRAINING DEVICES AND SIMULATORS.....	6
11. APPLICATION OF FSB REPORT	6
12. ALTERNATE MEANS OF COMPLIANCE	6
13. MISCELLANEOUS.....	7
APPENDIX 1. MASTER DIFFERENCE REQUIREMENTS (MDR) TABLE	8
[Reserved]	
APPENDIX 2. SAMPLE OPERATOR DIFFERENCE REQUIREMENTS (ODR)	9
TABLES [Reserved]	
APPENDIX 3. AIRCRAFT COMPLIANCE CHECKLIST	10

1. PURPOSE AND APPLICABILITY

1.1 This report specifies master training, checking, and currency requirements applicable to crews operating G280 aircraft under 14 CFR Parts 91 and 135. Provisions of this report:

- a) Identify the pilot "type rating" assigned to the G280,
- b) Describe any unique requirement applicable to initial, differences, or recurrent training,
- c) Describe "Master Difference Requirements" for flight crews requiring differences qualification for mixed-fleet-flying or differences, if applicable,
- d) Provide examples of Operator Difference Requirements (ODR) tables, if applicable,
- e) Describe acceptable training program and training device characteristics when necessary to establish compliance with applicable regulations, and MDR tables, if applicable.
- f) Identify checking and currency standards to be applied by the FAA or operators and,
- g) Provide a listing of regulatory compliance status (compliance checklist) for 14 CFR Parts 91 & 135, Advisory Circulars, and other operationally related criteria.

1.2 This report addresses G280 aircraft as specified in FAA Type Certificate Data Sheet (TCDS) A61NM.

1.3 The provisions of this Flight Standardization Board (FSB) report are effective until amended, superseded, or withdrawn by subsequent revisions to this report.

1.4 Determinations made in this report are based on the evaluations of a G280 aircraft equipped in a production configuration and in accordance with current regulations and guidance. Modifications and differences made to the model described herein, or introduction of new related aircraft, may require amendment of the findings in this report. The FSB reserves responsibility/authority to re-evaluate and modify sections of this report based on new or revised Advisory Circular material or revisions to 14 CFR Part 91 and 135, aircraft operating experience, or the testing of new or modified aircraft under the provisions of AC 120-53, as revised.

1.5 Terminology. The term "must" is used in this FSB report and certain MDR footnotes even though it is recognized that this report provides one acceptable means, but not necessarily the only means of compliance with 14 CFR Part 91 and 135 requirements. This terminology acknowledges the need for operators to fully comply with this FSB report and MDR and ODR provisions, if applicable, if AC 120-53 is to be used by the operator as the means of complying with 14 CFR Part 91 and 135 requirements.

1.6 This report includes:

- a) minimum training, checking, and currency requirements for FAA field offices to use for approving operator programs (e.g. MDRs, Type Rating designations, etc.),

- b) general advisory information which may be approved for that operator (e.g. MDR footnotes, ODR tables), and
- c) information which is used to facilitate FAA review of an aircraft type or related aircraft that is proposed for use by an operator (e.g. compliance checklist).

1.7 Relevant acronyms are defined as follows:

AC	Advisory Circular
ACO	Aircraft Certification Office
ADM	Automatic Descent Mode
AEG	Aircraft Evaluation Group
AFM	Airplane Flight Manual
AP	Autopilot
CCD	Cursor Control Device
CHDO	Certificate Holding District Office
CRM	Crew Resource Management
DSP	Display Select Panel
DCP	Display Control Panel
EASA	European Aviation Safety Authority
EFB	Electronic Flight Bag
EFIS	Electronic Flight Instrument System
EFVS	Enhanced Flight Vision System
EICAS	Engine Indicating and Crew Alerting System
FADEC	Full Authority Digital Engine Control
FCP	Flight Control Panel
FMA	Flight Mode Annunciator
FMS	Flight Management System
FSB	Flight Standardization Board
HUD	Head Up Guidance Display
IRS	Inertial Reference System
MMEL	Master Minimum Equipment List
MCDU	Multi-Function Control Display Units
MDR	Master Differences Requirements
MFF	Mixed Fleet Flying
ND	Navigation Display
ODR	Operator Differences Requirements
PFD	Primary Flight Display
POI	Principal Operations Inspector
QRH	Quick Reference Handbook
SMC	Standby Multi-Function Controller
TAWS	Terrain Awareness and Warning System
TCAS	Traffic Alert and Collision Avoidance System
TCE	Training Center Evaluator
TCM	Thrust Control Module
TCPM	Training Center Program Manager
VNAV	Vertical Navigation
WOW	Weight on Wheels

2. PILOT "TYPE RATING" REQUIREMENTS

2.1 In accordance with the provisions of the 14 CFR Part 61, FAA Order 8900.1, and AC 120-53, a new pilot type rating is assigned to the G280 aircraft and is designated " **G 2 8 0**".

2.3 In that this is a new pilot type rating the FSB did not evaluate, and does not allow for, any training credits, checking credits, currency credits, landing currency credits, or proving test credits (except that which is permitted by 14 CFR 135.145) between the G280 and any other similar type aircraft from Gulfstream or Israel Aerospace Industries.

3. "MASTER DIFFERENCE REQUIREMENTS" (MDR)

Reserved for future related aircraft.

4. OPERATOR DIFFERENCE REQUIREMENTS (ODR) TABLES

Reserved for future related aircraft.

5. FSB SPECIFICATIONS FOR TRAINING

5.1 General

5.1.1 The provisions of this Section apply to programs for airmen who have experience in multi-engine transport turbojet aircraft, EFIS, and FMS. Additional requirements may be appropriate for airmen not having this experience.

5.1.2 Future Air Navigation Systems (FANS)/RNP/ANP/CNS/CPDLC/ADS. Flight Crews operating aircraft equipped with FANS software should receive appropriate instruction in its general operational functions, appropriate uses for areas of operation, routes, or procedures to be flown. General training should address communications, navigation, and surveillance (CNS) functions covered by FANS, RNP, and ANP. In addition, sufficient training in use of data link communication and Automatic Dependent Surveillance (ADS) to ensure adequate knowledge, skill, and proficiency for flight crews to operate the above system(s) in typical daily operations (requiring their use) should be provided.

5.2 Pilots Initial Training

5.2.1 G280 ground training is accomplished as specified by 14 CFR Part 135.345 and Areas of Emphasis identified in paragraph 5.5.

5.2.2 G280 flight training is accomplished as specified by 14 CFR Part 135.347 and Areas of Emphasis identified in paragraph 5.5. .

5.2.3 Emergency training is accomplished as specified by 14 CFR Part 135.331.

5.2.4 Seat Dependent Tasks training.

The FSB has found the following right seat dependent tasks for the G280.

Passenger Oxygen System activation (right seat).
Emergency Landing Gear extension (ELG handle)

5.3 Differences Training (135.347).

Reserved for future related aircraft.

5.4 Recurrent Training:

5.4.1 Recurrent Ground Training must include appropriate training in accordance with 14 CFR Part 135.351 and Areas of Emphasis identified in paragraph 5.5.

5.4.2 Recurrent Flight Training must include appropriate training in accordance with 14 CFR Part 135.351 and Areas of Emphasis identified in paragraph 5.5.

5.5 Areas of Emphasis.

5.5.1 The following areas must be emphasized during ground training:

- Weight and Balance and Performance Planning – In that weight and balance and performance data is widely dispersed within the AFM, emphasized instruction is needed to reinforce the location and application of tabs, charts, and graphs, in determining weight and balance and aircraft performance.
- Display Select Panel/Display Control Panel/Cursor Control Device operation and interaction – Many of the menus, displays, and navigation functions are controlled through the DSP/DCP and Cursor Control Device. The various methods of accessing menus, i.e. selecting or configuring displays, inputting data, graphical flight planning, must be emphasized in training such that a crewmember is thoroughly familiar with their function and capabilities.
- Flap setting verification at takeoff – The Takeoff Warning System (TOWS) only warns the pilots of flap settings greater than 22° as power is applied on takeoff. There is no aural or visual warning if the flaps are set incorrectly less than 22°. CRM must emphasize that proper flap settings are selected and verified by both pilots based on calculated takeoff performance.
- Flight Control Modes – It is important that crewmembers thoroughly understand the operation of the aircraft in each of the flight control modes. This item must be included in initial and recurrent training.
- Automatic Descent Mode (ADM) functionality - The G280 has a unique capability to automatically descend in the event of a loss of cabin pressure above 34,000 feet. This item must be included in initial and recurrent training.

5.5.2 The following areas must be emphasized during flight training:

- Flight Control Modes – It is important to thoroughly understand the operation of the aircraft in each of the flight control modes. This item must be included in initial and recurrent training.
- Flap setting verification at takeoff – The Takeoff Warning System (TOWS) only warns the pilots of flap settings greater than 22° as power is applied on takeoff. There is no aural or visual warning if the flaps are set incorrectly less than 22°. CRM must emphasize that proper flap settings are selected and verified by both pilots based on calculated takeoff performance.
- Automatic Descent Mode (ADM) demonstration - The G280 has a unique capability to automatically descend in the event of a loss of cabin pressure above 34,000 feet. This item must be included in initial and recurrent training.
- Thrust Control Module (TCM) – Training will include engine failure on takeoff after V1 with the TCM deactivated, so that a pilot can experience the amount of manual rudder control that is necessary to maintain aircraft directional control on takeoff. This item must be included in initial and recurrent training.

5.6 Specific Flight Characteristics for training. (See Section 6.2 for checking requirements)

- All items listed in paragraph 5.5.2
- The first indication of an impending stall is activation of the stick shaker.
- Stall and Stick Pusher Training must be accomplished in accordance with AC 120-109.

6. FSB SPECIFICATIONS FOR CHECKING

6.1 General

6.1.1 Checking must be conducted in accordance with 14 CFR Part 61, Practical Test Standards and 14 CFR Part 135, as applicable and Specific Flight Characteristics in paragraph 6.2

6.2 Specific Flight Characteristics (Ref. FAA Practical Test Standards)

- Landing from a No Flap or Non Standard Flap Approach - The FSB has determined that the probability of flap extension failure on the G280 is not extremely remote due to system design. Therefore, demonstration of a no flap approach and landing during pilot certification or a 14CFR Part 135 proficiency check is required. In accordance with FAA Order 8900.1, when the practical test is conducted in an airplane, versus a simulator, touchdown from a no flap approach is not required and shall not be attempted. The approach should be flown to the point where the inspector or examiner can determine whether a touchdown at an acceptable point on the runway and a safe landing to a full-stop could be made.

7. FSB SPECIFICATIONS FOR CURRENCY

The FSB has found no additional currency requirements for the G280, other than those already specified in 14 CFR Parts 61 and 135.

8. FSB SPECIFICATIONS FOR RECENT EXPERIENCE

The FSB has found no additional “Recent Experience” requirements for the G280, other than those already specified in 14 CFR Parts 61 and 135.

9. AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

9.1 Regulatory Compliance Checklist (see Appendix 3).

This list was provided to the FSB by Gulfstream Aerospace to show operational regulatory compliance of the production version G280 . It has not been evaluated by the FSB.

10. FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

The FSB has found that devices or simulators approved for use in G280 initial/recurrent training or checking must replicate the G280 in function and fidelity to the degree determined by the level of device or simulator .

11. APPLICATION OF FSB REPORT

11.1 All G280 operators are subject to the provisions of this report. This report becomes effective on the date of approval (see Cover Sheet or Record of Revisions page).

11.2 All FAA Approved Training Programs must incorporate the latest FAA Approved AFM Procedures, AFM checklists, manufacturer’s recommendations for training maneuvers and all provisions of this report.

12. ALTERNATE MEANS OF COMPLIANCE

12.1 Alternate means of compliance to the requirements of this report must be approved by the FSB. If alternate compliance is sought, operators must show that the proposed alternate means provides an equivalent level of safety to the provisions of AC 120-53 (as amended) and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation or other evidence may be required.

12.2 Equivalent Safety - Significant restrictions may apply in the event alternate compliance is sought, and the reporting requirements may be increased to ensure equivalent safety. FAA will generally not consider relief through alternate compliance unless sufficient lead-time has been planned by an operator to allow for any necessary testing and evaluation.

12.3 Interim Programs - In the event of clearly unforeseen circumstances in which it is not possible for an operator to comply with provisions of this report, the operator may seek an interim program approval rather than a permanent alternate compliance method. Financial arrangements, scheduling adjustments and other such reasons are not considered "unforeseen circumstances" for the purposes of this provision. Interim program approvals must be approved by the FSB Chairman.

13. MISCELLANEOUS

13.1 Landing Minima Categories, ref 14 CFR Part 97. The G280 is considered Category C aircraft for the purposes of determining "straight-in landing weather minima".

13.2 Forward Observer Seat - The G280 forward observer seat was not evaluated by the FSB and as such, has not found to be compliant with AC 120-83, nor operationally suitable in terms of meeting the requirements of 14 CFR Part 135.75(b).

APPENDIX 1

MASTER DIFFERENCE REQUIREMENTS (MDR) TABLE

This section is reserved for future related aircraft.

APPENDIX 2

SAMPLE OPERATOR DIFFERENCE REQUIREMENTS (ODR) TABLES

This section is reserved for future related aircraft.

APPENDIX 3

AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

This list was provided to the FSB by Gulfstream Aerospace Corporation to show operational regulatory compliance of the production version Gulfstream G280. It has not been evaluated by the FSB.

14 CFR Part	Title	Compliance	Remark(s)
91.9(a)	Compliance with Flight Manual, Markings, and Placard Markings	Operator Responsibility	
91.9 (b)(1)	Availability of Current Airplane Flight Manual in Aircraft	Operator Responsibility	Gulfstream provides a paper version of the Airplane Flight Manual (AFM) and two iPad™ electronic tablets, with the PlaneBook™ application software installed, with each airplane. The PlaneBook™ application software includes the AFM.
91.9(c)	Identification of Aircraft in Accordance with 14 CFR Part 45	Operator Responsibility	Airplane is provided with identification in accordance with 14 CFR 45.
91.103(a)	IFR Flight Planning and Fuel Requirements	Operator Responsibility	Performance planning information for fuel requirements are provided in the Airplane Flight Manual.
91.103 (b)(1)	Preflight Planning Runway Performance Data	Operator Responsibility	Performance planning information for takeoff and landing runway distance data are provided in the Airplane Flight Manual.

14 CFR Part	Title	Compliance	Remark(s)
91.126(c)	On or In The Vicinity of an Airport in Class G Airspace Minimum Certificated Landing Flap Setting	Operator Responsibility	The normal flap setting for takeoff is 20°, with an alternate takeoff flap setting of 10°. Takeoff performance data for both flaps settings are provided in the Airplane Flight Manual and the Flight Management System.
91.191	Category II and Category III Manual	Complies	Category II flight testing is complete. Category II Supplement is part of the TC AFM.
91.203 (a)&(b)	Valid Airworthiness Certificate, Flight Permit, Registration Certificate.	Operator Responsibility	The airplane will be delivered with a valid airworthiness certificate.
91.203(c)	Fuel Tanks in the Passenger/Baggage Compartment	Not Applicable	The Model G280 does not incorporate fuel tanks within the passenger or baggage compartment.
91.203(d)	Fuel Venting and Exhaust Emissions Requirements	Complies	The Model G280 incorporates two Honeywell AS907-2-1G engines. These have been shown to comply with 14 CFR part 34, reference FAA TCDS E00010LA.
91.205(a)	Powered Civil Aircraft with Standard Category U.S. Airworthiness Certificates: Instrument and Equipment Requirements: General	Complies	

14 CFR Part	Title	Compliance	Remark(s)
91.205(b)	Day VFR Equipment	Complies	<p>Complies with the following exceptions:</p> <p>14 CFR 91.205(b)(6). The G280 does not incorporate liquid cooled engines.</p> <p>14 CFR 91.205(b)(12). The G280 is certificated as adequate for ditching when outfitted in accordance with G250-CGER-0021 Rev C for Life Rafts and G250-CGER-0026 Rev – for Life Vests.</p>
91.205(c)	Night VFR Equipment	Complies	<p>Exception: 91.205(c)(6) – The G280 uses circuit breakers for circuit protection for all standard aircraft wiring and avionics equipment. Fuses are not utilized.</p>
91.205(d)	IFR Equipment	Complies	
91.205(e)	Flight at and Above FL240	Complies	
91.205(f)	Category II Operations	Complies	<p>Category II flight testing is complete. Category II Supplement is part of the TC AFM.</p>
91.205(g)	Category III Operations	Not Applicable	<p>The G280 will not pursue Category III capability.</p>

14 CFR Part	Title	Compliance	Remark(s)
91.207 (a)&(b)	Emergency Locator Transmitter (ELT)	Complies	
91.207(c)	Emergency Locator Transmitter (ELT) Batteries	Operator Responsibility	
91.207(d)	Emergency Locator Transmitter (ELT) Maintenance	Operator Responsibility	
91.209(b)	Operate an aircraft equipped with an anti-collision light system.	Operator Responsibility	
91.211	Supplemental Oxygen: General	Operator Responsibility	The G280 is equipped with an Oxygen system that provides oxygen to each occupant when a loss of cabin pressurization has occurred.
91.213	Inoperative Instruments and Equipment	Operator Responsibility	The FAA provides a Master Minimum Equipment List (MMEL) document. Gulfstream provides a Maintenance / Operational / Placarding / Procedures (MOPP) Manual.
91.215	ATC Transponder and Altitude Reporting Equipment and Use	Operator Responsibility	Airplane complies with 91.215(a).
91.217	Data Correspondence Between Automatically Reported Pressure Altitude Data and the Pilot's Altitude Reference: ATC Directed Deviation	Operator Responsibility	Airplane complies with 91.217(a)(3).

14 CFR Part	Title	Compliance	Remark(s)
91.221	Traffic Alert and Collision Avoidance System (TCAS) Equipment and Use	Operator Responsibility	Airplane complies with 91.221(a).
91.223(a)	Terrain Awareness and Warning System (TAWS)	Operator Responsibility	Airplane is equipped with an approved terrain awareness and warning system that as a minimum meets the requirements for Class A equipment in Technical Standard Order (TSO)-C151.
91.223(b)	Terrain Awareness and Warning System (TAWS)	Not Applicable	
91.223(c)	AFM Procedures for TAWS	Complies	
91.223(d)	Exceptions to TAWS	Not applicable	
91.409(a) (b) (c) (d)	Inspections	Operator Responsibility	
91.409(e)	Inspection	Operator Responsibility	
91.409 (f) (g) (h)	Inspection	Operator Responsibility	The aircraft is delivered with a set of maintenance manuals that provide inspections and inspection intervals.

14 CFR Part	Title	Compliance	Remark(s)
91.411	Altimeter System and Altitude Reporting Equipment Tests and Inspections	Operator Responsibility	
91.413	ATC Transponder Tests and Inspections	Operator Responsibility	
91.503	Flying Equipment and Operating Information.	Operator Responsibility	The G280 is delivered with two flashlights, which are installed in the cockpit, as required by 91.503(a)(1). An Airplane Flight Manual is provided that supplies a cockpit checklist as required by 91.503(a)(2). Airplane Flight Manual provides information required by 91.503(b)(c).
91.505	Familiarity with Operating Limitations and Emergency Equipment	Operator Responsibility	
91.507	Equipment Requirement: Over the Top, or Night VFR Operations	Operator Responsibility	Airplane design complies with equipment requirements.
91.509	Survival Equipment for Overwater Operations	Operator Responsibility	Airplane design complies with 91.509(b)(5).
91.511	Radio Equipment for Overwater Operations	Operator Responsibility	Airplane design complies with equipment requirements.

14 CFR Part	Title	Compliance	Remark(s)
91.513(a) (b) (c) (d)	Emergency Equipment	Operator Responsibility	The airplane is equipped with emergency equipment and has inspection intervals listed in the Aircraft Maintenance Manual as required by 91.513(a)(b). The airplane is equipped with fire extinguishers and meets the requirements of 91.513(c). The airplane is equipped with first aid kits as required by 91.513(d).
91.513(e) (f)	Emergency Equipment	Not Applicable	
91.517(a)	Passenger information	Complies	The aircraft is delivered with compliant signage.
91.517(b)	Passenger information	Operator Responsibility	
91.517(c) (d) (e)	Passenger Information	Operator Responsibility	
91.519	Passenger Briefing	Operator Responsibility	
91.521(a)	Shoulder Harness	Complies	Reference TSO C127(a)

14 CFR Part	Title	Compliance	Remark(s)
91.521(b)	Shoulder Harness	Complies	Reference TSO C127(a)
91.525	Carriage of Cargo	Operator Responsibility	Airplane is equipped with a baggage compartment located at the aft portion of the pressurized cabin and is accessible with the airplane in flight below 40,000 ft.
91.527	Operating in Icing Conditions	Operator Responsibility	Airplane certification includes flight into icing conditions.
91.531	Second in Command Requirements	Operator Responsibility	Airplane certification includes limitation requiring minimum flight crew of pilot and copilot.
91.603	Aural Speed Warning Device	Complies	
91.605(a)	Transport Category Civil Airplane Weight Limitations	Operator Responsibility	Airplane performance data are provided in the Airplane Flight Manual.
91.605(b)(c)	Transport Category Civil Airplane Weight Limitations	Operator Responsibility	Airplane performance data are provided in the Airplane Flight Manual.
91.609(a)(b)	Operation with Inactive Flight Data Recorder or Cockpit Voice Recorder	Operator Responsibility	

14 CFR Part	Title	Compliance	Remark(s)
91.609(c) (d)	Requirements for Flight Data Recorder - 10+ passengers	Complies	
91.609 (e)&(f)	Requirement for Cockpit Voice Recorder	Complies	
91.609(g)	Accident Reporting	Operator Responsibility	
91.609(i)	Requirement for Cockpit Voice Recorder	Complies	
91.609(j)	Requirement for Recording Datalink Messages	Complies	
91.613 (a)	Materials for Compartment Interiors	Not Applicable	
91.613 (b)	Materials for Compartment Interiors	Complies	
91.853	Operating Noise Limits for Civil Subsonic Airplanes	Complies	G280 is Stage IV Noise Compliant.

14 CFR Part	Title	Compliance	Remark(s)
91.1033 (a)(1), (a)(2), (b), and (c)	Cockpit Checklist	Operator Responsibility	Gulfstream provides a paper version of the Airplane Flight Manual (AFM) and two iPad™ electronic tablets, with the PlaneBook™ application software installed, with each airplane. The PlaneBook™ application software includes the AFM and the Quick Reference Handbook (QRH).
91.1033 (a)(3) and (a)(4)	Aeronautical Charts	Operator Responsibility	
91.1035 (e)	Automated Briefing Recording	Operator Responsibility	The G280 airplane is equipped with the capability to provide recorded briefings.
91.1035 (f)	Passenger Briefing Cards	Operator Responsibility	
91.1045 (b)(1)	Cockpit Voice Recorder	Complies	Reference TSO C-123b and TSO C-155
91.1045 (b)(2)	Flight Recorder	Complies	Reference TSO C-124b and TSO C-157
91.1045 (b)(3)	TAWS System	Complies	Reference TSO C-151b

14 CFR Part	Title	Compliance	Remark(s)
91.1045 (b)(4)	TCAS System	Complies	Reference TSO C-119b
91.1045 (b)(5)	Airborne Weather Radar Equip.	Complies	Reference TSO C-67
91.1115 (a)	Minimum Equipment List	Operator Responsibility	The FAA provides a Master Minimum Equipment List (MMEL) document. Gulfstream provides a Maintenance / Operational / Placarding / Procedures (MOPP) Manual.
91.1411	Continuous Airworthiness Maintenance Program	Operator Responsibility	
91.App A	Category II Operations	Complies	Category II flight testing is complete. Category II Supplement is part of the TC AFM.
91.App C	Operations in the North Atlantic (NAT) Minimum Navigation Performance Specifications (MNPS) Airspace	Operator Responsibility	The G280 airplane navigation performance capability complies with the requirements of Section C91.2.
91.App G	Operations in Reduced Vertical Separation (RVSM) Airspace	Operator Responsibility	The G280 airplane equipment complies with the requirements to operate within RVSM airspace.

14 CFR Part	Title	Compliance	Remark(s)
135. 21	Manual Requirements	Operator Responsibility	
135.75(b)	Inspector's Credential: Admission to Pilot's Compartment: Forward Observer's Seat.	Complies	
135.76(b)	DOD Commercial Air Carrier Evaluator's Credentials: Admission to Pilots Compartment: Forward Observer's Seat	Complies	
135.83 (a)(1), (a)(2), (b), and (c)	Cockpit Checklist	Operator Responsibility	Gulfstream provides a paper version of the Airplane Flight Manual (AFM) and two iPad™ electronic tablets, with the PlaneBook™ application software installed, with each airplane. The PlaneBook™ application software includes the AFM and the Quick Reference Handbook (QRH).
135.83 (a)(3) and (a)(4)	Aeronautical Charts	Operator Responsibility	
135.83 (a)(5)	Multiengine Aircraft One-Engine Climb Data	Operator Responsibility	
135.93	Autopilot: Minimum Altitudes for Use	Operator Responsibility	The G280 AFM specifies the maximum altitude loss for a malfunction of the autopilot.

14 CFR Part	Title	Compliance	Remark(s)
135.99	Composition of Flight Crew	Operator Responsibility	Airplane certification includes limitation requiring minimum flight crew of pilot and copilot.
135.113	Passenger Occupancy of Pilot Seat	Operator Responsibility.	
135.117 (e)	Passenger Briefing Cards	Operator Responsibility	
135.117 (f)	Automated Briefing Recording	Operator Responsibility	The G280 airplane is equipped with the capability to provide recorded briefings.
135.127	Passenger Information	Operator Responsibility	
135.129 (d)&(e)	Exit Seating Passenger Information Cards	Operator Responsibility	
135.143 (a)(b)	Approved/Operable Instruments and Equipment	Operator Responsibility	
135.143 (c)	ATC Transponder	Complies	

14 CFR Part	Title	Compliance	Remark(s)
135.147	Dual Controls Required	Complies	
135.149 (a)	Altimeter Adjustable for Barometric Pressure	Complies	
135.149 (c)	Additional Equipment	Complies	
135.151 (a)	Requirement and Installation of CVR	Complies	
135.151 (c)	CVR - Recorded Data	Operator Responsibility	
135.151 (d)	Boom and Mask Microphone	Operator Responsibility	
135.151 (e)	CVR - Recorded Data	Complies	
135.152	Flight Recorder	Complies	

14 CFR Part	Title	Compliance	Remark(s)
135.154	Terrain Awareness and Warning System	Complies	
135.155	Fire Extinguishers: Type and Suitability of Agent	Complies	
135.157 (b)	Oxygen Equipment Requirements Pressurized aircraft.	Operator Responsibility	Airplane design complies with equipment requirements.
135.157 (c)	Oxygen Equipment Requirements Pressurized aircraft.	Complies	
135.158 (a)	Pitot Heat Indicating Systems Requirement and Operation	Complies	
135.159 (a) to (g)	Equipment Requirements: Carrying Passengers under VFR at Night or under VFR Over The Top Conditions	Complies	
135.161	Radio and Navigational Equipment: Aircraft Carrying Passengers Under VFR at Night or under VFR Over The Top	Complies	
135.163 (a) to (e) (g)(h)	Equipment Requirements: Aircraft Carrying Passengers Under IFR	Complies	

14 CFR Part	Title	Compliance	Remark(s)
135.165	Radio and Navigational Equipment: Extended Overwater or IFR Operations	Complies	
135.167	Emergency Equipment: Extended Overwater Operations	Operator Responsibility	
135.169 (a)	Additional Airworthiness Requirements.	Complies	.
135.170 (b) (c)	Materials for Compartment Interiors	Complies	.
135.171 (a)	Shoulder Harness Installation at Flight Crewmember Stations	Complies	
135.173	Airborne Thunderstorm Detection Equipment	Complies	
135.175	Airborne Weather Radar Equipment	Complies	
135.179 (a)	Inoperable Instruments and Equipment	Operator Responsibility	The FAA provides a Master Minimum Equipment List (MMEL) document. Gulfstream provides a Maintenance / Operational / Placarding / Procedures (MOPP) Manual.

14 CFR Part	Title	Compliance	Remark(s)
135.180 (a) and (b)	Traffic Alert and Collision Avoidance System	Complies	
135.181 (a)(2)	Performance Requirements: Aircraft Operated Over The Top or in IFR Conditions	Operator Responsibility	
135.183 (c)	Performance Requirements: Land Aircraft Operated Over Water	Operator Responsibility	
135.185	Empty Weight and Center of Gravity: Currency Requirement	Operator Responsibility	
135.227 (a)(b)(c) (e)(f)	Icing Conditions: Operating Limitations	Operator Responsibility	
135.363 (b)	Turbine Powered Large Transport Category Airplanes Performance Operating Limitations	Operator Responsibility	
135.419	Approved Aircraft Inspection Program	Operator Responsibility	
135.425	Maintenance, Preventive Maintenance and Alteration Programs	Operator Responsibility	

14 CFR Part	Title	Compliance	Remark(s)
135.427 (b)	Manual for Maintenance, Preventive Maintenance and Alterations	Operator Responsibility	