



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

Master Minimum Equipment List

Revision: 7a
Date: 11/08/2010

GULFSTREAM AEROSPACE

**GV, GV-SP, GV-SP (G550), GV-SP (G500)
GIV-X, GIV-X (G450), GIV-X (G350)**

* For Part 91 Operations Only *

**Mark A. Humphreys, Chairman
Flight Operations Evaluation Board (FOEB)**

**Federal Aviation Administration
Flight Standards Division
Aircraft Evaluation Group, LGB-AEG
3960 Paramount Blvd. Suite 100
Lakewood, CA 90712-4137**

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

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)	REVISION 7a DATE: 11/08/2010	PAGE NO. I
---	---------------------------------	---------------

TABLE OF CONTENTS

SYSTEM NO.	SYSTEM	PAGE NO.
--	Table of Contents	I
--	Log of Revisions	II, III, IV
--	Control Page	V, VI, VII, VIII
--	Highlights of Change	IX, X
--	Definitions	XI, XII, XIII, XIV
--	Definitions	XV, XVI, XVII
--	Definitions	XVIII, XIX
--	Preamble	XX, XXI
21	Air Conditioning	21-1 thru 21-9
22	Auto Flight	22-1, 2
23	Communications	23-1 thru 23-12
24	Electrical Power	24-1 thru 24-7
25	Equipment/Furnishings	25-1 thru 25-18
26	Fire Protection	26-1 thru 26-6
27	Flight Controls	27-1, 2, 3
28	Fuel	28-1 thru 28-6
29	Hydraulic Power	29-1, 2
30	Ice and Rain Protection	30-1 thru 30-5
31	Indicating/Recording Systems	31-1 thru 31-4
32	Landing Gear	32-1 thru 32-3
33	Lights	33-1 thru 33-7
34	Navigation	34-1 thru 34-35
35	Oxygen	35-1, 2
36	Pneumatic	36-1 thru 36-5
38	Water/Waste	38-1, 2
45	Central Maintenance Computer	45-1
46	New Technology	46-1, 2
49	Airborne Auxiliary Power	49-1 thru 49-4
52	Doors	52-1, 2
71	Powerplant	71-1
73	Engine Fuel & Control	73-1, 2, 3
74	Ignition	74-1
77	Engine Indicating	77-1, 2
78	Engine Exhaust	78-1
79	Engine Oil	79-1, 2
80	Starting	80-1, 2, 3

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

GULFSTREAM G-V, GV-SP,
GV-SP (G550), GV-SP (G500),
GIV-X, GIV-X (G450), GIV-X (G350)

REVISION: 7a

DATE: 11/08/2010

PAGE NO:

II

Log of Revisions

Rev No.	Date	Page Numbers	Initials
1	08/19/1998	HIGHLIGHTS OF REV.,DEFINITIONS	
1	08/19/1998	21-1,21-2,21-5,21-6,21-9	
1	08/19/1998	22-1,22-2,23-1,23-2,23-3	
1	08/19/1998	23-4,24-1,24-2,24-3,24-4	
1	08/19/1998	24-5,24-6,25-1,25-2,25-3	
1	08/19/1998	25-4,25-5,25-6,26-1,26-2	
1	08/19/1998	26-3,26-4,26-5,27-1,28-2	
1	08/19/1998	28-3,28-4,28-5,29-1,29-2	
1	08/19/1998	30-1,30-2,30-3,30-4,31-1	
1	08/19/1998	33-1,33-2,33-3,33-4,34-1	
1	08/19/1998	34-2,34-3,34-4,34-5,34-6	
1	08/19/1998	34-7,34-8,34-9,34-10,34-11	
1	08/19/1998	34-12,34-13,35-1,38-1,49-1	
1	08/19/1998	49-2,49-3,49-4,52-1,71-1	
1	08/19/1998	73-1,73-2,78-1,79-1	
2	06/04/2001	HIGHLIGHTS OF REV.,DEFINITIONS	
2	06/04/2001	21-1,21-2,21-3,21-4,21-5	
2	06/04/2001	21-6,21-7,21-9,22-1,22-2	
2	06/04/2001	23-1,23-2,23-3,23-4,23-5	
2	06/04/2001	23-6,23-7,24-1,24-2,24-3	
2	06/04/2001	24-4,24-5,24-6,25-1,25-2	
2	06/04/2001	25-3,25-4,25-5,25-6,25-7	
2	06/04/2001	25-8,25-9,25-10,25-11,26-1	
2	06/04/2001	26-2,26-3,26-4,26-5,27-1	
2	06/04/2001	28-1,28-2,28-3,28-4,28-5	
2	06/04/2001	29-1,29-2,30-1,30-2,30-3	
2	06/04/2001	30-4,31-1,31-2,32-1,33-1	
2	06/04/2001	33-2,33-3,33-4,34-2,34-3	
2	06/04/2001	34-4,34-5,34-6,34-7,34-8	
2	06/04/2001	34-9,34-10,34-11,34-12,34-13	
2	06/04/2001	34-14,34-15,34-16,35-1,35-2	
2	06/04/2001	36-1,36-2,36-3,38-1,49-1	
2	06/04/2001	49-2,49-3,52-1,73-1,73-2	
2	06/04/2001	78-1,79-1,80-1	
2a	11/09/2001	HIGHLIGHTS OF REV.,DEFINITIONS	
2a	11/09/2001	34-2,34-3,34-4,34-5,34-6	
2a	11/09/2001	34-7,34-8,34-9,34-11,34-12	
2a	11/09/2001	34-13,34-14,34-15,34-16	
3	08/11/2003	HIGHLIGHTS OF REV.,DEFINITIONS	
3	08/11/2003	22-1,23-1,23-2,23-3,23-4	
3	08/11/2003	23-5,23-6,23-7,24-1,24-2	
3	08/11/2003	24-5,24-6,25-2,25-3,25-4	
3	08/11/2003	25-5,25-10,25-11,25-12,25-13	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

GULFSTREAM G-V, GV-SP,
GV-SP (G550), GV-SP (G500),
GIV-X, GIV-X (G450), GIV-X (G350)

REVISION: 7a

DATE: 11/08/2010

PAGE NO:

III

Log of Revisions

Rev No.	Date	Page Numbers	Initials
3	08/11/2003	25-14,26-1,26-3,26-4,26-5	
3	08/11/2003	26-6,27-1,27-2,28-1,28-2	
3	08/11/2003	28-5,30-1,30-2,31-1,31-2	
3	08/11/2003	31-3,32-1,33-5,33-6,34-2	
3	08/11/2003	34-3,34-4,34-5,34-6,34-7	
3	08/11/2003	34-8,34-9,34-10,34-11,34-12	
3	08/11/2003	34-13,34-14,34-15,34-16,34-17	
3	08/11/2003	34-18,34-19,34-20,34-21,34-22	
3	08/11/2003	36-3,38-1,38-2,49-1,49-2	
3	08/11/2003	49-3,52-1,73-2,77-1,77-2	
3	08/11/2003	80-1,80-2	
4	12/14/2004	HIGHLIGHTS OF REV., DEFINITIONS	
4	12/14/2004	21-1,21-2,21-4,21-5,21-6	
4	12/14/2004	22-1,22-2,23-1,23-2,23-3	
4	12/14/2004	23-4,23-5,23-6,23-7,23-8	
4	12/14/2004	23-9,24-1,24-5,24-6,25-3	
4	12/14/2004	25-5,25-6,25-10,25-11,25-12	
4	12/14/2004	25-13,25-14,26-1,26-2,26-3	
4	12/14/2004	26-4,26-5,26-6,27-1,27-2	
4	12/14/2004	28-1,28-2,28-3,28-4,28-5	
4	12/14/2004	29-1,30-1,30-2,30-3,30-4	
4	12/14/2004	31-1,31-2,31-3,31-4,32-1	
4	12/14/2004	33-2,33-3,33-4,33-5,33-6	
4	12/14/2004	34-2,34-3,34-4,34-5,34-6	
4	12/14/2004	34-7,34-8,34-9,34-10,34-11	
4	12/14/2004	34-12,34-13,34-14,34-15,34-16	
4	12/14/2004	34-17,34-18,34-19,34-20,34-21	
4	12/14/2004	34-22,34-23,34-24,34-25,36-1	
4	12/14/2004	36-2,36-3,38-1,38-2,49-1	
4	12/14/2004	49-2,49-3,49-4,73-1,73-2	
4	12/14/2004	74-1,77-1,77-2,79-1,79-2	
4	12/14/2004	80-1,80-2,80-3	
4 a	06/02/2006	HIGHLIGHTS OF REV., DEFINITIONS	
4 a	06/02/2006	23-2, 23-5, 23-6, 23-7, 23-8, 25-1, 25-3, 25-4,	
4 a	06/02/2006	25-5, 25-11, 25-12, 25-13, 25-14, 25-15, 25-16	
4 a	06/02/2006	34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10,	
4 a	06/02/2006	34-11, 34-12, 34-13, 34-14, 34-15, 34-16,	
4 a	06/02/2006	34-17, 34-18, 34-19, 34-20, 34-21, 34-22,	
4 a	06/02/2006	34-23, 34-24, 34-25, 34-26,	
4 b	07/05/2006	HIGHLIGHTS OF REV., DEFINITIONS	
4 b	07/05/2006	25-15, 25-16, 25-17	
5	06/18/2007	ISSUED IN ERROR, THEN RETRACTED	
6	07/24/2007	HIGHLIGHTS OF REV., DEFINITIONS	
6	07/24/2007	21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 21-8	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

GULFSTREAM G-V, GV-SP,
GV-SP (G550), GV-SP (G500),
GIV-X, GIV-X (G450), GIV-X (G350)

REVISION: 7a

DATE: 11/08/2010

PAGE NO:

IV

Log of Revisions

Rev No.	Date	Page Numbers	Initials
6	07/24/2007	21-9, 22-1, 22-2, 23-2, 23-3, 23-4, 23-5	
6	07/24/2007	23-8, 23-9, 23-10, 23-11, 23-12, 24-1, 24-2	
6	07/24/2007	24-3, 24-5, 24-6, 24-7, 25-4, 25-5, 25-6, 25-12	
6	07/24/2007	25-13, 25-14, 25-15, 26-1, 26-3, 6-4, 26-5	
6	07/24/2007	26-6, 27-1, 27-2, 27-3, 28-1, 28-2, 28-3, 28-4	
6	07/24/2007	28-5, 28-6, 29-2, 30-1, 30-2, 30-3, 30-4, 30-5	
6	07/24/2007	30-6, 31-1, 31-2, 31-3, 31-4, 33-1, 33-4, 33-6	
6	07/24/2007	34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-8, 34-10	
6	07/24/2007	34-11, 34-14, 34-15, 34-20, 34-21, 34-22	
6	07/24/2007	34-23, 34-25, 34-26, 34-28, 34-29, 35-1, 36-1	
6	07/24/2007	36-2, 36-3, 45-1, 49-1, 49-2, 49-3, 49-4	
6	07/24/2007	52-2, 71-1, 73-1, 73-2, 74-1, 77-1, 78-1	
6	07/24/2007	79-1, 79-2, 80-1, 80-2	
7	02/04/2010	HIGHLIGHTS OF REV., DEFINITIONS	
7	02/04/2010	21-3, 21-5, 21-6, 21-7, 21-8, 22-1, 22-2, 23-1	
7	02/04/2010	23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9	
7	02/04/2010	23-10, 23-11, 23-12, 24-1, 24-2, 24-3, 23-4,	
7	02/04/2010	24-5, 24-6, 24-7, 25-1, 25-2, 25-3, 25-4, 25-5,	
7	02/04/2010	25-6, 25-7, 25-8, 25-9, 25-10, 25-11, 25-12,	
7	02/04/2010	25-13, 25-14, 25-15, 25-16, 25-17, 25-18,	
7	02/04/2010	26-1, 26-2, 26-5, 27-1, 27-2, 28-1, 28-2,	
7	02/04/2010	28-3, 28-4, 28-6, 29-2, 30-1, 30-2, 30-3, 30-4,	
7	02/04/2010	30-5, 31-1, 31-2, 31-3, 31-4, 32-1, 32-2, 32-3,	
7	02/04/2010	33-1, 33-2, 33-3, 33-4, 33-5, 33-6, 33-7, 33-8,	
7	02/04/2010	34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8,	
7	02/04/2010	34-9, 34-11, 34-12, 34-13, 34-14, 34-15, 34-17,	
7	02/04/2010	34-18, 34-19, 34-20, 34-21, 34-22, 34-23,	
7	02/04/2010	34-24, 34-25, 34-26, 34-27, 34-28, 34-29,	
7	02/04/2010	34-30, 34-31, 35-1, 35-2, 36-1, 36-2, 36-3,	
7	02/04/2010	36-4, 36-5, 38-2, 45-1, 46-1, 46-2, 49-1, 49-2,	
7	02/04/2010	49-3, 52-1, 52-2, 71-1, 73-1, 73-2, 74-1, 77-1,	
7	02/04/2010	78-1, 79-1, 79-2, 80-1, 80-2, 80-3	
7a	11/08/2010	HIGHLIGHTS OF REV., DEFINITIONS	
7a	11/08/2010	22-1, 23-8, 23-9, 23-10, 23-12, 24-1, 24-6,	
7a	11/08/2010	25-1, 25-5, 25-6, 25-7, 25-8, 25-13, 25-15,	
7a	11/08/2010	25-16, 26-2, 30-2, 31-1, 31-2, 32-1, 32-2, 33-1,	
7a	11/08/2010	33-2, 33-3, 33-6, 34-3, 34-4, 34-13, 34-14,	
7a	11/08/2010	34-15, 34-16, 34-20, 34-21, 34-22, 34-26,	
7a	11/08/2010	34-27, 34-28, 34-33, 34-34, 35-2, 36-1, 36-2,	
7a	11/08/2010	36-4, 38-1, 73-1, 73-2, 73-3	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

GULFSTREAM G-V, GV-SP,
GV-SP (G550), GV-SP (G500),
GIV-X, GIV-X (G450), GIV-X (G350)

REVISION: 7a

DATE: 11/08/2010

PAGE NO:

V

Control Page

System	Page No.	Rev. No.	Current Date
Cover Page	-	7a	11/08/2010
Table of Contents	I	7a	11/08/2010
Log of Revisions	II	7a	11/08/2010
	III	7a	11/08/2010
	IV	7a	11/08/2010
Control Page	V	7a	11/08/2010
	VI	7a	11/08/2010
	VII	7a	11/08/2010
	VIII	7a	11/08/2010
Highlights of Change	IX	7a	11/08/2010
	X	7a	11/08/2010
Definitions	XI	16	04/02/2010
	XIII	16	04/02/2010
	XIV	16	04/02/2010
	XVXV	16	04/02/2010
	XVI	16	04/02/2010
	XVII	16	04/02/2010
	XVIII	16	04/02/2010
	XIX	16	04/02/2010
Preamble	XX	2	06/14/1989
	XXI	2	06/14/1989
21	21-1	6	07/24/2007
	21-2	6	07/24/2007
	21-3	7	02/04/2010
	21-4	6	07/24/2007
	21-5	7	02/04/2010
	21-6	7	02/04/2010
	21-7	7	02/04/2010
	21-8	7	02/04/2010
	21-9	6	07/24/2007
22	22-1	7a	11/08/2010
	22-2	7	02/04/2010
23	23-1	7	02/04/2010
	23-2	7	02/04/2010
	23-3	7	02/04/2010
	23-4	7	02/04/2010
	23-5	7	02/04/2010
	23-6	7	02/04/2010
	23-7	7	02/04/2010
	23-8	7a	11/08/2010
	23-9	7a	11/08/2010
	23-10	7a	11/08/2010
	23-11	7	02/04/2010
	23-12	7a	11/08/2010

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

GULFSTREAM G-V, GV-SP,
GV-SP (G550), GV-SP (G500),
GIV-X, GIV-X (G450), GIV-X (G350)

REVISION: 7a

DATE: 11/08/2010

PAGE NO:

VI

Control Page

System	Page No.	Rev. No.	Current Date
24	24-1	7a	11/08/2010
	24-2	7	02/04/2010
	24-3	7	02/04/2010
	24-4	7	02/04/2010
	24-5	7	02/04/2010
	24-6	7a	11/08/2010
	24-7	7	02/04/2010
25	25-1	7a	11/08/2010
	25-2	7	02/04/2010
	25-3	7	02/04/2010
	25-4	7	02/04/2010
	25-5	7a	11/08/2010
	25-6	7a	11/08/2010
	25-7	7a	11/08/2010
	25-8	7a	11/08/2010
	25-9	7	02/04/2010
	25-10	7	02/04/2010
	25-11	7	02/04/2010
	25-12	7	02/04/2010
26	25-13	7a	11/08/2010
	25-14	7	02/04/2010
	25-15	7a	11/08/2010
	25-16	7a	11/08/2010
	25-17	7	02/04/2010
	25-18	7	02/04/2010
	26-1	7	02/04/2010
	26-2	7a	11/08/2010
27	26-3	6	07/24/2007
	26-4	6	07/24/2007
	26-5	7	02/04/2010
	26-6	6	07/24/2007
	27-1	7	02/04/2010
	27-2	7	02/04/2010
28	27-3	6	07/24/2007
	28-1	7	02/04/2010
	28-2	7	02/04/2010
	28-3	7	02/04/2010
	28-4	7	02/04/2010
	28-5	6	07/24/2007
29	28-6	7	02/04/2010
	29-1	4	12/14/2004
	29-2	7	02/04/2010

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

GULFSTREAM G-V, GV-SP,
GV-SP (G550), GV-SP (G500),
GIV-X, GIV-X (G450), GIV-X (G350)

REVISION: 7a

DATE: 11/08/2010

PAGE NO:

VII

Control Page

System	Page No.	Rev. No.	Current Date
30	30-1	7	02/04/2010
	30-2	7a	11/08/2010
	30-3	7	02/04/2010
	30-4	7	02/04/2010
	30-5	7	02/04/2010
31	31-1	7a	11/08/2010
	31-2	7a	11/08/2010
	31-3	7	02/04/2010
	31-4	7a	11/08/2010
32	32-1	7a	11/08/2010
	32-2	7a	11/08/2010
	32-3	7	02/04/2010
33	33-1	7a	11/08/2010
	33-2	7a	11/08/2010
	33-3	7a	11/08/2010
	33-4	7	02/04/2010
	33-5	7	02/04/2010
	33-6	7a	11/08/2010
	33-7	7	02/04/2010
34	34-1	7	02/04/2010
	34-2	7	02/04/2010
	34-3	7a	11/08/2010
	34-4	7a	11/08/2010
	34-5	7	02/04/2010
	34-6	7	02/04/2010
	34-7	7	02/04/2010
	34-8	7	02/04/2010
	34-9	7	02/04/2010
	34-10	7	02/04/2010
	34-11	7	02/04/2010
	34-12	6	07/24/2007
	34-13	7a	11/08/2010
	34-14	7a	11/08/2010
	34-15	7a	11/08/2010
34-16	7a	11/08/2010	
34-17	7	02/04/2010	
34-18	4a	06/02/2006	
34-19	7	02/04/2010	
34-20	7a	11/08/2010	
34-21	7a	11/08/2010	
34-22	7a	11/08/2010	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

GULFSTREAM G-V, GV-SP,
GV-SP (G550), GV-SP (G500),
GIV-X, GIV-X (G450), GIV-X (G350)

REVISION: 7a

DATE: 11/08/2010

PAGE NO:

VIII

Control Page

System	Page No.	Rev. No.	Current Date	
34	34-23	7	02/04/2010	
	34-24	7	02/04/2010	
	34-25	7	02/04/2010	
	34-26	7a	11/08/2010	
	34-27	7a	11/08/2010	
	34-28	7a	11/08/2010	
	34-29	7	02/04/2010	
	34-30	7	02/04/2010	
	34-31	7	02/04/2010	
	34-32	7	02/04/2010	
	34-33	7a	11/08/2010	
	34-34	7a	11/08/2010	
	34-35	7	02/04/2010	
	35	35-1	7	02/04/2010
		35-2	7a	11/08/2010
36	36-1	7a	11/08/2010	
	36-2	7a	11/08/2010	
	36-3	7	02/04/2010	
	36-4	7a	11/08/2010	
	36-5	7	02/04/2010	
38	38-1	7a	11/08/2010	
	38-2	7	02/04/2010	
45	45-1	7	02/04/2010	
46	46-1	7	02/04/2010	
	46-2	7	02/04/2010	
49	49-1	7	02/04/2010	
	49-2	7	02/04/2010	
	49-3	7	02/04/2010	
	49-4	6	07/24/2007	
52	52-1	7	02/04/2010	
	52-2	7	02/04/2010	
71	71-1	7	02/04/2010	
73	73-1	7a	11/08/2010	
	73-2	7a	11/08/2010	
	73-3	7a	11/08/2010	
74	74-1	7	02/04/2010	
77	77-1	7	02/04/2010	
	77-2	4	12/14/2002	
78	78-1	7	02/04/2010	
79	79-1	7	02/04/2010	
	79-2	7	02/04/2010	
80	80-1	7	02/04/2010	
	80-2	7	02/04/2010	
	80-3	7	02/04/2010	

AIRCRAFT:

GULFSTREAM G-V, GV-SP,
GV-SP (G550), GV-SP (G500),
GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO. 7a

DATE: 11/08/2010

PAGE NO.

IX

HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, the Gulfstream Aerospace G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350) Master Minimum Equipment List (MMEL) is revised. This is an INTERIM revision which supersedes all previous revisions.

New updates from FAA Policy Letters 1 through 126 and Global Changes 39 through 167 have been incorporated in this revision. For a complete listing of FAA Policy Letters and Global Changes visit the Flight Standards Information Management System, (FSIMS) located at <http://fsims.faa.gov/>.

Policy Letter 25, Revision 16, definition 1.e. corrects revision bar requirements, definition 21. deletes the Passenger Convenience item, definition 23.c. revises the Electronic Fault Alerting System for Airbus and a new definition 31. was added for HMV.

ATA 22 AUTO FLIGHT

Item 2. Page 22-1 Performance Management Systems, added an additional proviso calling out the use of the Performance Handbook for GV-SP / GIV-X.

ATA 23 COMMUNICATIONS

Item 14. Page 23-8,9 Flight Attendant Visual and Audio Alerting System, updated according to PL-9.
Item 16. Page 23-10 Radio Tuning Functions, updated reference from 34-47 to 34-45.
Item 22. Page 23-12 Headsets, deleted note within proviso and beneath proviso.

ATA 24 ELECTRICAL POWER

Item 15. Page 24-6 50/Hz/60Hz AC Electrical Power Systems, repair category changed to "D".

ATA 25 EQUIPMENT / FURNISHINGS

Item 2.1) Page 25-1 Recline Mechanism, replaced the word "seat" with "seat back".
Item 5. Page 25-5 Megaphones, corrected typo.
Item 8. Page 25-6 Storage Bin(s)/Cabin and Galley Storage Compartment/Closets, updated per PL104.
Item 9. Page 25-8 Cargo Restraint Systems, updated according to PL-100.
Item 11. Page 25-13 Galley/Cabin Waste Receptacles Access Doors/Cover, updated according to PL-96.
Item 12.1) Page 25-13 The word "One" was added to first proviso according to PL-85.
Item 22.1) Page 25-16 Non-Essential Equipment and Furnishings (NEF) - Changed (Expired on December 31, 2007) to (Expired on April 30, 2008).

ATA 26 FIRE PROTECTION

Item 4. Page 26-2 Rear Baggage Compart. Smoke Detector Systems, corrected typo.

AIRCRAFT:

GULFSTREAM G-V, GV-SP,
GV-SP (G550), GV-SP (G500),
GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO. 7a
DATE: 11/08/2010

PAGE NO.
X

HIGHLIGHTS OF CHANGE

ATA 31 INDICATING / RECORDING SYSTEMS

- Item 2. Page 31-1 Flight Data Recorder (FDR) Systems, updated according to PL-87.
Item 15. Page 31-4 Modular Avionic Unit (MAU) Channels, added new item.

ATA 32 LANDING GEAR

- Item 3 Page 32-1 Landing Gear Position Indicators, deleted item.
Item 8 Page 32-2 Blow Down Bottle (GIV-X), updated AFM Supplement No.

ATA 33 LIGHTS

- Item 3. Page 33-1,2 Passenger Lighted Information Signs, updated according to PL-123.
Item 6. Page 33-3 Strobes (Anti-Collision Lights), corrected typo.
Item 23. Page 33-6 Dim and Test Annunciator Channels, updated list of switches.

ATA 34 NAVIGATION

- Item 3.3) Page 34-3 3-in-1 Standby Display, item was deleted in Rev. 6, adding back in to cover GV Only aircraft.
Item 19. Page 34-15 Traffic Alert and Collision Avoidance System (TCAS II), deleted NOTE after second proviso.
Item 19.5) Page 34-16 Airspace Selection Function, added (Above/Normal/Below) to the title.
Item 23. Page 34-20 Altitude Alerting System, updated according to PL-39.
Item 24. Page 34-21 Display Units (GV) equipped with DU-885, added new item.
Item 35. Page 34-26 Windshear Warning and Flight Guidance System (Reactive), updated repair category according to PL-67.
Item 36. Page 34-27 Windshear Warning and Flight Guidance System (Predictive), updated repair category according to PL-67.
Item 44. Page 34-28 Cursor Control Devices, added new entry for GV Only CCD.
Item 50. Page 34-33 Right Side Display Control, added (GV Only) to title and added Page 34-34 a separate proviso for (GV-SP/GIV-X).

ATA 35 OXYGEN

- Item 10. Page 35-2 High Landing Field Elevation Passenger Oxygen Controller High Altitude Switch (GV-SP/GIV-X), added new item.

ATA 36 PNEUMATICS

- Item 1. 1) Page 36-1 Bleed Air Systems (GV, GV-SP), Pressurized Configuration, added NOTE under first proviso.
Item 1, 2) Page 36-2 Bleed Air Systems (GIV-X only), added title to second proviso.
Item 2.1) Page 36-4 Bleed Air Hot Warning System, Pressurized Configuration, added NOTE under first proviso.

ATA 38 WATER/WASTE

- Item 1. Page 38-1 Potable Water Systems, Deleted (O) in first proviso and changed (O) to (M) in second proviso to match PL-83.

ATA 73 ENGINE FUEL & CONTROL

- Item 3. Page 73-2 Engine FADEC System (GV, GV-SP) and (GIV-X), corrected titles of the Time Limits Manuals used for repairs.

DEFINITIONS

1. System Definitions.

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

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. Repair interval categories (A, B, C, and D) are listed on right side of column 1. Repair intervals are described in definition 22.

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 MMEL revision.

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 Certificate Data Sheet.

3. "As required by 14 CFR" 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 14 CFR must be operative. When the listed item is not required by 14 CFR it may be inoperative for time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

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

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)	REVISION: 16 DATE: 04/02/2010	PAGE NO: XII
DEFINITIONS		

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. As used in MMELs, "ER" refers to Extended Operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.

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 (structural) or in the engine(s) (induction).

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

DEFINITIONS

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 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 14 CFR 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" – Deleted, see NEF #30.

DEFINITIONS

22. Repair Intervals: All users of an MEL approved under 14 CFR 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. For time intervals specified in "flight days," the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc), repair tracking begins at the point when the malfunction is deferred in accordance with 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 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.

An operator who has the authorization to use an MEL also has the authority to approve extensions to the maximum repair interval for category B and C items provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the MEL extension. The operator is not authorized to extend A and D items in the MEL. Misuse of the MEL extension authority may result in the operators OpSpecs/Mspecs being amended by removing the authority for the operator to use the MEL extension authority and/or use an MEL.

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.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)	REVISION: 16 DATE: 04/02/2010	PAGE: XV
DEFINITIONS		

a. BOEING (747-400, 757, 767, 777, 787)

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, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

b. BOEING (B-717, MD-10, MD-11)

These 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-318/319/320/321, A-330, A-340, A-380)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages {WARNING (red), CAUTION (amber)}. On A318/319/320/321, A330 and A340, the ECAM STATUS page also provides MAINTENANCE STATUS messages.

Any message that affects airplane dispatch is displayed at the WARNING or CAUTION level.

For A318/319/320/321, MAINTENANCE STATUS messages may also affect airplane dispatch.

System faults that result only in messages on the Central Maintenance System (CMS) (for A330, A340 and A380) or on the Centralized Fault Display System (CFDS) (for A318/319/320/321) do not affect airplane dispatch and do not require action other than as addressed within the operator's standard maintenance program.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)	REVISION: 16 DATE: 04/02/2010	PAGE: XVI
DEFINITIONS		

d. FOKKER (FK-100)

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.

e. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level. System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

f. EMBRAER (EMB-135/145, ERJ-170 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

DEFINITIONS

g. GULFSTREAM (G-IV, G-V, GV-SP, and GIV-X, G150 and G200)

GULFSTREAM airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS 1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. MAINTENANCE messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

Gulfstream mid-cabin airplanes (G-150, G-200) equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY (green), and STATUS (white). The Airplane Flight Manual prohibits take off with any WARNING message displayed. CAUTION, ADVISORY and STATUS messages may affect airplane dispatch status and requires the Airplane Flight Manual or the MEL be used to determine dispatch capability. The airplane may dispatch with CAUTION, ADVISORY and STATUS messages that indicate proper system operation and are not illuminated due to a system failure (i.e. FUEL STBY PUMP ON when the pump is selected ON, GND A/B OUT with LAND selected on the ground, or APU GEN OFF with the switch OFF). MAINTENANCE and MAINTENANCE DATA STATUS messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be retrieved from the Maintenance Diagnostics Computer. In all cases, the Airplane Flight Manual must be referenced and procedures compiled with for the displayed message prior to applying MEL dispatch relief.

h. De-HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit. "Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciates via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL. "Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciates to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)	REVISION: 16 DATE: 04/02/2010	PAGE: XVIII
DEFINITIONS		

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 provides 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 14 CFRs.

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

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)	REVISION: 16 DATE: 04/02/2010	PAGE: XIX
DEFINITIONS		

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not used under normal operations.

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original type certification, supplemental type certificate, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

31. As used in MMELs, Heavy Maintenance Visit (HMV) is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)	REVISION: 2 DATE: 07/05/1990	PAGE NO: XX
PREAMBLE (07/05/1990)		

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.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)	REVISION: 2 DATE: 07/05/1990	PAGE NO: XXI
PREAMBLE (07/05/1990)		

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. 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.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 6
 DATE: 07/24/07

PAGE NO:
 21-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

1. Cabin Altitude Indicator
 (Overhead Panel)

C 1 0

May be inoperative provided cabin altitude is available on EICAS Synoptic display.

C 1 0

May be inoperative provided:
 a) Cabin Pressure Selector Panel is operative, and
 b) Pressurization is operated in AUTO mode.

C 1 0

May be inoperative provided:
 a) Cabin Differential Pressure Indicator is operative, and
 b) A chart is provided to crew to convert Cabin Differential Pressure to Cabin Altitude.

D 1 0

May be inoperative provided airplane is equipped with additional pneumatic three-in-one cabin pressurization monitoring instrument, and Cabin Altitude Indicator portion is fully operative.

C 1 0

(O) May be inoperative provided airplane is operated in unpressurized configuration.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 6
 DATE: 07/24/07

PAGE NO:
 21-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

2. Cabin Differential
 Pressure Indicator

D

1

0

May be inoperative provided cabin differential pressure is available on EICAS Synoptic display.

C

1

0

May be inoperative provided:
 a) Cabin Pressure Selection Panel is operative, and
 b) Pressurization is operated in AUTO mode.

D

1

0

May be inoperative provided:
 a) Cabin Altitude Indicator is operative, and
 b) A chart is provided to crew to convert Cabin Altitude to Cabin Differential Pressure.

D

1

0

May be inoperative provided airplane is equipped with additional pneumatic three-in-one cabin pressurization monitoring instrument, and Cabin Altitude Indicator portion is fully operative.

C

1

0

(O) May be inoperative provided airplane is operated in unpressurized configuration.

3. Cabin Rate of Climb
 Indicator

D

1

0

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 21-3

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

4. Automatic
 Pressurization Control
 Systems

B

2

0

(O) Except for ER operations, may be inoperative provided:
 a) Manual Pressurization Control System is operative,
 b) Cabin Altitude and Differential Pressure Indicators are operative,
 c) Cabin Rate of Climb Indicator is operative,
 d) Autopilot is operative, and
 e) Airplane is operated in accordance with AFM Limitations.

B

2

0

(O) Except for ER operations, may be inoperative provided airplane is operated in unpressurized configuration.

5. Manual Pressurization
 Control System

C

1

0

May be inoperative provided both Automatic Pressurization Control Systems are operative.

6. Semi-Auto
 Pressurization Control
 System

C

1

0

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 6
 DATE: 07/24/07

PAGE NO:
 21-4

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

7. Cabin Altitude
 Pressure Warning
 System

C

1

0

May be inoperative provided:
 a) Cabin Altitude and Differential
 Pressure Indicators are
 operative,
 b) Cabin Oxygen On Warning
 System is operative, and
 c) Airplane is operated in
 accordance with AFM
 Limitations.

C

1

0

(O) May be inoperative provided
 airplane is operated in unpressurized
 configuration.

8. Pressurization Outflow
 Valve Position
 Indicator

C

1

0

May be inoperative provided all other
 components of the cabin Pressure
 Control Panel and Cabin Pressure
 Indicator are operative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 21-5

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

9. Cockpit Zone
 Temperature Control
 System & Cabin Zone
 Temperature Control
 Systems

C

3

2

C

3

1

(O) May be inoperative provided:
 a) Ram Air is operative, and
 b) Airplane is operated in
 unpressurized configuration.

1) Automatic Systems

C

3

0

May be inoperative provided:
 a) Associated manual control
 system is operative, and
 b) Associated temperature
 indicator is operative.

2) Manual Systems

C

3

0

May be inoperative provided:
 a) Associated automatic control
 system is operative, and
 b) Associated temperature
 indicator is operative.

10. Cockpit/Cabin Zone
 Temperature Indicators
 (Overhead Panel)

D

3

0

May be inoperative provided
 associated Automatic Temperature
 Control System is operative.

D

3

0

May be inoperative provided
 associated zone temperature is
 available on EICAS Synoptic display.

D

3

0

May be inoperative provided
 associated Manual Temperature
 Control System is operative.

11. Duct Temperature
 Indicators (Overhead
 Panel)

D

3

0

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 21-6

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21	AIR CONDITIONING				
12.	Environmental Control System (ECS) Packs				
1)	Pressurized Configuration	C	2	1	Except for ER operations, may be inoperative provided: a) Inoperative ECS Pack is selected OFF, b) Bleed Air Isolation Valve is CLOSED and OPERATIVE, c) Right Main TRU is operative, and d) Airplane is operated in accordance with AFM Limitations.
2)	Unpressurized Configuration	C	2	0	Except for ER operations, may be inoperative provided outflow valve is operative.
13. ***	Three-In-One Cabin Pneumatic Pressurization Monitoring Instrument	C	1	0	May be inoperative provided primary Cabin Altitude and primary Cabin Differential Pressure Indicators are operative either in the overhead panel or on the Synoptic Display.
14.	Air Conditioning System Pack Inlet Valves	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Affected Valve is CLOSED and deactivated electrically, b) Associated Air Conditioning Pack is selected OFF, and c) Airplane is operated in accordance with AFM Limitations.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 21-7

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

15. Outflow Valve System

C

1

0

(M) (O) May be inoperative provided:
 a) Outflow valve is positioned to full OPEN position and electrically isolated,
 b) Airplane is operated in unpressurized configuration, and
 c) Extended overwater operations are not conducted.

1) AC Motors

C

2

1

May be inoperative provided:
 a) DC motor is operative, and
 b) Airplane is operated in accordance with AFM Limitations.

16. Pressure Relief Valve

C

1

0

(O) May be inoperative provided:
 a) Cabin differential pressure and cabin altitude displays are operative,
 b) Selected cabin altitude is 1,000 feet higher than normal cabin altitude for the cruise flight level, and
 c) Flight crew monitors actual cabin differential pressure and maintains it at or below 9.5 psi.

C

1

0

(O) May be inoperative provided airplane is operated in unpressurized configuration.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 21-8

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

21	AIR CONDITIONING				
17.	Cabin Pressure Indicator and Control Panel				
1)	Manual Light	C	1	0	
2)	Control Knob				Deleted in revision 7.
3)	Flight/Landing Switch (Light Function Only)	C	1	0	
4)	Fault/Manual Switch (Light Function Only)	C	1	0	
5)	Auto/Semi Switch (Light Function Only)	C	1	0	
18.	Selector Panel (Semi-Auto)	B	1	0	May be inoperative provided: a) Auto system (Cabin Pressure Control Panel) is operative, and b) Semi-auto mode is considered inoperative.
19.	Remote Filter (Pressure Relief Valve PRV)	B	1	0	
20.	CPAM (Cabin Pressure Acquisition Module)	C	1	0	May be inoperative provided both auto systems are operative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 6
 DATE: 07/24/07

PAGE NO:
 21-9

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

21. Ram Air System

1) Pressurized
 Configuration

C

1

0

May be inoperative provided:
 a) Automatic Pressurization
 Control System is operative,
 b) Manual Pressurization Control
 System is operative,
 c) Bleed Air Pressure Regulating
 and Shut-Off Systems are
 operative, and
 d) Airplane is operated in
 accordance with AFM
 Limitations and Procedures.

2) Unpressurized
 Configuration

C

1

0

(O) May be inoperative provided:
 a) Airplane is operated in
 unpressurized configuration,
 and
 b) Airplane is operated in
 accordance with AFM
 Limitations and Procedures.

22. PSU Fan

C

1

0

(O) May be inoperative provided:
 a) Ambient Temperature is 95
 degrees F (35 degrees C) or
 cooler,
 b) TRU electrical loads are 50% or
 less,
 c) Right main TRU is operative,
 and
 d) Both Environmental Control
 System (ECS) Packs are
 operative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 22-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22 AUTO FLIGHT				
1. Autothrottle Systems	C	2	0	
2. Performance Management Systems (SmartPerf/TOLD) (GV)	C	2	0	May be inoperative provided Quick Reference Handbook is immediately available to the flight crew.
(GV-SP / GIV-X)	C	2	0	May be inoperative provided Performance Handbook is immediately available to the flight crew.
3. Control Wheel Autopilot Disconnect Buttons	C	2	1	May be inoperative provided: a) Autopilot is not utilized below 1,500 feet AGL, b) Approach minimums do not require the use of the autopilot, and c) Airplane is piloted from the side with operative button.
4. Autothrottle Disconnect Buttons (on Thrust Lever Handles)	C	2	1	
	C	2	0	May be inoperative provided Autothrottle is not used.
5. Autothrottle Engage/Disengage Switches (on Thrust Lever Stem)	C	2	1	
	C	2	0	May be inoperative provided Autothrottle is not used.
6. Touch Control Steering Switches (TCS)	D	2	0	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 22-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

22 AUTO FLIGHT

7. Flight Guidance
 Computers (FGC)
 (Autopilots/Flight
 Directors)

C

2

1

(M) (O) Except for ER operations or where en route operations or approach minimums require its use, may be inoperative provided airplane is operated in accordance with AFM Limitations.

NOTE: FGC is required for MNPS, RVSM, RNP and PRNAV operations.

8. Yaw Damper Systems

C

2

1

(O) Except for ER operations, may be inoperative provided airplane is operated in accordance with AFM Limitations.

9. Takeoff/Go-Around
 (TO/GA) Buttons (on
 Power Lever Handles)

C

2

1

May be inoperative provided approach minimums do not require its use.

C

2

0

(O) May be inoperative provided:
 a) Both power levers are operated manually for takeoff and go-around, and
 b) Autopilot and Flight Director are not used below 500 feet or MDA, whichever is higher.

NOTE: Flight Director Takeoff and Go-Around guidance and Autothrottle are not available with both TO/GA switches inoperative.

10. Mach Trim Systems
 (GV-SP/GIV-X only)

C

2

1

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 23-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

1. Communications
 Systems (VHF, UHF)

D - 0

Any in excess of those required by 14 CFR 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.

NOTE: Comm 1, NAV 1 and ATC 1 are powered by the Emergency Bus.

1) VHF Comm

*** a) Frequency
 Transfer Light

C - 0

*** b) Frequency
 Transfer Switch

C - 0

*** c) Frequency
 Selector Knob

C - 2

*** d) Frequency
 Indication

C - 2

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 23-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

2. Cockpit Voice Recorder (CVR) (with Flight Data Recorder (FDR) Installed)

A

1

0

May be inoperative provided:
 a) Flight Data Recorder (FDR) is operative, 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.

Cockpit Voice Recorder (CVR) (Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)

A

1

0

May be inoperative provided repairs are made in accordance with applicable 14 CFRs.

3. Selective Call Systems (SELCAL)

C

-

0

(O) May be inoperative provided alternate procedures are established and used.

D

-

0

May be inoperative provided procedures do not require its use.

1) Channels

C

-

0

(O) May be inoperative provided alternate procedures are established and used.

D

-

0

May be inoperative provided procedures do not require its use.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 23-3

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

4. Emergency Locator
 Transmitter (ELT)

1) Survival Type ELTs

D - -

Any in excess of those required by 14 CFR may be inoperative or missing.

2) Fixed ELTs

A - 0

(M) May be inoperative provided:
 a) System is deactivated, and
 b) Repairs are made within 90 days.

A - 0

May be missing provided repairs are made within 90 days.

D - -

(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.

D - -

Any in excess of those required by 14 CFR may be missing.

5. Crewmember
 *** Interphone System

1) Passenger
 Configuration

a) Flight Deck to Cabin,
 Cabin to Flight Deck
 Functions

B - -

(O) May be inoperative provided alternate communications procedures between the affected Flight Attendants station(s) are established and used.

NOTE: Any station function(s) that is operative may be used.

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 23-4

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

5. Crewmember
 *** Interphone System
 (continued)

b) Cabin to Cabin
 Function

B

-

0

(O) May be inoperative provided alternate communications procedures between the affected Flight Attendants station(s) are established and used.

NOTE: Any station function(s) that is operative may be used.

c) Flight Deck to Ground

C

-

0

May be inoperative provided alternate procedures are established and used.

D

-

0

May be inoperative provided procedures do not require its use.

D

-

0

May be inoperative if not required by 14 CFR.

6. Interphone Systems

D

-

0

7. Cockpit Speakers

C

2

0

May be inoperative provided:
 a) Affected speaker is not required for aural warnings, and
 b) An operative headset is provided for each person on cockpit duty.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 23-5

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

8. Passenger Address
 *** Systems (PA)

Passenger
 Configuration

B

1

0

(O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used.

NOTE: Any station function(s) that is operative may be used.

C

1

0

(O) May be inoperative provided:
 a) PA not required by 14 CFR, and
 b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.

NOTE: Any station function(s) that is operative may be used.

Lavatory Speakers

C

-

-

(O) May be inoperative provided alternate procedures are established and used.

Cargo Only
 Configuration

D

1

0

May be inoperative provided procedures do not require its use.

9. Satellite
 *** Communication
 Systems

D

-

0

May be inoperative provided procedures do not require their use.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 23-6

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

23	COMMUNICATIONS				
10. ***	Prerecorded Passenger Announcement Systems	D	-	0	(O) May be inoperative provided alternate procedures are established and used.
11.	Hand Held Microphones	D	-	0	May be inoperative provided: a) Each cockpit crewmember uses a boom microphone, and b) Each (Control Wheel) Press-to- Talk Switch is operative.
12.	Boom Microphones (Cockpit Voice Recorder (CVR) With Flight Data Recorder Installed)				
1)	Cockpit Voice Recorder Equipped to Record Boom Microphone per 14 CFR 121.359(g), 135.151(d) or 125.227(e)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three (3) flight days.
2) ***	Cockpit Voice Recorder Not Equipped to Record Boom Microphone.	D	-	0	Any in excess of those required by 14 CFR may be inoperative.
(continued)					

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 23-7

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

12. Boom Microphones
 (continued) (Cockpit
 Voice Recorder (CVR)
 Without Flight Data
 Recorder Installed)

1) Cockpit Voice
 Recorder Equipped to
 Record Boom
 Microphone per 14
 CFR 121.359(g),
 135.151(d) or
 125.227(e)

A

-

0

May be inoperative provided repairs
 are made within three (3) flight days.

2) Cockpit Voice
 *** Recorder Not Equipped
 to Record Boom
 Microphone

D

-

0

Any in excess of those required by 14
 CFR may be inoperative.

13. Right Side Radio
 Frequency
 Management Unit
 (RFMU) (GV)

C

1

0

May be inoperative provided:
 a) Cross-side tuning function of
 the left RFMU is operative,
 b) Radio tuning function of both
 FMS's are operative, and
 c) Inoperative RFMU is selected
 OFF.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 23-8

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

14. Alerting Systems
 *** (Audio/Visual)

1) Passenger
 *** Configuration

a) Flight Deck Call Visual
 *** Alerting System

B

1

0

May be inoperative provided the flight deck audio alerting system is operative.

NOTE: The flight deck audio alerting must always be operative.

b) Flight Attendant Visual
 *** Alerting System

B

1

0

(O) May be inoperative provided:
 a) PA system is operative,
 b) If affected visual alerting system is used for Lavatory Smoke Detector Alerting, an alternate Lavatory Smoke Detector Alert (audio or visual) is installed and operative, and
 c) Alternate procedures for contacting flight attendants are established and used.

NOTE 1: Passenger to Attendant Call System is considered a **Non-Essential Equipment and Furnishings (NEF)**.

NOTE 2: Any visual alerting system function(s) that are operative may be used.

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 23-9

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

14. Alerting Systems

 (Audio/Visual)
 (continued)

c) Flight Attendant Audio

 Alerting System

B

-

0

(O) May be inoperative provided:
 a) PA system is operative,
 b) If affected audio alerting system
 is used for Lavatory Smoke
 Detector Alerting an alternate
 Lavatory Smoke Detector Alert
 (visual or audio) is installed and
 operative, and
 c) Alternate procedures for
 contacting flight attendants are
 established and used.

NOTE 1: Passenger to Attendant Call
 System is considered **Non-Essential
 Equipment and Furnishings (NEF)**.

NOTE 2: Any audio alerting system
 function(s) that are operative may be
 used.

15. Handset Systems

1) Passenger
 Configuration

a) Flight Deck

C

1

0

(O) May be inoperative provided:
 a) Flight Deck to cabin
 communication is operative,
 and
 b) Alternate procedures are
 established and used.

D

1

0

May be inoperative provided
 procedures do not require its use.

AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)	REVISION NO: 7a DATE: 11/08/2010	PAGE NO: 23-10
---	-------------------------------------	-------------------

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS					
15. Handset Systems (continued)					
b) Cabin	B	-	-		(O) May be inoperative provided alternate communication procedures between the affected flight attendants station(s) are established and used.
16. Radio Tuning Functions (GV-SP, GIV-X)					NOTE: Any handset(s) function(s) that is operative may be used.
					See item 34-45 MCDU for GV-SP, GIV-X Radio Tuning Function relief.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 23-11

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

17. High Frequency (HF)
 Communication
 Systems

D

-

-

Any in excess of those required by 14 CFR may be inoperative.

C

2

1

(O) May be inoperative while conducting operations that require two LRCS provided:
 a) SATCOM Voice or Data Link is operative,
 b) Alternate procedures are established and used,
 c) SATCOM coverage is available over the intended route of flight, and
 d) Prior coordination with the appropriate ATS facility is required when Inmarsat Codes for SATCOM Voice are not available.

NOTE: SATCOM is to be used only as a backup to normal HF Communications unless otherwise authorized by the appropriate ATS facilities.

18. NAVCOM Radio
 (GV-SP, GIV-X)

C

1

0

May be inoperative provided operations do not require its use.

19. Audio Interface Units
 (AIUs) (GV only)

B

2

1

May be inoperative provided flight does not require use of HF radio.

20 Datalink System

C

-

0

(O) May be inoperative provided alternate procedures are established and used.

D

-

0

May be inoperative provided routine procedures do not require its use.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 23-12

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

21. Modular Radio Cabinet
 (MRC) Power Supplies
 (GV-SP, GIV-X)

A

2

1

May be inoperative provided:
 a) Associated Comm and Nav
 radios and opposite ATC are
 operative, and
 b) Repairs are made within one
 flight day.

NOTE: Dispatch is acceptable with a
 MRC 1 or MRC 2 failed and EICAS
 blue messages "APM FAIL" and
 "ASCB FAIL" displayed.

22. Headsets

C

2

1

May be inoperative provided
 operations do not require its use and
 both pilot cockpit speakers are
 operative.

C

2

0

May be inoperative, except when
 required by 14 CFR, provided both pilot
 cockpit speakers are operative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 24-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER

1. Engine Generators

B

2

1

Except for ER operations, may be inoperative provided:
 a) APU Generator is used for all phases of flight,
 b) Airplane is operated at or below FL 450, and
 c) Standby Electrical System is operative.

2. APU Generator

B

1

0

(M) (O) Except for ER operations, may be inoperative provided:
 a) Both Engine Generators are operative, and
 b) Standby Electrical System is operative.

C

1

0

(M) Except for ER operations, may be inoperative provided APU is not used.

3. Transformer-Rectifier Units (TRUs)

B

5

4

(M) May be inoperative provided:
 a) Both Generators are operative,
 b) Both essential TRU's are operative,
 c) Auxiliary TRU is operative,
 d) APU Generator is operative,
 e) Both Battery chargers are operative,
 f) Both Main Airplane Batteries are operative, and
 g) Inoperative TRU circuit breaker on the Power Distribution Box is pulled and collared.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 24-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER

4. Battery Chargers

B

2

1

(M) May be inoperative provided:
 a) Both Engine Generators are operative,
 b) APU Generator is operative,
 c) Associated Battery Charger circuit breaker on the Power Distribution Box is pulled and collared, and
 d) Standby Electrical System is operative.

5. Main Airplane Batteries

B

2

1

(M) May be inoperative provided:
 a) There are no other electrical power source failures,
 b) Associated Battery cables are disconnected and secured,
 c) Associated Battery Charger circuit breaker on the Power Distribution Box is pulled and collared, and
 d) Associated battery circuit breaker is pulled and collared.

B

2

1

(M) (O) May be inoperative provided:
 a) Airplane is operated in day VMC,
 b) Standby Electrical System is operative,
 c) Associated Battery cables are disconnected and secured,
 d) Associated Battery Charger circuit breaker on the Power Distribution Box is pulled and collared, and
 e) Associated battery circuit breaker is pulled and collared.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 24-3

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER

6. Battery Ammeters
 (overhead panel)

C

2

0

May be inoperative provided:
 a) Associated voltmeter is
 operative, and
 b) Both battery charger fail
 messages are operative.

C

2

0

May be inoperative provided battery
 ammeter indications are available in
 EICAS.

7. Battery Voltmeters

C

2

1

May be inoperative provided
 associated ammeter is operative.

C

2

1

May be inoperative provided Battery
 Voltmeter indication is available on
 EICAS.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 24-4

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER

8. Electrical Power
 System EICAS
 Displays

Only one of the items 1 thru 16 may be
 inoperative.

1) L Gen Voltmeter

C 1 0

2) L Gen Frequency
 Meter

C 1 0

3) L Gen Loadmeter

C 1 0

4) R Gen Voltmeter

C 1 0

5) R Gen Frequency
 Meter

C 1 0

6) R Gen Loadmeter

C 1 0

7) APU Voltmeter

C 1 0

8) APU Frequency Meter

C 1 0

9) APU Loadmeter

C 1 0

10) Ext AC Pwr Voltmeter

C 1 0

11) Ext AC Pwr Frequency
 Meter

C 1 0

12) Ext AC Loadmeter

C 1 0

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 24-5

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER

8. Electrical Power
 System EICAS
 Displays (continued)

13) Main and Essential
 Voltmeters

C 4 3

14) Main and Essential
 TRU Loadmeters

C 4 3

15) Ext DC Pwr Voltmeter

C 1 0

16) Ext DC Pwr Loadmeter

C 1 0

9. Master Power Switch
 Lights (Left, Right,
 APU, EXT)

C 4 3

May be inoperative provided
 associated AC loadmeter and
 voltmeter are operative and selected
 for monitoring on the AC Synoptic.

10. Battery Temperature

 Indicating System

D 1 0

11. Standby Electrical
 System

C 1 0

May be inoperative provided both
 engine driven generators and APU
 generator are operative.

12. External Power System

D 1 0

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 24-6

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER

13. Low Battery Power
 *** Audible Warning
 System (Sonalert)

D

1

0

14. Ground Service Bus
 System

D

1

0

15. 50Hz/60Hz AC
 *** Electrical Power
 Systems

D

-

0

(M) (O) May be inoperative provided
 affected circuit breaker is pulled and
 collared.

|

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 24-7

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER

16. IRU Back Up Batteries
 (GV)

A

2

0

May be inoperative provided:
 a) Airplane is operated in day
 VMC conditions, and
 b) Repairs are made within one
 (1) flight day.

A

2

0

May be inoperative provided:
 a) All other components of the
 Electrical Power system are
 operative, and
 b) Repairs are made within one
 (1) flight day.

IRU Back Up Batteries
 (GV-SP, GIV-X)

B

2

1

(M) May be inoperative provided that
 the affected battery is located in the #2
 or #3 IRU back up battery position.

A

2

0

May be inoperative provided:
 a) Airplane is operated in day
 VMC conditions, and
 b) Repairs are made within one
 (1) flight day.

NOTE: EICAS message "IRU Sec Pwr
 Fail" will be displayed.

A

2

0

May be inoperative provided:
 a) All other components of the
 Electrical Power system are
 operative, and
 b) Repairs are made within one
 (1) flight day.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 25-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/
 FURNISHINGS

1. Overwater Equipment

D

-

-

As required by 14 CFR.

2. Passenger Seats

D

-

-

May be inoperative provided:
 a) Seat does not block an
 Emergency Exit,
 b) Seat does not restrict any
 passenger from access to the
 main airplane aisle, and
 c) The affected seat(s) are
 blocked and placarded "DO
 NOT OCCUPY".

NOTE 1: A seat with an inoperative
 seat belt is considered inoperative.

NOTE 2: Inoperative seats do not
 affect the required number of Flight
 Attendants.

NOTE 3: Affected seat(s) may include
 the seat(s) behind and/or adjacent
 outboard seats.

1) Recline Mechanism

D

-

-

(M) May be inoperative and seat
 occupied provided seat back is
 secured in the full upright position.

D

-

-

May be inoperative and seat occupied
 provided seat back is immovable in full
 upright position.

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 25-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25	EQUIPMENT/ FURNISHINGS				
2.	Passenger Seats (continued)				
2) ***	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bars.
3)	Armrests				
a)	Armrests with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main airplane aisle, and c) If armrest is missing, seat is secured in the full upright position.
b)	Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main airplane aisle.
(continued)					

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 25-3

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25	EQUIPMENT/ FURNISHINGS				
2.	Passenger Seats (continued)				
4) ***	Swivel Mechanism	C	-	-	May be inoperative provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to the main airplane aisle, and c) Associated seat remains in takeoff position.
5) ***	Divan High Backs	C	-	-	May be inoperative provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to the main airplane aisle, and c) Associated seat remains in takeoff position.
6) ***	Electrical/Electronic Systems/Components	C	-	-	(M) May be inoperative and seat occupied provided associated component(s) is deactivated.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 25-4

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

25	EQUIPMENT/ FURNISHINGS				
3.	Crewmember Shoulder Harnesses	B	-	-	Any in excess of those required by flight deck crew members (including official observer in observer's seat) may be inoperative.
4.	Observer Seat(s)				
1)	Primary Observer Seat (including associated equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two (2) flight days.
		A	-	-	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within two (2) flight days.
(continued)					

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 25-5

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/
 FURNISHINGS

4. Observer Seat(s)
 (continued)

NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen, and safety belt) is functional and the inspector determines the condition to be acceptable.

NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

2) Observer Seat Not
 Required by 14 CFR
 (including associated
 equipment)

D - 0

NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

5. Megaphones

D - -

Any in excess of those required by 14 CFR may be inoperative or missing provided:
 a) Inoperative megaphone is removed from passenger cabin, and
 b) Required distribution is maintained.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 25-6

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/
 FURNISHINGS

6. Flotation Devices

D

-

-

Any in excess of those required by 14 CFR may be inoperative. Inoperative equipment will be removed from airplane.

7. "Fasten Seat Belt
 *** While Seated" Signs or
 Placards

C

-

-

One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.

8. Storage Bin(s)/Cabin
 *** and Galley Storage
 Compartment/Closets

C

-

-

(M) May be inoperative provided:
 a) Procedures are established to secure compartment / closet CLOSED,
 b) Associated bin or compartment is prominently placarded DO NOT USE,
 c) Any emergency equipment located in affected compartment is considered inoperative, and
 d) Affected compartment is not used for storage of any item(s) except for those permanently affixed.

NOTE: For overhead storage compartments, if no partitions are installed, entire overhead storage compartment is considered one compartment.

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 25-7

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/
 FURNISHINGS

8. Storage Bin(s)/Cabin
 *** and Galley Storage
 Compartment/Closets

C

-

-

(M) (O) May be inoperative provided:
 a) Affected door(s) is removed or
 for retractable doors, secured in
 the retracted (fully open)
 position,
 b) Associated bin or compartment
 is not used for storage of any
 items, except those
 permanently affixed,
 c) Associated bin or compartment
 is prominently placarded DO
 NOT USE,
 d) Procedures are established and
 used to alert crew members
 and passengers of inoperative
 bins, and
 e) Passengers are briefed that
 associated bin or compartment
 is not used.

NOTE 1: For overhead storage
 compartments, if no partitions are
 installed, the entire overhead storage
 compartment is considered one
 compartment.

NOTE 2: Any emergency equipment
 located in associated compartment
 (permanently affixed) is available for
 use.

1) Storage Compartment
 *** Key Locks

D

-

0

(M) May be inoperative in unlocked
 position provided doors can be secured
 by other means.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 25-8

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/
 FURNISHINGS

9. Cargo Restraint
 *** Systems

A

-

-

(M) May be inoperative, or missing provided:
 a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed, and
 b) Repairs are made prior to the completion of the next heavy maintenance visit.

C

-

-

May be inoperative, or missing provided cargo compartment remains empty.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 25-9

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/
 FURNISHINGS

10. Flight Attendant Seat
 *** Assembly

A

1

0

(M) (O) Flight Attendant seat may be inoperative provided:
 a) Affected seat is not occupied,
 b) Flight Attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat,
 c) Alternate procedures are established and used as published in crewmember manuals,
 d) Folding type seat is stowed or secured in the retracted position,
 e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and
 f) Repairs are made within two (2) flight days.

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 25-10

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/
 FURNISHINGS

10. Flight Attendant Seat
 *** Assembly (continued)

NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.

NOTE 2: A seat position with an inoperative or missing restraint is considered inoperative.

NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of applicable regulations are met.

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 25-11

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/
 FURNISHINGS

10. Flight Attendant Seat
 *** Assembly (continued)

D

1

0

(M) May be inoperative provided:
 a) Flight Attendant is not required by 14 CFR,
 b) Affected seat is not occupied, and
 c) Folding type seat stows automatically or is secured in the retracted position.

NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.

NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 25-12

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/
 FURNISHINGS

10. Flight Attendant Seat
 *** Assembly (continued)

For Operators Other
 Than Holders of an Air
 Carrier or Commercial
 Operator Certificate

D

1

0

(M) (O) May be inoperative provided:
 a) Affected seat is not occupied,
 b) Flight Attendant displaced by
 inoperative seat occupies the
 passenger seat most accessible
 to the inoperative seat,
 c) Folding type seat is stowed or
 secured in the retracted position,
 and
 d) Passenger seat assigned to
 flight attendant is placarded
 "FOR FLIGHT ATTENDANT
 ONLY".

NOTE 1: An automatic folding seat that
 will not stow automatically is
 considered inoperative.

NOTE 2: A seat position with an
 inoperative or missing restraint system
 is considered inoperative.

NOTE 3: If one side of a dual seat
 assembly is inoperative and a flight
 attendant is displaced to the adjacent
 seat, the adjacent seat must be
 operative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 25-13

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25	EQUIPMENT/ FURNISHINGS				
11. ***	Galley/Cabin Waste Receptacles Access Doors/Covers	C	-	-	(M) (O) May be inoperative provided: a) The Container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.
12. ***	Exterior Lavatory Door Ashtrays				
1)	Airplanes with more than one exterior lavatory door ashtray installed	A	-	-	One may be inoperative provided it is replaced within 10 calendar days.
2)	Airplanes with only one exterior lavatory door ashtray installed	A	1	-	May be inoperative provided it is replaced within three (3) calendar days.
13 ***	External Camera System	D	1	0	
14. ***	Emergency Vision Assurance System (EVAS) STC No. SA00892LA	C	-	0	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 25-14

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/ FURNISHINGS					
15. Pilot Seat(s)					
1) Vertical Adjustment	C	-	-	(M) May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Fore-aft adjustment is operative.	
2) Armrest	C	-	-	(M) May be inoperative provided: a) Affected armrest is in the upright position or removed, and b) Seat is acceptable to the affected crewmember.	
3) Recline Adjustment	C	-	-	(M) May be inoperative provided: a) Seat is secured at a position acceptable to the affected crewmember, and b) Seat is able to move full Fore-Aft on its track.	
4) Lumbar Support	C	-	-	May be inoperative provided seat is acceptable to the affected crewmember.	
5) Thigh Support	C	-	-	May be inoperative provided seat is acceptable to the affected crewmember.	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 25-15

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25	EQUIPMENT/ FURNISHING					
16.	Rudder Pedal Adjustment	C	2	0	(M) May be inoperative provided: a) Adjustments can be secured in a position that suits individual pilot(s), and b) Position of pedal(s) permits normal full flight control movement.	
17.	Cockpit Convenience Items (Expired on April 30, 2008)				Deleted in Rev. 7.	
18.	Keyed Locks	D	-	0	May be inoperative provided the associated access panel, door, compartment, or cap is verified secure before each departure.	
19.	Airplane Ladders	C	-	0	(O) May be inoperative or removed.	
1)	Ladder Hardware (Pit Pins, Lanyards, etc.)	D	-	0		
20.	Baggage Compartment *** Shelves					
1)	Shelf Stowage Straps ***	D	-	0	May be inoperative or removed provided the shelves remain in the down position.	
2)	Shelf Support Straps ***	D	-	0	May be inoperative or removed provided the shelves remain in the stowed (up) position and are not used.	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 25-16

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25	EQUIPMENT/ FURNISHINGS				
21.	Crewmember Flashlight Holder Assemblies (including Flashlight)	C	-	0	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.
22.	Non-Essential Equipment & Furnishings (NEF)				
1) ***	Passenger Convenience Items (Expired on April 30, 2008)				Deleted in Rev. 7
2) ***	Non-Essential Equipment and Furnishings (NEF)	D	-	0	May be inoperative, damaged or missing provided item(s) is deferred in accordance with operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flight crew and included in appropriate operator's document. NOTE: Exterior lavatory door ash trays are not considered NEF items.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 25-17

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25	EQUIPMENT/ FURNISHINGS				
23. ***	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs are made within three (3) flight cycles.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
24. ***	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within three (3) flight cycles.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete missing, or inoperative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 25-18

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/
 FURNISHINGS

25. First Aid Kit (FAK)
 and/or Associated
 Equipment

A

-

-

(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing or inoperative provided:
 a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and
 b) Repairs or replacements are made within three (3) flight cycles.

D

-

-

Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 26-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

1. Portable Fire Extinguishers

D

-

-

Any in excess of those required by 14 CFR may be inoperative or missing provided:
 a) 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. Wing Overheat Warning Systems

C

2

0

Except for ER operations, may be inoperative provided:
 a) Wing Anti-Ice is not used, and
 b) Airplane is not operated in known or forecast icing conditions.

3. APU Fire Detection System

C

1

0

(M) Except for ER operations, may be inoperative provided:
 a) APU is not used, and
 b) APU CONT #1 and APU CONT #2 circuit breakers are pulled and collared.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 26-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

4. Rear Baggage
 Compartment Smoke
 Detector Systems

C

-

0

May be inoperative provided:
 a) Internal baggage door remains
 OPEN, and
 b) Airplane is operated at or below
 FL 400.

C

-

0

May be inoperative provided:
 a) Rear baggage compartment is
 not used,
 b) Internal baggage door remains
 CLOSED,
 c) Flight crew investigates
 baggage compartment for
 possible fire in the event the
 "BAG EER HOT" message
 displays, and
 d) Airplane is operated in
 accordance with AFM
 Limitations.

AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)	REVISION NO: 6 DATE: 07/24/07	PAGE NO: 26-3
---	----------------------------------	------------------

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS AND EXCEPTIONS
	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
5. Lavatory Smoke *** Detection Systems	C	-	-	(M) (O) For each lavatory, the lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> a) Lavatory waste receptacle is empty, b) Associated lavatory door is LOCKED, CLOSED and placarded, "INOPERATIVE-DO NOT ENTER", and c) Lavatory is used only by crewmember. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 6
 DATE: 07/24/07

PAGE NO:
 26-4

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

6. Lavatory Fire
 *** Extinguisher Systems

C

-

-

For each lavatory, the lavatory fire extinguisher system may be inoperative provided Lavatory Smoke Detector system is operative.

C

-

-

(M) (O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided:

- a) Lavatory waste receptacle is empty,
- b) Associated lavatory door is LOCKED, CLOSED and placarded, "INOPERATIVE – DO NOT ENTER", and
- c) Lavatory is used only by crewmembers.

NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.

7. Galley Smoke
 *** Detection Systems

D

-

0

8. Galley Fire
 *** Extinguishing Systems

D

-

0

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 26-5

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS AND EXCEPTIONS

26	FIRE PROTECTION				
9.	Engine Fire Detection Systems	C	2	1	Except for ER operations, one complete loop (A or B) may be inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light.
10. ***	Flame Detectors	D	-	0	
11.	Electronic Equipment Rack Overheat Warning System	C	-	0	
12. ***	Passenger Compartment Closet Smoke Detectors	D	-	0	May be inoperative provided door remains OPEN for visual check from crew stations.
13. ***	Entranceway Baggage Compartment Smoke Detectors	D	-	-	May be inoperative provided door remains OPEN for visual check from crew stations.
14. ***	Cargo Compartment Fire Detection/Suppression Systems	C	-	0	May be inoperative provided associated cargo compartment remains empty. NOTE: Does not preclude the Carriage of empty cargo containers, pallets, ballast, etc. NOTE: Class E cargo compartments require only the installation of smoke or fire detection system (not suppression).

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 6
 DATE: 07/24/07

PAGE NO:
 26-6

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

15. APU Fire Bottle

C

1

0

(M) (O) Except for ER operations, may be inoperative provided:
 a) APU is considered inoperative,
 b) Both engine driven generators are operative,
 c) Standby electrical system is operative, and
 d) APU CONT #1 and APU CONT #2 circuit breakers are pulled and collared.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 27-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
27 FLIGHT CONTROLS					
1. Rudder Limit Indication System	C	1	0		May be inoperative provided Single Rudder Indication System is operative.
2. Single Rudder Indication System	C	1	0		May be inoperative provided Rudder Limit Indication System is operative.
3. Automatic Ground Spoiler System	C	1	0		(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.
4. Electric Elevator Trim System	C	1	0		(O) May be inoperative provided: a) Electric Elevator Trim remains OFF, b) Both Flap/Stabilizer Control Channels are operative, and c) Airplane is operated in accordance with AFM Limitations.
5. Control Wheel Elevator Trim Switches	C	2	1		(O) May be inoperative provided pilot flying has operative switch.
6. Flap/Stabilizer Control Channels	B	2	1		Channel may be inoperative provided: a) Electric Pitch Trim System is operative, and b) Alternate control is verified to be operative before each departure.
7. Single Speed Brake Indication System	C	1	0		May be inoperative provided Single Rudder Indication System is operative.

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

GULFSTREAM G-V, GV-SP,
GV-SP (G550), GV-SP (G500),
GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
DATE: 02/04/2010

PAGE NO:
27-2

1. SYSTEM,

SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

27 FLIGHT CONTROLS

8. Elevator Trim Actuator
*** Heater Systems

C

2

0

(M) (O) May be inoperative provided
affected circuit breaker(s) are pulled
and collared.

9. Aileron Trim Actuator
*** Heater

C

1

0

(M) (O) May be inoperative provided
affected circuit breaker(s) are pulled
and collared.

10. Autopilot Elevator
Servos, (GV-SP,
GIV-X)

C

2

1

(M) May be inoperative provided the
inoperative servo circuit breaker(s) is
pulled and collared.

11. Autopilot Pitch Trim
Servos (GV-SP,
GIV-X)

C

2

1

(M) May be inoperative provided the
inoperative servo circuit breaker(s) is
pulled and collared.

12. Autopilot Aileron
Servos (GV-SP,
GIV-X)

C

2

1

(M) May be inoperative provided the
inoperative servo circuit breaker(s) is
pulled and collared.

13. Autopilot Yaw Damper
Servos (GV-SP,
GIV-X)

C

2

1

(M) May be inoperative provided the
inoperative servo circuit breaker(s) is
pulled and collared.

14. Stall Barrier Systems

A

2

1

(M) (O) May be inoperative provided:
a) Angle of Attack indication is
available on both PFD's,
b) Alternate procedures are
established and used,
c) The inoperative stall barrier
system is electrically disabled,
and
d) Repairs are made within two
(2) flight days.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 6
 DATE: 07/24/07

PAGE NO:
 27-3

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

27 FLIGHT CONTROLS

15. Flight Control Synoptic
 Display (GV)

C

1

0

May be inoperative provided the
 affected control surface is visually
 checked for full, free and correct
 movement prior to each flight.

(GV-SP, GIV-X)

C

-

0

May be inoperative provided the
 affected control surface is visually
 checked for full, free and correct
 movement prior to each flight.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 28-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

28 FUEL

1. Fuel Tank
 Temperature Systems
 (GV, GV-SP)

C

2

0

(O) May be inoperative provided:
 a) Total Air Temperature is used
 as an indication of fuel
 temperature, and
 b) Airplane is operated in
 accordance with AFM
 Limitations.

Fuel Tank
 Temperature System
 (GIV-X)

C

1

0

(O) May be inoperative provided:
 a) Total Air Temperature is used
 as an indication of fuel
 temperature, and
 b) Airplane is operated in
 accordance with AFM
 Limitations.

2. EICAS or Standby
 RFMU (GV) /
 MCDU (GV-SP, GIV-X)
 Fuel Quantity
 Indicating Systems

C

2

1

(M) (O) May be inoperative provided
 associated Standby Fuel Quantity
 Indicating System or EICAS Fuel
 Quantity Indicating System is
 operative.

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 28-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

28 FUEL

2. EICAS or Standby
 RFMU (GV) /
 MCDU (GV-SP, GIV-X)
 Fuel Quantity
 Indicating Systems
 (continued)

C

2

1

(M) (O) Except for ER operations,
 either Left or Right Fuel Quantity
 display may be inoperative provided:
 a) Both tanks are completely filled
 using overwing refueling,
 b) Both fuel flow meters are
 operative,
 c) After takeoff, power is set by
 matching fuel flow indications
 on both engines, and
 d) Flight crew maintains a log of
 fuel burned.

C

2

1

(M) (O) Except for ER operations,
 either Left or Right Fuel Quantity
 display may be inoperative provided:
 a) Affected tank is defueled before
 each refueling,
 b) Affected tank is fueled with a
 known quantity of fuel,
 c) Both fuel flow meters are
 operative,
 d) After takeoff, power is set by
 matching fuel flow indications
 on both engines, and
 e) Flight crew maintains a log of
 fuel burned.

NOTE: Total Fuel indications will be
 invalid with an inoperative indicator.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 28-3

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
3. Fuel Low Quantity Warning Systems	C	2	0	(O) May be inoperative provided: a) Both Fuel Quantity Indicating Systems are operative, b) All Fuel Boost Pumps are operative, and c) Fuel Crossflow Valve is OPENED when either wing tank contains 2,000 pounds or less fuel.
4. Fuel Boost Pumps	C	4	3	(O) Except for ER operations, may be inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, and d) Airplane is operated in accordance with AFM Limitations.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 28-4

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

28 FUEL

5. Fuel Intertank Valve

C

1

0

(M) Except for ER operations, may be inoperative provided:
 a) All Fuel Boost Pumps are operative,
 b) Fuel Crossflow Valve is operative,
 c) Fuel Quantity Indicating System is operative, and
 d) Intertank Valve is verified CLOSED and electrically deactivated.

6. Heated Fuel Return Systems (HFRS) (GV, GV-SP)

C

2

0

May be inoperative provided:
 a) Flight crew monitors fuel tank temperature, and
 b) Airplane is operated in accordance with AFM Limitations.

7. Fuel Boost Pump Warning Systems

C

4

3

(O) Except for ER operations, may be inoperative provided:
 a) Fuel Crossflow Valve is operative,
 b) Fuel Intertank Valve is operative, and
 c) Airplane is operated in accordance with AFM Limitations.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 6
 DATE: 07/24/07

PAGE NO:
 28-5

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
8. Fuel Crossflow Valve				
1) Failed CLOSED	C	1	0	(O) Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Fuel intertank Valve is OPEN when either wing tank contains 2,000 pounds or less fuel, and e) Airplane is operated in accordance with AFM Limitations NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.
2) Failed OPEN	C	1	0	(O) Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Airplane is operated in accordance with AFM Limitations, and e) Fuel tank temperature system must be operative. NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 28-6

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

28 FUEL					
9. Pressure Fueling System (Single Point Refueling)	D	1	0	(M) May be inoperative provided procedures are established to deactivate Pressure Fueling System.	
10. Ground Service Control Panel	D	1	0		
11. Automatic Fueling System	D	1	0		
12. Fuel Cap Chains	D	-	0		
13. Single Point Refueling Cap	C	1	0	May be inoperative or missing provided the single point refueling receptacle is checked for leaks before every takeoff.	
14. Mid Wing Ejector *** (MWE) System (GV, GV-SP only)	C	2	0	(O) May be inoperative provided the maximum fuel load for dispatch is limited to 9,000 lb per tank for a total fuel load of 18,000 lb.	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 4
 DATE: 12/14/2004

PAGE NO:
 29-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

29	HYDRAULIC POWER				
1.	Brake Accumulator Pressure Gauge (Nose Wheelwell)	D	1	0	
2.	Auxiliary Hydraulic Pump Pressure Indication	C	1	0	May be inoperative provided cockpit Brake Accumulator pressure gauge is operative.
3.	Power Transfer Unit (PTU) Hydraulic Pressure Indication	C	1	0	(O) May be inoperative provided: a) Left Hydraulic Pressure Indication is operative, b) PTU Hydraulic system is operative, and c) Before left engine start, HMG operational check is performed.
4.	PTU Hydraulic Pump (Auto Mode)	C	1	0	May be inoperative provided manual mode is verified to be operative before every flight.
5.	Auxiliary Hydraulic Pump (Auto Mode)	C	1	0	May be inoperative provided Auxiliary pump is selected ON for takeoff and landing.
6.	Left Hydraulic System Quantity Gauge (Ground Service Control Panel – Aft Equipment Area)	D	1	0	(M) May be inoperative provided quantity is checked by reservoir indicator before each departure.
7.	Right Hydraulic System Quantity Gauge (Ground Service Control Panel – Aft Equipment Area)	D	1	0	(M) May be inoperative provided quantity is checked by reservoir indicator before each departure.

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

GULFSTREAM G-V, GV-SP,
GV-SP (G550), GV-SP (G500),
GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
DATE: 02/04/2010

PAGE NO:
29-2

1. SYSTEM,

SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

29. HYDRAULIC POWER

8. Left Hydraulic System
Quantity Indication
(EICAS)

C

1

0

May be inoperative provided quantity is checked by reservoir indicator or Ground Service Control Panel Left Hydraulic Quantity gauges before each departure.

9. Right Hydraulic System
Quantity Indication
(EICAS)

C

1

0

May be inoperative provided quantity is checked by reservoir indicator or Ground Service Control Panel Right Hydraulic Quantity gauges before each departure.

10. Hydraulic Reservoir
Temperature Sensors

C

2

0

11. Hydraulic Reservoir
Replenishing System

D

1

0

(M) May be inoperative provided hydraulic reservoirs are replenished as needed using approved servicing techniques.

12. Brake Accumulator
Pressure Gauge
(cockpit dial)

C

1

0

May be inoperative provided the Brake Synoptic Page Accumulator Indication is operative.

13. Brake Synoptic Page
Accumulator Pressure
Indication

C

1

0

May be inoperative provided the Brake Accumulator Pressure Gauge (cockpit dial) is operative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 30-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
1. Cowl Anti-Ice Pressure Indication Systems	B	2	0	Except for ER operations, may be inoperative provided both EICAS Cowl Anti-Ice Indications are operative.
	B	2	0	Except for ER operations, may be inoperative provided airplane is operated at greater than +10 deg. C SAT.
	B	2	0	Except for ER operations, may be inoperative provided: a) Airplane is operated in VMC, and b) Airplane is not operated in visible moisture.
2. Wing Anti-Ice Systems	C	2	0	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.
1) Automatic Functions	C	2	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.
3. Windshield Heat Systems	C	2	1	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.
1) Windshield Heat Sensors	D	4	2	One sensor may be inoperative for each Windshield Heat System.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 30-2

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
30 ICE AND RAIN PROTECTION					
4. Side Window Heat Systems	C	2	0		
1) Side Window Heat Sensors	D	4	2	One Side Window Heat Sensor may be inoperative for each Side Window Heat System.	
	C	4	0		
5. Anti-Ice Heater Switch Lights	B	4	0	(M) (O) May be inoperative provided all other elements of the anti-ice heater indicating system are verified to operate normally.	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 30-3

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

30 ICE AND RAIN
 PROTECTION

6. Pitot Heaters
 (GV, GV-SP)

B

4

3

Except for ER operations, may be inoperative provided airplane is not operated in visible moisture or known or forecast icing conditions.

(GIV-X)

B

3

2

Except for ER operations, may be inoperative provided airplane is not operated in visible moisture or known or forecast icing conditions.

7. Ice Detection Systems

C

2

0

(O) May be inoperative provided airplane is operated in accordance with alternate AFM procedures.

NOTE: With Ice Detection Systems inoperative, automatic anti-ice is not available.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 30-4

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

30 ICE AND RAIN
 PROTECTION

8. Cowl Anti-Ice Systems

C

2

0

(M) Except for ER operations, may be inoperative provided:
 a) Affected Valve(s) are verified CLOSED, and
 b) Airplane is not operated in known or forecast icing conditions.

C

2

1

(M) May be inoperative provided:
 a) Affected Valve is verified OPEN,
 b) All components of both HP Bleed Air Systems are operative,
 c) Both Environmental Control Systems (ECS) Packs are operative,
 d) Performance Computer is initialized with COWL ANTI ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized, and
 e) Airplane is operated in accordance with AFM Limitations and Performance.

1) Automatic Functions

C

2

0

May be inoperative provided airplane is operated in accordance with alternate AFM procedures.

9. Cowl Pressure
 Differential Indication
 System

C

1

0

May be inoperative provided Cowl Anti-Ice Pressure Indications are operative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 30-5

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
10. Windshield Blower *** System	D	1	0	(M) May be inoperative provided the Surface Seal coating has been checked to be serviceable in accordance with the Maintenance Manual within the last 12 months or 500 flight hours whichever occurs first.
	D	1	0	(M) May be inoperative provided the Surface Seal coating is checked to be serviceable in accordance with the Maintenance Manual.
	D	1	0	May be inoperative provided there is no precipitation falling on the departure and arrival airport at the time of taxi, takeoff and landing.
1) Windshield Surface Seal Protection Systems	D	2	0	May be inoperative provided airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing.
11. Cabin Window Heat System	D	1	0	(M) May be inoperative provided: a) Cabin Window Heat switch is selected OFF, and b) Cabin Window Heat System circuit breakers are pulled and collared.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 31-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

31 INDICATING/
 RECORDING
 SYSTEMS

1. Clocks (Cockpit)

2. Flight Data Recorder
 (FDR) Systems

(Includes FDR function
 of Combined Voice and
 Flight Data Recorder
 (CVFDR))

D

-

1

C

-

1

A

-

0

Any in excess of those required by 14
 CFR may be inoperative.

May be inoperative provided:

- a) Cockpit Voice Recorder (CVR)
 is operative,
- b) Airplane is not dispatched from
 a designated airport as listed in
 the operator's MEL unless:
 - 1. The FDR failure occurs
 after pushback but
 before takeoff, or
 - 2. The FDR repair was
 attempted but was not
 successful.
- c) In those cases where repair is
 attempted but not successful,
 the airplane 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 are made within three
 (3) flight days.

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 31-2

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

31	INDICATING/ RECORDING SYSTEMS				
2.	Flight Data Recorder (FDR) Systems (continued)				
	FDR Recording Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within 20 calendar days.
	FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.
	Flight Data Recorder (FDR) Systems (Operator Other Than a Holder of an Air Carrier of Commercial Operator Certificate)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.
3.	Brake Temperature Monitoring System (BTMS)	C	1	0	May be inoperative provided airplane is operated in accordance with AFM Appendix on Brake Kinetic Energy and Carbon Brake Cooling. NOTE: This item includes the BTMS displayed on the brakes synoptic page.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 31-3

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS				
4. G Monitor System	D	1	0	
5. Electronic Checklists (GV)	C	2	1	May be inoperative provided the checklist module in Fault Warning Computer (FWC) 1 is operative.
Electronic Checklists (GV-SP, GIV-X)	C	1	0	May be inoperative provided the current AFM is carried on board the airplane.
6. Data Acquisition Unit (DAU) Channels (GV)	B	4	3	
7. Security Systems ***	D	1	0	
8. Engine Cowl Open Indicating System ***	D	1	0	May be inoperative provided right engine cowl is visually confirmed CLOSED before starting APU on the ground.
9. Airplane Personality Module (APM) (GV-SP, GIV-X)	C	4	3	
10. Plastic Guard Switch Covers	D	-	1	May be inoperative provided APU fire bottle switch cover is installed and operative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 31-4

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

31	INDICATING/ RECORDING SYSTEMS				
11.	Configuration Management Systems (GV-SP, GIV-X)	C	2	1	
12. ***	InfraRed Counter Measures System (IRCM) or Directional InfraRed Counter Measures System (DIRCM)	D	1	0	
13. ***	Quick Access Recorder (QAR)	D	1	0	
14. ***	XM Weather Receiver	D	1	0	
15.	Modular Avionics Unit (MAU) Channels (GV-SP/GIV-X)	A	6	5	(M) (O) May be inoperative provided: a) Failed channel is not MAU 1A or MAU 2B, b) No other failures exist in the Avionics System, c) Associated MAU circuit breakers are pulled and collared, d) Alternate procedures are established and used, and e) Repairs are made within two (2) flight days.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 32-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

32 LANDING GEAR

1. Anti-Skid System

C

1

0

(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.

2. Rudder Pedal Steering System

C

1

0

May be inoperative provided Nose Wheel Tiller Steering System is operative.

3. Landing Gear Position Indicators

Deleted in Revision 7a.

4. Variable Gain Nose Wheel Steering

C

1

0

(O) May be inoperative provided the fixed gain steering mode is operative.

5. Nosewheel Steering Accessory Hardware (Torque Link Lanyards)

D

-

0

May be inoperative or missing.

6. Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheelwell)

B

1

0

May be inoperative provided Emergency Landing Gear Extension Bottle Pressure Cockpit CAS Indication (Summary Page) is operative and checked prior to each flight.

7. Emergency Landing Gear Extension Bottle Pressure Cockpit CAS Indication (Summary Page)

B

1

0

May be inoperative provided Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheelwell) is operative and checked prior to each flight.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 32-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

32 LANDING GEAR

8. Blow Down Bottle
 (GIV-X)

A

1

0

(O) May be inoperative provided:
 a) Airplane is operated with the landing gear in the extended position,
 b) Landing gear handle remains in the down position,
 c) Ground lock pins are installed to ensure that all three (3) landing gears are LOCKED down throughout flight,
 d) Both pilots use cockpit headsets,
 e) Operations are not conducted in known or forecasted icing conditions,
 f) Extended over water operations are prohibited,
 g) Flight is conducted in accordance with AFM Supplement No. GIV-2009-01,
 h) Category II operations are prohibited,
 i) EFVS operations below 200 feet above touchdown zone elevation are prohibited, and
 j) Repairs are made within one (1) flight day.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 32-3

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

32 LANDING GEAR

8. Blow Down Bottle
 (GV/GV-SP)

A

2

0

(O) May be inoperative provided:
 a) Airplane is operated with the landing gear in the extended position,
 b) Landing gear handle remains in the down position,
 c) Ground lock pins are installed to ensure that all three (3) landing gears are LOCKED down throughout flight,
 d) Both pilots use cockpit headsets,
 e) Operations are not conducted in known or forecasted icing conditions,
 f) Extended over water operations are prohibited,
 g) Flight is conducted in accordance with AFM Supplement No. GV-2009-02,
 h) Category II operations are prohibited,
 i) EFVS operations below 200 feet above touchdown zone elevation are prohibited, and
 j) Repairs are made within one (1) flight day.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 33-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

33 LIGHTS

1. Cockpit/Flight
 Deck/Flight
 Compartment and
 Instrument Lighting
 Systems (Excluding
 EFIS and EICAS)

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. Passenger Cabin
 Interior Illumination
 Systems

D

-

-

May be inoperative provided:
 a) Cabin emergency lighting is operative,
 b) Sufficient lighting is operative for crew to perform required duties, and
 c) Lighting configuration at dispatch is acceptable to flight crew.

3. Passenger Lighted
 Information Signs

C

-

-

(M) May be inoperative provided:
 a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and
 b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY.

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 33-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

33 LIGHTS

3. Passenger Lighted
 Information Signs
 (cont'd)

C

-

-

NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.

(O) May be inoperative and associated passenger seat or lavatory may be occupied provided:

- a) PA System operates normally, and
- b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed ON or OFF.

1) All Cargo
 Supernumerary/Courier
 Area Lighted
 Information Signs

C

-

-

(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) are placed ON or OFF.

The following pertains only to operations involving aircraft certified with 19 or less passenger seats, wherein certification or operating rules do not require a public address system or flight attendant.

2) Passenger Lighted
 Information Signs

C

-

-

(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 33-3

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

33 LIGHTS					
4. Position Light Bulbs	C	6	3	3	May be inoperative provided one light bulb is operative at each position.
	C	6	0	0	May be inoperative provided airplane is not operated at night.
5. Beacon Light	C	1	0	0	May be inoperative provided airplane is not operated at night.
	C	1	0	0	May be inoperative provided Strobes are installed and operative.
6. Strobes (Anti-Collision Lights)	C	6	3	3	Bulbs may be inoperative provided one bulb is operative at each position (wingtip and tail).
	C	6	2	2	May be inoperative provided: a) At least one bulb is operative at wingtip, and b) Airplane is not operated at night.
7. Wing Inspection Lights	C	2	0	0	May be inoperative provided an Ice Detection System is installed and operative.
	C	2	0	0	May be inoperative provided portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operation in icing conditions.

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 33-4

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

33 LIGHTS

7. Wing Inspection Lights
 (continued)

C

2

0

May be inoperative provided airplane is not operated at night.

C

2

0

May be inoperative provided airplane is not operated in known or forecast icing conditions.

8. Landing Lights

B

2

1

May be inoperative provided all three bulbs of the taxi light are operative.

C

2

0

May be inoperative provided airplane is not operated at night.

9. Taxi Light System

C

1

0

1) Individual Light Bulbs

C

3

0

10. Wing Tip Taxi Light
 *** System

C

2

0

11. Floor Proximity
 *** Emergency Escape
 Path Marking System
 Lights

C

-

-

Individual lights may be inoperative provided it is verified that FAA approved minimum acceptable light 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 Supplement Type Certificate (STC).
- d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 33-5

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
12. Pulse Light Systems *** (Identification Lights)	D	-	0		
13. Recognition Lights *** System	D	1	0		
14. Logo Lights System ***	D	1	0		
15. Ramp Lights Systems ***	D	-	0		
16. Flashlight Charging *** Systems	D	-	0		
17. Aft Compartment Lights (Boiler Room)	D	-	0		
18. Cargo Compartment *** Light	D	1	0		May be inoperative provided no emergency equipment is carried in Cargo Compartment.
	D	1	0		May be inoperative provided an operative flashlight is installed in Cargo Compartment.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 33-6

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
19. Pylon Mounted Exterior *** Baggage Loading Light Systems	D	-	0	
20. Wheel Well Lights	D	3	0	
21. Exterior Emergency Evacuation Lighting System	C	1	0	May be inoperative provided airplane is not operated at night.
22. Service Door Lights	D	-	0	
23. Dim and Test Annunciator Channels	C	-	-	May be inoperative provided the switch capsule is not used in an emergency procedure where the actuation of the switch is not displayed elsewhere in the cockpit. NOTE: The following switches 1-4 may not be inoperative: 1. GPWS / Ground Spoiler Override 2. Terrain Display (GV) / Terrain Inhibit (GV-SP) 3. CPCS Panel Flight/Landing (2) 4. Door Safety
24. Airstair Lights	D	-	0	May be inoperative provided an alternate means (e.g. flashlight) is used to illuminate the airstairs.
25. Dome Light	D	-	0	May be inoperative provided an alternate means (e.g. flashlight) is used to illuminate the vestibule area.

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

GULFSTREAM G-V, GV-SP,
GV-SP (G550), GV-SP (G500),
GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
DATE: 02/04/2010

PAGE NO:
33-7

1. SYSTEM,

SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

33 LIGHTS

26. Baggage Compartment
Light

D

1

0

May be inoperative provided no
emergency equipment is carried in the
baggage compartment.

D

1

0

May be inoperative provided an
operative flashlight is installed in
baggage compartment.

27. Cockpit Flashlights

C

-

1

May be inoperative provided the
operative flashlight is in good working
order in accordance with the applicable
14 CFR.

28 Wing Tip Position Light
*** LED Element Banks

C

4

2

One may be inoperative per wing tip
position.

C

4

0

May be inoperative provided airplane is
not operated at night.

29. Tail Position Light LED
*** Element Banks

C

2

1

C

2

0

May be inoperative provided airplane is
not operated at night.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

1. Directional Compass
 Reference Sensors

B

3

2

(O) May be inoperative provided both
 PFD Heading Indicating Systems
 operate independently.

2. Attitude Reference
 Sensors

B

3

2

(O) May be inoperative provided:
 a) Both PFD Attitude Indicating
 Systems operate independently,
 and
 b) Standby Attitude Indicator is
 operative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
3. Standby Flight Displays	C	-	0	Except for ER operations, may be inoperative provided not required by 14 CFR.
1) Standby Attitude Indicator (Electro-Mechanical Gyro Horizon) ***	B	-	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
a) Glideslope/ Localizer Indicator ***	C	1	0	
2) Standby Altimeter/ Airspeed Indicator (combined unit) ***	C	1	0	May be inoperative provided airplane is operated in day VMC only.
(continued)				

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 34-3

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
3. Standby Flight Displays (continued)				
3) *** 3-in-1 Standby Attitude, Altitude, Airspeed Indicator Heading (Color Video Display) (GV Only)	C	-	0	Except for ER operations, the Attitude position indicator may be inoperative provided not required by 14 CFR.
	B	-	0	Attitude position indicator 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.
a) *** Standby Air Data Unit (Altitude and Airspeed Function)	C	1	0	May be inoperative provided the airplane is operated in day VMC only.
b) *** Standby Heading Display	C	1	0	May be inoperative provided all three (3) Heading Reference Systems are operative.
c) *** Glideslope/Localizer Function	C	1	0	
d) *** DME Displays	C	-	0	
e) *** FMS Navigation Functions	C	1	0	
(continued)				

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 34-4

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
3. Standby Flight Displays (continued)				
4) *** 4-in-1 Standby Attitude, Altitude, Airspeed Indicator Heading (Color Video Display) (GV-SP, GIV-X)	C	-	0	Except for ER operations, the Attitude position indicator may be inoperative provided not required by 14 CFR.
	B	-	0	Attitude position indicator 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.
a) *** Standby Air Data Unit (Altitude and Airspeed Function)	C	1	0	May be inoperative provided the airplane is operated in day VMC only.
b) *** Standby Heading Display	C	1	0	May be inoperative provided all three (3) Heading Reference Systems are operative.
c) *** Glideslope/Localizer Function	C	1	0	
d) *** DME Displays	C	-	0	
e) *** FMS Navigation Functions	C	1	0	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-5

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
4. Weather Radar Systems	C	-	-	Except for ER operations, as required by 14 CFR.
5. VOR/ILS Navigation Systems	C	-	-	As required by 14 CFR and no relief may be provided to an inoperative systems or component if powered by an emergency bus.
6. Marker Beacon Systems (GV-SP, GIV-X)	C	3	0	May be inoperative provided approach procedures do not require its use.
(GV only)	C	2	0	May be inoperative provided approach procedures do not require its use.
7. Automatic Direction Finding Systems	C	2	-	As required by 14 CFR.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-6

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

8. ATC Transponder and
 Automatic Altitude
 Reporting Systems

B

-

0

May be inoperative provided:
 a) Operations do not require its
 use, and
 b) Before flight, approval is
 obtained from ATC facilities
 having jurisdiction over planned
 route of flight.

D

-

1

Any in excess of those required by 14
 CFR may be inoperative.

NOTE 1: Flight Director, Autopilot, and
 Transponder must use the same Air
 Data source for flight into RVSM
 airspace.

NOTE 2: Transponder and altitude
 reporting capability must be operative
 for flight into RVSM airspace.

1) Elementary and
 *** Enhanced Downlink
 Airplane Reportable
 Parameters not
 Required by 14 CFR

A

-

0

May be inoperative provided:
 a) Operations do not require its
 use, and
 b) Repairs are made before
 completion of the next heavy
 maintenance visit.

2) ADS-B Squitter
 *** Transmissions

A

-

0

May be inoperative provided:
 a) Operations do not require its
 use, and
 b) Repairs are made before
 completion of next heavy
 maintenance visit.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-7

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
9. Distance Measuring Equipment (DME) Systems	D	-	-	Except where en route operations or approach minimums require its use, any in excess of those required by 14 CFR may be inoperative.
10. Standby RMI (Electro-Mechanical) ***	C	1	0	May be inoperative provided all three (3) IRS's are operative.
1) Standby Navigation Display (Color Video) ***	C	1	0	May be inoperative provided all three (3) IRS's are operative.
2) DME Displays ***	C	2	0	
11. Radio Altimeter Systems	C	2	0	May be inoperative provided: a) Landing weather minimums or operating procedures do not require its use, and b) Other systems affected (E/GPWS, TCAS, Flight Director, Autopilot, Autothrottle, Altimeter Ground Awareness Display, Synthetic Vision Primary Flight Display) are considered.
12. Long Range Navigation Systems (IRS, GPS, GNSSU, and LORAN)	C	-	-	May be inoperative except where en route operations or approach minimums require the use of GPS or GNSSU.
	C	-	-	As required by 14 CFR.
				NOTE: IRS Navigation Function only. See Attitude Reference Sensors for IRS Attitude Function.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-8

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION					
13.	Terrain Awareness and Warning System (TAWS)					
	Class A TAWS Equipment Required					
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.	
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.	
c)	Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	0		

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-9

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
13.	TAWS (continued)				
d)	Advisory Callouts ***	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
e)	Windshear Mode *** (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) is operative.
					(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-10

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
13.	TAWS (continued)				
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3)	Terrain Displays	C	-	1	
***		B	-	0	
4)	Runway Awareness & Advisory System (RAAS)	C	1	0	

	Class B TAWS Equipment Required				
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
a)	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
					(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-11

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
13.	TAWS (continued)				
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.
c)	Modes 2, 4 & 5	C	3	0	

d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.

		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
e)	Windshear Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
***	(Reactive)				
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 6
 DATE: 07/24/07

PAGE NO:
 34-12

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
13.	TAWS (continued)				
3) ***	Terrain Displays	C	-	0	
4) ***	Runway Awareness & Advisory System (RAAS) Class C TAWS Equipment	C	1	0	
1) ***	TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that is operative may be used.
14. ***	Lasertrak NDU (GV)	C	1	0	May be inoperative provided at least one Flight Management System is operative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 34-13

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
15. Flight Management Systems (CDU & Nav Computer Only) (GV Only)	B	-	0	Except where en route operations or approach minimums require its use, may be inoperative provided: <ul style="list-style-type: none"> a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, c) Procedures do not require its use, and d) Both RFMUs are operative. NOTE: Two (2) systems are required for dispatch into MNPS or RNP-10 airspace. One (1) system is required in PRNAV, BRNAV, RNAV 1 and RNAV 2 airspace.
1) Navigation Databases	C	-	-	Except where en route operations or approach minimums require a current database, may be out of currency provided: <ul style="list-style-type: none"> a) Current Aeronautical Charts are used to verify Navigation fixes before 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.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 34-14

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
16. Navigation *** Management System	B	-	0	Except where en route operations or approach minimums require its use, may be inoperative provided: <ul style="list-style-type: none"> a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, c) Procedures do not require its use, and d) Both RFMUs are operative. NOTE: Two (2) systems are required for dispatch into MNPS or RNP-10 airspace. One (1) system is required in PRNAV, BRNAV, RNAV 1 and RNAV 2 airspace.
1) Navigation Databases	C	-	-	Except where en route operations or approach minimums require a current database, may be out of currency provided: <ul style="list-style-type: none"> a) Current Aeronautical Charts are used to verify navigation fixes before 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.
17. Lightning Sensor *** Systems (LSS)	D	-	0	
18. Stormscope ***	D	-	0	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 34-15

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
19. Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) En route or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) En route or approach procedures do not require its use.
Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) En route or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) En route or approach procedures do not require its use.
				(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 34-16

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
19. Traffic Alert and Collision Avoidance System (continued)				
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative 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.
2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display 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.
3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
4) Audio Functions	B	1	0	May be inoperative provided en route or approach procedures do not require use of TCAS.
5) Airspace Selection *** Function (Above / Normal / Below)	C	-	0	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-17

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
20. Microwave Landing *** Systems (MLS)	D	-	-	As required by 14 CFR.
21. Symbol Generators (GV)	C	3	2	(M) (O) May be inoperative provided: a) EFIS displays at pilot's and copilot's stations are operative from independent Symbol Generators, and b) Both EICAS displays are operative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 4 a
 DATE: 06/02/06

PAGE NO:
 34-18

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
22. Guidance Panel Digital Indications and Mode Select Indications				
1) Speed Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
2) Heading Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
3) VS/FPA Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
4) Altitude Select Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
5) LNAV	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
6) VNAV	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
7) FLCH	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
(continued)				

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-19

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
22. Guidance Panel Digital Indications and Mode Select Indications (continued)				
8) Manual Speed	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
9) Bank Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
10) BC Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
11) Heading Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
12) VS/FPA Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
13) Alt Hold Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
14) Approach	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
15) PFD Command	C	1	0	(O) May be inoperative provided the associated value is available in the Primary Flight Display.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 34-20

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
23. Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) En route operations, i.e. RVSM, do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within three (3) flight days.
1) Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
2) Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 34-21

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
24. Display Units (GV) ***	C	6	5	(M) (O) May be inoperative provided: a) Inoperative tube is located in the Copilot's Navigation Display Position (DU #5), b) Standby Attitude Indicator is operative, c) Standby RMI is operative, and d) Alternate procedures are developed for operation without the Copilot's Navigation displays.
*** Display Units (GV) For DU-885 Equipped Airplanes	C	6	5	(M) (O) May be inoperative provided: a) Inoperative tube is located in the Copilot's Navigation Display Position (DU #5), b) Standby Attitude Indicator is operative, c) Standby RMI is operative, d) Alternate procedures are developed for operation without the Copilot's Navigation displays, and e) Terminal charts for the origin, destination and alternate airports are verified to be current and onboard the aircraft.
Display Units (GV-SP, GIV-X)	C	4	3	(M) (O) May be inoperative provided: a) The unit is located in the DU #3 position, and b) The pilot in the left seat flies the airplane.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 34-22

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

34	NAVIGATION				
25.	Standby Magnetic Compass System (Flux Valve) (GV)	C	1	0	May be inoperative provided all three (3) Heading Reference systems are operative.
***	Magnetometer (GV- SP, GIV-X)	C	1	0	May be inoperative provided all three (3) IRS's are operative.
26.	Non-Stabilized *** Magnetic Compass	B	1	0	May be inoperative provided any combinations of three Gyro or INS (IRU) Stabilized Compass Systems are operative.
		B	1	0	May be inoperative provided: a) Any combination of two (2) Gyro or INS (IRU) Stabilized Compass Systems are operative, and b) Airplane 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 accepted Free Gyro Navigation Techniques.
27.	Head Up Display *** System	C	1	0	May be inoperative provided landing weather minimums or operating procedures do not require its use.
28.	Airborne Flight *** Information System (AFIS)	C	-	0	
1)	AFIS Printer	C	-	0	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-23

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
29. Slip-Skid-Indicator	B	2	1	May be inoperative provided: a) Third attitude indicator is installed and operative, and b) An operative slip indication is obtained by selecting another IRS source via the Display Controller.
(GV Only)	B	2	1	(O) May be inoperative provided electronic slip indicator is replaced by a mechanical slip indicator.
	B	2	0	May be inoperative provided airplane is operated during day VMC conditions.
30. Data Loader (GV) ***	D	1	0	
Data Management Unit (DMU) (GV-SP, GIV-X)	D	-	0	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-24

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

31. Air Data
 Computers/Systems

1) Micro Air Data
 Computers (GV)

C

3

2

(M)(O) May be inoperative provided:
 a) Manual Pressurization Control System is operative,
 b) Cabin Altitude and Differential Pressure Indicators are operative,
 c) Cabin Rate of Climb Indicator is operative,
 d) Autopilot is operative, and
 e) Airplane is operated in accordance with AFM Limitations.

NOTE: Two Systems are required for operations in RVSM airspace.

C

3

2

May be inoperative provided airplane is operated in unpressurized configuration.

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-25

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
31.	Air Data Computer/ Systems (continued)				
2)	Air Data Systems (ADS) (GV-SP, GIV-X)	C	3	2	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, and e) Airplane is operated in accordance with AFM Limitations. <p>NOTE 1: Two systems are required for operation in RVSM airspace.</p> <p>NOTE 2: If ADS 2 is failed, the WOW indications on the copilot's flight control synoptic will be crosshatched. Dispatch is still allowed if the WOW indications on the pilot's flight control synoptic are shown as valid.</p> <p>(O) May be inoperative provided airplane is operated in unpressurized configuration.</p>
		C	3	2	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 34-26

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
32. Integrated Avionics *** Computers (IACs) (GV)	C	-	2	May be inoperative provided two bus controllers are operative for dispatch. NOTE: The FMS/PMS/Autothrottle function of the operative IACs may be inoperative as stated elsewhere in this section. The Autopilot is addressed in ATA 22.
33. Bus Controllers (GV)	C	-	2	
34. Airshow Controller *** System	D	-	0	
1) Cockpit Airshow *** Display System	D	-	0	
2) Cabin Airshow Display *** System	D	-	0	
35. Windshear Warning *** and Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 34-27

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION					
36. ***	Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
37. ***	Cockpit Voice Monitors	D	-	0		
38. ***	Heads Up Checklist	D	-	0		
39. ***	Enhanced Vision System (EVS)	D	1	0		
1) ***	EVS Window Heat	D	1	0		
2) ***	Secondary (non-HUD) EVS Display Repeater	D	1	0	May be inoperative provided procedures are not dependent on its use.	
40.	Terrain Server Function/EGPWM Modules (GV-SP, GIV-X)	C	2	0	NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction.	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 34-28

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
41. Electronic Flight Bag ***				Moved to ATA 46 in Rev. 7.
42. Advanced Graphics Module (AGM) (GV-SP, GIV-X)	C	4	3	(M) (O) May be inoperative provided: a) The inoperative AGM is located in the AGM 3 position, and b) Crew actions for subsequent failures are established.
Advanced Graphics Module (AGM) (GV-SP, GIV-X) (ASC 904 - Cert Charlie and ASC 905 - Cert Charlie II and any later revision to the operating software)	C	4	3	(O) May be inoperative provided: a) The inoperative AGM is electronically switched to the AGM 3 position resulting in DU 3 Red Xing, and b) Crew actions for subsequent failures are established.
43. Cockpit Printer	D	1	0	
44. Cursor Control Devices (GV-SP, GIV-X)	C	2	0	May be inoperative provided both Display Controllers, Weather Radar Controllers, and 2 MCDU's are operative.
*** Cursor Control Devices (GV Only)	C	2	0	(M) (O) May be inoperative provided: a) Both Display Controllers are operative, and b) Terminal charts for the origin, destination and alternate airports are verified to be current and onboard the aircraft.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-29

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
45.	Multifunction Control Display Units (MCDU) (GV-SP, GIV-X)	C	3	2	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) The FMS functions and Radio Tuning functions are operative on the remaining MCDU's, and b) The inoperative MCDU is located in the No. 2 position. <p>NOTE: MCDU 1 has Standby Engine instruments. MCDU 3 has Backup Radio Tuning functions.</p>
1)	Flight Management System (FMS) Function (GV-SP, GIV-X)	B	3	1	<p>Except where en route operations or approach minimums require its use, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, and c) Procedures do not require its use. <p>NOTE: Two (2) systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV including PRNAV and BRNAV only require a single FMS.</p> <p style="text-align: center;">(continued)</p>

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-30

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
45.	Multifunction Control Display Units (MCDU) (continued) (GV-SP, GIV-X)				
a)	Navigation Databases	C	-	-	Except where en route operations or minimums require a current database, may be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation fixes before 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.
2)	Radio Tuning Functions (GV-SP, GIV-X)	B	3	2	
46.	Advanced Graphics Module (AGM) Databases (GV-SP, GIV-X)	C	-	0	May be out of currency provided: a) Current IFR/VFR Aeronautical Charts or appropriate airport information charts are used to verify the information before dispatch, b) Procedures are established and used to verify the status and suitability of Navigation Facilities used to define the route of flight, and c) Approach Navigation Radios are manually tuned and identified.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-31

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
47. Charts Function (GV-SP, GIV-X)	D	1	0	May be inoperative provided current aeronautical charts are carried onboard the airplane and available to the flight crew.
1) Charts Database	C	1	0	May be out of currency provided the terminal charts for the origin, destination, and alternate airports are verified to be current.
48. Video Function (GV-SP, GIV-X)	D	1	0	May be inoperative provided alternate procedures are established for the use of the Enhanced Vision System (EVS) display function.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-32

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
49. Automatic Dependent *** Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
1) Cockpit Display and *** Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other airplane systems may be used.
2) CDTI Control Panel ***	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
3) Data Link *** Transmitter(s)	D	-	0	NOTE: In some airplanes the Data Link Transmission is an integral part of the transponder and relief is provided in that section.
4) Data Link Receivers ***	D	-	0	
5) ADS-B Applications ***	D	-	0	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 34-33

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION				
50. Right Side Display Controller (GV Only)	A	1	0	(M) (O) May be inoperative provided: <ul style="list-style-type: none"> a) The weather at the destination is forecast to be VFR (1,000 ft ceiling and three (3) miles visibility), b) An alternate airport is specified in the flight plan which has VFR weather forecast (1,000 ft ceiling and three (3) miles visibility), c) Both VOR and ADF navigation receivers are operative, d) Flight is conducted based on short range navigation sources only being available, e) Navigation suffix in the IFR flight plan clearly indicates that the airplane is not capable of any RNP required navigation capability, f) Flight is conducted in airspace where the availability of navigation by short range navigation receivers (VOR/ADF) is assured, g) One DBDI or Standby RMI or Secondary Navigation Display is operative, h) Associated Display Controller circuit breaker is pulled and collared, i) Alternate procedures are established and used, and j) Repairs are made within one (1) flight day.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 34-34

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION				
50. Right Side Display Controller (GV-SP/GIV-X)	A	1	0	(M) (O) May be inoperative provided: <ul style="list-style-type: none"> a) FMS is the navigation source on both PFD's, b) Destination and alternate airports have either LPV, GPS or FMS overlay approaches available without NOTAM restrictions for airplanes not equipped with Enhanced Navigation Package, c) Destination and alternate airports have either LPV, GPS, FMS overlay, or ILS approach available without NOTAM restrictions for airplanes equipped with Enhanced Navigation Package, d) No other display system failures exist, e) Associated Display Controller circuit breaker is pulled and collared, f) Alternate procedures are established and used, and g) Repairs are made within two (2) flight days.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 34-35

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
51. Synthetic Vision *** Primary Flight Display (SV-PFD) Functions	D	2	0	
52. DDA (Digital to Discrete Adapter) (GV only) ***	D	2	0	May be inoperative provided approach minimums do not require its use.
53. GNSSU WAAS (Wide Area Augmentation System or SBAS – Space Based Augmentation System) Function ***	D	2	0	WAAS function may be inoperative provided en route and approach procedures do not require its use.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 35-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

35 OXYGEN

1. Passenger Oxygen System and Supply

B

-

-

As required by 14 CFR.

2. Cabin Oxygen ON Warning Systems

C

1

0

May be inoperative provided:
 a) Cabin Altitude and Differential Pressure Indicators are operative, and
 b) Cabin Altitude Pressure Warning System is operative.

C

1

0

(O) May be inoperative provided airplane is operated in unpressurized configuration.

3. Oxygen Service Panel Pressure Gauges

D

2

0

May be inoperative provided associated cockpit gauge is operative and monitored.

4. Portable Oxygen Dispensing Units (Bottle and Mask)

B

-

-

Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained throughout airplane.

NOTE: Any bottle not properly serviced is considered inoperative and should be removed.

5. Oxygen Supply Warning System

C

2

0

May be inoperative provided associated cockpit gauge is operative and monitored.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 35-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

35 OXYGEN

6. Protective Breathing
 *** Equipment (PBE)

D

-

-

Any in excess of those required by 14 CFR may be inoperative.

7. Electronic Equipment
 *** Rack Oxygen Pressure
 Gauges

D

-

0

May be inoperative provided cockpit gauges are operative.

8. Cockpit Oxygen
 Pressure Gauges

C

-

0

May be inoperative provided electronic equipment rack gauges are installed and operative.

9. Therapeutic Oxygen

C

-

-

As required by 14 CFR.

10. High Landing Field
 *** Elevation Passenger
 Oxygen Controller High
 Altitude Switch
 (GV-SP/GIV-X)

D

1

0

May be inoperative provided the maximum Landing Field Elevation does not exceed 14,500 feet.

1) High Altitude Switch
 *** Light (GV-SP/GIV-X)

D

1

0

May be inoperative provided the switch position is verified to be depressed in whenever the Landing Field Elevation exceeds 14,500 feet.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 36-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

36	PNEUMATIC				
1.	Bleed Air Systems (GV, GV-SP)				
1)	Pressurized Configuration	C	2	1	<p>(M) Except for ER operations, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified to be operative and selected OPEN, and d) Airplane is operated in accordance with AFM Limitations.
2)	Unpressurized Configuration	C	2	0	<p>NOTE: Auto-throttle will be inoperative with Isolation Valve OPEN.</p> <p>(M) (O) Except for ER operations, both may be inoperative provided:</p> <ul style="list-style-type: none"> a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Airplane is not operated in forecast or known icing conditions, and c) Airplane is operated in accordance with AFM Limitations.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 36-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

36	PNEUMATIC				
1.	Bleed Air Systems (GIV-X only)				
1)	Pressurized Configuration	C	2	1	(M) Except for ER operations, may be inoperative provided:
					<ul style="list-style-type: none"> a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified to be operative and selected OPEN, d) Airplane is not operated in forecast or known icing conditions, and e) Airplane is operated in accordance with AFM Limitations. <p>NOTE: Auto-throttle will be inoperative with Isolation Valve OPEN.</p>
2)	Unpressurized Configuration	C	2	0	(M) (O) Except for ER operations, may be inoperative provided:
					<ul style="list-style-type: none"> a) Affected Valve(s) are verified CLOSED, and b) Airplane is not operated in known or forecast icing conditions.
(continued)					

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 36-3

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

36 PNEUMATIC

1. Bleed Air Systems
 (GIV-X only)
 (continued)

1) Pressurized
 Configuration
 (continued)

C

2

1

(M) Except for ER operations, may be inoperative provided:
 a) Affected Valve is verified OPEN,
 b) All components of both HP Bleed Air Systems are operative,
 c) Both Environmental Control Systems (ECS) Packs are operative,
 d) Performance Computer is initialized with COWL ANTI-ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized, and
 e) Airplane is operated in accordance with AFM Limitations and Performance.

2) Unpressurized
 Configuration

C

2

0

(M)(O) Except for ER operations, may be inoperative provided:
 a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF,
 b) Airplane is not operated in forecast or known icing conditions, and
 c) Airplane is operated in accordance with AFM Limitations.

NOTE: Auto-throttle will be inoperative with Isolation Valve OPEN.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 36-4

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

36	PNEUMATIC				
2.	Bleed Air Hot Warning System				
1)	Pressurized Configuration	C	2	1	<p>(M) Except for ER operations, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified to be operative and selected OPEN, d) Airplane is not operated in known or forecast icing conditions, and e) Airplane is operated in accordance with AFM Limitations. <p>NOTE: Auto-throttle will be inoperative with Isolation Valve OPEN.</p>
2)	Unpressurized Configuration	C	2	0	<p>(M) (O) Except for ER operations, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Airplane is not operated in forecast or known icing conditions, and c) Airplane is operated in accordance with AFM Limitations.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 36-5

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36 PNEUMATIC				
3. Isolation Valve	C	1	0	(M) May be inoperative provided: a) Both Bleed Air Systems are operative, b) Both Environmental Control System (ECS) Packs are operative, c) Isolation Valve is electrically deactivated, d) Isolation Valve is verified CLOSED, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Valve must be OPENED manually during left engine start.
4. Bleed Air System Switch Capsule Lights	C	4	0	May be inoperative provided Bleed Air System indications are available on the Synoptic display.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 38-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

38 WATER/WASTE

1. Potable Water
 Systems

C

-

-

(M) Individual components may be inoperative provided:
 a) Associated components are deactivated or isolated,
 b) Associated system components are verified not to have leaks, and
 c) Passengers are advised of the inoperative water system.

NOTE: Any portion of system that is operative may be used.

C

-

-

(M) May be inoperative provided:
 a) System is drained, and
 b) Procedures are established to ensure that system is not serviced.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 38-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

38 WATER/ WASTE

2. Lavatory Waste
 Systems (Including
 Wheelchair Accessible
 Lavatories)

C

-

-

(M) Individual components may be inoperative provided:
 a) Associated components are deactivated or isolated, and
 b) Associated system components are verified not to have leaks.

NOTE: Any portion of system that is operative may be used.

C

-

-

(M) Associated lavatory system(s) may be inoperative provided:
 a) Associated components are deactivated or isolated to prevent leaks, and
 b) Associated lavatory door is secured CLOSED and placarded "INOPERATIVE-DO NOT ENTER".

NOTE: These provisos are not intended to prohibit inspections by crewmembers.

3. Lavatory Dump/Drain
 System

C

-

-

May be inoperative provided:
 a) Dump valve is secured in the CLOSED and LOCKED position, and
 b) System is checked for leaks before every flight.

4. Vacuum Toilet Holding
 Tank Indicator

D

1

0

May be inoperative provided:
 a) Tank is verified to be serviced before first flight of the day, and
 b) Tank is serviced after the last flight of the day.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 45-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

45	CENTRAL MAINTENANCE COMPUTER				
1)	Maintenance Data Acquisition Unit (MDAU) (GV)	D	1	0	
2)	Central Maintenance Computer (CMC) (GV-SP, GIV-X)	C	1	0	May be inoperative provided all faults are recorded after each flight.
		C	1	0	(M) May be inoperative or missing provided: a) All faults are recorded after each flight, and b) The CMC module is replaced with an Airflow Blockage Module (ABM) if the CMC module is removed from the MAU.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 46-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

46 NEW TECHNOLOGY

1. Electronic Flight Bag
 *** Systems (EFBs)

1) Class 3 EFBs

C

-

-

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Any function, program or document which operates normally may be used.

D

-

0

May be inoperative provided procedures do not require its use.

2) Data Connectivity
 *** (Class 2)

C

-

-

(O) May be inoperative provided alternate procedures are established and used.

D

-

0

May be inoperative provided procedures do not require its use.

3. Power Connection
 *** (Class 1 & 2)

C

-

-

(O) May be inoperative provided alternate procedures are established and used.

D

-

-

May be inoperative provided procedures do not require its use.

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 46-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

46 NEW TECHNOLOGY

1. Electronic Flight Bag
 *** Systems (EFBs)
 (continued)

4. Mounting Device
 *** (Class 2)

C

-

0

(M) (O) May be inoperative provided:
 a) Associated EFB and hardware
 is secured by an alternate
 means or removed from
 airplane, and
 b) Alternate procedures are
 established and used.

D

-

0

(M) May be inoperative provided:
 a) Associated EFB and hardware
 is secured by an alternate
 means or removed from
 airplane, and
 b) Procedures do not require its
 use.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 49-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

49 AIRBORNE
 AUXILIARY POWER

1. Auxiliary Power Unit
 (APU)

C

1

0

(O) Except for ER operations, may be inoperative provided:
 a) Both Engine Driven generators are operative, and
 b) Standby Electrical System is operative.

2. APU EGT Indicators
 (EICAS and Overhead)

C

2

1

C

2

0

Except for ER operations, may be inoperative provided:
 a) APU is not operated,
 b) Both Engine Driven generators are operative, and
 c) Standby Electrical System is operative.

3. APU Tachometers
 (EICAS and Overhead)

C

2

1

C

2

0

Except for ER operations, may be inoperative provided:
 a) APU is not operated,
 b) Both Engine Driven generators are operative, and
 c) Standby Electrical System is operative.

4. APU "READY" Light
 System

C

1

0

May be inoperative provided the APU is operated in accordance with AFM Limitations.

5. APU Remote Oil
 Quantity/Serviceing
 System

C

1

0

May be inoperative provided oil is checked before every flight.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 49-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

49 AIRBORNE
 AUXILIARY POWER

6. APU Oil Pressure
 *** Gauges

D - 0

7. APU Oil Temperature
 *** Gauges

D - 0

8. APU Fuel Pressure
 *** Gauges

D - 0

9. APU Start Indicator
 Light

C 1 0

10. APU Air Load Control
 Valve

C 1 0

(M) May be inoperative provided valve is verified in CLOSED position.

11. APU External Fire
 Warning Alarm (Fire
 Warning Bell)

C 1 0

May be inoperative provided an APU operation is monitored in cockpit.

12. APU Air Inlet Door
 System

C 1 0

(M) Except for ER operations, may be inoperative provided:
 a) APU Air inlet door is secured fully CLOSED,
 b) APU is not operated,
 c) Both Engine Driven generators are operative, and
 d) Standby Electrical System is operative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 49-3

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

49	AIRBORNE AUXILIARY POWER				
13.	Bleed Air Augmentation Valve (GV, GV-SP)	C	1	0	(O) May be inoperative provided: a) APU starting is not attempted above FL 350, and b) APU is operated in accordance with AFM limitations.
14.	Surge Control Valve (GV, GV-SP)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) APU is restricted to ground use only at pressure altitude of 8000 ft. or below, b) Both Engine Driven generators are operative, and c) Standby Electrical System is operative.
15.	Ignition System Channels (GV, GV-SP)	C	2	1	
16.	EGT Thermocouple System (GV, GV-SP)	C	2	1	
17.	Temperature Resistance Bulb (T2)	C	1	0	
18.	Inlet Pressure Transmitter (P2) (GV, GV-SP)	C	1	0	
19.	RPM Speed Sensor Channels (GV, GV-SP)	C	2	1	
20.	APU Hour Meter	C	1	0	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 6
 DATE: 07/24/07

PAGE NO:
 49-4

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
49 AIRBORNE AUXILIARY POWER					
21. Oil Temperature (GV, GV-SP)	C	1	0		May be inoperative provided airplane is operated in accordance with AFM Limitations.
22. Deprime Solenoid (GV, GV-SP)	C	1	0		(M) May be inoperative provided airplane is operated in accordance with AFM Limitations.
23. Oil Heater (GV, GV-SP)	C	1	0		May be inoperative provided airplane is operated in accordance with AFM Limitations.
24. APU Start/Engine Cowl *** Interrupt System	D	1	0		

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 52-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND 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 associated door is CLOSED and LOCKED.
2. Cargo Door Operating System ***	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.
3. Cargo Door Warning Light System ***	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.
4. Door Seal Pressure Indicator ***	D	1	0	
5. Main Entry Door Normal Operating System	C	1	0	(O) May be inoperative provided: a) Alternate system is operative, and b) Main door is not CLOSED manually.
6. Main Entry Door Acoustic Curtain/Door System	D	-	-	
7. Lavatory Door	D	-	-	May be inoperative provided the affected door is secured CLOSED for taxi, takeoff and landing. NOTE: Includes pop-up panels, latches, locks and handles.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G550),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 52-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

52 DOORS

8. Baggage Door
 Warning System

C

1

0

May be inoperative provided a crewmember verifies by visual inspection before each departure that the baggage door is CLOSED and LOCKED.

9. Main Entry Door
 Warning System

C

1

0

May be inoperative provided a crewmember verifies by visual inspection before each departure that the Main Entry Door is CLOSED and LOCKED.

10. Internal Baggage Door
 Warning System

C

1

0

(O) May be inoperative provided:
 a) Door is verified to be CLOSED and LOCKED by a crewmember after each use, and
 b) Door is placarded "DO NOT ENTER at or above 40,000 ft".

11. Interior Pocket Doors

D

-

-

May be inoperative provided the affected door is secured OPEN for taxi, takeoff and landing.

NOTE: Includes pop-up panels, latches, locks and handles.

AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)	REVISION NO: 7 DATE: 02/04/2010	PAGE NO: 71-1
---	------------------------------------	------------------

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS AND EXCEPTIONS

71 POWERPLANT				
1. EPA Tank Ejector Pump	D	2	0	(M) May be inoperative provided maintenance procedures are established to drain tank: a) Before the first flight of each day, b) After three normal shutdowns, and c) After two false (wet) starts.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 73-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

73	ENGINE FUEL & CONTROL				
1.	Fuel Flow Indication Systems				
1)	EICAS	C	2	1	May be inoperative provided: a) Associated EPR, LP and HP indicating systems are operative, and b) Fuel quantity indicating systems are operative.
2)	RFMU (GV) / MCDU (GV-SP/GIV-X)	C	2	1	May be inoperative provided: a) Associated EPR, LP and HP indicating systems are operative, and b) Fuel quantity indicating systems are operative.
2.	Fuel Low Pressure Warning Systems (EICAS)	C	2	1	May be inoperative provided: a) Associated Fuel Boost Pumps are operative, and b) Airplane is operated at or below FL 250.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 73-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

73 ENGINE FUEL &
 CONTROL

3. Engine FADEC System
 (GV, GV-SP)

A

2

0

(M) (O) Airplane may be dispatched with Blue "Engine Maintenance STD (###)" and/or "Engine Maintenance LTD" messages displayed on EICAS provided:
 a) Repairs are made in accordance with times (hours) established by the BR 710-A1 Time Limits Manual (GV), chapter 5 or BR 710-C4 Time Limits Manual (GV-SP), chapter 5 (no extensions are authorized), and
 b) FADEC faults are reviewed by flight crew before each takeoff.

NOTE: GV, GV-SP Blue "Engine Maintenance STD (###)" messages require maintenance action within 150 hours and Blue "Engine Maintenance LTD" messages required maintenance action within 500 hours.

(continued)

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7a
 DATE: 11/08/2010

PAGE NO:
 73-3

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

73 ENGINE FUEL &
 CONTROL

3. Engine FADEC System
 (GIV-X)

A

2

0

(M) (O) Airplane may be dispatched with Blue "Engine Maintenance STD (###)" and/or "Engine Maintenance LTD" messages displayed on EICAS provided:

- a) Repairs are made in accordance with times (hours) established by the Tay 611-8C Time Limits Manual, chapter 5 (no extensions are authorized), and
- b) FADEC faults are reviewed by flight crew before each takeoff.

NOTE: GIV-X Blue "Engine Maintenance STD (###)" messages require maintenance action within 150 hours and Blue "Engine Maintenance LTD" messages required maintenance action within 500 hours.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 74-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
74 IGNITION				
1. Ignition Systems				
1) No. 1 Igniters	A	2	1	May be inoperative provided: a) Both No. 2 Igniters are operative, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 150 flight hours.
2) No. 2 Igniters	A	2	1	May be inoperative provided: a) Both No. 1 Igniters are operative, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 150 flight hours.
2. Ignition ON Indicator Systems	C	2	0	(M) May be inoperative provided both airstart ignition systems are verified to be operative before each flight.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 77-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

77	ENGINE INDICATING				
1.	HP Tachometer Indications EICAS	C	2	1	May be inoperative on either engine provided associated LP, EPR and Fuel Flow Indicating Systems (EICAS or Standby) are operative for affected engine. NOTE: Standby HP Indication may also be inoperative on both engines.
2.	Engine Vibration Monitor Systems Sensors				
1)	Primary Sensors	C	4	0	May be inoperative provided associated secondary sensor system is operative.
2)	Secondary Sensors	C	4	0	May be inoperative provided associated primary sensor system is operative.
3.	Standby Engine Instruments Indicating System (RFMU) (GV)	C	1	0	May be inoperative provided: a) Associated EICAS indication is operative, and b) All channels of both DAUs are operative.
4.	Standby Engine Instruments on Multifunction Control Display (MCDU) (GV-SP, GIV-X)	C	1	0	May be inoperative provided associated EICAS indication is operative.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 4
 DATE: 12/14/2002

PAGE NO:
 77-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

77 ENGINE INDICATING

5. Engine Vibration
 Monitor System

B

1

0

May be inoperative provided:
 a) Both Ice Detection Systems are
 operative,
 b) Operations are not conducted
 in known or forecast icing
 conditions, and
 c) Crew reviews the Abnormal
 Procedures for engine vibration
 before each takeoff.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 78-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

78 ENGINE EXHAUST

1. Thrust Reversers

C

2

0

(M) May be inoperative provided:
 a) Affected Thrust Reverser is
 deactivated, stowed and
 LOCKED in forward thrust
 position, and
 b) Airplane is operated in
 accordance with AFM Limitation
 and Procedures.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 79-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

79	ENGINE OIL				
1.	Low Oil Pressure Warning System	C	2	1	May be inoperative provided oil pressure indication for both engines are operative. (M) May be inoperative provided: a) Associated oil filter bypass pop up indicator is verified in normal (recessed) position before each engine start, b) The oil filter is changed every flight day or every 15 flight hours, whichever occurs first, c) The Master Chip Detector is checked and verified to be free of all debris, d) Procedures are in place to ensure all other DND (Do Not Dispatch) messages are addressed before dispatch, and e) Repairs are made within three (3) flight days. NOTE: An amber "Engine Maintenance Required" message will still be displayed on the Crew Alerting System. Dispatch is allowed with this message displayed after complying with the required (M) procedure.
2.	Engine Oil Replenishment System	D	1	0	
3.	Impending Oil Filter Bypass Indication	A	2	1	

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 79-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

79	ENGINE OIL				
4.	Oil Quantity Indication Systems (EICAS/ Ground Service Control Panel)	C	2	0	May be inoperative provided the engine oil quantity is verified on the engine oil quantity gauge before each engine start.
5.	Oil Filter Pressure Switch Fault Indications	C	2	0	(M) May be inoperative provided: a) Associated oil filter bypass pop up indicator is verified in normal (recessed) position before each engine start, b) Oil filter fault is not displayed in MDAU (GV) or CMC (GV-SP, GIV-X), c) Fault is confirmed to be on the indication system, and d) Procedures are in place to ensure all other DND (Do Not Dispatch) messages are addressed before dispatch. NOTE: An amber "Engine Maintenance Required" message will still be displayed on the Crew Alerting System. Dispatch is allowed with this message displayed after complying with the required (M) procedure.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 80-1

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

80 STARTING

1. Engine Starting System

C

2

0

(M) (O) May be inoperative provided:
 a) Airstart Ignition System is operative,
 b) Start Valve has not failed in OPEN position,
 c) Start Valve is manually OPENED and CLOSED for engine starting,
 d) Airstart Ignition, Engine Selector and Start Switches are switched to OFF when engine has reached self-sustaining speed, and
 e) Engine start is accomplished in accordance with AFM Engine Start Valve Fails To Open Procedure.

2. Auto Start System

C

2

0

May be inoperative provided:
 a) Alternate start system is operative, and
 b) AFM procedures for alternate engine start are used to start engines.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 80-2

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

80 STARTING

3. Start Valve Position
 Indication

C

2

0

(M) May be inoperative provided:
 a) Start Valve has not failed in
 OPEN position as verified by
 visual means through an
 access panel,
 b) Ignition ON indication is
 operative during engine start,
 and
 c) Start Valve is verified CLOSED
 following engine start by visual
 means.

C

2

0

(M) (O) May be inoperative provided:
 a) Airstart Ignition System is
 operative,
 b) Start Valve has not failed in
 OPEN position,
 c) Start Valve is manually
 OPENED and CLOSED for
 engine starting,
 d) Airstart Ignition, Engine
 Selector and Start Switches are
 switched to OFF when engine
 has reached self-sustaining
 speed, and
 e) Engine start is accomplished in
 accordance with AFM Engine
 Start Valve Fails To Open
 Procedure.

AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450), GIV-X (G350)

REVISION NO: 7
 DATE: 02/04/2010

PAGE NO:
 80-3

1. SYSTEM,
 SEQUENCE NUMBERS &
 ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

80	STARTING				
4. ***	Start Valve Position Indicator Lights	C	2	0	(M) May be inoperative provided: a) Start valve has not failed in OPEN position as verified by visual means through an access panel, b) Star valve is manually OPENED and CLOSED for engine starting in accordance with AFM Start Valve Failure procedure, and c) Airstart Ignition, Engine Selector and Start switches are switched to the OFF position when engine has reached self-sustaining speed.