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FEDERAL AVIATION ADMINISTRATION
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M A S T E R M I N I M U M E Q U I P M E N T L I S T

GULFSTREAM
G100, 1125, 1125 SP, 1125 SPX,

* FOR PART 91 OPERATIONS ONLY *

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Highlights of Change

M MEL Revision 5a [Part 91] is identical to M MEL Revision 5 [Part 91] for the IA-1125, IA-1125 SP, IA-1125 SPX, with the exception that Revision 5a [Part 91] identifies the G100 in the M MEL document on the cover sheet and in each page header. All pages that reflect the inclusion of the G100 in the header indicate the 5a revision with a revision date of 11/30/2009. Also page numbering has been modified to reflect fewer pages in the Highlights of Change. Otherwise, no other changes have been made to this M MEL.

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Definitions

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type

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Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A. |

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for

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operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are

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required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance

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record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message,

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do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that effects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant, however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

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Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft

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maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

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Preamble
(Effective 7/05/90)

This preamble is applicable to, and will be included in, master minimum equipment lists (MMEL) issued under the provisions of Section 91.30(a) [NEW Section 91.213(a)(2)]. It is not applicable to MMEL's issued under the provisions of Parts 121, 125, 129, and 135 of the FAR.

Except as provided in Section 91.30(d) [NEW Section 91.213(d)], or under the provisions of an approved MMEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety.

An MMEL is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA-approved MMEL includes only those items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations. The MMEL and FAA-issued letter of authorization are used as an MEL by an operator and permit operation of the aircraft with inoperative equipment.

The MMEL includes all items of installed equipment that are permitted to be inoperative. Equipment required by the FAR, and optional equipment in excess of FAR requirements, is included with appropriate conditions and limitations. For each listed item, the installed equipment configuration considered to be normal for the aircraft is specified. Items of equipment installed on aircraft (except for passenger convenience items such as galley equipment and passenger entertainment devices), such as "TCAS," windshear detection devices, and ground proximity warning systems (GPWS) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless MMEL relief is sought through the FSDO having jurisdiction for the operator. If MMEL relief is sought, the operator must notify the FSDO who will make a request of the FOEB to convene and consider adding the equipment to the MMEL. The operator may then dispatch with the equipment disabled, or rendered inoperative, in accordance with all FAR. It is incumbent on the operator to endeavor to determine if O and/or M procedures for that equipment must be developed. If so, any procedures developed must comply with all FAR. Procedures developed to use the MMEL must not conflict with either the aircraft flight manual limitations, emergency procedures, or with airworthiness directives (AD), all of which take precedence over the MMEL and those procedures.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions, as necessary, are required to be accomplished by the operator to ensure that an acceptable level of safety is maintained.

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Preamble
(Effective 7/05/1990)

Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications, and other appropriate sources. Procedures must not be contrary to any FAR. Wherever the statement "as required by FAR" appears in the MMEL, the operator must either list the specific FAR by part and section and carry the FAR on board the aircraft or specify the requirements and/or limitations to conduct the flight in accordance with the appropriate FAR.

The MMEL is intended to permit operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability. Inoperative equipment in all cases must be repaired, or inspected and deferred, by qualified maintenance personnel at the next required inspection [Section 91.165(c), NEW Section 91.405(c)]. The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL.

The MMEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the aircraft maintenance records. The item is then either repaired or deferred per the MMEL or other approved means acceptable to the Administrator prior to further operation. In addition to the specific MMEL conditions and limitations, determination by the operator that the aircraft is in condition for safe operations under anticipated flight conditions must be made for all items of inoperative equipment. When these requirements are met, the aircraft may be considered airworthy and returned to service.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered. Operators are expected to establish a controlled and sound repair program, including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MMEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, CONDITIONS, AND LIMITATIONS SPECIFIED IN THE MMEL IS REQUIRED.

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Guidelines for (O) & (M) Procedures

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

- 21-1 (M) Maintenance procedure to ensure the affected bleed switching valve is closed.
 - (M) Maintenance procedure to ensure both bleed switching valves are closed.
- 21-3 (M) Maintenance procedure to secure the affected valve(s) in the open position.
- 21-15 (M) Maintenance procedure to secure the Cabin Air Out-Flow Valves in the open position.
- 21-21 (O) Operations procedure to ensure the Ground Bypass Valve is in the closed position.
- 21-22 (M) Maintenance procedure to ensure there is no air escaping from the HP Bleed Air Duct.
- 22-1-1(M) Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse affect on any flight control function.
- 22-1-1(O) Operations procedure to ensure crew awareness of equipment requirements for RVSM, RNP-5, RNP-10 and enroute procedures.
- 22-1-2(M) Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse affect on any flight control function.
- 22-1-2(O) Operations procedure to ensure remaining Autopilot System operates normally.
- 22-2 (M) Maintenance procedure to disable the Yaw Damper and to ensure that the rudder servo does not cause binding of the control cables.
- 22-2 (O) Operations procedure to deactivate the Yaw Damper and to ensure AFM limitations are complied with.

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Guidelines for (O) & (M) Procedures

- 23-3-1 (O) Operations procedure to ensure passengers are adequately briefed.
- 23-5 (O) Operations procedure to ensure passengers are adequately briefed.
- 23-9 (O) Operations procedure to ensure remaining Long Range Communications System(s) operate normally.
- 23-12 (O) Operations procedure to ensure passengers are adequately briefed.
- 24-8 (M) Maintenance procedure to ensure appropriate circuit breakers are pulled and collared and system is secured.
- 24-9 (M) Maintenance procedure to ensure AC System is properly secured.
- 25-7 (O) Operations procedure to ensure that cargo is not mistakenly secured by an inoperative Cargo Restraint System.
- 26-4 (M) Maintenance procedure to check the pressure gauge on the bottle.
- 30-2 (O) Operations procedure to ensure operations are not conducted into known or forecast icing conditions.
- 30-4 (M) Maintenance procedure to secure Pneumatic De-icing Boot System.
- 31-4 (O) Operations procedure to record aircraft flight time.
- 33-3 (O) Operations procedure to ensure passengers are adequately briefed.
- 34-17 (O) Operations procedure to ensure altitude restrictions are complied with.
- 34-21 (O) Operations procedure to ensure alternate procedures are established and used.
- 34-21-1(O) Operations procedure to ensure alternate procedures are established and used for the inoperative modes.

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Guidelines for (O) & (M) Procedures

- 34-21-4(O) Operations procedure to ensure alternate procedures are established and used for the appropriate inoperative callouts.
- 34-21-5(O) Operations procedure to ensure alternate procedures are established and used for the windshear mode.
- 34-22 (O) Operations procedure to ensure both Air Data Computers are not required.
 - (O) Operations procedure to ensure both Air Data Computers are not required and all air data instrumentations operates normally.
- 34-24 (M) Maintenance procedure to ensure system is deactivated or secured.
- 34-24 (O) Operations procedure to ensure enroute or approach procedures do not require its use.
- 34-25 (M) Maintenance procedure to deactivate and secure the system.
- 34-25 (O) Operations procedure to ensure enroute or approach procedures do not require its use.
- 34-25-1(O) Operations procedure to ensure TA and RA display is visible to the non-flying pilot and audio functions are operative on the flying pilot side.
- 34-25-2(O) Operations procedure to ensure non-flying pilot monitors pilot's display.
 - (O) Operations procedure to ensure TA only mode is selected and all TA functions/elements are operative.
- 34-25-3(O) Operations procedure to ensure all RA display and audio functions are operative.
- 34-28 (O) Operations procedure to verify status and suitability of navigation facilities used for the route of flight.
- 34-29 (O) Operations procedure to verify status and suitability of navigation facilities used for the route of flight.

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Guidelines for (O) & (M) Procedures

- 34-31 (O) Operations procedure to ensure alternate procedures are established and used.
- 34-32 (O) Operations procedure to ensure alternate procedures are established and used.
- 35-2 (O) Operations procedure to ensure adequate oxygen is available for all passengers on board.
- 49-2 (O) Operations procedure to ensure APU Generator switch is OFF and remains OFF for the entire flight.
- 77-4 (O) Operations procedure to ensure flight crew uses APR - OFF performance data.
- 78-1 (M) Maintenance procedure to ensure Thrust Reverser System(s) is secured in the forward position.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
1.	Bleed Switching Valves	C	2	1	(M) One may be inoperative provided the aircraft is not operated above FL 250.
		C	2	0	(M) May be inoperative provided a) Affected valves are closed, b) The aircraft is operated unpressurized, and c) Ram air is selected.
2.	Ram Air Check Valve	C	1	0	May be inoperative in the OPEN position provided aircraft is operated unpressurized.
3.	Cabin Air Out-Flow Valves	C	2	0	(M) May be inoperative provided: a) Affected valves are secured in the OPEN position, and b) The aircraft is operated unpressurized below 10,000 feet MSL.
4.	Air Conditioning System	C	1	0	May be inoperative provided: a) Aircraft is operated unpressurized, and b) Aircraft is operated at or below 10,000 feet MSL.
5.	Automatic Temperature Control System	C	1	0	May be inoperative provided the Manual Temperature Control System operates normally.
6.	Manual Temperature Control System	C	1	0	May be inoperative provided the Automatic Temperature Control System operates normally.
7.	Ground Cooling System	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				

8.	Pilot's Conditioned Air	C	1	0	
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9.	Cabin Differential Pressure Indicator	C	1	0	May be inoperative provided: a) Cabin Altitude Indicator is operative, b) Cabin Altitude Warning System is operative, c) Cabin Rate of Climb Indicator is operative, d) A chart is provided to the crew for converting cabin altitude to differential pressure, and
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		C	1	0	May be inoperative provided aircraft is operated unpressurized at or below 10,000 feet MSL.
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10.	Cabin Rate of Climb Indicator	C	1	0	May be inoperative provided all other components of the pressure control system are operative.
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11.	Cabin Altimeter	C	1	0	May be inoperative provided: a) Cabin differential pressure indicator is operative, b) Cabin altitude warning system is operative, and c) A chart is provided to the crew to convert cabin differential pressure to cabin altitude.
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		C	1	0	May be inoperative provided: a) Aircraft is operated unpressurized, and b) Aircraft is operated at or below 10,000 feet MSL.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
12.	Cabin Altitude Warning System	C	1	0	May be inoperative provided the aircraft is operated unpressurized at or below 10,000 feet MSL.
13.	Ditching Valve	C	1	0	May be inoperative provided extended overwater flights are not conducted.
14.	Water Separator Temperature Control System	C	1	0	May be inoperative provided the airplane is operated unpressurized.
15.	Automatic Cabin Pressure Control System	C	1	0	(M) May be inoperative provided: a) Cabin Air Out-Flow Valves are secured in the open position, and b) The airplane is operated unpressurized at or below 10,000 feet MSL.
		C	1	0	May be inoperative providing the Manual Pressurization System is operative.
16.	Manual Pressurization System	C	1	0	May be inoperative provided Automatic Cabin Pressure Control system is operative.
		C	1	0	May be inoperative provided the aircraft is operated unpressurized at or below 10,000 feet MSL.
17.	Landing Field Elevation Selector (A Knob)	C	1	0	May be inoperative provided: a) All other components of Pressurization Control System are operative, and b) Cabin is unpressurized prior to landing.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
18.	Barometric Adjustment Selector (B Knob)	C	1	0	May be inoperative provided: a) All other components of Pressurization Control System are operative and b) Cabin is unpressurized prior to landing.
19.	Cabin Rate Selector (R Knob)	C		0	May be inoperative provided: a) All other components of Pressurization Control System are operative and b) Cabin is unpressurized prior to landing.
20.	CABIN/FUEL/RAT TEMP Indicator				
	Cabin Temp Mode	C	1	0	
21.	Ground Bypass Valve	C	1	0	(O) May be inoperative in the closed position.
22.	HP Bleed Air Duct Blow Out Discs	C	2	0	(M)
23.	Cabin Overhead Airflow Vents (Wemacs/Gasper)	D	-	-	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				

1.	Autopilot System				
1)	One Autopilot System Installed	B	1	0	(M)(O) May be inoperative provided: a) Enroute operations, including RVSM, RNP-5 and RNP-10, and approach procedures do not require its use, and b) AFM limitations are observed.
2)	Two or more Autopilot Systems Installed	C	-	1	(M)(O) May be inoperative provided remaining system(s) operate normally.
2.	Yaw Damper System	C	1	0	(M)(O) May be inoperative provided: a) Enroute operations, including RVSM, RNP-5 and RNP-10, do not require its use, and b) AFM limitations are observed.
3.	Autopilot Disconnect	C	-	-	One may be inoperative provided the autopilot is not utilized at less than initial approach altitude.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				

1.	Communications Systems (VHF, UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus Battery Direct Bus, or the DC Transfer Bus and not required for Emergency Procedures.
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1) VHF Comm

a)	Frequency Transfer Light	C	-	0	
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b)	Frequency Transfer Switch	C	-	0	
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c)	Frequency Selector Knob	C	-	2	
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d)	Frequency Indication	C	-	2	
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2.	Cockpit Voice Recorder (CVR) (With Flight Data Recorder (FDR) installed)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
----	--	---	---	---	---

	Cockpit Voice Recorder (CVR) (Without Flight Data Recorder (FDR) installed.)	A	1	0	May be inoperative provided repairs are made within three flight days.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				

3. Passenger Address (PA) System

1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight Attendant Alerting System (audio and visual) operates normally.
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	C	1	0	(O) May be inoperative provided: a) PA not required by FAR, and b) Alternate, normal and emergency procedures and/or operating restrictions are established and used.
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NOTE: Any station function(s) that operate normally may be used.

2) Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.
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4. Boom Microphones (COCKPIT VOICE RECORDER WITH FLIGHT DATA RECORDER INSTALLED)

1) Cockpit Voice Recorder Equipped to record Boom Microphones per FAR 135.151(d) or 121.139(g).	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
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(CON'T.)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
4.	Boom Microphones (CON'T.)				
*** 2)	Cockpit Voice Recorder not equipped to record Boom Microphones.	D	-	0	Any in excess of those required by FAR may be inoperative.
	(COCKPIT VOICE RECORDER WITHOUT FLIGHT DATA RECORDER INSTALLED)				
1)	Cockpit Voice Recorder Equipped to record Boom Microphones per FAR 135.151(d) or 121.139(g).	A	-	0	May be inoperative provided repairs are made within three flight days.
*** 2)	Cockpit Voice Recorder not equipped to record Boom Microphones.	D	-	0	Any in excess of those required by FAR may be inoperative.
5.	Recorded Passenger Briefing System	C	1	0	(0)
6.	Selective Call System (SELCAL)	C	1	0	
7.	Cockpit Speakers	C	2	0	May be inoperative provided Headsets are installed and operate normally.
8.	Headsets	C	2	1	One pilot's Headset may be inoperative provided operations do not require its use and both pilot Cockpit Speakers operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				

9.	High Frequency (HF) D Communication System		-	-	Any in excess of those required by FAR may be inoperative.
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		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM (High or Low Gain) Data Link System operates normally, and b) SATCOM Data Link communication operates normally over the intended route of flight.
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10.	Hand Held Microphones	C	-	0	May be inoperative provided: a) Both cockpit crewmembers use a Boom Microphone, and b) Both control wheel Push-To-Talk Switches operate normally.
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11.	Flight Phone *** Systems	D	-	0	
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12.	Automatic Cabin *** Briefing System	D	-	0	(O) May be inoperative provided alternate procedures are established and used.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
1.	DC Voltmeters				DELETED REVISION 2
2.	DC Ammeters				DELETED REVISION 2
3.	Inverters	B	2	1	One may be inoperative provided aircraft is operated in Day VMC.
	Inverters (AHRS Equipped)	B	2	1	One may be inoperative provided: a) Aircraft is equipped with the Collins AHRS system and b) All other AC electrical system components are operative.
4.	AC Voltmeters	B	2	1	One may be inoperative.
5.	Battery Temperature Indicator	C	1	0	May be inoperative provided NI-CAD batteries are not installed.
6.	Nose Compartment Blower	C	-	0	May be inoperative provided AFM procedures are observed.
7.	External Power System	C	1	0	
8.	Baggage Compartment Heat	C	1	0	(M) May be inoperative provided: Baggage Compartment Heat Switch is in the OFF position for the duration of the flight.
9.	60 Hertz AC Electrical System	C	1	0	(M)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				

1.	Passenger Seat(s)	C	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle and c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".
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NOTE 1: A seat with an inoperative seatbelt is considered to be inoperative.

NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.

1)	Recline Mechanism	C	-	-	May be inoperative and seat occupied provided seat is secured in the upright position.
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2.	Passenger Convenience Item(s)		-	0	Deleted
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				

3.	Emergency Medical Equipment	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided required distribution is maintained.
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4.	Flotation Devices	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
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5.	Emergency Locator Transmitter (ELT)	C	1	0	As required by FAR.
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		C	1	0	May be inoperative for published scheduled flights in scheduled air carrier service.
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6.	"Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
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7.	Cargo Restraint System(s)	C	-	-	(0) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Documents are observed.
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		C	-	-	May be inoperative or missing provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty Cargo Handling Equipment, Ballast and/or Fly Away Kits.
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8.	Life Rafts	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
1.	Portable Fire Extinguishers	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.
2.	Lavatory Smoke Detection System				DELETED REVISION 2.
3.	Lavatory Fire Extinguisher System				DELETED REVISION 2.
4.	Fire Bottle Thermal Discharge Indicator (Disc)	C	2	0	(M) May be inoperative provided the pressure gauge on the bottle(s) is checked for correct pressure prior to each departure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
1.	Slat and Flap Position Indicator				DELETED REVISION 2
2.	Horizontal Stabilizer Trim Indicator	C	1	0	May be inoperative provided: a) Flight crew verifies by visual inspection that stabilizer setting agrees with trim markings on vertical fin before each flight, and b) Rudder and aileron trim indicators are operative.
3.	Aileron Trim Indicator	C	1	0	May be inoperative provided: a) Flight crew verifies by visual inspection that ailerons are in neutral position before each flight, and b) Horizontal stabilizer and rudder trim indicators are operative.
4.	Rudder Trim Indicator	C	1	0	May be inoperative provided: a) Flight crew verifies by visual inspection that rudder trim is neutral before each flight, and b) Horizontal stabilizer and aileron trim indicators are operative.
5.	Automatic Slat Extension System	C	1	0	May be inoperative provided: a) The airplane is not operated into known or forecast icing conditions, b) The airplane is operated in day VMC, and c) AFM limitations are complied with.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
1.	Interconnect Valves	C	2	1	One may be inoperative provided fuel jettison system is operative.
2.	Transfer Valves	C	2	1	One may be inoperative provided: a) Fuel is limited to 4000 lbs. maximum, and b) Interconnect valves operate normally.
3.	Jettison Valves	C	2	1	One may be inoperative provided interconnect valves operate normally.
		C	2	0	May be inoperative provided: a) Airplane is not operated above 18,000 lbs. takeoff weight, and b) Interconnect valves operate normally.
4.	Fuel Low Level Light	C	1	0	May be inoperative provided Fuel Quantity Displays operate normally.
5.	Pressure Fueling System	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				

6. Fuel Management Indicator

1)	Wing Tank Fuel Quantity Display	C	2	1	One may be inoperative provided: a) All other functions of Fuel Management Indicator are operative, b) Fuel transfer valves are operative, and c) A minimum fuel quantity of 4000 lbs. is required for takeoff.
2)	Fuselage Tank Fuel Display	C	1	0	May be inoperative provided: a) All other functions of Fuel Management Indicator are operative, and b) Fuel transfer valves are operative.
3)	Fuel Consumed Display	C	1	0	May be inoperative provided all other functions of Fuel Management Indicator are operative.
4)	Fuel Remaining Display	C	1	0	May be inoperative provided all other functions of Fuel Management Indicator are operative.
5)	Fuel Flow Display	C	2	1	One may be inoperative provided: a) Fuel quantity indicators are operative, b) Remaining engine indicators for the associated engine are operative, and c) Fuel Flow on Flight Management System is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER				

1.	Hydraulic Tank Pressurization	C	1	0	May be inoperative provided: a) All other hydraulic components are operative, b) Aircraft is not operated above FL 350, and c) Landing gear is not extended or operated above 8,000 ft altitude.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
1.	Windshield Wipers	C	2	-	May be inoperative provided the airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing.
2.	Pitot-Static Heater System	B	2	1	(O) One may be inoperative, except where enroute operations, including RVSM, RNP-5 and RNP-10, provided: <ul style="list-style-type: none"> a) The airplane is not operated into known or forecast icing conditions, b) The airplane is operated in day VMC, and c) AFM limitations for the Automatic Slat Extension System Inoperative are complied with.
3.	Windshield Heat	C	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) De-fog system is operative, and b) The airplane is not operated into known or forecast icing conditions.
4.	Pneumatic De-icing Boot System	C	2	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) The airplane is not operated into known or forecast icing conditions, and b) System is secured to ensure that boots remain deflated by suction.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
5.	Surface De-icing System Control				
	a) Normal System	C	1	0	May be inoperative provided the Alternate System is operative.
	b) Alternate System	C	1	0	May be inoperative provided the Normal System is operative.
6.	Defog system	C	1	0	May be inoperative provided both windshield heat systems are operative.
7.	Engine Inlet Anti-Icing Valve (TAI Valve) SPX only	C	2	0	May be inoperative in the open position.
		C	2	0	May be inoperative in the closed position provided aircraft is not operated in known or forecast conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
1.	Clocks	C	-	0	Any in excess of those required by FAR may be inoperative.
2.	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by FAR may be inoperative.
		A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs must be made within three flight days.
	FDR Recording Parameters required by FAR	A	-	-	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
	FDR Recording Parameters not required by FAR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
3.	Cockpit Voice Recorder				Moved to ATA Chapter 23
4.	Flight Hour *** Recorder	C	1	0	(0)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				

1.	Antiskid System	C	1	0	May be inoperative provided AFM is complied with.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
1.	Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
2.	Cabin Interior Illumination System	C	-	-	May be inoperative provided: a) Cabin emergency lighting is operative, and b) Lighting configuration at dispatch is acceptable to the flight crew.
3.	Passenger Notice System (Fasten Seat Belts, No Smoking)	C	1	0	(0) May be inoperative provided appropriate verbal briefings are given to passengers.
4.	Baggage Compartment Light System	C	1	0	
5.	Anti-Collision Light System (Top and/or Bottom Strobes)	B	1	0	May be inoperative provided the airplane is operated day only.
6.	Wing Tip Strobes	C	2	0	
7.	Taxi Light System	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				

8.	Landing Light System	C	2	1	One may be inoperative for night operations provided taxi lights operate normally.
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		C	2	0	May be inoperative for day operations.
--	--	---	---	---	--

9.	Wing Inspection Lights	C	2	0	May be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.
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10.	Position Lights System	C	1	0	May be inoperative provided the airplane is operated day only.
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11.	Emergency Exit Lighting System	C	1	0	May be inoperative for all cargo operations only.
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12.	Floor Proximity *** Emergency Escape Path Marking System Lights	C	-	-	Individual lights may be inoperative provided it is verified that FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA Engineering approval letter, b) FAA approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				

13.	Strobes				Moved to No 6.
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14.	Pulselite Landing	D	-	0	May be inoperative provided both Landing Lights operate normally.
***	Light System				

15.	Logo Lights	D	-	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				

1.	Mach/Airspeed Indicator				
	Mach Indicator	C	2	0	May be inoperative provided: a) The airplane is not operated above FL 250, b) Overspeed warning is operative, and c) AFM limitations are observed.

2.	Mach/Airspeed Overspeed Warning System	C	1	0	May be inoperative provided: a) Both Mach Meters are operative, and b) The following airspeed limitations are observed and placarded in plain view of each pilot station: 1) Vmo - 350 KIAS below FL 250, or 2) Mmo - .81 MACH FL 250 and above.
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3.	RAT/CABIN/FUEL TEMP Indicator				
	RAT Mode	C	1	0	May be inoperative provided SAT and TAS information is available.

4.	Turn and Bank Indicator				DELETED REVISION 2
	a) Slip Indicator	B	2	1	One may be inoperative.
	b) Turn Indicator				DELETED REVISION 2.

5.	Vertical Navigation System	C	1	0	
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				

6.	Flight Director System	C	2	0	May be inoperative provided landing weather minimums do not require its use.
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7.	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by FAR may be inoperative.
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8.	Marker Beacon Receiver	C	1	0	May be inoperative provided approach procedures do not require its use.
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9.	Weather Radar	C	1	-	As required by FAR.
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10.	Automatic Direction Finding (ADF) System	C	-	-	Any in excess of those required by FAR may be inoperative.
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11.	Radio Magnetic Indicator (RMI)	C	-	0	
-----	--------------------------------	---	---	---	--

12.	AOA Indicator	C	1	0	
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13.	Navigation Equipment (VOR/ILS, Loran, RNAV, Omega/VLF, INS, GPS, Doppler, FMS)	C	-	-	Any in excess of those required by FAR may be inoperative.
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14.	Radio Altimeter	C	1	0	May be inoperative provided enroute or approach procedures do not require its use.
-----	-----------------	---	---	---	--

NOTE: Inoperative Radio Altimeter may affect the Ground Proximity Warning System (GPWS) and Traffic Collision and Avoidance System (TCAS).

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
15.	Multi-Function Display (MFD) Symbol Generator				
a)	1125	C	1	0	
b)	1125 SPX	C	2	1	One may be inoperative provided both Primary Flight Displays (PFD) are operative.
16.	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	1	Any in excess of those required by FAR may be inoperative.
17.	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold is operative. b) Enroute operations, including RVSM, RNP-5 and RNP-10 operations do not require its use, and c) Repairs are made within three flight days.
		C	-	0	May be inoperative provided it is not required by FAR.
18.	Remote Tuning Unit (RTU)	C	2	1	One may be inoperative provided at least one FMS is operative.
19.	Airborne Flight *** Information System	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				

20. Maintenance *** Diagnostic System	C	1	0		
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21. Ground Proximity *** Warning System (GPWS)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
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	C	-	0	(O) May be inoperative provided: a) It is not required by FAR, and b) Alternate procedures are established and used.	
--	---	---	---	--	--

1) Modes 1-4	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
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	C	-	0	(O) May be inoperative provided: a) It is not required by FAR, and b) Alternate procedures are established and used.	
--	---	---	---	--	--

2) Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within two flight days.	
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	C	1	0	May be inoperative provided: a) It is not required by FAR, and b) GPWS is considered inoperative.	
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(CON'T.)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION					
21.	Ground Proximity Warning System (GPWS) (CON'T.)					
3)	Glideslope Deviation (Mode 5)	B	2	0		
		C	2	0		May be inoperative provided it is not required by FAR.
*** 4)	Advisory Callouts	C	-	0		(0) May be inoperative provided alternate procedures are established and used.
5)	Windshear Mode	C	-	0		(0) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
*** 6)	TAWS	C	-	0		
22.	Air Data Computers (ADC)	C	2	1		(0) One may be inoperative except where enroute operations, including RVSM, RNP-5 and RNP-10 operations, require its use provided right side Flight Instruments are pneumatic.
		C	2	1		(0) One may be inoperative except where enroute operations, including RVSM, RNP-5 and RNP-10 operations, require its use provided all Air Data instrumentation functions normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
23.	Non-Stabilized Magnetic Compass	B	1	0	May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.
		B	1	0	May be inoperative provided: a) Any combination of two Stabilized Gyro or INS Stabilized Compass Systems are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.
		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operative and used in conjunction with approved Free Gyro navigation techniques.
24.	Traffic Collision and Avoidance System I (TCAS I)	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M)(O) May be inoperative provided: a) It is not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			

25.	Traffic Collision and Avoidance System II (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or Approach procedures do not require its use.
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		C	-	0	(M)(O) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and b) Enroute or Approach procedures do not require its use.
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*** 1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	-	0	(O) One may be in operative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.
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2)	Resolution Advisory (RA) System(s)	C	2	1	(O) One may be inoperative on the non-flying pilot side.
----	------------------------------------	---	---	---	--

		C	-	0	(O) May be inoperative provided: a) All Traffic Alert (TA) display elements and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or Approach procedures do not require its use.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
25.	Traffic Collision and Avoidance System II (TCAS II) (CON'T.)				
3)	Traffic Display System(s)	C	-	0	(0) May be inoperative provided: a) RA Visual display and audio functions are operative, and b) Enroute or Approach procedures do not require its use.
26.	Moving Map *** Display	D	-	-	
27.	Windshear *** Detection and Guidance Systems				DELETED REVISION 3 (Now items 30 and 31)
28.	Flight Management *** System (FMS)				
	Navigation Databases	C	-	-	(0) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				

29. Navigation
*** Management System

Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
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30. Stormscope

D	-	-
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31. Windshear Warning and Flight Guidance System

C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.
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C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			
32.	Windshear Detection C and Avoidance System	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System operates normally.
	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
33.	Automatic Dependent D Surveillance- Broadcast (ADS-B) System	-	0	May be inoperative provided it is not required by FAR. NOTE: If ADS-B is installed in lieu of or as a replacement for FAR- required equipment, the repair category in the operator's MEL will be the same as that of the FAR- required equipment.
1)	Link and Display D Processor Unit (LDPU)	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
2)	Cockpit Display D and Traffic Information (CDTI)	-	0	NOTE: ADS-B data transmissions may continue.
3)	CDTI Control D Panel	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
	(CON'T.)			

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
33.	Automatic Dependent Surveillance- Broadcast (ADS-B) System (CON'T.)				
4)	Data Link Transmitter(s)	D	-	0	
5)	Data Link Receiver(s)	D	-	0	
34.	Standby Attitude Indicator	C	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast VFR-on-Top conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				

1.	Oxygen System and Supply (Passenger)	C	-	-	As required by FAR.
2.	Oxygen Blow Out Disc	C	1	0	(0) May be missing provided adequate oxygen is available for number of people on board including crew.
3.	Protective *** Breathing Equipment	D	-	-	Any in excess of those required by FAR may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
1.	Auxiliary Power *** Unit (APU)	B	1	0	May be inoperative provided APU is secured and other procedures do not require its use.
	1) Speed System	C	1	0	May be inoperative provided the APU is not used.
	2) Temperature System	C	1	0	May be inoperative provided the APU is not used.
	3) Fire Protection System	C	1	0	May be inoperative provided the APU is not used.
2.	APU Generator ***	B	1	0	(O) May be inoperative provided: a) Both engine-driven Generators are operative, and, b) Other procedures do not require its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				

1.	Door Warning Light System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the door(s) is closed and locked.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING				

1.	N1 Indicator Digital Display	C	2	0	May be inoperative provided associated analog display is operative.
2.	N2 Indicator Digital Display	C	2	0	May be inoperative provided associated analog display is operative.
3.	ITT Indicator Digital Display	C	2	0	May be inoperative provided associated analog display is operative.
4.	Automatic Power Reserve (APR) (SPX only)	C	1	0	(O) May be inoperative provided AFM is complied with.
5.	Engine Synchronizer (ENG SYNC)	C	1	0	
6.	Liquid Crystal *** Displays	A	2	1	One may be inoperative provided: a) Reversionary mode is operative and b) Repairs are made within one flight day.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78	ENGINE EXHAUST				

1.	Thrust Reversing System	C	2	0	(M) May be inoperative provided inoperative thrust reverser system(s) is secured in the forward thrust position.
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79-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				

1.	Low Oil Pressure Warning Light				DELETED REVISION 2.
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