



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

Master Minimum Equipment List

Revision: 8
Date: 11/07/2014

**** FOR 14 CFR PART 91 and 135 OPERATIONS ONLY ****

GULFSTREAM AEROSPACE

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

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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 8 DATE: 11/07/2014	PAGE NO. I
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	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	8	11/07/2014	
	34-20	7a	11/08/2010	
	34-21	7a	11/08/2010	
	34-22	8	11/07/2014	
	34-23	8	11/07/2014	
	34-24	7	02/04/2010	
	34-25	8	11/07/2014	
	34-26	7a	11/08/2010	
	34-27	8	11/07/2014	
	34-28	8	11/07/2014	
	34-29	8	11/07/2014	
	34-30	7	02/04/2010	
	34-31	8	11/07/2014	
	34-32	7	02/04/2010	
	34-33	7a	11/08/2010	
	34-34	7a	11/08/2010	
	34-35	8	11/07/2014	
	35	35-1	7	02/04/2010
		35-2	8	11/07/2014
	36	36-1	7a	11/08/2010
		36-2	8	11/07/2014
		36-3	7a	11/08/2010
36-4		7	02/04/2010	
38	38-1	8	11/07/2014	
	38-2	8	11/07/2014	
45	45-1	7	02/04/2010	
46	46-1	7	02/04/2010	
	46-2	7	02/04/2010	

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Control Page

System	Page No.	Rev. No.	Current Date
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	8	11/07/2014
	52-2	8	11/07/2014
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	8	11/07/2014
	74-2	7	02/04/2010
77	77-1	8	11/07/2014
	77-2	4	12/14/2002
78	78-1	7	02/04/2010
79	79-1	8	11/07/2014
	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
Section Two divider	2-1	8	11/07/2014
Statement Page	2-2	8	11/07/2014
Messages	2-3	8	11/07/2014
	2-4	8	11/07/2014
	2-5	8	11/07/2014
	2-6	8	11/07/2014
	2-7	8	11/07/2014
	2-8	8	11/07/2014
	2-9	8	11/07/2014
	2-10	8	11/07/2014
	2-11	8	11/07/2014
	2-12	8	11/07/2014
	2-13	8	11/07/2014
	2-14	8	11/07/2014
	2-15	8	11/07/2014
	2-16	8	11/07/2014
2-17	8	11/07/2014	
2-18	8	11/07/2014	
2-19	8	11/07/2014	
2-20	8	11/07/2014	
2-21	8	11/07/2014	
2-22	8	11/07/2014	

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Control Page

System	Page No.	Rev. No.	Current Date
Messages	2-23	8	11/07/2014
	2-24	8	11/07/2014
	2-25	8	11/07/2014
	2-26	8	11/07/2014
	2-27	8	11/07/2014
	2-28	8	11/07/2014
	2-29	8	11/07/2014
	2-30	8	11/07/2014
	2-31	8	11/07/2014
	2-32	8	11/07/2014
	2-33	8	11/07/2014
	2-34	8	11/07/2014
	2-35	8	11/07/2014
	2-36	8	11/07/2014
	2-37	8	11/07/2014
	2-38	8	11/07/2014
	2-39	8	11/07/2014
	2-40	8	11/07/2014
	2-41	8	11/07/2014
	2-42	8	11/07/2014
	2-43	8	11/07/2014
	2-44	8	11/07/2014
	2-45	8	11/07/2014
	2-46	8	11/07/2014
	2-47	8	11/07/2014
	2-48	8	11/07/2014
	2-49	8	11/07/2014
	2-50	8	11/07/2014
	2-51	8	11/07/2014
	2-52	8	11/07/2014
	2-53	8	11/07/2014
	2-54	8	11/07/2014
	2-55	8	11/07/2014
	2-56	8	11/07/2014
	2-57	8	11/07/2014
	2-58	8	11/07/2014
	2-59	8	11/07/2014
	2-60	8	11/07/2014
	2-61	8	11/07/2014
	2-62	8	11/07/2014
	2-63	8	11/07/2014
	2-64	8	11/07/2014

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Control Page

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	2-66	8	11/07/2014
	2-67	8	11/07/2014
	2-68	8	11/07/2014
	2-69	8	11/07/2014
	2-70	8	11/07/2014
	2-71	8	11/07/2014
	2-72	8	11/07/2014
	2-73	8	11/07/2014
	2-74	8	11/07/2014
	2-75	8	11/07/2014
	2-76	8	11/07/2014
	2-77	8	11/07/2014
	2-78	8	11/07/2014
	2-79	8	11/07/2014
	2-80	8	11/07/2014
	2-81	8	11/07/2014
	2-82	8	11/07/2014
	2-83	8	11/07/2014
	2-84	8	11/07/2014
	2-85	8	11/07/2014

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HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, this is a STANDARD revision to 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).

New updates from FAA Policy Letters 1 through 129 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/> .

Definitions and Preamble sections now refer to applicable Policy Letters instead of quoting the Policy Letters directly. This is to allow an operator to change the Definitions and Preamble sections in its Minimum Equipment List (MEL) when the associated Policy Letters change.

ATA 21 AIR CONDITIONING

Item 12 Page 21-6 Environmental Control System (ECS) Packs, 1) Pressurized Configuration, revised proviso.

ATA 22 AUTO FLIGHT

Item 7 Page 22-2 Autopilots (Flight Guidance Computers (FGC) / Flight Directors), revised title and Remarks and Exceptions.

ATA 23 COMMUNICATIONS

- Item 1 Page 23-1 Communications Systems (VHF, UHF), updated according to PL-095.
- Item 3 Page 23-2 Cockpit Voice Recorder (CVR), updated according to PL-029.
- Item 5 Page 23-4-6 Crewmember Interphone System, updated according to PL-009.
- Item 8. Page 23-5,6 Passenger Address System (PA), updated according to PL-009.
- Item 11 Page 23-8 Flight Deck Hand Microphones (HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE), updated according to PL-058.
- Item 12 Page 23-9 Flight Deck Headsets Earphones / Headphones and Boom Microphones, updated according to PL-058.
- Item 15 Page 23-13 Handset Systems, updated according to PL-009.
- Item 17 Page 23-14 High Frequency (HF) Communication System, updated according to PL-106.
- Item 20 Page 23-15 Datalink System (GV), added (GV) to title description and also new NOTES.
- Item 23 Page 23-16 Flight Deck Hand Microphones (OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE), updated according to PL-058.
- Item 24 Page 23-16 Communications Management Function / CMF (GV-SP/GIV-X), added new relief.
- Item 25 Page 23-17 Controller Pilot Data Link Communication (CPDLC), added new relief.

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HIGHLIGHTS OF CHANGE

ATA 24 ELECTRICAL POWER

- Item 1 Page 24-1 Engine Generators, broke relief out for GV, GV-SP and GIV-X.
- Item 6 Page 24-4 Battery Ammeters, added new relief for (EICAS Indication).
- Item 7 Page 24-4 Battery Voltmeters, revised title, number required for dispatch and added new relief for (EICAS Indication).
- Item 8. Page 24-5 Electrical Power System EICAS Displays, revised entire item.

ATA 25 EQUIPMENT / FURNISHINGS

- Item 5 Page 25-5 Megaphones, updated according to PL-047.
- Item 8 Page 25-6,7 Storage Bins / Cabin, Galley and Lavatory Storage Compartment / Closets, updated according to PL-104.
- Item 11 Page 25-13 Galley/Cabin Waste Receptacles Access Doors/Covers, updated according to PL-096.
- Item 12 Page 25-13 Exterior Lavatory Door Ashtrays, updated according to PL-085.
- Item 14 Page 25-13 Emergency Vision Assurance System, updated according to PL-129.
- Item 23 Page 25-17 Automatic External Defibrillator (AED) and/or Associated Equipment, updated according to PL-073.
- Item 24 Page 25-17 Emergency Medical Kit (EMK) and/or Associated Equipment, updated according to PL-073.

ATA 27 FLIGHT CONTROLS

- Item 16 Page 27-3 Gust Lock, added new relief.

ATA 29 HYDRAULIC POWER

- Item 6 Page 29-1 Left Hydraulic System Quantity Gauge (Ground Service Control Panel – Aft Equipment Area), changed (M) to (O) and revised relief.

ATA 29 HYDRAULIC POWER

- Item 7 Page 29-1 Right Hydraulic System Quantity Gauge (Ground Service Control Panel – Aft Equipment Area), changed (M) to (O) and revised relief.
- Item 10 Page 29-2 Hydraulic Reservoir Temperature Sensors, added NOTE.
- Item 12 Page 29-3 Brake Accumulator Pressure Gauge (cockpit dial), added additional relief.
- Item 13 Page 29-3 Brake Synoptic Page Accumulator Pressure Indication added additional relief.

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HIGHLIGHTS OF CHANGE

ATA 30 ICE AND RAIN PROTECTION

- Item 6 Page 30-3 Pitot Heaters, added (O) procedure.
- Item 11 Page 30-5 Cabin Window Heat System, added new relief for Cabin Window Heating Elements.

ATA 31 INDICATING/RECORDING SYSTEMS

- Item 9 Page 31-3 Airplane Personality Modules (APM), made Modules plural in title.

ATA 32 LANDING GEAR

- Item 8 Page 32-2,3 Landing Gear Extension / Retraction System (includes dump valve, gear handle, and blow down bottle, added to title description.

ATA 33 LIGHTS

- Item 1 Page 33-1 Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems, updated according to PL-077.
- Item 7 Page 33-3 Wing Inspection Lights, updated according to PL-072.
- Item 11 Page 33-5 Floor Proximity Emergency Escape Path Marking System Lights, revised relief.

ATA 34 NAVIGATION

- Item 10 Page 34-6 Standby RMI (Electro-Mechanical) (GV), separated GV and GV-SP/GIV-X equipment.
- Item 12 Page 34-7 Long Range Navigation Systems (IRS, GPS and GNSSU), deleted LORAN from title as this is no longer available in the USA and added a NOTE to the first proviso.
- Item 22 Page 34-19 Guidance Panel Digital Indications and Mode Select Indications, added L/R to Item 15 and added new item relief for APR Switch.
- Item 27 Page 34-22 Head up Display System, updated repair category from C to D.
- Item 28 Page 34-23 Airborne Flight Information System (AFIS), updated repair category from C to D.
- Item 31 Page 34-25 Air Data Computer/Systems, 2) Air Data Systems (ADS) (GV-SP, GIV-X), deleted second proviso.
- Item 37 Page 34-27 Cockpit Video Monitors, updated title from "Voice" to "Video".
- Item 44 Page 34-28 Cursor Control Devices, (GV-SP, GIV-X), added the use of requiring paper charts for those who have Enhanced Vision to the proviso.
- Item 45 Page 34-29 Multifunction Control Display Units (MCDU) (GV-SP, GIV-X), added additional relief for position 1 MCDU and revised NOTE.

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HIGHLIGHTS OF CHANGE

ATA 34 NAVIGATION

- Item 47 Page 34-31 Charts Function (GV-SP, GIV-X), revised number installed and added new proviso to allow coverage for stale charts database using electronic back up in an EFB or paper back up.
- Item 53 Page 34-35 GNSSU WAAS, added new sub-item 1) LPV Enable Switches.
- Item 54 Page 34-35 CAS Scroll Switches, added new relief for switch located on the pilot's forward side console.

ATA 35 OXYGEN

- Item 6 Page 35-2 Protective Breathing Equipment (PBE), updated according to PL-043.
- Item 8 Page 35-2 Cockpit Oxygen Pressure Indications, updated title and revised procedure.

ATA 36 PNEUMATIC

- Item 1 Page 36-2 Bleed Air Systems (GIV-X only), in the first set of provisos for Item 1, 2) Unpressurized Configuration was revised and added NOTE.
- Item 1 Page 36-3 Bleed Air Systems (GIV-X only), the provisos with the valve stuck OPEN in Pressurized Configuration and Unpressurized Configuration have been deleted.

ATA 38 WATER/WASTE

- Item 1 Page 38-1 Potable Water Systems, updated according to PL-083.
- Item 2 Page 38-2 Lavatory Waste Systems, updated according to PL-083.

ATA 52 DOORS

- Item 7 Page 52-1 Lavatory Door, revised proviso to secure OPEN or CLOSED.
- Item 10 Page 52-2 Internal Baggage Door Warning System (GV, GV-SP), this is not available on G450, revised title.
- Item 12 Page 52-2 Cabin Over Wing Exit Window Warning System, added new relief.

ATA 74 IGNITION

- Item 1 Page 74-1 Ignition Systems, added new proviso with 0 required for dispatch and 10 flight days.

ATA 77 ENGINE INDICATING

- Item 2 Page 77-1 Engine Vibration Monitor Systems Sensors, revised number installed from 4 to 2.

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HIGHLIGHTS OF CHANGE

ATA 79 ENGINE OIL

Item 3 Page 79-1 Impending Oil Filter Bypass Indication, in step c) revised
"Master Slip Detector" to "Magnetic Chip Detectors".

SECTION TWO

Two section MMEL authorized by PL-119. This grants relief for failure indications presented as CAS messages on Engine Indicating and Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the traditional relief (Section One) for failed equipment.

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DEFINITIONS		

Insert the Definitions from the current revision of Policy Letter PL-25.

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PREAMBLE		

Insert the Preamble from the current revision of Policy Letter PL-34 for Part 121, |
125, |129, & 135 certificate holders, or PL-36 for Part 91 operators. |

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SECTION ONE

LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

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

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

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
3. Cabin Rate of Climb Indicator	D	1	0		
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		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
7. Cabin Altitude Pressure Warning System	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> 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.

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

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
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, d) Airplane is operated at or below FL410, and e) Autothrottle must be operative and engaged at or above FL400.
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.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
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.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
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.

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

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

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
22 AUTO FLIGHT				
7. Autopilots (Flight Guidance Computers (FGC) / 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 in the event operative FGC fails and Yaw Damper is inoperative. NOTE: AP/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	

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	2. NUMBER INSTALLED			
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	4. REMARKS OR 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 is powered by the Emergency Bus.
1) VHF Communication Control Panels				
*** a) Frequency Transfer Light	C	-	0	
*** b) Frequency Transfer Switch	C	-	0	
*** c) Frequency Selector Knob	C	-	2	
*** d) Frequency Indication	C	-	2	

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	2. NUMBER INSTALLED			
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	4. REMARKS OR 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.
1) ***	Independent Power Source	C	1	0	
	Cockpit Voice Recorder (CVR) (Without Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided repairs are made within three flight days.
1) ***	Independent Power Source	C	1	0	
	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.
1) ***	Independent Power Source	C	1	0	
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.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
23 COMMUNICATIONS 4. Emergency Locator Transmitter (ELT) 1) Survival Type ELTs *** 2) Fixed ELTs ***				
	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
	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.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
23 COMMUNICATIONS				
5. Crewmember *** Interphone System	C	2	1	
1) Passenger Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, b) On wide-body airplanes, flight deck to cabin and cabin to flight deck interphone function operates normally at one door for each pair of exit doors, and c) 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.
b) Cabin to Cabin Functions	B	2	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.

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

23 COMMUNICATIONS					
5. Crewmember *** Interphone System (continued)					
b) Cabin to Cabin Functions (continued)	B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, b) On wide-body airplanes, cabin to cabin interphone function operates normally at one door for each pair of exit doors, and c) Alternate communications procedures between the affected flight attendants stations are established and used.	
c) Flight Deck to Ground					
1) Large Turbojet Powered Airplanes Operating under Part 121	C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.	
	C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.	
				(continued)	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			

23	COMMUNICATIONS				
8. ***	Passenger Address Systems (PA)				
1)	Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. 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.
a)	Lavatory Speakers	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
(continued)					

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			

23	COMMUNICATIONS				
8. ***	Passenger Address Systems (PA) (continued)				
2)	Cargo Only Configuration (Courier / Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
a)	Lavatory Speakers	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		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.
10. ***	Prerecorded Passenger Announcement Systems	D	-	0	(O) May be inoperative provided alternate procedures are established and used.
11.	Flight Deck Hand Microphones HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	C	-	0	May be inoperative provided associated boom microphone operates normally.
		D	-	0	Any in excess of those required by regulation may be inoperative.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
23 COMMUNICATIONS				
12. Flight Deck Headsets Earphones / Headphones and Boom Microphones HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE				
1) Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three (3) flight days.
	D	-	-	Any in excess of those required by regulation may be inoperative.
2) Headset Earphones / Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
	D	-	-	Any in excess of those required by regulation may be inoperative.
3) Active Noise Canceling / Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
23 COMMUNICATIONS				
12. Flight Deck Headsets Earphones / Headphones and Boom Microphones OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	D	-	-	Any in excess of those required by regulation may be inoperative.
1) Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.
	D	-	-	Any in excess of those required by regulation may be inoperative.
2) Headset Earphones / Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
3) Active Noise Canceling / Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
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 is operative, and c) Inoperative RFMU is selected OFF.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
23 COMMUNICATIONS 14. Alerting Systems *** (Audio/Visual) 1) Passenger *** Configuration a) Flight Deck Call Visual *** Alerting System b) Flight Attendant Visual *** Alerting System	B B	1 1	0 0	May be inoperative provided the flight deck audio alerting system is operative. NOTE: The flight deck audio alerting must always be operative. (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)

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR 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.	

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	2. NUMBER INSTALLED			
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	4. REMARKS OR 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: <ul style="list-style-type: none"> a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM Voice coverage is available over the intended route of flight, and d) If SATCOM Voice is to be used over the intended route of flight, SATCOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available. If not available, prior coordination with appropriate ATS (FIR) facility is required. NOTE: SATCOM Voice is to be used only as a backup to normal HF Communications.
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.

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
23 COMMUNICATIONS				
20. Datalink System *** (GV)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE 1: Data Link system is required for ADS-C and / or CPDLC operations. NOTE 2: Datalink must be operative whenever flights in RNP 4 airspace are conducted.
	D	-	0	May be inoperative provided routine procedures do not require its use. NOTE 1: Data Link system is required for ADS-C and / or CPDLC operations. NOTE 2: Datalink must be operative whenever flights in RNP 4 airspace are conducted.
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				Combined with Item 12 in Rev. 8.

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AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)	REVISION NO: 8 DATE: 11/07/2014	PAGE NO: 23-16
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
23 COMMUNICATIONS				
23. Flight Deck Hand Microphones OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	D	-	0	Any in excess of those required by regulations may be inoperative.
	C	-	0	May be inoperative provided associated boom microphone operates normally.
24. Communications *** Management Function / CMF (GV-SP/GIV-X)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE 1: Data Link system is required for ADS-C and / or CPDLC operations. NOTE 2: Datalink must be operative whenever flights in RNP 4 airspace are conducted.
	D	-	0	May be inoperative provided routine procedures do not require its use. NOTE 1: Data Link system is required for ADS-C and / or CPDLC operations. NOTE 2: Datalink must be operative whenever flights in RNP 4 airspace are conducted.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
25. Controller Pilot Data *** Link Communications (CPDLC)				
1) ATN B1 *** (PM-CPDLC/Link 2000+)	D	1	0	(O) May be inoperative provided alternate procedures do not require its use.
2) FANS 1/A *** (ADS-C/CPDLC)	D	1	0	(O) May be inoperative provided enroute operations do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
24 ELECTRICAL POWER				
1. Engine Generators (GV, GV-SP)	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.
(GIV-X)	B	2	1	(O) 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, c) Standby Electrical System is operative, and d) FSECU SPOST is performed manually prior to the first flight of the day for airplanes equipped with ASC 086 and dispatching with the left generator inoperative.
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.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
24 ELECTRICAL POWER				
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.
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.

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

24 ELECTRICAL POWER				
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.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER				
6. Battery Ammeters (Overhead Panel)	C	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Associated voltmeter is operative, and b) Both battery charger fail messages are operative.
(EICAS Indication)	C	2	0	May be inoperative provided battery ammeter indications are available in EICAS.
7. Battery Voltmeters (Overhead Panel)	C	2	0	May be inoperative provided the battery ammeters in overhead panel are operative.
(EICAS Indication)	C	2	0	May be inoperative provided associated ammeter is operative.
(EICAS Indication)	C	2	0	May be inoperative provided Battery Voltmeter indications are available on EICAS.
(EICAS Indication)	C	2	0	May be inoperative provided Battery Ammeters indications are available on EICAS.
(EICAS Indication)	C	2	0	May be inoperative provided Battery Voltmeters in overhead panel are operative.

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	2. NUMBER INSTALLED				4. REMARKS OR EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH				
24 ELECTRICAL POWER					
8. Electrical Power System EICAS Displays					
1) L Gen Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.	
2) L Gen Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
3) L Gen Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
4) R Gen Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.	
5) R Gen Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
6) R Gen Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
7) APU Voltmeter	C	1	0	May be inoperative if the frequency meter and loadmeter are operative.	
8) APU Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
9) APU Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
10) Ext AC Pwr Voltmeter	D	1	0	May be inoperative provided: a) the frequency meter and loadmeter are operative, and b) External AC power is not used.	
(continued)					

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				

24 ELECTRICAL POWER					
8. Electrical Power System EICAS Displays (continued)					
11) Ext AC Pwr Frequency Meter	D	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
	D	1	0	May be inoperative if external AC power is not used.	
12) Ext AC Loadmeter	D	1	0	May be inoperative if the frequency and voltmeter are operative.	
	D	1	0	May be inoperative if external AC power is not used.	
13) Main, Essential and AUX TRU Voltmeters	C	5	0	May be inoperative if loadmeters are operative.	
14) Main, Essential and AUX TRU Loadmeters (GV-SP, GIV-X)	C	5	0	Maybe inoperative if the voltmeters are operative.	
(GV)	C	5	0	May be inoperative provided: a) Voltmeters are operative, and b) Airplane is operated in accordance with AFM Limitations.	
15) Ext DC Pwr Voltmeter	D	1	0	May be inoperative if the loadmeter is operative.	
	D	1	0	May be inoperative if external DC power is not used.	
16) Ext DC Pwr Loadmeter	D	1	0	May be inoperative if the voltmeter is operative.	
	D	1	0	May be inoperative if external DC power is not used.	

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	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
24 ELECTRICAL POWER				
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	
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.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
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.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR 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)

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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) a)	Armrests 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.

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	2. NUMBER INSTALLED			
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	4. REMARKS OR EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS 2. Passenger Seats (continued) 4) Swivel Mechanism *** 5) Divan High Backs *** 6) Electrical/Electronic *** Systems/Components	C C C	- - -	- - -	May be inoperative and seat occupied 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. May be inoperative and seat occupied 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. (M) May be inoperative and seat occupied provided associated component(s) is deactivated.

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	4. REMARKS OR 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)

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS

25 EQUIPMENT/ FURNISHINGS 4. Observer Seat(s) (continued) 2) Observer Seat Not Required by 14 CFR (including associated equipment) 5. Megaphones ***	D D	- -	0 -	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). NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.
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	4. REMARKS OR 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 Bins / Cabin, Galley and Lavatory Storage Compartment / Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment or closet in the closed position, b) Associated bin, compartment or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. (continued)

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	4. REMARKS OR EXCEPTIONS			

25	EQUIPMENT/ FURNISHINGS				
8. ***	Storage Bins / Cabin, Galley and Lavatory Storage Compartment / Closets	C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment or closet is not used for storage of any items, except those permanently affixed, d) Affected bin, compartment or closet is prominently placarded DO NOT USE, e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments or closets, and f) Passengers are briefed that associated bin, compartment or closet is not used. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (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.

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	4. REMARKS OR 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)

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	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR 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)

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR 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.

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 GIV-X, GIV-X (G450),
 GIV-X (G350)

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			

1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.
12. Exterior Lavatory Door *** Ashtrays				
1) Airplanes with multiple exterior lavatory door ashtray installed	A	-	-	Up to and including 50 percent may be missing or inoperative for 10 days.
	A	-	-	More than 50 percent may be missing or inoperative for 3 days. NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.
2) Airplanes with only one exterior lavatory door ashtray installed	A	1	-	May be missing or inoperative for 10 days.
13. External Camera *** System	D	1	0	
14. Emergency Vision *** Assurance System (EVAS) STC No. SA00892LA	D	-	0	May be inoperative.

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	4. REMARKS OR 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.

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

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS OR 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.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR 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 cannot be mistaken for a fully serviceable unit, and b) Repairs are made within 1 flight.
	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 cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete missing, or inoperative.

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

26 FIRE PROTECTION				
1. Portable Fire Extinguishers	D	-	-	Any in excess of those required by 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 cannot 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.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION			
4.	C	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Internal baggage door remains OPEN, and b) Airplane is operated at or below FL 400.
	C	-	0	May be inoperative provided: <ul style="list-style-type: none"> 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.

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

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR 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: <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 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	

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

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR 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	(O) May be inoperative provided procedures are established and used to ensure the associated cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs) and/or fly away kits. NOTE 1: Operators MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection system (not suppression).	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION				
15. APU Fire Bottle ***	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> 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.

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

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

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
27 FLIGHT CONTROLS				
15. Flight Control Synoptic Display (GV) (GV-SP, GIV-X)	C	1	0	May be inoperative provided the affected control surface is visually checked for full, free and correct movement prior to each flight.
	C	-	0	May be inoperative provided the affected control surface is visually checked for full, free and correct movement prior to each flight.
16. Gust Lock	C	1	0	(O) May be inoperative provided flight controls are secured in an alternate manner.
	C	1	0	(O) May be inoperative provided airplane is parked in sheltered area unaffected by atmospheric conditions.

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

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR 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.	

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

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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28 FUEL				
5. Fuel Intertank Valve	C	1	0	(M) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, and c) Airplane is operated in accordance with AFM Limitations.

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

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
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.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
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		(O) May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure.
7. Right Hydraulic System Quantity Gauge (Ground Service Control Panel – Aft Equipment Area)	D	1	0		(O) May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
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		NOTE: Accuracy of hydraulic quantity indication will be degraded during long flights in cold soak conditions. If Right Hydraulic System (R SYS) sensor has failed in flight, there is no protection against overheating R SYS pumps during Power Transfer Unit (PTU) operation. In flight, with either or both sensors failed, there is no warning of hot hydraulic system temperatures.
11. Hydraulic Reservoir Replenishing System	D	1	0		(M) May be inoperative provided hydraulic reservoirs are replenished as needed using approved servicing techniques.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
	C	1	0	
29 HYDRAULIC POWER				
12. Brake Accumulator Pressure Gauge (cockpit dial)	C	1	0	May be inoperative provided the Brake Synoptic Page Accumulator Pressure Indication is operative.
	C	1	0	May be inoperative provided: a) Brake accumulator gauge in the nose wheelwell is operative and checked before each takeoff, and b) Auxiliary hydraulic pump is on and running for every takeoff and landing.
13. Brake Synoptic Page Accumulator Pressure Indication	C	1	0	May be inoperative provided the Brake Accumulator Pressure Gauge (cockpit dial) is operative.
	C	1	0	May be inoperative provided: a) Brake accumulator gauge in the nose wheelwell is operative and checked before each takeoff, and b) Auxiliary hydraulic pump is on and running for every takeoff and landing.

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

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR 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.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION				
6. Pitot Heaters (GV, GV-SP)	B	4	3	(O) 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	(O) 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.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
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.

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	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
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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.
a) Cabin Window Heating Elements	D	-	0	(M) May be inoperative provided the associated Window Heat circuit breakers are pulled and collared.

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	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
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.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
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 Modules (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.

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

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32 LANDING GEAR				
8. Landing Gear Extension / Retraction System (includes dump valve, gear handle, and 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.

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	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS

32 LANDING GEAR 8. Landing Gear Extension / Retraction System (includes dump valve, gear handle, and 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.
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	4. REMARKS OR EXCEPTIONS			

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
33 LIGHTS				
1. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems (Excluding EFIS and EICAS)	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.
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.

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	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
33 LIGHTS				
4. Position Light Bulbs	C	6	3	May be inoperative provided one light bulb is operative at each position.
	C	6	0	May be inoperative provided airplane is not operated at night.
5. Beacon Light	C	1	0	May be inoperative provided airplane is not operated at night.
	C	1	0	May be inoperative provided Strobes are installed and operative.
6. Strobes (Anti-Collision Lights)	C	6	3	Bulbs may be inoperative provided one bulb is operative at each position (wingtip and tail).
	C	6	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 (Airplanes With Wing Critical Surfaces Not Visible From Flight Deck)	C	2	0	May be inoperative provided ground deicing procedures do not require their use.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
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	-	-		One (1) lamp in each of the solid red light assembly pairs and two (2) lamps of the five (5) lamp floodlight and exit sign emergency floor path lighting assemblies may be inoperative.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS
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.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
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.	

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 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450),
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
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.

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	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
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.
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)				

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

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

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
34 NAVIGATION 8. ATC Transponder and Automatic Altitude Reporting Systems 1) Elementary and Enhanced Downlink Airplane Reportable Parameters not Required by 14 CFR *** 2) ADS-B Squitter Transmissions ***	B D A A	- - - -	0 1 0 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. 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. May be inoperative provided: a) Operations do not require its use, and b) Repairs are made before completion of the next heavy maintenance visit. May be inoperative provided: a) Operations do not require its use, and b) Repairs are made before completion of next heavy maintenance visit.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR 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) (GV)	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	
3) EBDI (Electronic Bearing / Distance Indicator) (GV-SP / GIV-X)	C	1	0	May be inoperative provided all three (3) IRS's are operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
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 and GNSSU)	C	-	-	May be inoperative except where en route operations or approach minimums require the use of GPS or GNSSU. NOTE: For flights conducted in RNP4 airspace, both GPS receivers must be operative.
	C	-	-	As required by 14 CFR. NOTE: IRS Navigation Function only. See Attitude Reference Sensors for IRS Attitude Function.

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

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

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
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) Class B TAWS Equipment Required ***	C	1	0	
1) GPWS	A	1	0	(O) May be inoperative provided:
a) Modes 1 & 3	A	2	0	a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
				(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS	
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
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 *** (Reactive)	C	1	0		(O) May be inoperative provided alternate procedures are established and used.	
2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0			

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

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

34	NAVIGATION				
15.	Flight Management Systems (CDU & Nav Computer Only) (GV Only)	B	-	0	<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, c) Procedures do not require its use, and d) Both RFMUs are operative. <p>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.</p>
1)	Navigation Databases	C	-	-	<p>Except where en route operations or approach minimums require a current database, may be out of currency provided:</p> <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.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
16. Navigation *** Management System	B	-	0		Except where en route operations or approach minimums require its use, may be inoperative provided: 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: 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		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR 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	C	-	0	
***	Function (Above / Normal / Below)				

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

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
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.
8) Manual Speed	C	1	0		May be inoperative provided the associated value is available in the Primary Flight Display.
(continued)					

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	2. NUMBER INSTALLED				4. REMARKS OR EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
22. Guidance Panel Digital Indications and Mode Select Indications (continued)					
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 L/R	C	1	0		(O) May be inoperative provided the associated value is available in the Primary Flight Display.
16) APR Switch	C	1	0		May be inoperative provided the associated value is available in the Primary Flight Display.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
34 NAVIGATION				
23. Altitude Alerting System	A	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.

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

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
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	D	1	0		May be inoperative provided landing weather minimums or operating procedures do not require its use.	

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	2. NUMBER INSTALLED				4. REMARKS OR EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
28. Airborne Flight *** Information System (AFIS)	D	-	0		
1) AFIS Printer	D	-	0		
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		

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	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS

<p>34 NAVIGATION</p> <p>31. Air Data Computer/Systems (continued)</p> <p>2) Air Data Systems (ADS) (GV-SP, GIV-X)</p>	<p>C</p>	<p>3</p>	<p>2</p>	<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>
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	4. REMARKS OR 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.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR 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 Video 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.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
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	4. REMARKS OR 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: a) Both Display Controllers, Weather Radar Controllers, and 2 MCDU's are operative, and b) Terminal charts for the origin, destination and alternate airports are verified to be current and onboard the aircraft.
*** 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.

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	4. REMARKS OR EXCEPTIONS			
34 NAVIGATION				
45. Multifunction Control Display Units (MCDU) (GV-SP, GIV-X)	C	3	2	(M) May be inoperative provided: a) The FMS functions and Radio Tuning functions are operative on the remaining MCDU's, and b) The inoperative MCDU is located in either the No. 1 or the No. 2 position. NOTE: MCDU 3 has Backup Radio Tuning functions.
1) Flight Management System (FMS) Function (GV-SP, GIV-X)	B	3	1	Except where en route operations or approach minimums require its use, may be inoperative provided: 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. 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.

(continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS OR 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: <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.
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: <ul style="list-style-type: none"> 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.

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	3. NUMBER REQUIRED FOR DISPATCH			
34 NAVIGATION				
47. Charts Function (GV-SP, GIV-X)	D	2	0	May be inoperative provided current aeronautical charts are carried onboard the airplane and available to the flight crew.
1) Charts Database	C	4	0	May be out of currency provided the terminal charts for the origin, destination and alternate airports are verified to be current.
	C	4	0	May be out of currency provided the terminal charts for the origin, destination and alternate airports are verified to be current and on board.
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.

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	2. NUMBER INSTALLED			
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	4. REMARKS OR 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	

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

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

34	NAVIGATION			
50.	Right Side Display Controller (GV-SP/GIV-X)	A	1	0 (M)(O) May be inoperative provided: 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.

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	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
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.
1) LPV Enable Switches *** (GV Only)	C	2	0	May be inoperative provided approach procedures do not require its use.
54. CAS Scroll Switches	D	2	0	May be inoperative provided both CCD's are operative.

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	2. NUMBER INSTALLED			
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	4. REMARKS OR EXCEPTIONS			
35 OXYGEN 1. Passenger Oxygen System and Supply 2. Cabin Oxygen ON Warning Systems 3. Oxygen Service Panel Pressure Gauges 4. ^{***} Portable Oxygen Dispensing Units (Bottle and Mask) 5. Oxygen Supply Warning Systems	B C C D B C	- 1 1 2 - 2	- 0 0 0 - 0	As required by 14 CFR. May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operative, and b) Cabin Altitude Pressure Warning System is operative. (O) May be inoperative provided airplane is operated in unpressurized configuration. May be inoperative provided associated cockpit gauge is operative and monitored. 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. May be inoperative provided associated cockpit gauge is operative and monitored.

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	4. REMARKS OR EXCEPTIONS			
35 OXYGEN				
6. Protective Breathing *** Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.
7. Electronic Equipment *** Rack Oxygen Pressure Gauges	D	-	0	May be inoperative provided cockpit gauges are operative.
8. Cockpit Oxygen Pressure Indications	C	-	0	May be inoperative provided: a) Oxygen Service Panel Pressure Gauges are operative and checked before every takeoff, and b) Crew Oxygen Off and Passenger Oxygen Off messages are not displayed on the CAS prior to every takeoff.
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.

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	4. REMARKS OR 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: 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. NOTE: Auto-throttle will be inoperative with Isolation Valve OPEN.
2)	Unpressurized Configuration	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Affected Valve(s) is verified CLOSED, b) Airplane is not operated in known or forecast icing conditions, and c) Airplane is operated in accordance with AFM Limitations. NOTE: Auto-throttle will be inoperative with Isolation Valve OPEN.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
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	4. REMARKS OR EXCEPTIONS			

36 PNEUMATIC 2. Bleed Air Hot Warning Systems 1) Pressurized Configuration	C	2	1	(M) Except for ER operations, may be inoperative provided: 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. NOTE: Auto-throttle will be inoperative with Isolation Valve OPEN.
2) Unpressurized Configuration	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: 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.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS
36 PNEUMATIC				
3. Isolation Valve	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> 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.

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	4. REMARKS OR EXCEPTIONS			
38 WATER/WASTE 1. Potable Water Systems	C 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 which operates normally may be used. (M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.

AIRCRAFT:
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR 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 which operates normally 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.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
45 CENTRAL MAINTENANCE COMPUTER 1) Maintenance Data Acquisition Unit (MDAU) (GV) 2) Central Maintenance Computer (CMC) (GV-SP, GIV-X)	D C C	1 1 1	0 0 0	May be inoperative provided all faults are recorded after each flight. (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.

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

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

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

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
	C	1	0		
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		

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

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

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS				
1. Door Warning Light System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the 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 OPEN or CLOSED for taxi, takeoff and landing. NOTE: Includes pop-up panels, latches, locks and handles.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS	
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
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 (GV, GV-SP)	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.	
12. Cabin Over Wing Exit Window Warning System	D	1	0		May be inoperative provided a crewmember verifies by visual inspection before each departure that the cabin exit window internal and external locking (T) handles in the over wing access panels are engaged in their LOCKED position.	

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR 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.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
73 ENGINE FUEL & CONTROL 1. Fuel Flow Indication Systems 1) EICAS 2) RFMU (GV) / MCDU (GV-SP/GIV-X) 2. Fuel Low Pressure Warning Systems (EICAS)	C C C	2 2 2	1 1 1	May be inoperative provided: a) Associated EPR, LP and HP indicating systems are operative, and b) Fuel quantity indicating systems are operative. May be inoperative provided: a) Associated EPR, LP and HP indicating systems are operative, and b) Fuel quantity indicating systems are operative. May be inoperative provided: a) Associated Fuel Boost Pumps are operative, and b) Airplane is operated at or below FL 250.

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

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR 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: <ul style="list-style-type: none"> 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.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR 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.
	A	2	0	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 10 flight days.
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.
	A	2	0	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 10 flight days.

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

74 IGNITION				
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.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
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	2	0	May be inoperative provided associated secondary sensor system is operative.
2) Secondary Sensors	C	2	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.

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

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

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

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR 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.
2. Engine Oil Replenishment System	D	1	0	
3. Impending Oil Filter Bypass Indication	A	2	1	(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 Magnetic Chip Detectors are 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.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR 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: <ul style="list-style-type: none"> 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. <p>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.</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS
80 STARTING				
1. Engine Starting System	C	2	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> a) Alternate start system is operative, and b) AFM procedures for alternate engine start are used to start engines.

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 NO: 7
 DATE: 02/04/2010

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

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 NO: 7 DATE: 02/04/2010	PAGE NO: 80-3
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR 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.

AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)	REVISION NO: 8 DATE: 11/07/2014	PAGE NO: 2 - 1
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SECTION TWO

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

AIRCRAFT:

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

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STATEMENT PAGE

1. Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following requirements:
 - a. Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.
 - b. Messages that the crew can act upon with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
 - c. Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.

AIRCRAFT:

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

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1. CAS Message	2. Limitations and/or Procedures
A/P TRIM PWR FAIL (Blue – Advisory) (GV)	B (O) Airplane may be dispatched with one (1) elevator trim servo inoperative provided the inoperative trim servo circuit breaker(s) is pulled and collared.
A/T 1-2 FAIL (Blue – Advisory)	B (O) Airplane may be dispatched provided affected A/T system is confirmed disengaged.
A/T 1-2 TQA Power Fail (Blue – Advisory) (GV-SP/GIV-X)	B (O) Airplane may be dispatched provided affected A/T system is confirmed disengaged.
ACS Default Mode, L-R (Blue – Advisory) (GV-SP/GIV-X)	C Airplane may be dispatched.
ACS DEFLT MODE, L-R (Blue – Advisory) (GV)	C Airplane may be dispatched.
ACS Fail, L-R (Amber – Caution) (GV-SP/GIV-X)	B Except for ER operations, airplane may be dispatched in the pressurized configuration with a single pack inoperative provided: <ol style="list-style-type: none"> a) Inoperative ECS Pack is selected OFF, b) Bleed Air Isolation Valve is CLOSED and OPERATIVE, c) Right Main TRU is operative, d) Airplane is operated in accordance with AFM Limitations, e) Airplane is operated at or below FL410, and f) Autothrottles must be operative and engaged at or above FL400.
	B Except for ER operations, airplane may be dispatched in the unpressurized configuration with both packs inoperative provided the outflow valve is operative.

AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)	REVISION NO: 8 DATE: 11/07/2014	PAGE NO: 2 - 4
1. CAS Message	2. Limitations and/or Procedures	
ACS FAIL, L-R (Amber – Caution) (GV)	B	Except for ER operations, airplane may be dispatched in the pressurized configuration with a single pack inoperative provided: <ol style="list-style-type: none"> a) Inoperative ECS Pack is selected OFF, b) Bleed Air Isolation Valve is CLOSED and OPERATIVE, c) Right Main TRU is operative, d) Airplane is operated in accordance with AFM Limitations, e) Airplane is operated at or below FL410, and f) Autothrottles must be operative and engaged at or above FL400.
	B	Except for ER operations, airplane may be dispatched in the unpressurized configuration with both packs inoperative provided the outflow valve is operative.
ACS Maintenance, L-R (Blue – Advisory) (GV-SP/GIV-X)	C	(O) Except for ER operations, airplane may be dispatched provided: <ol 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, and d) Autopilot is operative.
ACS MAINT REQD, L-R (Blue – Advisory) (GV)	C	(O) Except for ER operations, airplane may be dispatched provided: <ol 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, and d) Autopilot is operative.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 5</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>ADF 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B Airplane may be dispatched provided system is not required by 14 CFR.</p>
<p>ADM1-3 Probe Heat Fail (Blue – Advisory) (GV-SP)</p>	<p>A (O) Except for ER operations, airplane may be dispatched with one (1) probe heater inoperative provided: a) Airplane is not operated in visible moisture or known or forecast icing conditions, b) Flight crew select ADS sources that are different and not associated with failed pitot heater element, and c) Repairs are made within two (2) flight days.</p>
<p>ADM2 Stby Probe Heat Fail (Blue – Advisory) (GV-SP)</p>	<p>A (O) Except for ER operations, airplane may be dispatched with one (1) probe heater inoperative provided: a) Airplane is not operated in visible moisture or known or forecast icing conditions, b) Flight crew select ADS sources that are different and not associated with failed pitot heater element, and c) Repairs are made within two (2) flight days.</p>
<p>ADS 1-2 Probe Heat Fail (Blue – Advisory) (GIV-X)</p>	<p>A (O) Except for ER operations, airplane may be dispatched with one (1) probe heater inoperative provided: a) Airplane is not operated in visible moisture or known or forecast icing conditions, b) Flight crew select ADS sources that are different and not associated with failed pitot heater element, and c) Repairs are made within two (2) flight days.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 6</p>
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<p style="text-align: center;">CAS Message</p>	<p style="text-align: center;">Limitations and/or Procedures</p>
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<p>ADS 1-2-3 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p style="text-align: center;">1.</p> <p style="text-align: center;">2.</p> <p>(O) Airplane may be dispatched with a single air data system 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, e) Airplane is operated in accordance with AFM Limitations, f) ADM #1: POP B-8, ADM #2: CPOP B-8 and ADM #3: POP B-9 circuit breakers associated with ADS failure is pulled and collared, and g) Flight crew selects operative and different ADS sources prior to departure. <p>NOTE 1: Two systems are required for operation in RVSM airspace.</p> <p>NOTE 2: Transponder and Flight Director / Autopilot must use same ADC data for RVSM.</p> <p>NOTE 3: For ADS 1 Fail, expect the L Engine Backup Air Data advisory and associated Engine Maintenance message to post.</p> <p>NOTE 4: For ADS 2 Fail, expect the R Engine Backup Air Data advisory and associated Engine Maintenance message to post.</p>
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 7</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>ADS 3 Stby Probe Heat Fail (Blue – Advisory) (GIV-X)</p>	<p>A (O) Except for ER operations, airplane may be dispatched with one (1) probe heater inoperative provided:</p> <ul style="list-style-type: none"> a) Airplane is not operated in visible moisture or known or forecast icing conditions, b) Flight crew selects ADS sources that are different and not associated with failed pitot heater element, and c) Repairs are made within two (2) flight days. <p>NOTE: Standby instruments and ADS 3 may be unreliable.</p>
<p>ADS-B Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>A Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) Operations do not require its use, and b) Repairs are made before completion of next heavy maintenance visit.
<p>Aft Cabin Temp Fan Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C (O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) None of the following CAS messages are also posted: Forward Cabin Temp Fan Fail; Cockpit Temp Fan Fail; b) Aft Cabin Temperature Manual mode is operative, c) Associated temperature indicator is operative, d) AFT CABIN SENSOR FAN, LEER E-9, is pulled and collared, and e) Flight crew monitor aft cabin temperature and aft cabin duct temperature.

AIRCRAFT:

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

REVISION NO: 8

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1. CAS Message	2. Limitations and/or Procedures
<p>AFT CABIN TMP FAN FL C (Blue – Advisory) (GV)</p>	<p>(O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) None of the following CAS messages are also posted: Forward Cabin Temp Fan Fail; Cockpit Temp Fan Fail; b) Aft Cabin Temperature Manual mode is operative, c) Associated temperature indicator is operative, d) AFT CABIN SENSOR FAN, LEER E-9, is pulled and collared, and e) Flight crew monitor aft cabin temperature and aft cabin duct temperature.
<p>AGM 1-2-3-4 DMU Charts Fail C (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) Current aeronautical charts are carried onboard the airplane and available to the flight crew, and b) Airplane is operated in accordance with AFM Limitations.
<p>AGM 1-2-3-4 Fail B (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>(O) Airplane may be dispatched with one AGM inoperative provided:</p> <ul style="list-style-type: none"> a) The inoperative AGM is electronically switched to the AGM 3 position resulting in DU3 red Xing, b) DU3 is dimmed to eliminate the Red X, and c) Crew actions for subsequent failures are established.
<p>AIU 1-2 FAIL A (Blue – Advisory) (GV)</p>	<p>Airplane may be dispatched with one AIU inoperative provided:</p> <ul style="list-style-type: none"> a) Operations do not require use of HF radio, and b) Repairs are made within two (2) flight days.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 9</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>Alternate Pump Fail, L-R (Amber – Caution) (GV-SP)</p>	<p>B (O) Except for ER operations, airplane may be dispatched with a single pump inoperative provided:</p> <ul style="list-style-type: none"> a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, d) Flight crew comply with AFM, Section 3, Abnormal Procedures, Fuel Boost Pump Failure, and e) Airplane is operated in accordance with AFM Limitations.
<p>Alt FuelPump Fail, L-R (Amber – Caution) (GIV-X)</p>	<p>B (O) Except for ER operations, airplane may be dispatched with a single pump inoperative provided:</p> <ul style="list-style-type: none"> a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, d) Flight crew comply with AFM, Section 3, Abnormal Procedures, Fuel Boost Pump Failure, and e) Airplane is operated in accordance with AFM Limitations.
<p>ALT PUMP FAIL, L-R (Amber – Caution) (GV)</p>	<p>B (O) Except for ER operations, airplane may be dispatched with a single pump inoperative provided:</p> <ul style="list-style-type: none"> a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, d) Flight crew comply with AFM, Section 3, Abnormal Procedures, Fuel Boost Pump Failure, and e) Airplane is operated in accordance with AFM Limitations.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 10</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>Antiskid Fail (Amber – Caution) (GV-SP/GIV-X)</p>	<p style="text-align: center;">B</p> <p>(O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) ANTI-SKID is selected “OFF”, b) Anti-skid off braking procedures, AFM Section 3, Abnormal Procedures, Anti-Skid Failure are followed, c) No WOW Power Faults exist, d) If Auto mode of the AUX Hydraulic Pump is inoperative, AUX pump is selected ON for takeoff and landing, and e) Airplane is operated in accordance with AFM Limitations. <p>NOTE: Anti-Skid inoperative AFM performance penalties must be applied. Refer to AFM, Section 5, Performance, Reference Accelerate-Stop Distance.</p>
<p>ANTISKID FAIL (Amber – Caution) (GV)</p>	<p style="text-align: center;">B</p> <p>(O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) ANTI-SKID is selected “OFF”, b) Anti-skid off braking procedures, AFM Section 3, Abnormal Procedures, Anti-Skid Failure are followed, c) No WOW Power Faults exist, d) If Auto mode of the AUX Hydraulic Pump is inoperative, AUX pump is selected ON for takeoff and landing, and e) Airplane is operated in accordance with AFM Limitations. <p>NOTE: Anti-Skid inoperative AFM performance penalties must be applied. Refer to AFM, Section 5, Performance, Reference Accelerate-Stop Distance.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 11</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>AP 1-2 Fail (Amber – Caution) (GV-SP/GIV-X)</p>	<p style="text-align: center;">B</p> <p>(O) Except for ER operations or where en route operations or approach minimums require its use, Airplane may be dispatched with one (1) Autopilot inoperative provided the airplane is operated in accordance with AFM Limitations in the event operative FGC fails and Yaw Damper is inoperative.</p> <p>NOTE: FGC is required for MNPS, RVSM, RNP and PRNAV operations.</p>
<p>AP 1-2 Power Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p style="text-align: center;">B</p> <p>(O) Except for ER operations or where en route operations or approach minimums require its use, Airplane may be dispatched with one (1) inoperative provided airplane is operated in accordance with AFM Limitations in the event operative FGC fails and Yaw Damper is inoperative.</p> <p>NOTE: FGC is required for MNPS, RVSM, RNP and PRNAV operations.</p>
<p>AP/Trim Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p style="text-align: center;">B</p> <p>(O) Airplane may be dispatched with one (1) elevator trim servo inoperative provided the inoperative trim servo circuit breaker(s) is pulled and collared.</p>
<p>APM 1-2-3-4 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p style="text-align: center;">B</p> <p>Airplane may be dispatched with one (1) APM inoperative.</p>

AIRCRAFT:

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

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1. CAS Message	2. Limitations and/or Procedures
<p>APU Fail (Amber – Caution) (GV-SP/GIV-X)</p>	<p>B (O) Except for ER operations, airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) Both Engine Driven generators are operative, and b) Standby Electrical System is operative.
<p>APU FAIL (Amber – Caution) (GV)</p>	<p>B (O) Except for ER operations, airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) Both Engine Driven generators are operative, and b) Standby Electrical System is operative.
<p>APU Fire Bottle Discharge (Amber – Caution) (GV-SP/GIV-X)</p>	<p>B (O) Except for ER operations, airplane may be dispatched provided:</p> <ul style="list-style-type: none"> 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.
<p>APU Fire Detector Fail (Amber – Caution) (GV-SP/GIV-X)</p>	<p>B (O) Except for ER operations, airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) APU is not used, and b) APU CONT #1 and APU CONT #2 circuit breakers are pulled and collared.
<p>APU FIRE DET FAIL (Amber – Caution) (GV)</p>	<p>B (O) Except for ER operations, airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) APU is not used, and b) APU CONT #1 and APU CONT #2 circuit breakers are pulled and collared.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 13</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>APU GCU Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>A (O) Except for ER operations, airplane may be dispatched provided: a) APU GCU PWR circuit breaker on left EER, G-11 is pulled and collared, b) Both Engine Driven generators are operative as verified by reference to the AC synoptic and the absence of failure messages on CAS, c) Standby Electrical System is operative, and d) Repairs are made within two (2) flight days.</p>
<p>APU GCU FAIL (Blue – Advisory) (GV)</p>	<p>A (O) Except for ER operations, airplane may be dispatched provided: a) APU GCU PWR circuit breaker on left EER, G-11 is pulled and collared, b) Both Engine Driven generators are operative as verified by reference to the AC synoptic and the absence of failure messages on CAS, c) Standby Electrical System is operative, and d) Repairs are made within two (2) flight days.</p>

AIRCRAFT:

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

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1. CAS Message	2. Limitations and/or Procedures
<p>APU Generator Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>A (O) Except for ER operations, airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) APU GCU PWR circuit breaker on left EER, G-11 is pulled and collared, b) Both Engine Driven generators are operative as verified by reference to the AC synoptic and the absence of failure messages on CAS, c) Standby Electrical System is operative, and d) Repairs are made within two (2) flight days.
<p>APU Generator Maint Req'd (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C Airplane may be dispatched.</p>
<p>APU GEN FAIL (Blue – Advisory) (GV)</p>	<p>A (O) Except for ER operations, airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) APU GCU PWR circuit breaker on left EER, G-11 is pulled and collared, b) Both Engine Driven generators are operative as verified by reference to the AC synoptic and the absence of failure messages on CAS, c) Standby Electrical System is operative, and d) Repairs are made within two (2) flight days.
<p>APU GEN MAINT REQD (Blue – Advisory) (GV)</p>	<p>C Airplane may be dispatched.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 15</p>
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<p>CAS Message</p>	<p>1.</p>	<p>2. Limitations and/or Procedures</p>
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<p>APU Maintenance Required (Blue – Advisory) (GV-SP/GIV-X)</p> <p>APU MAINT REQD (Blue – Advisory) (GV)</p> <p>APU Shutoff Valve Fail (Amber – Caution) (GV-SP/GIV-X)</p> <p>ATC 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C</p> <p>C</p> <p>B</p> <p>C</p>	<p>Airplane may be dispatched.</p> <p>Airplane may be dispatched.</p> <p>(O) Except for ER operations, may be inoperative provided: a) Both Engine Driven generators are operative, b) Standby Electrical System is operative, and c) APU is not used.</p> <p>Airplane may be dispatched with any in excess of those required by 14 CFR inoperative.</p> <p>NOTE 1: Flight Director, Autopilot, and Transponder must use the same Air Data source for flight into RVSM airspace.</p> <p>NOTE 2: Transponder and altitude reporting capability must be operative for flight into RVSM airspace.</p>
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 16</p>
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<p>CAS Message</p>	<p>1. 2. Limitations and/or Procedures</p>
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<p>BAROSET 1 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C (O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) None of the following CAS messages are also posted: <ul style="list-style-type: none"> 1. ADS 2 Fail 2. ADS 3 Fail 3. BAROSET 2 Fail 4. BAROSET 3 Fail b) Manual Pressurization Control System is operative, c) Cabin Altitude and Differential Pressure Indicators are operative, d) Cabin Rate of Climb Indicator is operative, e) Flight crew select ADS sources that are independent and not associated with the BAROSET failure, f) Autopilot is operative, and g) Airplane is operated in accordance with AFM Limitations. <p>NOTE 1: Two systems are required for operation in RVSM airspace.</p> <p>NOTE 2: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.</p>
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 17</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>BAROSET 2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C (O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) None of the following CAS messages are also posted: <ul style="list-style-type: none"> 1. ADS 1 Fail 2. ADS 3 Fail 3. BAROSET 1 Fail 4. BAROSET 3 Fail b) Manual Pressurization Control System is operative, c) Cabin Altitude and Differential Pressure Indicators are operative, d) Cabin Rate of Climb Indicator is operative, e) Flight crew select ADS sources that are independent and not associated with the BAROSET failure, f) Autopilot is operative, and g) Airplane is operated in accordance with AFM Limitations. <p>NOTE 1: Two systems are required for operation in RVSM airspace.</p> <p>NOTE 2: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.</p>
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 18</p>
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<p>CAS Message</p>	<p>1.</p>	<p>2. Limitations and/or Procedures</p>
<p>BAROSET 3 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C</p>	<p>(O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) None of the following CAS messages are also posted: <ul style="list-style-type: none"> 1. ADS 1 Fail 2. ADS 2 Fail 3. BAROSET 1 Fail 4. BAROSET 2 Fail b) Manual Pressurization Control System is operative, c) Cabin Altitude and Differential Pressure Indicators are operative, d) Cabin Rate of Climb Indicator is operative, e) Flight crew select ADS sources that are independent and not associated with the BAROSET failure, f) Autopilot is operative, and g) Airplane is operated in accordance with AFM Limitations. <p>NOTE 1: Two systems are required for operation in RVSM airspace.</p> <p>NOTE 2: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.</p>
<p>BAS Default Mode, L-R (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C</p>	<p>Airplane may be dispatched.</p>
<p>BAS DEFLT MODE, L-R (Blue – Advisory) (GV)</p>	<p>C</p>	<p>Airplane may be dispatched.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 19</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>BAS Fail, L-R (Amber – Caution) (GV-SP/GIV-X)</p> <p style="text-align: right;">B</p> <p>(continued)</p>	<p>(O) Except for ER operations, airplane may be dispatched in the pressurized configuration with one Bleed Air System inoperative provided</p> <p>(GV-SP):</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 as follows: <ul style="list-style-type: none"> 1. Affected Bleed Air Valve is selected OFF 2. Affected R BLEED AIR CONT: REER, E-9 and R WING ANTI-ICE: REER, D-13 or L BLEED AIR CONT: LEER, E-10 and L WING ANTI-ICE: LEER, D-4 circuit breakers are pulled and collared. 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. <p>NOTE: Auto-throttle will be inoperative with Isolation Valve OPEN.</p>
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 20</p>
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<p>CAS Message</p>	<p>1. 2. Limitations and/or Procedures</p>
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<p>BAS Fail, L-R (Amber – Caution) (GV-SP/GIV-X)</p> <p style="text-align: center;">B</p> <p>(continued)</p>	<p>(O) (GIV-X):</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 as follows: <ul style="list-style-type: none"> 1. Affected Bleed Air Valve is selected OFF 2. Affected R BLEED AIR CONT: REER, E-9 and R WING ANTI-ICE: REER, D-13 or L BLEED AIR CONT: LEER, E-10 and L WING ANTI-ICE: LEER, D-4 circuit breakers are pulled and collared. 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>
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 21</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>BAS Fail, L-R (Amber – Caution) (GV-SP/GIV-X)</p> <p style="text-align: right;">B</p> <p>(continued)</p>	<p>(O) Except for ER operations, airplane may be dispatched in the unpressurized configuration with both Bleed Air Systems inoperative provided</p> <p>(GV-SP):</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 as follows: <ul style="list-style-type: none"> 1. Affected Bleed Air Valve is selected OFF 2. Affected R BLEED AIR CONT: REER, E-9 and R WING ANTI-ICE: REER, D-13 or L BLEED AIR CONT: LEER, E-10 and L WING ANTI-ICE: LEER, D-4 circuit breakers are pulled and collared. b) Manual pressurization control is selected, c) Outflow valve is slewed to the full OPEN position, d) RAM Air is selected ON, e) Cabin differential pressure is monitored to be nominally zero psid during the flight, f) Airplane is not operated in known or forecast icing conditions, and g) Airplane is operated in accordance with AFM Limitations.
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 22</p>
<p style="text-align: center;">CAS Message</p>	<p>1.</p>	<p style="text-align: center;">2. Limitations and/or Procedures</p>
<p>BAS Fail, L-R (Amber – Caution) (GV-SP/GIV-X)</p>	<p>B</p>	<p>(O) (GIV-X):</p> <ul style="list-style-type: none"> a) Affected Valve(s) are verified CLOSED, b) Manual pressurization control is selected, c) Outflow valve is slewed to the full OPEN position, d) RAM Air is selected ON, e) Cabin differential pressure is monitored to be nominally zero psid during the flight, f) Airplane is not operated in forecast or known icing conditions, and g) Airplane is operated in accordance with AFM Limitations.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 23</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>BAS FAIL, L-R (Amber – Caution) (GV)</p> <p style="text-align: center;">B</p> <p style="text-align: right;">(continued)</p>	<p>(O) Except for ER operations, airplane may be dispatched in the pressurized configuration with one Bleed Air System inoperative provided</p> <p>(GV):</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 as follows: <ul style="list-style-type: none"> 1. Affected Bleed Air Valve is selected OFF 2. Affected R BLEED AIR CONT: REER, E-9 and R WING ANTI-ICE: REER, D-13 or L BLEED AIR CONT: LEER, E-10 and L WING ANTI-ICE: LEER, D-4 circuit breakers are pulled and collared. 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. <p>NOTE: Auto-throttle will be inoperative with Isolation Valve OPEN.</p>
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 24</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>BAS FAIL, L-R (Amber – Caution) (GV)</p>	<p>B (O) Except for ER operations, airplane may be dispatched in the unpressurized configuration with both Bleed Air Systems inoperative provided (GV):</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 as follows: <ul style="list-style-type: none"> 1. Affected Bleed Air Valve is selected OFF 2. Affected R BLEED AIR CONT: REER, E-9 and R WING ANTI-ICE: REER, D-13 or L BLEED AIR CONT: LEER, E-10 and L WING ANTI-ICE: LEER, D-4 circuit breakers are pulled and collared. b) Manual pressurization control is selected, c) Outflow valve is slewed to the full OPEN position, d) RAM Air is selected ON, e) Cabin differential pressure is monitored to be nominally zero psid during the flight, f) Airplane is not operated in known or forecast icing conditions, and g) Airplane is operated in accordance with AFM Limitations.
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AIRCRAFT:

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

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1. CAS Message	2. Limitations and/or Procedures
BAS Maintenance Req'd, L-R C (Blue – Advisory) (GV-SP/GIV-X)	Airplane may be dispatched.
BAS MAINT REQD, L-R C (Blue – Advisory) (GV)	Airplane may be dispatched.
BATT CHGR FAIL, L-R A (Amber – Caution) (GV)	(O) Airplane may be dispatched with one inoperative battery charger provided: <ol style="list-style-type: none"> a) Both Engine Generators are operative, b) APU Generator is operative, c) Associated L BATT CHGR: Left PDB, Left Main AC section or R BATT CHGR: Right PDB, Right Main AC section circuit breaker on the Power Distribution Box is pulled and collared, d) Standby Electrical System is operative, e) Affected Battery is selected OFF, and f) Repairs are made within two (2) flight days.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 26</p>
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<p>CAS Message</p>	<p>1.</p>	<p>2.</p> <p>Limitations and/or Procedures</p>
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<p>Battery Charger Fail, L-R (Amber – Caution) (GV-SP/GIV-X)</p>	<p>A</p>	<p>Airplane may be dispatched with one inoperative battery charger provided:</p> <ul style="list-style-type: none"> a) Both Engine Generators are operative, b) APU Generator is operative, c) Associated L BATT CHGR: Left PDB, Left Main AC section or R BATT CHGR: Right PDB, Right Main AC section circuit breaker on the Power Distribution Box is pulled and collared, d) Standby Electrical System is operative, e) Affected Battery is selected OFF, and f) Repairs are made within two (2) flight days.
<p>Brake Maintenance Req'd (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C</p>	<p>Airplane may be dispatched.</p>
<p>BRAKE MAINT REQD (Blue – Advisory) (GV)</p>	<p>C</p>	<p>Airplane may be dispatched.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 27</p>
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<p>CAS Message</p>	<p>1.</p>	<p>2. Limitations and/or Procedures</p>
<p>CAB PRESS SEMIAUTO (Blue – Advisory) (GV)</p>	<p>C</p>	<p>Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations.</p>
<p>Cabin Pressure Semi-auto (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C</p>	<p>Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations.</p>
<p>CCD 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B</p>	<p>(O) Airplane may be dispatched provided: a) Both Display Controllers, Weather Radar Controllers, and 2 MCDU's are operative, and b) Current terminal charts for the origin, destination and alternate airports are carried, or EFB's are carried, onboard the airplane and available to the flight crew.</p>
<p>CDU 1-2-3 FAIL (Blue – Advisory) (GV)</p>	<p>A</p>	<p>Except where en route operations or approach minimums require its use, airplane may be dispatched provided: 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, d) Both RFMUs are operative, and e) Repairs are made within two (2) flight days.</p> <p>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.</p>

AIRCRAFT:

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

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1. CAS Message	2. Limitations and/or Procedures
<p>CHECKLIST MISMATCH (Blue – Advisory) (GV)</p>	<p>B (O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) The checklist module in Fault Warning Computer (FWC) 1 is operative, and b) Current paper checklists are utilized.
<p>CKPT TEMP FAN FAIL (Blue – Advisory) (GV)</p>	<p>C (O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) None of the following CAS messages are also posted: Aft Cabin Temp Fan Fail; Forward Cabin Temp Fan Fail; b) Cockpit Temperature Manual mode is operative, c) Associated temperature indicator is operative, d) CKPT SENSOR FAN, REER D-10, is pulled and collared, and e) Flight crew monitor cockpit temperature and cockpit duct temperature.
<p>CMC Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B Airplane may be dispatched provided all faults are recorded after each flight.</p>
<p>CMF 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B (O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) Alternate procedures are established and used, and b) Flight crew utilizes voice over VHF/HF to relay pertinent information to the air traffic management system.
<p>CMS 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B (O) Airplane may be dispatch provided routine procedures do not require its use.</p> <p>B Airplane may be dispatched with one (1) system inoperative.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 30</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>Cowl Valve Fail Open, L-R B (Amber – Caution) (GV-SP/GIV-X)</p>	<p>(O) Airplane may be dispatched with one (1) inoperative provided:</p> <ul style="list-style-type: none"> 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) Affected Cowl Anti-Ice switch is ON, e) Affected L COWL ANTI-ICE: LEER, D-3 or R COWL ANTI-ICE: REER, D-14 valve circuit breaker is pulled or in the OPEN position, f) Performance Computer is initialized with COWL ANTI ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized, and g) Airplane is operated in accordance with AFM Limitations and Performance.
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AIRCRAFT:

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

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1. CAS Message	2. Limitations and/or Procedures
<p>COWL VLV FL OP, L-R (Amber – Caution) (GV)</p>	<p>B (O) Airplane may be dispatched with one (1) inoperative provided:</p> <ul style="list-style-type: none"> 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) Affected Cowl Anti-Ice switch is ON, e) Affected L COWL ANTI-ICE: LEER, D-3 or R COWL ANTI-ICE: REER, D-14 valve circuit breaker is pulled or in the OPEN position, f) Performance Computer is initialized with COWL ANTI ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized, and g) Airplane is operated in accordance with AFM Limitations and Performance.
<p>CPAM Fail (Amber – Caution) (GV-SP/GIV-X)</p>	<p>B Airplane may be dispatched provided both auto systems are operative.</p>
<p>CPAM FAIL (Amber – Caution) (GV)</p>	<p>B Airplane may be dispatched provided both auto systems are operative.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 32</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>CPCS 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>A (O) Except for ER operations, airplane may be dispatched 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, e) Airplane is operated in accordance with AFM Limitations and Abnormal Procedures (for Taxi, Takeoffs and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within two (2) flight days
	<p>A (O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided:</p> <ul style="list-style-type: none"> a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within two (2) flight days.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 33</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>CPCS 1-2 FAIL (Blue – Advisory) (GV)</p>	<p>A (O) Except for ER operations, airplane may be dispatched 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, e) Airplane is operated in accordance with AFM Limitations and Abnormal Procedures (for Taxi, Takeoffs and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within two (2) flight days
	<p>A (O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided:</p> <ul style="list-style-type: none"> a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within two (2) flight days.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 34</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>CPCS Channel 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>A (O) Except for ER operations, airplane may be dispatched 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, e) Airplane is operated in accordance with AFM Limitations and Abnormal Procedures (for Taxi, Takeoffs and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within two (2) flight days.
	<p>A (O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided:</p> <ul style="list-style-type: none"> a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within two (2) flight days.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 35</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>CPCS CHNL 1-2 FAIL (Blue – Advisory) (GV)</p>	<p>A (O) Except for ER operations, airplane may be dispatched 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, e) Airplane is operated in accordance with AFM Limitations and Abnormal Procedures (for Taxi, Takeoffs and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within two (2) flight days.
	<p>A (O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided:</p> <ul style="list-style-type: none"> a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within two (2) flight days.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 36</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>CPCS Control Panel Fail (Amber – Caution) (GV-SP/GIV-X)</p>	<p>A (O) Except for ER operations, airplane may be dispatched 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, e) Airplane is operated in accordance with AFM Limitations (for Taxi, Takeoffs and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within two (2) flight days.
	<p>A (O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided:</p> <ul style="list-style-type: none"> a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within two (2) flight days.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 37</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>CPCS CONT PNL FAIL (Amber – Caution) (GV)</p>	<p>A (O) Except for ER operations, airplane may be dispatched 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, e) Airplane is operated in accordance with AFM Limitations (for Taxi, Takeoffs and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within two (2) flight days.
	<p>A (O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided:</p> <ul style="list-style-type: none"> a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within two (2) flight days.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 38</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>CPCS Fail - Select Manual (Amber – Caution) (GV-SP/GIV-X)</p>	<p>A (O) Except for ER operations, airplane may be dispatched 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, e) Airplane is operated in accordance with AFM Limitations (for Taxi, Takeoffs and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within two (2) flight days.
	<p>A (O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided:</p> <ul style="list-style-type: none"> a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within two (2) flight days.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 39</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>CPCS FAIL-SEL MAN (Amber – Caution) (GV)</p>	<table border="0"> <tr> <td data-bbox="760 520 779 556">A</td> <td data-bbox="779 520 1502 1081"> (O) Except for ER operations, airplane may be dispatched provided: <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, e) Airplane is operated in accordance with AFM Limitations (for Taxi, Takeoffs and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within two (2) flight days. </td> </tr> <tr> <td data-bbox="760 1081 779 1117">A</td> <td data-bbox="779 1081 1502 1667"> (O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided: <ul style="list-style-type: none"> a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within two (2) flight days. </td> </tr> </table>	A	(O) Except for ER operations, airplane may be dispatched provided: <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, e) Airplane is operated in accordance with AFM Limitations (for Taxi, Takeoffs and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within two (2) flight days. 	A	(O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided: <ul style="list-style-type: none"> a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within two (2) flight days.
A	(O) Except for ER operations, airplane may be dispatched provided: <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, e) Airplane is operated in accordance with AFM Limitations (for Taxi, Takeoffs and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within two (2) flight days. 				
A	(O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided: <ul style="list-style-type: none"> a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, 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: 8 DATE: 11/07/2014	PAGE NO: 2 - 40
1. CAS Message	2. Limitations and/or Procedures	
CPCS LAND ELEV FL (Blue – Advisory) (GV)	B	Airplane may be dispatched provided pressurization system is operated in the Semi mode.
CPCS Landing Elevation Fail (Blue – Advisory) (GV-SP/GIV-X)	B	Airplane may be dispatched provided pressurization system is operated in the Semi mode.
CPCS Maintenance Required (Blue – Advisory) (GV-SP/GIV-X)	C	Airplane may be dispatched.
CPCS MAINT REQD (Blue – Advisory) (GV)	C	Airplane may be dispatched.
CPCS Select Panel Fault (Blue – Advisory) (GV-SP/GIV-X)	A	Airplane may be dispatched provided: <ol style="list-style-type: none"> Auto system (Cabin Pressure Control Panel) is operative, Semi-auto mode is considered inoperative, and Repairs are made within two (2) flight days.
CPCS SEL PNL FAULT (Blue – Advisory) (GV)	A	Airplane may be dispatched provided: <ol style="list-style-type: none"> Auto system (Cabin Pressure Control Panel) is operative, Semi-auto mode is considered inoperative, and Repairs are made within two (2) flight days.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 41</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>CVR FAIL (Blue – Advisory) (GV)</p> <p style="text-align: right;">without FDR installed</p> <p style="text-align: right;">not Air Carrier or Commercial</p>	<p style="text-align: right;">A</p> <p>Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three (3) flight days. <p>Airplane may be dispatched provided repairs are made within three (3) flight days.</p> <p>Airplane may be dispatched provided repairs are made in accordance with applicable 14 CFRs.</p>
<p>Database Config (Blue – Advisory) (GV-SP/GIV-X)</p>	<p style="text-align: right;">B</p> <p>Except where en route operations or minimums require a current database, airplane may be dispatched with charts out of currency provided:</p> <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.
<p>DAU 1A FL DAU 1B FL DAU 2A FL DAU 2B FL (Blue – Advisory) (GV)</p>	<p style="text-align: right;">A</p> <p>(O) Airplane may be dispatched with one (1) failed DAU channel provided:</p> <ul style="list-style-type: none"> a) Flight crew selects operative channel via the display controller, and b) Repairs are made within two (2) flight days.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 42</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>DISP CTRL 2 FAIL (Blue – Advisory) (GV)</p>	<p>A (O) Aircraft may be dispatched provided:</p> <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) Alternate procedures are established and used, i) Flight crew pull and collar associated Display Controller circuit breaker, j) Flight crew prepare and display a TOLD (Takeoff and Landing Data) card prior to takeoff and prior to approach and landing (GV only), k) Flight crew verify required approaches are available at the destination and alternate airports without being NOTAMed out of service or unusable, l) Pilot-Not-Flying (PNF) is prepared to announce approach minimums in the event the operative Display Controller fails enroute, and m) Repairs are made within one (1) flight day.
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 43</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>Display Controller 2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>A (O) Aircraft may be dispatched provided:</p> <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) Alternate procedures are established and used, i) Flight crew pull and collar associated Display Controller circuit breaker, j) Flight crew prepare and display a TOLD (Takeoff and Landing Data) card prior to takeoff and prior to approach and landing (GV only), k) Flight crew verify required approaches are available at the destination and alternate airports without being NOTAMed out of service or unusable, l) Pilot-Not-Flying (PNF) is prepared to announce approach minimums in the event the operative Display Controller fails en route, and m) Repairs are made within one (1) flight day.
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 44</p>
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<p>CAS Message</p>	<p>1.</p>	<p>2. Limitations and/or Procedures</p>
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<p>DME 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C</p>	<p>Airplane may be dispatched except where en route operations or approach minimums require its use. Any in excess of those required by 14 CFR may be inoperative.</p>
<p>EGPWS SYS 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B</p>	<p>Airplane may be dispatched. NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction.</p>
<p>Elevator Trim 1-2 Fail (Amber – Caution) (GV-SP/GIV-X)</p>	<p>B</p>	<p>(O) Airplane may be dispatched with electric elevator trim inoperative provided: a) Electric Elevator Trim remains OFF, b) Both Flap/Stabilizer Control Channels are operative (no messages on CAS), and c) Airplane is operated in accordance with AFM Limitations (Maximum Operating Limit Speed 0.80 Mach).</p>
<p>ELEV TRIM INOP (Amber – Caution) (GV)</p>	<p>B</p>	<p>(O) Airplane may be dispatched with electric elevator trim inoperative provided: a) Electric Elevator Trim remains OFF, b) Both Flap/Stabilizer Control Channels are operative (no messages on CAS), and c) Airplane is operated in accordance with AFM Limitations (Maximum Operating Limit Speed 0.80 Mach).</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 45</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>Engine Maintenance ###, L-R A (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>(O) Airplane may be dispatched with Blue “Engine Maintenance STD (###)” and/or “Engine Maintenance LTD” messages displayed on EICAS provided:</p> <ul style="list-style-type: none"> 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. <p>NOTE: Blue “Engine Maintenance STD (###)” messages require maintenance action within 150 hours and Blue “Engine Maintenance LTD” messages required maintenance action within 500 hours.</p>
<p>Engine Maintenance LTD, L-R A (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>(O) Airplane may be dispatched with Blue “Engine Maintenance STD (###)” and/or “Engine Maintenance LTD” messages displayed on EICAS provided:</p> <ul style="list-style-type: none"> 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. <p>NOTE: Blue “Engine Maintenance STD (###)” messages require maintenance action within 150 hours and Blue “Engine Maintenance LTD” messages required maintenance action within 500 hours.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 46</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>ENG MAINT ###, L-R (Blue – Advisory) (GV)</p>	<p>A (O) Airplane may be dispatched with Blue “Engine Maintenance STD (###)” and/or “Engine Maintenance LTD” messages displayed on EICAS provided:</p> <ul style="list-style-type: none"> 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. <p>NOTE: Blue “Engine Maintenance STD (###)” messages require maintenance action within 150 hours and Blue “Engine Maintenance LTD” messages required maintenance action within 500 hours.</p>
<p>ENG MAINT LTD, L-R (Blue – Advisory) (GV)</p>	<p>A (O) Airplane may be dispatched with Blue “Engine Maintenance STD (###)” and/or “Engine Maintenance LTD” messages displayed on EICAS provided:</p> <ul style="list-style-type: none"> 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. <p>NOTE: Blue “Engine Maintenance STD (###)” messages require maintenance action within 150 hours and Blue “Engine Maintenance LTD” messages required maintenance action within 500 hours.</p>

AIRCRAFT:

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

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1. CAS Message	2. Limitations and/or Procedures
EPS Maintenance Req'd, L-R C (Blue – Advisory) (GV-SP/GIV-X)	Airplane may be dispatched.
EPS MAINT REQD, L-R C (Blue – Advisory) (GV)	Airplane may be dispatched.
EVS Fail C (Amber – Caution) (GV-SP/GIV-X)	Airplane may be dispatched.
EVS FAIL C (Amber – Caution) (GV)	Airplane may be dispatched.
EVS Maintenance Required C (Blue – Advisory) (GV-SP/GIV-X)	Airplane may be dispatched.
EVS MAINT REQD C (Blue – Advisory) (GV)	Airplane may be dispatched.
EVS Window Heat Fail C (Amber – Caution) (GV-SP/GIV-X)	Airplane may be dispatched.
EVS WINDOW HEAT FAIL C (Amber – Caution) (GV)	Airplane may be dispatched.
FDAU FAIL A (Blue – Advisory) (GV)	Airplane may be dispatched provided: <ol style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless the FDR failure occurs after pushback but before takeoff, and c) Repairs are made within three (3) flight days.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 48</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>FDR SYS FAIL (Blue – Advisory) (GV)</p>	<p style="text-align: center;">A</p> <p>Airplane may be dispatched 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 the FDR failure occurs after pushback but before takeoff, and c) Repairs are made within three (3) flight days.</p>
<p>FDR System Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p style="text-align: center;">A</p> <p>Airplane may be dispatched 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 the FDR failure occurs after pushback but before takeoff, and c) Repairs are made within three (3) flight days.</p>
<p>FGC 1-2 FAIL (Amber – Caution) (GV)</p>	<p style="text-align: center;">B</p> <p>(O) Except for ER operations or where en route operations or approach minimums require its use, airplane may be dispatched with one (1) failed provided airplane is operated in accordance with AFM Limitations in the event the operative FGC fails and the Yaw Damper is inoperative.</p> <p>NOTE: FGC is required for MNPS, RVSM, RNP and PRNAV operations.</p>

AIRCRAFT:

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

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1. CAS Message	2. Limitations and/or Procedures
<p>Fire Detection Loop Fault B (Amber – Caution) (GV-SP/GIV-X)</p>	<p>Except for ER operations, airplane may be dispatched with one (1) complete loop (A or B) inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light.</p>
<p>FIRE DET LOOP FALT B (Amber – Caution) (GV)</p>	<p>Except for ER operations, airplane may be dispatched with one (1) complete loop (A or B) inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light.</p>
<p>Flap/Stab Maint Reqd A-B C (Blue – Advisory) (GV-SP)</p>	<p>Airplane may be dispatched.</p>
<p>Flap/Stab Maint Reqd C (Blue – Advisory) (GIV-X)</p>	<p>Airplane may be dispatched.</p>
<p>Flap/Stab System Fail A-B A (Blue – Advisory) (GV-SP)</p>	<p>Airplane may be dispatched with one (1) channel inoperative provided:</p> <ol style="list-style-type: none"> a) Electric Pitch Trim System is operative, b) Alternate control is verified to be operative before each departure, and c) Repairs are made within two (2) flight days.
<p>FLP/STB MX RQD A-B C (Blue – Advisory) (GV)</p>	<p>Airplane may be dispatched.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 50</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>FLP/STB SYS FL A-B A (Blue – Advisory) (GV)</p> <p>FMS/GPS Pos Monitor Unavail B (O) (Blue – Advisory) (GV-SP/GIV-X)</p> <p>FMS 1-2-3 Fail A (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>Airplane may be dispatched with one (1) channel inoperative provided:</p> <ul style="list-style-type: none"> a) Electric Pitch Trim System is operative, d) Alternate control is verified to be operative before each departure, and e) Repairs are made within two (2) flight days. <p>(O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) FMS position is checked against available sensors, and b) If errors encountered, affected GPS is de-selected as a position sensor and FMS position is updated. <p>Airplane may be dispatched with two (2) inoperative except where en route operations or approach minimums require its use 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, c) Procedures do not require its use, d) Both RFMU’s are operative (GV), and e) Repairs are made within two (2) flight days. <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>
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 51</p>
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<p>CAS Message</p>	<p>Limitations and/or Procedures</p>
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<p>FMS 1-2 FAIL (Blue – Advisory) (GV)</p>	<p>A</p> <p>Airplane may be dispatched with two (2) inoperative except where en route operations or approach minimums require its use 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, c) Procedures do not require its use, d) Both RFMU’s are operative (GV), and e) Repairs are made within two (2) flight days. <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>Forward Cabin Temp Fan Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C (O)</p> <p>Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) None of the following CAS messages are also posted: Aft Cabin Temp Fan Fail; Cockpit Temp Fan Fail; b) Forward Temperature Manual mode is operative, c) Associated temperature indicator is operative, d) FWD CABIN SENSOR FAN, LEER D-9, is pulled and collared, and e) Flight crew monitor forward cabin temperature and forward cabin duct temperature.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 52</p>
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<p>CAS Message</p>	<p>1. 2. Limitations and/or Procedures</p>
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<p>FQMS Maintenance Required C (Blue – Advisory) (GV-SP/GIV-X)</p> <p>FQMS MAINT REQD C (Blue – Advisory) (GV)</p> <p>FQSC Channel Fail, L-R B (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>Airplane may be dispatched.</p> <p>Airplane may be dispatched.</p> <p>(O) Except for ER operations, airplane may be dispatched with one (1) channel inoperative provided:</p> <ul style="list-style-type: none"> a) Both tanks are completely filled using overwing refueling, b) Both Fuel Flow Indicating Systems 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. <p>NOTE: Total Fuel indications will be INVALID with inoperative indicator.</p> <p>B (O) Except for ER operations, airplane may be dispatched with one (1) channel inoperative provided:</p> <ul style="list-style-type: none"> 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. <p>NOTE: Total Fuel indications will be INVALID with inoperative indicator.</p>
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 53</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>FQSC CH FAIL, L-R (Blue – Advisory) (GV)</p>	<table border="0"> <tr> <td style="vertical-align: top; padding-right: 10px;">B</td> <td> <p>(O) Except for ER operations, airplane may be dispatched with one (1) channel inoperative provided:</p> <ul style="list-style-type: none"> a) Both tanks are completely filled using overwing refueling, b) Both Fuel Flow Indicating Systems 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. <p>NOTE: Total Fuel indications will be INVALID with inoperative indicator.</p> </td> </tr> <tr> <td style="vertical-align: top; padding-right: 10px;">B</td> <td> <p>(O) Except for ER operations, airplane may be dispatched with one (1) channel inoperative provided:</p> <ul style="list-style-type: none"> 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. <p>NOTE: Total Fuel indications will be INVALID with inoperative indicator.</p> </td> </tr> </table>	B	<p>(O) Except for ER operations, airplane may be dispatched with one (1) channel inoperative provided:</p> <ul style="list-style-type: none"> a) Both tanks are completely filled using overwing refueling, b) Both Fuel Flow Indicating Systems 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. <p>NOTE: Total Fuel indications will be INVALID with inoperative indicator.</p>	B	<p>(O) Except for ER operations, airplane may be dispatched with one (1) channel inoperative provided:</p> <ul style="list-style-type: none"> 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. <p>NOTE: Total Fuel indications will be INVALID with inoperative indicator.</p>
B	<p>(O) Except for ER operations, airplane may be dispatched with one (1) channel inoperative provided:</p> <ul style="list-style-type: none"> a) Both tanks are completely filled using overwing refueling, b) Both Fuel Flow Indicating Systems 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. <p>NOTE: Total Fuel indications will be INVALID with inoperative indicator.</p>				
B	<p>(O) Except for ER operations, airplane may be dispatched with one (1) channel inoperative provided:</p> <ul style="list-style-type: none"> 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. <p>NOTE: Total Fuel indications will be INVALID with inoperative indicator.</p>				

AIRCRAFT:

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

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1. CAS Message	2. Limitations and/or Procedures
Front Windshield Fail, L-R (Amber – Caution) (GV-SP/GIV-X)	B Except for ER operations, airplane may be dispatched with one (1) inoperative provided airplane is not operated in known or forecast icing conditions.
Front Windshield Fault, L-R (Blue – Advisory) (GV-SP/GIV-X)	C Airplane may be dispatched with one inoperative sensor in each Windshield Heat System.
Fuel Crossflow Valve Open (Amber – Caution) (GV-SP/GIV-X)	B (O) Except for ER operations, airplane may be dispatched with inoperative crossflow valve provided: <ol style="list-style-type: none"> a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Fuel Tank Temperature System is operative, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.
Fuel Return Fail, L-R (Blue – Advisory) (GV-SP)	B Airplane may be dispatched provided: <ol style="list-style-type: none"> a) Flight crew monitors fuel tank temperature, and b) Airplane is operated in accordance with AFM Limitations.
FUEL RETURN FL, L-R (Blue – Advisory) (GV)	B Airplane may be dispatched provided: <ol style="list-style-type: none"> a) Flight crew monitors fuel tank temperature, and b) Airplane is operated in accordance with AFM Limitations.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 55</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>FWD CAB TMP FAN FL (Blue – Advisory) (GV)</p>	<p>C (O) Airplane may be dispatched provided: a) None of the following CAS messages are also posted: Aft Cabin Temp Fan Fail; Cockpit Temp Fan Fail; b) Forward Temperature Manual mode is operative, c) Associated temperature indicator is operative, d) FWD CABIN SENSOR FAN, LEER D-9, is pulled and collared, and e) Flight crew monitor forward cabin temperature and forward cabin duct temperature.</p>
<p>F WSHLD FAIL, L-R (Amber – Caution) (GV)</p>	<p>B Except for ER operations, airplane may be dispatched with one (1) inoperative provided airplane is not operated in known or forecast icing conditions.</p>
<p>GCU Fail, L-R (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>A Except for ER Operations, airplane may be dispatched with one Engine Generator Control Unit (GCU) inoperative provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL450, c) Standby Electrical System is operative, and d) Repairs are made within two (2) flight days.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 56</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>GCU FAIL, L-R (Blue – Advisory) (GV)</p>	<p style="text-align: center;">A</p> <p>Except for ER Operations, airplane may be dispatched with one Engine Generator Control Unit (GCU) inoperative provided:</p> <ul style="list-style-type: none"> a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL450, c) Standby Electrical System is operative, and d) Repairs are made within two (2) flight days.
<p>Generator Fail, L-R (Blue – Advisory) (GV-SP/GIV-X)</p>	<p style="text-align: center;">A</p> <p>Except for ER Operations, airplane may be dispatched with one Engine Generator Control Unit (GCU) inoperative provided:</p> <ul style="list-style-type: none"> a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL450, c) Standby Electrical System is operative, and d) Repairs are made within two (2) flight days.
<p>GEN FAIL, L-R (Blue – Advisory) (GV)</p>	<p style="text-align: center;">A</p> <p>Except for ER Operations, airplane may be dispatched with one Engine Generator Control Unit (GCU) inoperative provided:</p> <ul style="list-style-type: none"> a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL450, c) Standby Electrical System is operative, and d) Repairs are made within two (2) flight days.
<p>GPS 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p style="text-align: center;">B</p> <p>Airplane may be dispatched except where en route operations or approach minimums require the use of GPS or GNSSU.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 57</p>
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<p>CAS Message</p>	<p>1.</p>	<p>2. Limitations and/or Procedures</p>
<p>GPS 1-2 FAIL (Blue – Advisory) (GV)</p>	<p>B</p>	<p>Airplane may be dispatched except where en route operations or approach minimums require the use of GPS or GNSSU.</p>
<p>GPWS 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>A</p>	<p>(O) Airplane may be dispatched provided:</p> <ol style="list-style-type: none"> a) Alternate procedures are established and used, b) Pilot-Not-Flying (PNF) monitors flight progress with reference to radio altimeter data and situational awareness, c) PNF advises Pilot-Flying (PF) of adverse situations, d) Airplane is operated in accordance with AFM Limitations, and e) Repairs are made within two (2) flight days.
<p>GPWS FAIL (Blue – Advisory) (GV)</p>	<p>A</p>	<p>(O) Airplane may be dispatched provided:</p> <ol style="list-style-type: none"> a) Alternate procedures are established and used, b) Pilot-Not-Flying (PNF) monitors flight progress with reference to radio altimeter data and situational awareness, c) PNF advises Pilot-Flying (PF) of adverse situations, d) Airplane is operated in accordance with AFM Limitations, and e) Repairs are made within two (2) flight days.
<p>HUD COMP Fan Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C</p>	<p>Airplane may be dispatched provided extended ground operations are avoided.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 58</p>
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<p>CAS Message</p>	<p>1. 2. Limitations and/or Procedures</p>
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<p>HUD OHU Fan Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C</p> <p>Airplane may be dispatched, provided: a) Extended ground operations are avoided, and b) Pilot selected HUD brightness is reduced.</p>
<p>Hydraulic Temp Sen Fail, L-R (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B</p> <p>Airplane may be dispatched.</p> <p>NOTE: Accuracy of hydraulic quantity indication will be degraded during long flights in cold soak conditions. If Right Hydraulic System (R SYS) sensor has failed in flight, there is no protection against overheating R SYS pumps during Power Transfer Unit (PTU) operation. In flight, with either or both sensors failed, there is no warning of hot hydraulic system temperatures.</p>
<p>HYD TMP SEN FL, L-R (Blue – Advisory) (GV)</p>	<p>B</p> <p>Airplane may be dispatched.</p> <p>NOTE: Accuracy of hydraulic quantity indication will be degraded during long flights in cold soak conditions. If Right Hydraulic System (R SYS) sensor has failed in flight, there is no protection against overheating R SYS pumps during Power Transfer Unit (PTU) operation. In flight, with either or both sensors failed, there is no warning of hot hydraulic system temperatures.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 59</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>Ice Detect Fail, L-R (Amber – Caution) (GV-SP/GIV-X)</p>	<p style="text-align: center;">B</p> <p>(O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) Airplane is operated in accordance with alternate AFM procedures, b) Cowl Anti-Ice shall be selected ON manually any time visible moisture is present and SAT is +10 deg C or less, and c) Wing Anti-Ice should be selected ON manually if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets or windshield edges. <p>NOTE: With Ice Detection Systems inoperative, automatic anti-ice is not available.</p>
<p>ICE DETECT FL, L-R (Amber – Caution) (GV)</p>	<p style="text-align: center;">B</p> <p>(O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) Airplane is operated in accordance with alternate AFM procedures, b) Cowl Anti-Ice shall be selected ON manually any time visible moisture is present and SAT is +10 deg C or less, and c) Wing Anti-Ice should be selected ON manually if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets or windshield edges. <p>NOTE: With Ice Detection Systems inoperative, automatic anti-ice is not available.</p>

AIRCRAFT:

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

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1. CAS Message	2. Limitations and/or Procedures
<p>IRS 1-2-3 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>A (O) Airplane may be dispatched with one (1) IRS inoperative provided:</p> <ul style="list-style-type: none"> a) Both PFD attitude indicating systems operate independently, b) Flight crew ensure same IRS is NOT used as attitude source for both pilots, c) Standby Attitude Indicator is operative, and d) Repairs are made within two (2) flight days.
<p>IRS 1-2-3 FAIL (Blue – Advisory) (GV)</p>	<p>A (O) Airplane may be dispatched with one (1) IRS inoperative provided:</p> <ul style="list-style-type: none"> a) Both PFD attitude indicating systems operate independently, b) Flight crew ensure same IRS is NOT used as attitude source for both pilots, c) Standby Attitude Indicator is operative, and d) Repairs are made within two (2) flight days.
<p>IRS 1-2-3 ON DC (Blue – Advisory) (GV)</p>	<p>A Airplane may be dispatched provided only one (1) IRU / IRS is on Secondary Power provided repairs are made within one (1) flight day.</p>
<p>IRU On Sec Pwr (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>A Airplane may be dispatched provided only one (1) IRU / IRS is on Secondary Power provided repairs are made within one (1) flight day.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 61</p>
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<p>CAS Message</p>	<p>1. 2. Limitations and/or Procedures</p>
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<p>IRU Sec Pwr 1-2-3 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p style="text-align: center;">A</p> <p>Airplane may be dispatched with one back-up battery inoperative provided: a) The affected battery is located in the #2 or #3 IRU back up battery position, and b) Repairs are made within one (1) flight day.</p>
<p style="text-align: center;">A</p>	<p>Airplane may be dispatched with both back-up batteries inoperative provided: a) Airplane is operated in day VMC conditions, and b) Repairs are made within one (1) flight day.</p>
<p style="text-align: center;">A</p>	<p>Airplane may be dispatched with both back-up batteries inoperative provided: a) All other components of the Electrical Power system are operative, and b) Repairs are made within one (1) flight day.</p>
<p>LASERTRAK FAIL (Blue – Advisory) (GV)</p>	<p style="text-align: center;">B</p> <p>Airplane may be dispatched provided at least one Flight Management System is operative.</p>

AIRCRAFT:

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

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1. CAS Message	2. Limitations and/or Procedures
<p>L PSU Fan Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B (O) Airplane may be dispatched provided;</p> <ul style="list-style-type: none"> 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, d) Both Environmental Control System (ECS) Packs are operative, e) Flight crew minimize ground operation time, and f) For ground operations longer than 15 minutes, flight crew ensure main and baggage doors are closed, APU air is selected “ON” and outflow valve is fully OPEN.
<p>LX Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C Airplane may be dispatched.</p>
<p>Mach Trim 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B Airplane may be dispatched with one (1) Mach Trim System inoperative.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 63</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>MADC 1-2-3 FAIL (Blue – Advisory) (GV)</p>	<p>B (O) Airplane may be dispatched with a one (1) micro air data computer 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, e) Airplane is operated in accordance with AFM limitations, f) MADC 1: POP A-9, MADC 2: CPOP A-9, and MADC 3: POP A-10 circuit breakers associated with the failed Micro Air Data Computer (MADC) are pulled and collared, and g) Flight crew selects operative and different MADC sources prior to departure. <p>NOTE 1: Two systems are required for operation in RVSM airspace.</p> <p>NOTE 2: For MADC 1 FAIL, expect the L Engine Backup Air Data advisory and associated Engine Maintenance message to post.</p> <p>NOTE 3: For MADC 2 FAIL, expect the R Engine Backup Air Data advisory and associated Engine Maintenance message to post.</p>
<p>B</p>	<p>(O) Airplane may be dispatched with one (1) micro air data computer inoperative provided airplane is operated in unpressurized configuration.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 64</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>MADC 1-3 PROBE FL (Blue – Advisory) (GV)</p>	<p>A (O) Except for ER operations, airplane may be dispatched with one (1) probe heater inoperative provided:</p> <ul style="list-style-type: none"> a) Airplane is not operated in visible moisture or known or forecast icing conditions, b) L LWR PITOT HTR: CPOP A-5 and R LWR PITOT HTR: CPOP A-5 circuit breakers are pulled and collared, c) Flight crew select MADC sources that are different and not associated with failed pitot heater element, and d) Repairs are made within two (2) flight days.
<p>MADC 2-SBY PROBE FL (Blue – Advisory) (GV)</p>	<p>A (O) Except for ER operations, airplane may be dispatched with one (1) probe heater inoperative provided:</p> <ul style="list-style-type: none"> a) Airplane is not operated in visible moisture or known or forecast icing conditions, b) L UPR PITOT HTR: CPOP A-6 and R UPR PITOT HTR: CPOP A-6 circuit breakers are pulled and collared, c) Flight crew select MADC sources that are different and not associated with failed pitot heater element, and d) Repairs are made within two (2) flight days.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 65</p>
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<p>CAS Message</p>	<p>1. 2. Limitations and/or Procedures</p>
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<p>Main Fuel Pump Fail, L-R (Amber – Caution) (GV-SP/GIV-X)</p>	<p>B (O) Except for ER operations, airplane may be dispatched with one (1) pump inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, d) Flight crew comply with AFM, Section 3, Abnormal Procedures, Fuel Boost Pump Failure, and e) Airplane is operated in accordance with AFM Limitations.</p>
<p>MAIN PUMP FAIL, L-R (Amber – Caution) (GV)</p>	<p>B (O) Except for ER operations, airplane may be dispatched with one (1) pump inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, d) Flight crew comply with AFM, Section 3, Abnormal Procedures, Fuel Boost Pump Failure, and e) Airplane is operated in accordance with AFM Limitations.</p>
<p>MAINT REQUIRED (Blue – Advisory) (GV)</p>	<p>C Airplane may be dispatched.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 66</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>Main TRU Fault, L-R (Amber – Caution) (GV-SP/GIV-X)</p>	<p>A (O) Airplane may be dispatched with one (1) main TRU inoperative provided:</p> <ul style="list-style-type: none"> 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, g) Inoperative L MAIN TRU: LPDB, Left Main AC section or R MAIN TRU: RPDB, Right Main AC section TRU circuit breaker on the Power Distribution Box is pulled and collared, and h) Repairs are made within two (2) flight days.
<p>MAU 1-2-3 Fan Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B Airplane may be dispatched:</p> <ul style="list-style-type: none"> a) With one (1) failed fan provided performance of items affected by the indicated MAU are monitored during the flight, and b) Flight crew references the appropriate matrix in AFM Section 03-16-80.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 67</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>MAU 1B-2A-3A-3B Fail (Amber – Caution) (GV-SP/GIV-X)</p>	<p>A (O) Airplane may be dispatched with one (1) channel inoperative provided:</p> <ul style="list-style-type: none"> a) Failed channel is not MAU 1A or MAU 2B, b) No other failures exist in the Avionics System, c) Associated MAU circuit breakers: MAU 1A PRI: POP, A-10 MAU 1A SEC: CPOP, A-10 MAU 1B PRI: CPOP, A-9 MAU 1B SEC: POP, A-9 MAU 2A PRI: CPOP, A-8 MAU 2A SEC: POP, A-8 MAU 2B PRI: CPOP, A-7 MAU 2B SEC: POP, A-7 MAU 3A PRI: POP, A-6 MAU 3A SEC: CPOP, A-6 MAU 3B PRI: POP, A-5 MAU 3B SEC: CPOP, A-5 are pulled and collared, d) Alternate procedures are established and used, e) Flight crew discusses contingency procedures for next worse failures as described in GAC-OIS-09 Dispatch with MAU Channels Inoperative, and f) Repairs are made within two (2) flight days.
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 68</p>
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<p>CAS Message</p>	<p>1.</p>	<p>2. Limitations and/or Procedures</p>
<p>MDAU FAIL (Blue – Advisory) (GV)</p>	<p>B</p>	<p>Airplane may be dispatched provided all faults are recorded after each flight.</p>
<p>MDAU MEM 90% FULL (Blue – Advisory) (GV)</p>	<p>B</p>	<p>Airplane may be dispatched provided all faults are recorded after each flight.</p>
<p>MN TRU FAULT, L-R (Amber – Caution) (GV)</p>	<p>A</p>	<p>(O) Airplane may be dispatched with one (1) main TRU inoperative provided:</p> <ul style="list-style-type: none"> 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, g) Inoperative L MAIN TRU: LPDB, Left Main AC section or R MAIN TRU: RPDB, Right Main AC section TRU circuit breaker on the Power Distribution Box is pulled and collared, and h) Repairs are made within two (2) flight days.
<p>MRC 1 Fail (Amber – Caution) (GV-SP/GIV-X)</p>	<p>A</p>	<p>Airplane may be dispatched with one (1) MRC failed, provided:</p> <ul style="list-style-type: none"> a) Associated Comm and Nav radios and opposite ATC are operative, and b) Repairs are made within one (1) flight day. <p>NOTE: EICAS blue messages “APM FAIL” and “ASCB FAIL” displayed. “ASCB FAIL” is only displayed in flight.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 69</p>
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<p>CAS Message</p>	<p>1. 2. Limitations and/or Procedures</p>
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<p>MRC 2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p> <p>NAV 2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p> <p>NAVCOM Fail (Blue – Advisory) (GV-SP/GIV-X)</p> <p>NMS 1-2 FAIL (Blue – Advisory) (GV)</p>	<p style="text-align: center;">A</p> <p>Airplane may be dispatched provided: a) Associated Comm and Nav radios and opposite ATC are operative, and b) Repairs are made within one (1) flight day.</p> <p>NOTE: With MRC 2 Fail, expect EICAS blue messages “APM FAIL” and “ASCB FAIL” displayed. “ASCB FAIL” will display inflight only.</p> <p style="text-align: center;">B</p> <p>Airplane may be dispatched as required by 14 CFR.</p> <p style="text-align: center;">B</p> <p>Airplane may be dispatched provided operations do not require its use.</p> <p style="text-align: center;">A</p> <p>Except where en route operations or approach minimums require its use, airplane may be dispatched provided: 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, d) Both RFMUs are operative, and e) Repairs are made within two (2) flight days.</p> <p>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.</p>
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AIRCRAFT:
 GULFSTREAM G-V, GV-SP,
 GV-SP (G550), GV-SP (G500),
 GIV-X, GIV-X (G450),
 GIV-X (G350)

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1. CAS Message	2. Limitations and/or Procedures
<p>NMS FAIL (Blue – Advisory) (GV)</p> <p>NWS Fixed Gain (Blue – Advisory) (GV-SP/GIV-X)</p> <p>NWS FIXED GAIN (Blue – Advisory) (GV)</p> <p>Outflow Valve Fault (Blue – Advisory) (GV-SP/GIV-X)</p> <p>OUTFLOW VLV FAULT (Blue – Advisory) (GV)</p>	<p>A</p> <p>Except where en route operations or approach minimums require its use, airplane may be dispatched 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, c) Procedures do not require its use, d) Both RFMUs are operative, and e) Repairs are made within two (2) flight days. <p>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.</p> <p>B</p> <p>Airplane may be dispatched provided Nose Wheel Tiller Steering System is operative.</p> <p>B</p> <p>Airplane may be dispatched provided Nose Wheel Tiller Steering System is operative.</p> <p>B</p> <p>Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) DC motor is operative, and b) Airplane is operated in accordance with AFM Limitations. <p>B</p> <p>Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) DC motor is operative, and b) 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)

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1. CAS Message	2. Limitations and/or Procedures
<p>Pitch Trim 1-2 Power Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B (O) Airplane may be dispatched with one (1) inoperative Autopilot Pitch Trim Servo provided PITCH TRIM SERVO #1: POP, E-2 or PITCH TRIM SERVO #2, CPOP, E-1 circuit breaker is pulled and collared.</p>
<p>RAAS 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B</p>
<p>RAD ALT 1-2 FAIL (Blue – Advisory) (GV)</p>	<p>B Airplane may be dispatched 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, HUD Flare Cue) are considered.</p>
<p>Radio Altimeter 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B Airplane may be dispatched 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, HUD Flare Cue) are considered.</p>
<p>Rudder Steering Fail (Amber – Caution) (GV-SP/GIV-X)</p>	<p>B Airplane may be dispatched provided: a) Nose Wheel Tiller Steering System is operative, and b) Left seat pilot performs the takeoff and landing task.</p>

AIRCRAFT:

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

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1. CAS Message	2. Limitations and/or Procedures
<p>RUDDER STRG FAIL (Amber – Caution) (GV)</p>	<p>B</p> <p>Airplane may be dispatched provided: a) Nose Wheel Tiller Steering System is operative, and b) Left seat pilot performs the takeoff and landing task.</p>
<p>SATCOM Call (Blue – Advisory) (GIV-X/GV-SP)</p>	<p>C</p> <p>Airplane may be dispatched provided procedures do not require their use.</p>
<p>Service Door (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B (O)</p> <p>Airplane may be dispatched provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.</p>
<p>SERVICE DOOR (Blue – Advisory) (GV)</p>	<p>B (O)</p> <p>Airplane may be dispatched provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.</p>
<p>Side Windshield Fail, L-R (Amber – Caution) (GV-SP/GIV-X)</p>	<p>B</p> <p>Airplane may be dispatched.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 73</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>STCK PUSH 1-2 FAULT (Amber – Caution) (GV)</p>	<p>A (O) Airplane may be dispatched with one (1) system inoperative provided:</p> <ul style="list-style-type: none"> 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 by pulling and collaring the Stall Barrier Valve and Stick Shaker circuit breakers associated with the failed system, d) Crew procedures in the event the remaining stall barrier fails are discussed, e) If the remaining stall barrier fails the minimum speed shall be no less than Vref (1.3 Vs) for all phases of flight (this minimum speed shall be cross referenced to a normalized AOA value of 0.59 as displayed on the PFD), f) Weather at departure and destination is considered, g) Consideration is given to delaying takeoff or approach and landing, if windshear is forecast until such conditions cease, or consideration is given to proceeding to alternate, and h) Repairs are made within two (2) flight days.
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 74</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>STCK PUSH 1-2 FL (Amber – Caution) (GV)</p>	<p>A (O) Airplane may be dispatched with one (1) system inoperative provided:</p> <ul style="list-style-type: none"> 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 by pulling and collaring the Stall Barrier Valve and Stick Shaker circuit breakers associated with the failed system, d) Crew procedures in the event the remaining stall barrier fails are discussed, e) If the remaining stall barrier fails the minimum speed shall be no less than Vref (1.3 Vs) for all phases of flight (this minimum speed shall be cross referenced to a normalized AOA value of 0.59 as displayed on the PFD), f) Weather at departure and destination is considered, g) Consideration is given to delaying takeoff or approach and landing, if windshear is forecast until such conditions cease, or consideration is given to proceeding to alternate, and h) Repairs are made within two (2) flight days.
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 75</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>Stick Push 1-2 Fail (Amber – Caution) (GV-SP/GIV-X)</p>	<p>A (O) Airplane may be dispatched with one (1) system inoperative provided:</p> <ul style="list-style-type: none"> 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 by pulling and collaring the Stall Barrier Valve and Stick Shaker circuit breakers associated with the failed system, d) Crew procedures in the event the remaining stall barrier fails are discussed, e) If the remaining stall barrier fails the minimum speed shall be no less than Vref (1.3 Vs) for all phases of flight (this minimum speed shall be cross referenced to a normalized AOA value of 0.59 as displayed on the PFD), f) Weather at departure and destination is considered, g) Consideration is given to delaying takeoff or approach and landing, if windshear is forecast until such conditions cease, or consideration is given to proceeding to alternate, and h) Repairs are made within two (2) flight days.
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 76</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>Stick Push 1-2 Fault (Amber – Caution) (GV-SP/GIV-X)</p>	<p>A (O) Airplane may be dispatched with one (1) system inoperative provided:</p> <ul style="list-style-type: none"> 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 by pulling and collaring the Stall Barrier Valve and Stick Shaker circuit breakers associated with the failed system, d) Crew procedures in the event the remaining stall barrier fails are discussed, e) If the remaining stall barrier fails the minimum speed shall be no less than Vref (1.3 Vs) for all phases of flight (this minimum speed shall be cross referenced to a normalized AOA value of 0.59 as displayed on the PFD), f) Weather at departure and destination is considered, g) Consideration is given to delaying takeoff or approach and landing, if windshear is forecast until such conditions cease, or consideration is given to proceeding to alternate, and h) Repairs are made within two (2) flight days.
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 77</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>STICK PUSH UNAVAIL (Amber – Caution) (GV)</p>	<p>A (O) Airplane may be dispatched with one (1) system inoperative provided:</p> <ul style="list-style-type: none"> 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 by pulling and collaring the Stall Barrier Valve and Stick Shaker circuit breakers associated with the failed system, d) Crew procedures in the event the remaining stall barrier fails are discussed, e) If the remaining stall barrier fails the minimum speed shall be no less than Vref (1.3 Vs) for all phases of flight (this minimum speed shall be cross referenced to a normalized AOA value of 0.59 as displayed on the PFD), f) Weather at departure and destination is considered, g) Consideration is given to delaying takeoff or approach and landing, if windshear is forecast until such conditions cease, or consideration is given to proceeding to alternate, and h) Repairs are made within two (2) flight days.
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 78</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>Stick Push Unavailable (Amber – Caution) (GV-SP/GIV-X)</p>	<p>A (O) Airplane may be dispatched with one (1) system inoperative provided:</p> <ul style="list-style-type: none"> 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 by pulling and collaring the Stall Barrier Valve and Stick Shaker circuit breakers associated with the failed system, d) Crew procedures in the event the remaining stall barrier fails are discussed, e) If the remaining stall barrier fails the minimum speed shall be no less than Vref (1.3 Vs) for all phases of flight (this minimum speed shall be cross referenced to a normalized AOA value of 0.59 as displayed on the PFD), f) Weather at departure and destination is considered, g) Consideration is given to delaying takeoff or approach and landing, if windshear is forecast until such conditions cease, or consideration is given to proceeding to alternate, and h) Repairs are made within two (2) flight days.
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 79</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>Stick Shake 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p style="text-align: center;">A</p> <p>Airplane may be dispatched with a single control column shaker inoperative provided:</p> <ul style="list-style-type: none"> a) Angle of Attack indication is available on both PFD's, b) Both stall barrier systems are operative, and c) Repairs are made within two (2) flight days.
<p>STICK SHAKE 1-2 FL (Blue – Advisory) (GV)</p>	<p style="text-align: center;">A</p> <p>Airplane may be dispatched with a single control column shaker inoperative provided:</p> <ul style="list-style-type: none"> a) Angle of Attack indication is available on both PFD's, b) Both stall barrier systems are operative, and c) Repairs are made within two (2) flight days.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 80</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>Stuck MIC ACP 3 (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>A (O)</p> <p>Airplane may be dispatched with ACP 3 indicating stuck MIC provided:</p> <ul style="list-style-type: none"> a) Pilot and Copilot ACP's are operative, b) OBSERVER ACP: REER, D-7, is pulled and collared, c) Affected ACP is not required as determined by the Pilot-in-Command, d) Flight Deck to cabin communication is operative, e) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, f) Alternate procedures are established and used, g) Required minimum safety equipment (safety belt and oxygen) is available, h) Seat is acceptable to the FAA inspector for performance of official duties, and i) Repairs are made within two (2) flight days. <p>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.</p> <p>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).</p>
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<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 81</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
<p>S WSHLD FAIL, L-R (Amber – Caution) (GV)</p>	<p>B Airplane may be dispatched.</p>
<p>TCAS Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>A (O) Airplane may be dispatched provided: a) System is deactivated and secured by pulling and collaring TCAS: POP, F-2 circuit breaker, b) En route or approach procedures do not require its use, and c) Repairs are made within two (2) flight days.</p>
<p>TCAS FAIL (Blue – Advisory) (GV)</p>	<p>A (O) Airplane may be dispatched provided: a) System is deactivated and secured by pulling and collaring TCAS: POP, F-2 circuit breaker, b) En route or approach procedures do not require its use, and c) Repairs are made within two (2) flight days.</p>
<p>Terrain 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B Airplane may be dispatched. NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction.</p>
<p>Terrain Bus Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B Airplane may be dispatched. NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction.</p>

AIRCRAFT:

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

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1. CAS Message	2. Limitations and/or Procedures
<p>THROT QUAD 1-2 FL B (Blue – Advisory) (GV)</p>	<p>Airplane may be dispatched.</p> <p>NOTE: With both Channel 1 and Channel 2 failed, the autothrottle system will be inoperative.</p>
<p>Throttle Quadrant 1-2 Fail B (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>Airplane may be dispatched.</p> <p>NOTE: With both Channel 1 and Channel 2 failed, the autothrottle system will be inoperative.</p>
<p>VHF COM 1-2 Fail C (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>Airplane may be dispatched with any in excess of those required by 14 CFR.</p>
<p>VHF COMM 1-2 FAIL C (Blue – Advisory) (GV)</p>	<p>Airplane may be dispatched with any in excess of those required by 14 CFR.</p>
<p>WG AI SYS FL, L-R B (Amber – Caution) (GV)</p>	<p>Except for ER operations, airplane may be dispatched with wing anti-ice system inoperative provided airplane is not operated in known or forecast icing conditions.</p> <p>NOTE: Do not select affected side Wing Anti-Ice to ON.</p>

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 83</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>Windshear 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>A (O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) At least one (1) radio altimeter is operative, b) Alternate procedures are established and used, c) Flight crew comply with AFM/AOM guidance in windshear situations and recommend procedures when encountering windshear, and d) Repairs are made within two (2) flight days. <p>NOTE: Operator’s alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.</p>
<p>WINDSHEAR FAIL (Blue – Advisory) (GV)</p>	<p>A (O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) At least one (1) radio altimeter is operative, b) Alternate procedures are established and used, c) Flight crew comply with AFM/AOM guidance in windshear situations and recommend procedures when encountering windshear, and d) Repairs are made within two (2) flight days. <p>NOTE: Operator’s alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.</p>

AIRCRAFT:

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

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1. CAS Message	2. Limitations and/or Procedures
<p>Wing Anti-Ice Sys Fail, L-R (Amber – Caution) (GV-SP/GIV-X)</p>	<p>B</p> <p>Except for ER operations, airplane may be dispatched with wing anti-ice system inoperative provided airplane is not operated in known or forecast icing conditions.</p> <p>NOTE: Do not select affected side Wing Anti-Ice to ON.</p>
<p>Yaw Damper 1-2 Fail (Amber – Caution) (GV-SP/GIV-X)</p>	<p>B (O)</p> <p>Except for ER airplane may be dispatched with one (1) channel inoperative provided airplane is operated in accordance with AFM Limitations in the event the operative Yaw Damper fails.</p>
<p>YD 1-2 FAIL (Amber – Caution) (GV)</p>	<p>B (O)</p> <p>Except for ER airplane may be dispatched with one (1) channel inoperative provided airplane is operated in accordance with AFM Limitations in the event the operative Yaw Damper fails.</p>
<p>YD 1-2 Fail (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>B (O)</p> <p>Airplane may be dispatched with one inoperative yaw damper system provided the inoperative YAW DAMPER SERVO #1: POP, D-6 or YAW DAMPER SERVO #2: CPOP, D-6 circuit breaker is pulled and collared.</p>
<p>50 HZ Power Fail, L-R (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C (O)</p> <p>Airplane may be dispatched provided:</p> <ol style="list-style-type: none"> L FREQ CONV: Left PDB or R FREQ CONV: Right PDB circuit breaker is pulled and collared, Flight crew brief passengers on items that are inoperative with the failure of the power source for cabin entertainment, and Backup battery is available if EFB is used.

<p>AIRCRAFT: GULFSTREAM G-V, GV-SP, GV-SP (G550), GV-SP (G500), GIV-X, GIV-X (G450), GIV-X (G350)</p>	<p>REVISION NO: 8 DATE: 11/07/2014</p>	<p>PAGE NO: 2 - 85</p>
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<p>1. CAS Message</p>	<p>2. Limitations and/or Procedures</p>
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<p>60 HZ Power Fail, L-R (Blue – Advisory) (GV-SP/GIV-X)</p>	<p>C (O) Airplane may be dispatched provided: a) Affected L FREQ CONV: Left PDB or R FREQ CONV: Right PDB circuit breaker is pulled and collared, b) Flight crew brief passengers on items that are inoperative with the failure of the power source for cabin entertainment, and c) Backup battery is available if EFB is used.</p>
<p>60HZ PWR FAIL, L-R (Blue – Advisory) (GV)</p>	<p>C (O) Airplane may be dispatched provided: a) Affected L FREQ CONV: Left PDB or R FREQ CONV: Right PDB circuit breaker is pulled and collared, b) Flight crew brief passengers on items that are inoperative with the failure of the power source for cabin entertainment, and c) Backup battery is available if EFB is used.</p>