



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

Master Minimum Equipment List

Revision: 10
Date: 08/02/2015

GULFSTREAM AEROSPACE MODEL G-1159

SERIES II & III

Thomas L. Witts, Chairman
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration
Aircraft Evaluation Group
3960 Paramount Boulevard
Suite 100
Lakewood, California 90712-4137

Telephone: 562) 627-5283
FAX: 562) 627-5281

AIRCRAFT:

G-1159

REVISION NO: 10

DATE: 08/02/2015

PAGE NO.

I

TABLE OF CONTENTS

SYSTEM NO.	SYSTEM	PAGE NO.
--	Table of Contents	I
--	Log of Revisions	II, III
--	Control Page	IV thru VI,
--	Highlights of Change	VII thru VIII
--	Definitions	IX
--	Preamble	X
21	Air Conditioning	21-1 thru 21-5
22	Auto Flight	22-1 thru 22-3
23	Communications	23-1 thru 23-15
24	Electrical Power	24-1 thru 24-13
25	Equipment/Furnishings	25-1 thru 25-11
26	Fire Protection	26-1 thru 26-5
27	Flight Controls	27-1
28	Fuel	28-1 thru 28-5
29	Hydraulic Power	29-1, 2
30	Ice and Rain Protection	30-1, 2
31	Indicating/Recording Systems	31-1, 2
32	Landing Gear	32-1
33	Lights	33-1 thru 33-8
34	Navigation	34-1 thru 34-16
35	Oxygen	35-1, 2
36	Pneumatic	36-1 thru 36-5
38	Waterwaste	38-1
46	New Technology	46-1
49	Airborne Auxiliary Power	49-1, 2
52	Doors	52-1
71	Powerplant	71-1
73	Engine Fuel & Control	73-1
74	Ignition	74-1
76	Engine Controls	76-1
77	Engine Indicating	77-1
78	Engine Exhaust	78-1
79	Engine Oil	79-1
80	Starting	80-1, 2

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 12/30/2009

PAGE NO:

II

Log of Revisions

Rev No.	Date	Page Numbers	Initials
6	05/03/1991	ALL PAGES	
7	07/19/2000	HIGHLIGHTS OF REV.,DEFINITIONS	
7	07/19/2000	21-1,21-2,21-3,21-4,21-5	
7	07/19/2000	21-6,21-7,21-8,22-1,22-2	
7	07/19/2000	22-3,23-1,23-2,23-3,23-4	
7	07/19/2000	23-5,23-6,23-7,24-1,24-2	
7	07/19/2000	24-3,24-4,24-5,24-6,24-7	
7	07/19/2000	24-8,24-9,24-10,24-11,24-12	
7	07/19/2000	24-13,25-1,25-2,25-3,25-4	
7	07/19/2000	25-5,26-1,26-2,26-3,26-4	
7	07/19/2000	27-1,29-1,29-2,30-1,30-2	
7	07/19/2000	31-1,31-2,33-1,33-2,33-3	
7	07/19/2000	33-4,33-5,33-6,33-7,34-1	
7	07/19/2000	34-2,34-3,34-4,34-5,34-6	
7	07/19/2000	34-7,34-8,34-9,34-10,34-11	
7	07/19/2000	34-12,35-1,35-2,36-1,36-2	
7	07/19/2000	36-3,36-4,36-5,49-1,49-2	
7	07/19/2000	52-1,71-1,73-1,76-1,77-1	
7	07/19/2000	78-1,79-1,80-1	
8	08/21/2000	HIGHLIGHTS OF REV.,DEFINITIONS	
8	08/21/2000	22-1,22-2,22-3,23-1,23-2	
8	08/21/2000	23-3,23-4,23-5,23-6,23-7	
8	08/21/2000	24-10,24-11,24-12,24-13,28-1	
8	08/21/2000	28-2,28-3,28-4,28-5,28-6	
8	08/21/2000	32-1,33-2,33-3,33-4,33-5	
8	08/21/2000	33-6,33-7,34-1,34-2,34-3	
8	08/21/2000	34-4,34-5,34-6,34-7,34-8	
8	08/21/2000	34-9,34-10,34-11,34-12,34-13	
8	08/21/2000	74-1,78-1	
9	09/08/2009	HIGHLIGHTS OF REV.,DEFINITIONS	
9	09/08/2009	21-1, 21-2, 21-3, 21-4, 21-5, 22-1, 22-2, 22-3,	
9	09/08/2009	23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8,	
9	09/08/2009	23-7, 23-8, 23-9, 23-10, 23-11, 23-12, 24-1,	
9	09/08/2009	24-2, 24-3, 24-4, 24-5, 24-6, 24-7, 24-8, 24-9,	
9	09/08/2009	24-10, 24-11, 24-12, 24-13, 25-1, 25-2, 25-3,	
9	09/08/2009	25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 25-10,	
9	09/08/2009	25-11, 26-1, 26-2, 26-3, 27-1, 28-1, 28-2,	
9	09/08/2009	28-3, 28-4, 28-5, 29-1, 29-2, 30-1, 30-2, 31-1,	
9	09/08/2009	31-2, 32-1, 33-1, 33-2, 33-3, 33-4, 33-5, 33-6,	
9	09/08/2009	34-1, 34-2, 34-3, 34-4, 34-5, 34-7, 34-8, 34-9	
9	09/08/2009	34-10, 34-11, 34-12, 34-13, 34-14, 34-15,	
9	09/08/2009	34-16, 35-1, 35-2, 36-1, 36-2, 36-3, 36-4, 36-5,	
9	09/08/2009	38-1, 46-1, 49-1, 49-2, 52-1, 71-1, 73-1, 74-1,	
9	09/08/2009	76-1, 77-1, 78-1, 79-1, 80-1, 80-2	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: III
---------------------	-------------------------------------	-----------------

Log of Revisions

Rev No.	Date	Page Numbers	Initials
9a	12/30/2009	HIGHLIGHTS OF REV., DEFINITIONS	
9a	12/30/2009	32-1	
9a	12/30/2009	78-1	
10	08/02/2015	TABLE of CONTENTS, LOG of REVISIONS,	
10	08/02/2015	CONTROL PAGE, HIGHLIGHTS OF REV.,	
10	08/02/2015	DEFINITIONS,	
10	08/02/2015	23-2, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 23-11, 23-12, 23-15, 24-7, 24-8, 25-1, 25-2, 25-3, 25-5, 25-7, 25-8, 25-9, 25-10, 25-11, 26-2, 26-3, 26-5, 27-1, 31-1, 31-2, 33-1, 33-2, 33-3, 33-4, 33-6, 34-2, 34-4, 34-11, 34-13, 35-2, 38-1, 77-1	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

G-1159

REVISION NO: 10

DATE: 08/02/2015

PAGE NO:

IV

Control Page

System	Page No.	Rev. No.	Current Date
Cover Page	-	10	08/02/2015
Table of Contents	I	10	08/02/2015
Log of Revisions	II	9	09/08/2009
	III	10	08/02/2015
Control Page	IV	10	08/02/2015
	V	10	08/02/2015
	VI	10	08/02/2015
Highlights of Change	VII	10	08/02/2015
	VIII	10	08/02/2015
	IX	10	08/02/2015
Definitions	X	10	08/02/2015
Preamble	XI	10	08/02/2015
21	21-1	9	09/08/2009
	21-2	9	09/08/2009
	21-3	9	09/08/2009
	21-4	9	09/08/2009
	21-5	9	09/08/2009
22	22-1	9	09/08/2009
	22-2	9	09/08/2009
	22-3	9	09/08/2009
23	23-1	9	09/08/2009
	23-2	10	08/02/2015
	23-3	9	09/08/2009
	23-4	10	08/02/2015
	23-5	10	08/02/2015
	23-6	10	08/02/2015
	23-7	10	08/02/2015
	23-8	10	08/02/2015
	23-9	10	08/02/2015
	23-10	10	08/02/2015
	23-11	10	08/02/2015
	23-12	10	08/02/2015
	23-13	9	09/08/2009
	23-14	9	09/08/2009
	23-15	10	08/02/2015
24	24-1	9	09/08/2009
	24-2	9	09/08/2009
	24-3	9	09/08/2009
	24-4	9	09/08/2009
	24-5	9	09/08/2009
	24-6	9	09/08/2009
	24-7	10	08/02/2015
	24-8	10	08/02/2015
	24-9	9	09/08/2009
	24-10	9	09/08/2009
	24-11	9	09/08/2009

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

G-1159

REVISION NO: 10

DATE: 08/02/2015

PAGE NO:

V

Control Page

System	Page No.	Rev. No.	Current Date
24	24-12	9	09/08/2009
	24-13	9	09/08/2009
25	25-1	10	08/02/2015
	25-2	10	08/02/2015
	25-3	10	08/02/2015
	25-4	9	09/08/2009
	25-5	10	08/02/2015
	25-6	9	09/08/2009
	25-7	10	08/02/2015
	25-8	10	08/02/2015
	25-9	10	08/02/2015
	25-10	10	08/02/2015
26	25-11	10	08/02/2015
	26-1	9	09/08/2009
	26-2	10	08/02/2015
	26-3	10	08/02/2015
	26-4	9	09/08/2009
27	26-5	10	08/02/2015
	27-1	10	08/02/2015
28	28-1	9	09/08/2009
	28-2	9	09/08/2009
	28-3	9	09/08/2009
	28-4	9	09/08/2009
	28-5	9	09/08/2009
29	29-1	9	09/08/2009
	29-2	9	09/08/2009
30	30-1	9	09/08/2009
	30-2	9	09/08/2009
31	31-1	10	08/02/2015
	31-2	10	08/02/2015
32	32-1	9a	12/30/2009
33	33-1	10	08/02/2015
	33-2	10	08/02/2015
	33-3	10	08/02/2015
	33-4	10	08/02/2015
	33-5	9	09/08/2009
	33-6	10	08/02/2015
	33-7	9	09/08/2009
34	33-8	9	09/08/2009
	34-1	9	09/08/2009
	34-2	10	08/02/2015
	34-3	9	09/08/2009
	34-4	10	08/02/2015
	34-5	9	09/08/2009

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

G-1159

REVISION NO: 10

DATE: 08/02/2015

PAGE NO:

VI

Control Page

System	Page No.	Rev. No.	Current Date	
34	34-6	8	09/08/2009	
	34-7	9	09/08/2009	
	34-8	9	09/08/2009	
	34-9	9	09/08/2009	
	34-10	9	09/08/2009	
	34-11	10	08/02/2015	
	34-12	9	09/08/2009	
	34-13	10	08/02/2015	
	34-14	9	09/08/2009	
	34-15	9	09/08/2009	
	34-16	9	09/08/2009	
	35	35-1	9	09/08/2009
		35-2	10	08/02/2015
	36	36-1	9	09/08/2009
		36-2	9	09/08/2009
		36-3	9	09/08/2009
36-4		9	09/08/2009	
36-5		9	09/08/2009	
38	38-1	10	08/02/2015	
46	46-1	9	09/08/2009	
49	49-1	9	09/08/2009	
	49-2	9	09/08/2009	
52	52-1	9	09/08/2009	
71	71-1	9	09/08/2009	
73	73-1	9	09/08/2009	
74	74-1	9	09/08/2009	
76	76-1	9	09/08/2009	
77	77-1	10	08/02/2015	
78	78-1	9a	12/30/2009	
79	79-1	9	09/08/2009	
80	80-1	9	09/08/2009	
	80-2	9	09/08/2009	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO. VII
HIGHLIGHTS OF CHANGE		

EFFECTIVE ABOVE DATE, this is a STANDARD revision to the Gulfstream Aerospace G-1159 Series II & III Master Minimum Equipment List (MMEL).

New updates from FAA Policy Letters 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/>.

ATA 23 COMMUNICATIONS

Item 2	Page 23-2	Cockpit Voice Recorder (CVR), updated according to PL-029.
Item 7	Page 23-4	Headsets, combined with Item 12.
Item 8	Page 23-4,5	Passenger Address System (PA), updated according to PL-009.
Item 11	Page 23-6	Flight Deck Hand Microphones, updated according to PL-058.
Item 12	Page 23-7,8	Flight Deck Headsets Earphones / Headphones and Boom Microphones, updated according to PL-058.
Item 13	Page 23-9,11	Crewmember Interphone System, updated according to PL-009.
Item 14	Page 23-12	Handset Systems, updated according to PL-009.
Item 16	Page 23-15	High Frequency (HF) Communication System, updated according to PL-106.

ATA 24 ELECTRICAL POWER

Item 25	Page 24-7,8	Electrical Power Monitor Panel (EPMP) Displays (VSCF), revised entire item.
---------	-------------	---

ATA 25 EQUIPMENT / FURNISHINGS

Item 1	Page 25-1	Automatic External Defibrillator (AED), Emergency Medical Kit (EMK) and First Aid Kit (FAK), updated, according to PL-073.
Item 3	Page 25-2,3	Passenger Seats, updated according to PL-079.
Item 7	Page 25-5	Megaphones, updated according to PL-047.
Item 11	Page 25-7	Flight Attendant Seat Assembly, updated according to PL-097.
Item 13	Page 25-8,9	Storage Bins/Cabin, Galley and Lavatory Storage Compartment/Closets, updated according to PL-104.
Item 14	Page 25-10	Galley/Cabin Waste Receptacles Access Doors/Covers, updated according to PL-096.
Item 15	Page 25-10	Exterior Lavatory Door Ashtrays, updated according to PL-085.
Item 16	Page 25-10	Crewmember Shoulder Harnesses, added new item.
Item 17	Page 25-11	Pilots Seats, added new item.
Item 18	Page 25-11	Rudder Pedal Adjustment, added new item.

HIGHLIGHTS OF CHANGE

ATA 26 FIRE PROTECTION

- Item 4 Page 26-2 Lavatory Smoke Detection System, updated according to PL-024.
- Item 5 Page 26-3 Lavatory Fire Extinguisher System, updated according to PL-024.
- Item 14 Page 26-5 Cargo Compartment Smoke Detection – Systems and Cargo Compartment Fire Suppression Systems, updated according to PL-102.

ATA 27 FLIGHT CONTROLS

- Item 5 Page 27-1 Gust Lock, added new relief.

ATA 31 INDICATING/RECORDING SYSTEMS

- Item 2 Page 31-1,2 Flight Data Recorder (FDR) System, updated according to PL-087.

ATA 33 LIGHTS

- Item 1 Page 33-1 Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems, updated according to PL-077.
- Item 3 Page 33-2,3 Passenger Lighted Information Signs, updated Passenger Notice System title and relief according to PL-123.
- Item 7 Page 33-4 Wing Inspection Lights, updated according to PL-072.
- Item 13 Page 33-6 Floor Proximity Emergency Escape Path Marking System Lights, revised relief.

ATA 34 NAVIGATION

- Item 8 Page 34-2 ATC Transponders and Automatic Altitude Reporting Systems, 2) ADS-B Squitter Transmissions, updated according to PL-076.
- Item 15 Page 34-4 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 33 Page 34-11 Class A TAWS Equipment Required, 2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions, updated Number Required for Dispatch from “0” to “1” per PL-54.
- Item 34 Page 34-13 Altitude Alerting System, updated according to PL-039.

ATA 35 OXYGEN

- Item 7 Page 35-2 Protective Breathing Equipment (PBE), updated according to PL-043.

ATA 38 WATER/WASTE

- Item 2 Page 38-2 Lavatory Waste Systems, removed reference to Wheelchair Accessible Lavatories per PL-083.

ATA 77 ENGINE INDICATING

- Item 3 Page 77-1 Turbine Vibration Indicating System Forward Sensors, broke item down into Forward and Aft Sensors.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

G-1159

REVISION NO: 10

DATE: 08/02/2015

PAGE NO:

IX

DEFINITIONS

The required definitions are listed in Policy Letter 25. Additional definitions may be included in an operators MEL as desired. Revision of PL-025 does not require a revision to the operator's MEL.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: X
PREAMBLE		

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 for Part 121, 125, 129 & 135 certificated holders, or Policy Letter PL-36 for Part 91 operators.

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

21-1

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 / Differential Pressure Gauge (Models G1159 & G1159B)	C	1	0	May be inoperative provided Differential pressure indicator is operative.
	C	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.
	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.
-2 Cabin Altitude Indicator (Model G1159A)	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: a) Airplane is equipped with three-in-one cabin pressurization monitoring instrument, and b) Cabin Altitude Indicator portion is operative.
	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 21-2
---------------------	------------------------------------	------------------

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

21 AIR CONDITIONING				
-3 Cabin Differential Pressure Indicator (Model G1159A)	C	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: a) Airplane is equipped with three-in-one cabin pressurization monitoring instrument, and b) Cabin Differential Pressure portion is operative.
	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.
-4 Cabin Rate of Climb Indicator	D	1	0	
-5 Automatic Pressurization Control System	C	1	0	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) Auto Pilot is operative, and e) Airplane is operated in accordance with AFM Limitations.
	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 21-3
---------------------	------------------------------------	------------------

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

21 AIR CONDITIONING				
-6 Cabin Altitude Pressure Warning System	C	1	0	May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operative, and b) Cabin Oxygen Warning Light and Audible Tone are operative.
	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.
-7 Pressurization Outflow Valve Position Indicator	C	1	0	May be inoperative provided all other components of the Pressurization System are operatives.
-8 Cockpit Temperature Control Systems & Cabin Temperature Control Systems	C	6	0	(O) May be inoperative provided: a) Ram Air system is operative, and b) Airplane is operated unpressurized.
1) Automatic System	C	2	0	May be inoperative provided: a) Associated Manual Control System is operative, and b) Associated Manual Temperature Control Valve is operative.
2) Manual System	C	2	0	May be inoperative provided: a) Associated Automatic Control System is operative, and b) Associated Manual Temperature Control Valve is operative.
(continued)				

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

21-4

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21 AIR CONDITIONING

-8 Cockpit Temperature
Control Systems & Cabin
Temperature Control
Systems (cont'd)3) Manual Temperature
Control Valves

C

2

0

(O) May be inoperative provided
associated Automatic Control System is
operative.

C

2

0

(O) May be inoperative provided
associated Manual Control System is
operative.-9 Cabin Temperature
Indicator

D

1

0

May be inoperative provided Automatic
Temperature Control System is operative.

D

1

0

May be inoperative provided Manual
Temperature Control System is operative.-10 Environmental Control
System (including
Cooling Air Turbine)

C

1

0

(O) Except for ER operations, may be
inoperative provided airplane is operated
unpressurized.-11 Three-in-one Cabin
*** Pressurization Monitoring
Instrument

C

1

0

May be inoperative provided Cabin
Altitude and Cabin Differential Pressure
Indicators are operative.-12 Cockpit Temperature
Control Override System

C

1

0

May be inoperative provided:
a) Cockpit temperature is
controllable from the cockpit, and
b) Manual temperature control valves
are operative.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 21-5
---------------------	------------------------------------	------------------

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

21 AIR CONDITIONING				
-13 Cabin Temperature Control Override System	C	1	0	May be inoperative provided: a) Cabin temperature is controllable from the cockpit, and b) Manual temperature control valves are operative.
-14 Duct Temperature *** Indicators	C	-	0	
-15 Auxiliary Radio Rack Fan ***	C	1	0	May be inoperative provided: a) Remaining Radio Rack Fan is operative, and b) Affected Fan is not required for EFIS, INS, or IRS cooling.
-16 Outflow Valve System	C	1	0	(M) (O) May be inoperative provided: a) Outflow valve is positioned to full OPEN and electrically isolated, b) Airplane is operated unpressurized, and c) Extended overwater operations are not conducted.
-17 Cabin Pressurization Safety Valve	C	1	0	May be inoperative provided: a) Cabin Differential Pressure and Cabin Altitude Indicators are operative, b) Selected cabin altitude is 1,000 feet higher than normal cabin altitude for the cruise flight level, c) Flight crew monitors actual cabin differential pressure and maintains it at or below 8.0 PSID, and d) Automatic and Manual Pressurization Control Systems are operative.
	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

22-1

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22 AUTO FLIGHT

-1 Mach Trim (SP-50G)

1) Model G-1159

C

1

0

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

2) Model G-1159B

C

1

0

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

-2 Yaw Damper

1) SP-50G

C

1

0

May be inoperative provided autopilot is not used.

2) SPZ-800

C

1

0

May be inoperative provided airplane remains at or below FL 280.

C

1

0

May be inoperative provided airplane remains at or above 200 KTS.

-3 Yaw Damper Light
(SP-50G)

C

1

0

May be inoperative provided yaw damper is not used.

-4 Autopilot System

B

1

0

(O) Except where en route operations require its use, may be inoperative provided:

a) Approach procedures do not require its use, and

b) Airplane is operated in accordance with AFM Limitations.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 22-2
---------------------	------------------------------------	------------------

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

22 AUTO FLIGHT				
-5 Mach Trim Compensators (SPZ-800)	C	2	1	
	C	2	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.
-6 Auto-throttle System ***	D	1	0	
-7 Electrical Elevator Trim	C	1	0	(O) May be inoperative provided: a) Autopilot is not used, b) Electric Pitch Trim remains OFF, and c) Airplane is operated in accordance with AFM Limitations.
-8 Speed Command System ***	D	1	0	(M)(O) May be inoperative provided: a) Procedures do not require its use, and b) Auto-throttle System is considered inoperative and is not used.
-9 Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	May be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, b) Approach minimums do not require the use of autopilot, and c) Airplane is piloted from side with operative button.
	B	2	0	May be inoperative provided autopilot is not used.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 22-3
---------------------	------------------------------------	------------------

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
22 AUTO FLIGHT				
-10 Takeoff/Go-Around *** (TOGA) Buttons	C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Flight Director is unavailable for takeoff and go-around.
-11 Auto-throttle Disconnect *** Buttons	D	2	0	(O) May be inoperative provided Auto-throttle is not utilized.
-12 Auto-throttle *** Engage/Disengaged Switches	D	2	0	May be inoperative provided Auto-throttle is considered inoperative.
-13 Touch Control Steering *** (TCS) Switches (SPZ 800 Autopilot)	D	2	0	
-14 Flight Director Pitch *** Sync Switches (SP 50G Autopilot)	D	2	0	

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 23-1
---------------------	------------------------------------	------------------

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

23 COMMUNICATIONS				
-1 Communications Systems (VHF and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures. NOTE: Comm 1, NAV 1 and ATC 1 are powered by the Emergency Bus.
1) VHF Comm 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	

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 23-2
---------------------	-------------------------------------	------------------

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

23 COMMUNICATIONS				
-2 Cockpit Voice Recorder *** (CVR) with Flight Data Recorder 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 System *** (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 23-3
---------------------	------------------------------------	------------------

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

23 COMMUNICATIONS				
-4 Emergency Locator *** Transmitters (ELT)				
Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
	A	-	0	May be inoperative or 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 inoperative or missing.
-5 Flitephone Systems ***	D	-	0	
-6 Cockpit Speakers	C	2	0	May be inoperative provided: a) Affected Speaker is not required for aural warnings, and b) An operative headset is provided for each person on cockpit duty.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 23-4
---------------------	-------------------------------------	------------------

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

23 COMMUNICATIONS				
-7 Headsets				Combined with Item 12 in Rev. 10.
-8 Passenger Address *** System (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 are operative may be used.
a) Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
(continued)				

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 23-5
---------------------	-------------------------------------	------------------

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

23 COMMUNICATIONS				
-8 Passenger Address *** System (cont'd)				
2) Cargo Only Configuration (Courier/Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
a) Lavatory Speaker	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 Prerecorded Passenger *** Announcement System	D	-	0	(O) May be inoperative provided alternate procedures are established and used.
-10 Satellite Communication *** (SATCOM) Systems	D	-	0	May be inoperative provided procedures do not require their use.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 23-6
---------------------	-------------------------------------	------------------

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			
23 COMMUNICATIONS				
-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.
*** 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.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 23-7
---------------------	-------------------------------------	------------------

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	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 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.
(continued)				

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 23-8
---------------------	-------------------------------------	------------------

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

23 COMMUNICATIONS				
-12 Flight Deck Headsets Earphones / Headphones and Boom Microphones (cont'd) 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.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 23-9
---------------------	-------------------------------------	------------------

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

23 COMMUNICATIONS				
-13 Crewmember Interphone *** System(s)	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 cabin and cabin to flight deck interphone functions operate normally on at least fifty percent 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 operates normally may be used.
(continued)				

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 23-10
---------------------	-------------------------------------	-------------------

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

23 COMMUNICATIONS				
-13 Crewmember Interphone *** System(s) (cont'd)				
1) Passenger Configuration				
b) Cabin to Cabin Function ***	B	2	0	(O) May be inoperative provided alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.
	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. NOTE: Any station function(s) that is operative may be used.
(continued)				

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 23-11
---------------------	-------------------------------------	-------------------

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

23 COMMUNICATIONS				
-13 Crewmember Interphone *** System(s) (cont'd)				
1) Passenger Configuration				
c) Flight Deck to Ground *** Function	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.
2) Cargo Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Function	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
b) Cabin to Cabin Function	D	1	0	
c) Flight Deck to Ground Function	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 23-12
---------------------	-------------------------------------	-------------------

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

23 COMMUNICATIONS				
-14 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	-	0	May be inoperative provided procedures do not require its use.
b) Cabin ***	B	-	-	(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, and b) Alternate communications procedures between the affected flight attendants station(s) are established and used.
				NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement.
				NOTE 2: Any handset(s) function(s) that is operative may be used.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 23-13
---------------------	------------------------------------	-------------------

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

<p>23 COMMUNICATIONS</p> <p>-15 Alerting System (Audio / *** Visual)</p> <p>1) Passenger Configuration ***</p> <p>a) Flight Deck Call Visual *** Alerting System</p> <p>b) Flight Attendant Visual *** Alerting System</p>	<p>B</p> <p>B</p>	<p>1</p> <p>1</p>	<p>0</p> <p>0</p>	<p>May be inoperative provided flight deck audio alerting system is operative.</p> <p>NOTE: Flight deck audio alerting must always be operative.</p> <p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> 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 is operative, and c) Alternate procedures for contacting flight attendants are established and used. <p>NOTE 1: Passenger to Attendant Call System is considered an NEF item.</p> <p>NOTE 2: Any visual alerting system function(s) that operates normally may be used.</p> <p style="text-align: right;">(continued)</p>
--	-------------------	-------------------	-------------------	---

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 23-14
---------------------	------------------------------------	-------------------

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

23 COMMUNICATIONS				
-15 Alerting System (Audio / *** Visual)				
1) Passenger Configuration *** (cont'd)				
c) Flight Attendant Audio *** Alerting System	B	-	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) PA system is operative, b) If affected audio 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. <p>NOTE 1: Passenger to Attendant Call System is considered a NEF item.</p> <p>NOTE 2: Any audio alerting system function(s) that operates normally may be used.</p>

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 23-15
---------------------	-------------------------------------	-------------------

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

23 COMMUNICATIONS				
-16 High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
	C	2	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) Alternate procedures are established and used, c) SATVOICE services are available as a LRCS over the intended route of flight, and d) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft.
-17 Datalink System ***	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided routine procedures do not require its use.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 24-1
---------------------	------------------------------------	------------------

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
24 ELECTRICAL POWER				
-1 D.C. Generators (NON-VSCF)	B	2	1	(M)(O) May be inoperative provided: a) Inoperative Generator Drive Shaft is removed and Generator is reinstalled, or a blanking plate is installed in place of generator, b) Associated electrical cables are secured, c) Both A.C. Alternators are operative, and d) Airplane is operated in accordance with AFM Limitations.
-2 Engine Generator D.C. Voltmeter (NON-VSCF)	C	2	0	May be inoperative provided: a) Associated Engine Generator D.C. ammeter is operative, b) Associated Generator Off Warning Light is operative, and c) ESS D.C. Bus Voltmeter is operative.
-3 Engine Generator D.C. Ammeters (NON-VSCF)	C	2	1	May be inoperative provided: a) Associated Engine Generator D.C. Voltmeter is operative, and b) Associated GEN OFF light is operative.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 24-2
---------------------	------------------------------------	------------------

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

24 ELECTRICAL POWER				
-4 Engine Driven Alternators				
1) (NON-VSCF)	C	2	1	(M)(O) Except for ER operations, may be inoperative provided: a) Both DC Generators are operative, b) Inoperative alternator drive shaft is removed and Alternator is reinstalled, or a blanking plate is installed in place of Alternator, and c) Associated electrical cables are secured.
2) (VSCF)	B	2	1	(M) (O) Except for ER operations, may be inoperative provided: a) TRU is operative, b) APU Alternator is used for all phases of flight, c) Airplane is operated at FL 300 or below, d) Opposite Converter is operative, e) Inoperative Alternator drive shaft is removed and Alternator is reinstalled, or a blanking plate is installed in place of alternator, f) Associated electrical cables are secured.
	A	2	1	Except for ER operations, may be inoperative provided: a) TRU is operative, b) APU Alternator is used for all phases of flight, c) Airplane is operated at or below FL 300, and d) Repairs are made within one flight day.

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

24-3

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24 ELECTRICAL POWER

-5 Engine Driven Alternator
A.C. Ammeters
(NON-VSCF)

C

2

1

May be inoperative provided associated
Alternator is operative.

C

2

1

May be inoperative provided:
a) Alternator Off light is operative,
b) Engine Driven Alternator A.C.
Voltmeter is operative, and
c) Engine Driven Alternator
Voltmeter selector switch is
operative.

-6 "C" Inverter (NON-VSCF)

B

1

0

-7 Inverter Frequency Meter
(NON-VSCF)

C

1

0

May be inoperative provided:
a) Inverter A.C. Voltmeter is
operative, and
b) A.C. Inverter Bus Light is
operative.-8 Inverter A.C. Voltmeter
(NON-VSCF)

C

1

0

May be inoperative provided:
a) Inverter Frequency Meter is
operative, and
b) A.C. Inverter Bus Light is
operative.-9 Generator Off Lights
(NON-VSCF)

C

2

1

May be inoperative provided:
a) Associated Engine Generator
D.C. Voltmeter is operative, and
b) Associated Engine Generator
D.C. Ammeter is operative.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 24-4
---------------------	------------------------------------	------------------

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

24 ELECTRICAL POWER				
-10 Alternator Off Lights (NON-VSCF)	C	2	1	May be inoperative provided: a) Engine Driven Alternator A.C. Voltmeter is operative, and b) Engine Driven Alternator Voltmeter selector switch is operative.
-11 A.C. Inverter Bus Lights (NON-VSCF)	C	3	2	May be inoperative provided: a) Inverter A.C. Voltmeter is operative, and b) Inverter A.C. Voltmeter selector switch is operative.
-12 Main Airplane Batteries (NON-VSCF & VSCF)	B	2	1	(M) May be inoperative provided: a) Airplane is operated in day VMC, b) There are no other electrical power source failures, c) Associated battery cables are disconnected and secured, d) For NON-VSCF airplanes associated battery disconnect switch is pushed, and e) For VSCF airplanes battery charger circuit breaker on the Power Distribution Box is pulled and collared.

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

24-5

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24 ELECTRICAL POWER

-13 APU Alternator

1) (NON-VSCF)

C

1

0

(M) May be inoperative provided:
a) Associated electrical cables are secured, and
b) Inoperative Alternator drive shaft is removed and Alternator reinstalled or a blanking plate is installed in place of alternator.

C

1

0

May be inoperative provided APU is not utilized.

2) (VSCF)

B

1

0

(M) May be inoperative provided:
a) Both Engine Driven alternators are operative,
b) Both Converters are operative,
c) Procedures do not require its use,
d) AC BPCU No. 1 circuit breaker is pulled and collared, and
e) APU is operated on ground only.

NOTE: APU may be used as a pneumatic source.

C

1

0

May be inoperative provided APU is not utilized.

-14 Through -17 Reserved

-18 Converters (VSCF)

B

2

1

Except for ER operations, may be inoperative provided:
a) TRU is operative,
b) APU Alternator is used for takeoff, en route, and landing, and
c) Airplane is operated at or below FL 300.

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

24-6

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
24 ELECTRICAL POWER				
-19 Transformer-Rectifier (VSCF)	B	1	0	(M) May be inoperative provided: a) Both Converters are operative. b) Flight time with one engine inoperative does not exceed one hour cruise from a suitable airport, c) APU Alternator is operative, d) Both battery chargers are operative, e) Both Main Airplane Batteries are operative, and f) TRU (R-AC) circuit breaker on the Power Distribution Box is pulled and collared.
-20 Avionics Electrical System Inverters (VSCF)	B	2	1	
-21 Battery Chargers (VSCF)	B	2	1	(M)(O) May be inoperative provided: a) Engine-driven alternators and both converters are operative, b) APU Alternator is operative, c) Associated Battery Charger circuit breaker on the Power Distribution Box is pulled and collared, and d) Flight time with one engine inoperative does not exceed 30 minutes cruise from a suitable airport.
-22 SEL/AUTO Buttons on EPMP (VSCF)	C	6	5	May be inoperative provided affected bus is manually selected ON.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 24-7
---------------------	-------------------------------------	------------------

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

24 ELECTRICAL POWER				
-23 Battery Ammeters (VSCF)	C	2	1	May be inoperative provided: a) Associated voltmeter is operative, and b) Both Battery Charger Fail Lights are operative.
-24 Battery Voltmeters (VSCF)	C	2	1	May be inoperative provided associated ammeter is operative.
-25 Electrical Power Monitor Panel (EPMP) Displays (VSCF)				
1) AC Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.
2) Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.
3) DC Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.
4) Left AC Loadmeter (%)	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.
5) AUX PWR AC Loadmeter (%)	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.
6) Right AC Loadmeter (%)	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.
7) Left DC Loadmeter (%)	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.
8) AUX PWR DC Loadmeter (%)	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.
(continued)				

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 24-8
---------------------	-------------------------------------	------------------

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
24 ELECTRICAL POWER				
-25 Electrical Power Monitor Panel (EPMP) Displays (VSCF) (cont'd)				
9) Right DC Loadmeter (%)	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.
-26 Through -33 Reserved				
-34 Battery Charger Fail Lights (VSCF)	C	2	1	May be inoperative provided: a) Associated charger is operative, b) Associated ammeter is operative, and c) Associated voltmeter is operative.
-35 Battery Switch On Light (VSCF)	B	2	1	May be inoperative for the associated inoperative battery.
-36 Master Power Switch Lights (Left, Right, AUX) (VSCF)	C	3	2	May be inoperative provided associated AC loadmeter and voltmeter are operative and selected for monitoring.
-37 APU Alternator Ammeter (Ground operable APU only)	C	1	0	May be inoperative provided: a) APU Alternator light is operative, and b) APU Alternator voltmeter is operative.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 24-9
---------------------	------------------------------------	------------------

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

24 ELECTRICAL POWER				
-38 Battery Temperature *** Monitor Systems (indicator and caution light) (NON-VSCF & VSCF)				
1) NiCad Batteries Installed	D	1	-	(M) May be inoperative provided associated Battery is electrically disconnected and secured.
	D	1	-	(M) May be inoperative provided Battery Monitor System is operative.
2) Lead Acid Batteries Installed	D	-	-	
-39 Converter Cooling Fans (VSCF)	C	10	9	(M) May be inoperative provided: a) Normal operation of remaining fans is verified before each departure, b) Airplane is operated in accordance with AFM procedures and limitations, and c) Converter operation is limited to a maximum of 25 hours.
-40 External Power Systems (NON-VSCF & VSCF)	D	2	0	
-41 D.C. Generators Overheat Warning System (NON-VSCF)	C	2	1	(M) May be inoperative provided: a) Affected Generator drive shaft is removed and Generator is reinstalled, or a blanking plate is installed in place of Generator, b) Associated electrical cables are secured, and c) Both A.C. Alternators are operative.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 24-10
---------------------	------------------------------------	-------------------

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

24 ELECTRICAL POWER				
-42 APU Alternator Overheat Warning Systems				
1) (NON-VSCF)	C	1	0	May be inoperative provided APU is not operated.
	C	1	0	(M) May be inoperative provided: a) APU Alternator is electrically disabled, and b) APU Alternator drive shaft is removed, and Alternator is reinstalled or blanking plate is installed in place of the Alternator. NOTE: APU may be used as a pneumatic source.
2) (VSCF)	C	1	0	May be inoperative provided: a) APU is not operated, b) Both Engine Driven Alternators are operative, c) Both Converters are operative, and d) TRU is operative.
	C	1	0	(M) May be inoperative provided: a) APU Alternator is electrically disabled, b) TRU is operative, c) Both Engine Driven Alternators are operative, d) Both Converters are operative, and e) APU alternator drive shaft is removed and alternator is reinstalled or blanking plate is installed in place of the Alternator. NOTE: APU may be used as a pneumatic source.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 24-11
---------------------	------------------------------------	-------------------

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
24 ELECTRICAL POWER				
-43 Engine Alternator Overheat Warning System				
1) (NON-VSCF)	B	2	1	(M)(O) May be inoperative provided: a) Both Generators are operative, b) Affected Alternator drive shaft is removed and Alternator is reinstalled, or a blanking plate is installed in place of alternator, and c) Associated electrical cables are secured.
2) (VSCF)	B	2	1	(M)(O) May be inoperative provided: a) TRU is operative, and b) APU Alternator is used for takeoff, enroute and landing, c) Airplane is operated at FL 300 or below, d) Affected Alternator drive shaft is removed and alternator is reinstalled, or a blanking plate is installed in place of Alternator, and e) Associated electrical cables are secured.
-44 APU Alternator Off Warning System (NON-VSCF & VSCF)	D	1	0	

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

24-12

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24 ELECTRICAL POWER				
-45 Battery Monitor System Ammeters (NON-VSCF)				
1) NiCad Batteries Installed	C	2	0	(O) May be inoperative provided: a) Essential D.C. Voltmeter is operative, b) Associated Battery Fail Lights are operative, and c) Battery Disconnect Lights are operative.
	C	2	0	(O) May be inoperative provided a Battery Temperature Monitor System is installed and operative.
2) Lead Acid Batteries Installed	D	-	-	May be inoperative.
-46 Engine Driven Alternator Bearings (VSCF)	A	2	1	(O) May be inoperative provided: a) Operation on auxiliary bearing does not exceed 15 hours at full load or 50 hours at no load, and b) Repairs are made within 15 hours operating time at full load or 50 hours operating time at no load.
-47 APU Alternator Bearings (VSCF)	A	1	0	(O) May be inoperative provided: a) Operation on auxiliary bearing does not exceed 15 hours at full load or 50 hours at no load, and b) Repairs are made within 15 hours operating time at full load or 50 hours operating time at no load.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 24-13
---------------------	------------------------------------	-------------------

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
24 ELECTRICAL POWER				
-48 Engine Driven Generator Bearings (Non-VSCF GIII and GII/GIIB with ASC 285)	A	2	1	(O) May be inoperative provided: a) Generator load is limited to 250 amps, and b) Repairs are made within thirty hours operating time at full load.
-49 Engine Driven Generator Diode (Non-VSCF GIII and GII/GIIB with ASC 285)	A	2	1	(O) May be inoperative provided: a) Generator load is limited to 250 amps, and b) Repairs are made within thirty hours operating time.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 25-1
---------------------	-------------------------------------	------------------

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

25 EQUIPMENT/ FURNISHINGS				
-1 First Aid Kits				
1) Automatic External *** Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs are made within one flight.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
2) Emergency Medical Kit *** (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs are made within one flight.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
3) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable kit, and b) Repairs or replacements are made within one flight.
				(continued)

AIRCRAFT:

G-1159

REVISION NO: 10

DATE: 08/02/2015

PAGE NO:

25-2

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25 EQUIPMENT/ FURNISHINGS				
-1 First Aid Kits (cont'd)				
3) First Aid Kit (FAK) and/or Associated Equipment (cont'd)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
-2 Overwater Equipment	D	-	-	As required by 14 CFR.
-3 Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) 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 required number of Flight Attendants. NOTE 3: Affected seat(s) may include 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 full upright position.
	D	-	-	May be inoperative and seat may be occupied provided seat back is immovable in full upright position.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 25-3
---------------------	-------------------------------------	------------------

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

25 EQUIPMENT/ FURNISHINGS				
-3 Passenger Seat(s) (cont'd)				
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 bar.
3) Armrest				
a) Armrest 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 main airplane aisle, and c) If armrest is missing, seat is secured in 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 main airplane aisle.
-4 Crewmember Shoulder Harnesses	B	-	-	Any in excess of those required for flight deck crewmembers (including official observer in observer's seat) may be inoperative.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 25-4
---------------------	------------------------------------	------------------

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

25 EQUIPMENT/ FURNISHINGS				
-5 Passenger Convenience Item(s)				Replaced by Non-Essential Equipment & Furnishings (NEF) in 25-12, Rev. 9.
-6 Observer Seat(s)				
1) Primary Observer Seat *** (including associated equipment)	A	-	-	May be inoperative provided: a) A passenger seat in passenger cabin is made available to an FAA inspector for performance of official duties, and b) Repairs are made within two (2) flight days.
	A	-	-	May be inoperative provided: a) Secondary observer's seat is available to FAA inspector for performance of official duties, and b) Repairs are made within two flight days.
	A	-	-	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to FAA inspector for performance of official duties, and c) Repairs are made within two flight days.
NOTE 1: These provisos are intended to provide for occupancy of above seats by an FAA inspector when minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. (continued)				

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 25-5
---------------------	-------------------------------------	------------------

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

25 EQUIPMENT/ FURNISHINGS				
-6 Observer Seat(s) (cont'd)				
1) Primary Observer Seat *** (including associated equipment) (cont'd)				NOTE 2: Pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
2) Additional Observer *** Seat(s) (including associated equipment)	D	-	-	NOTE: Pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
3) Observer Seat Not Required by 14 CFR (including associated equipment)	D	-	-	NOTE: Pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
-7 Megaphones ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.
-8 Flotation Devices	D	-	-	Any in excess of those required by 14 CFR may be inoperative. Inoperative equipment will be removed from airplane.
-9 Fasten Seat Belt While *** Seated Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
-10 Crash Axe ***	B	-	-	Any of those in excess of 14 CFR may be missing.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 25-6
---------------------	------------------------------------	------------------

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

25 EQUIPMENT/ FURNISHINGS				
-11 Flight Attendant Seat *** Assembly	A	1	0	<p>(M) (O) Flight Attendant seat may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected seat is not occupied, b) Flight Attendant displaced by inoperative seat occupies passenger seat most accessible to inoperative seat, c) Alternate procedures are established and used as published in crew members manuals, d) Folding type seat is stowed or is secured in retracted position, e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and f) Repairs are made within two flight days. <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p style="text-align: right;">(continued)</p>

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 25-7
---------------------	-------------------------------------	------------------

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

25 EQUIPMENT/ FURNISHINGS -11 Flight Attendant Seat *** Assembly (cont'd)	D	1	0	NOTE 3: Above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider locations and combinations of seats to ensure that proximity to exits and distribution requirements of applicable regulations are met. (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 stow automatically or is secured in 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.
--	---	---	---	---

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 25-8
---------------------	-------------------------------------	------------------

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

25 EQUIPMENT/ FURNISHINGS				
-12 Non-Essential Equipment *** & Furnishings (NEF)	-	-	0	<p>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.</p> <p>NOTE: Exterior lavatory door ash trays are not considered NEF items.</p>
-13 Storage Bins/Cabin, *** Galley and Lavatory Storage Compartments/ Closets	C	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> 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. <p>NOTE: For overhead bins, if no partitions are installed, entire overhead bin is considered inoperative.</p>
(continued)				

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 25-9
---------------------	-------------------------------------	------------------

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

25 EQUIPMENT/ FURNISHINGS				
-13 Storage Bins/Cabin, *** Galley and Lavatory Storage Compartments/ Closets (cont'd)	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 affected 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, (permanently affixed) is available for use.
1) Storage Compartment *** Keyed Locks	D	-	0	(M) May be inoperative in unlocked position provided doors can be secured by other means.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 25-10
---------------------	-------------------------------------	-------------------

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

25 EQUIPMENT/ FURNISHINGS				
-14 Galley/Cabin Waste *** Receptacles Access Doors/Covers	C	-	-	(M) (O) May be inoperative provided: a) Container is empty and access is secured to prevent waste introduction into 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.
-15 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.
-16 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.

AIRCRAFT:

G-1159

REVISION NO: 10

DATE: 08/02/2015

PAGE NO:

25-11

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25 EQUIPMENT/
FURNISHINGS

-17. Pilot Seats

1) Vertical Adjustment

C

-

-

(M) May be inoperative provided:
a) Seat is secured at the individual
crewmember 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 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.

-18. Rudder Pedal
Adjustment

C

2

0

(M) May be inoperative provided:
a) Adjustments can be secured in a
position that suits individual
pilot(s) requirements, and
b) Position of pedal(s) permits
normal full flight control
movement.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 26-1
---------------------	------------------------------------	------------------

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 Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.
-2 Wing Overheat Warning System	C	2	1	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 Rear Baggage *** Compartment Smoke Detector Systems	C	-	0	May be inoperative provided cabin to rear baggage compartment door remains OPEN.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 26-2
---------------------	-------------------------------------	------------------

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

26 FIRE PROTECTION				
-4 Lavatory Smoke *** Detection System				
1) Passenger Configuration	C	-	0	(M) (O) For each lavatory, lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked CLOSED and placarded, "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
2) Cargo Configuration	D	-	0	

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 26-3
---------------------	-------------------------------------	------------------

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

26 FIRE PROTECTION				
-5 Lavatory Fire *** Extinguisher System				
1) Passenger Configuration	C	-	0	For each lavatory, lavatory fire extinguisher system may be inoperative provided lavatory smoke detector system operates normally.
	C	-	0	(M)(O) For each lavatory, lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
2) Cargo Configuration	D	-	0	

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 26-4
---------------------	------------------------------------	------------------

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			
26 FIRE PROTECTION				
-6 Galley Smoke Detection *** Systems	D	-	0	
-7 Galley Fire Extinguishing *** Systems	D	-	0	
-8 Flame Detectors ***	D	-	0	
-9 Under Floor Overheat *** Warning System	D	-	0	
-10 APU Fire Detection System				
1) (NON-VSCF)	C	1	0	(M)(O) May be inoperative provided APU is not operated.
2) (VSCF)	C	1	0	(M)(O) May be inoperative provided: a) APU is not operated, b) Both Engine Driven Alternators are operative, c) Both Converters are operative, and d) TRU is operative.
-11 Passenger Compartment *** Closet Smoke Detector	D	-	0	May be inoperative provided door remains OPEN for visual check from crew stations.
-12 Entranceway Baggage *** Compartment Smoke Detector	D	-	-	May be inoperative provided doors remain OPEN for visual check from crew stations.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 26-5
---------------------	-------------------------------------	------------------

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

26 FIRE PROTECTION				
-13 Aft Radio Rack Overheat *** Warning System	C	1	0	May be inoperative provided cabin to rear baggage compartment door remains OPEN.
-14 Cargo Compartment ***				
1) Smoke Detection - *** Systems	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone 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: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.
2) Fire Suppression *** Systems	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated 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: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 27-1
---------------------	-------------------------------------	------------------

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
27 FLIGHT CONTROLS				
-1 Flap/Stabilizer Warning System	C	1	0	(O) May be inoperative provided Flap/Stabilizer position indicator is monitored to observe proper Flap/Stabilizer position.
-2 Rudder Limit Warning Light System (Limiter and Light)	C	1	0	May be inoperative provided Single Rudder Limit Warning Light System is operative.
-3 Single Rudder Limit Warning Light System (Limiter and Light)	C	1	0	May be inoperative provided Rudder Limit Warning Light System is operative.
-4 Automatic Ground Spoiler System	C	1	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.
-5 Gust Lock	D	1	0	(O) May be inoperative provided flight controls are secured in an alternate manner.
	D	1	0	(O) May be inoperative provided airplane is parked in sheltered area unaffected by atmospheric conditions.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 28-1
---------------------	------------------------------------	------------------

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 System	C	1	0	(O) May be inoperative provided: a) Free air temperature is not less than -58 degree C for more than one hour, and b) Airplane is operated in accordance with AFM Limitations.
-2 Fuel Quantity Indicating Systems				
1) Round Dial Indicators ***	C	2	1	(M)(O) 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) 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.
(continued)				

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 28-2
---------------------	------------------------------------	------------------

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

28 FUEL				
-2 Fuel Quantity Indicating Systems (cont'd)				
2) Left & Right Digital *** Indicators	C	2	1	(M)(O) 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) 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 indication will be incorrect with an inoperative indicator.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 28-3
---------------------	------------------------------------	------------------

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 Lights	C	2	0	May be inoperative provided: a) Fuel Quantity Indicating System is operative, b) All Fuel Boost Pumps are operative, c) Fuel Crossflow Valve is operative, and d) 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 Lights are operative, d) Inoperative pump is selected OFF, and e) Airplane is operated in accordance with AFM Limitations.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 28-4
---------------------	------------------------------------	------------------

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

28 FUEL				
-5 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 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, and d) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

28-5

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
28 FUEL				
-6 Fuel Intertank Valve	C	1	0	(M) Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Crossflow Valve is operative, c) Fuel Quantity Indicating System is operative, and d) Intertank valve is verified CLOSED and electrically deactivated.
-7 Fuel Boost Pump Warning Lights	C	4	3	Except for ER operations, may be inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, and c) Airplane is operated in accordance with AFM Limitations.
-8 Fuel Boost Pump Circuit Breaker Indicator Lights (G-1159A-VSCF aircraft only)	C	4	3	May be inoperative provided associated Fuel Boost Pump Warning Light is operative.
-9 Remote Fueling Controls	C	2	0	(M) May be inoperative provided: a) Manual float shut-off is verified operative, and b) Over pressure valve selection is verified operative.
-10 Pressure Fueling System (Single Point Refueling)	C	1	0	(M) May be inoperative provided procedures are established to deactivate Pressure Fueling System.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 29-1
---------------------	------------------------------------	------------------

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

29 HYDRAULIC POWER				
-1 Brake Accumulator Pressure Gauge (Nose Wheelwell)	D	1	0	
-2 Auxiliary Hydraulic Pressure Gauge	C	1	0	May be inoperative provided Brake Accumulator Pressure Gauge is operative.
-3 Utility Hydraulic Pressure Indication	C	1	0	(O) May be inoperative provided: a) Combined Hydraulic Pressure Indication is operative, and b) Before left engine start, perform stall Barrier Test procedure in accordance with AFM procedure.
-4 Combined Hydraulic System Accumulator Pressure Indicator (Fuselage)	D	1	0	
-5 Flight Hydraulic System Accumulator Pressure Indicator (Fuselage)	D	1	0	
-6 Combined Hydraulic System Quantity Indicator (Cockpit)	C	1	0	(M) May be inoperative provided quantity is checked by reservoir sight gauge before each departure.
***	D	1	0	(M) May be inoperative provided fuselage combined hydraulic quantity gauge is operative.
-7 Flight Hydraulic System Quantity Indicator (Cockpit)	C	1	0	(M) May be inoperative provided quantity is checked by reservoir sight gauge before each departure.
***	D	1	0	(M) May be inoperative provided fuselage combined hydraulic quantity gauge is operative.

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

29-2

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
29 HYDRAULIC POWER				
-8 Combined/Flight Hydraulic System Quantity Indicator (Cockpit) (Model G1159A)	C	1	0	(M) May be inoperative provided quantity is checked by reservoir sight gauge before each departure.
-9 Combined Hydraulic System Quantity Indicator (Aft Fuselage)	D	1	0	(M) May be inoperative provided quantity is checked by cockpit indicator or reservoir sight gauge before each departure.
-10 Flight Hydraulic System Quantity Indicator (Aft Fuselage)	D	1	0	(M) May be inoperative provided quantity is checked by cockpit indicator or reservoir sight gauge before each departure.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 30-1
---------------------	------------------------------------	------------------

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

30 ICE AND RAIN PROTECTION				
-1 Engine Inlet Anti-Ice Pressure Gauges	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Affected Engine Anti-Ice valve(s) are verified CLOSED, b) Affected Engine Anti-Ice switch(es) is selected OFF, c) Airplane is not operated in known or forecast icing conditions, and d) Airplane is operated in accordance with AFM Limitations.
-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.
-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.
-4 Side Window Heat Systems	C	2	0	
-5 Windshield Wiper Systems	C	-	0	May be inoperative provided airplane is not operated in precipitation within 5 NM of the airport takeoff or intended landing.
-6 Pitot Heat Inoperative Light System	B	1	0	(O) Except for ER operations, may be inoperative provided: a) All other elements of the pitot heat indicating system are checked and operative, and b) Airplane is not operated in known or forecast icing conditions.

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

30-2

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

30 ICE AND RAIN PROTECTION				
-7 Pitot Probe Heater	B	2	1	(O) Except for ER operations, may be inoperative provided airplane is not operated in visible moisture or known or forecast icing conditions.
1) Standby Pitot Probe *** Heaters	B	1	0	(O) Except of ER operations, may be inoperative provided airplane is not operated in visible moisture or known or forecast icing conditions.
-8 Ice Detection System ***	D	1	0	
-9 Engine Anti-Ice System	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Affected Engine Anti-Ice valve(s) are verified CLOSED, b) Affected Engine Anti-Ice switch(es) are selected OFF, c) Airplane is not operated in known or forecast icing conditions, and d) Airplane is operated in accordance with AFM Limitations.
-10 Angle of Attack (AOA) Probe Heater	C	2	1	Except of ER operations, may be inoperative provided flight is not conducted into known or forecast icing conditions.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 31-1
---------------------	-------------------------------------	------------------

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

31 INDICATING/ RECORDING SYSTEMS				
-1 Clocks	D	-	1	
-2 Flight Data Recorder *** (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate				
Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
(Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR))	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Airplane is not dispatched from a designated airport as listed in operator's MEL unless: 1) FDR failure occurs after pushback but prior to takeoff, or 2) FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, airplane may be dispatched on a flight or series of flights until next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
1) FDR Recording Parameters required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
2) FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made before the completion of next heavy maintenance visit.

(continued)

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 31-2
---------------------	-------------------------------------	------------------

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
31 INDICATING/ RECORDING SYSTEMS (cont'd)				
-2 Flight Data Recorder *** (FDR) Installed for an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate				
1) Flight Data Recorder (FDR)	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 Electronic Checklist ***	D	-	0	

AIRCRAFT: G-1159	REVISION NO: 9a DATE: 12/30/2009	PAGE NO: 32-1
---------------------	-------------------------------------	------------------

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 (Includes Annunciator Lights)				
1) Dry Runways	C	1	0	(O) May be inoperative provided operations are conducted in accordance with Performance Data of AFM.
2) Wet Runways (No standing water present in area of takeoff ground roll, no snow, no icy runway conditions.)	C	1	0	(O) May be inoperative provided: a) Operations are limited to utilization of PFCO or grooved runways, b) Thrust Reversers operate normally, c) Acceptable Performance Data from an Analysis of Accelerate Stop Capability on Wet Runway Surfaces is developed and use, d) Cross wind component for both departure and arrival runways is forecast to be 15 knots or less, e) Acceptable Performance Data Report is referenced in Operator's Minimum Equipment List (MEL) by Report Name, Number, Revision Number, and Acceptance Date, f) Performance Data Report assumes that reverse thrust action is terminated at 60 knots, and g) Wet runway landing operations are conducted in accordance with available landing performance data in AFM. NOTE: G1159 (GII) wet runway performance is found in GII OIS 8. G1159B (GIIB) wet runway performance is found in GIIB OIS 9. G1159A (GIII) wet runway performance is found in GIII OIS 10.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 33-1
---------------------	-------------------------------------	------------------

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)	C	-	-	<p>Individual lights may be inoperative provided:</p> <ul style="list-style-type: none"> a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls and other devices for which it is 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. <p>NOTE 1: Individual buttons / switch lights and/or annunciations / indications are excluded from this relief.</p> <p>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>
-2 Passenger Cabin Interior Illumination Systems	D	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> 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.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 33-2
---------------------	-------------------------------------	------------------

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

33 LIGHTS					
-3 Passenger Lighted Information Signs	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY.	
	C	-	-	NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers. (O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA System operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed ON or OFF.	
				(continued)	

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 33-3
---------------------	-------------------------------------	------------------

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

33 LIGHTS				
3. Passenger Lighted Information Signs (continued)				
1) All Cargo Supernumerary/Courier Area Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) are placed ON or OFF.
The following pertains only to operations involving aircraft certified with 19 or less passenger seats, wherein certification or operating rules do not require a public address system or flight attendant.				
2) Passenger Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 33-4
---------------------	-------------------------------------	------------------

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			
33 LIGHTS				
-4 Position Light Bulbs	C	-	-	May be inoperative provided one light bulb is operative at each position.
	C	-	-	May be inoperative provided airplane is not operated at night.
-5 Beacons (Anti-Collision Lights)	C	2	0	May be inoperative provided airplane is not operated at night.
	C	2	0	May be inoperative provided all Strobes are operative.
-6 Strobes	C	3	0	May be inoperative provided airplane is not operated at night.
	C	3	0	May be inoperative provided both Anti-Collision lights are operative.
-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.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 33-5
---------------------	------------------------------------	------------------

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
33 LIGHTS				
-8 Landing Lights	C	2	1	May be inoperative provided all three bulbs of the taxi light are operational.
	D	2	1	May be inoperative provided Auxiliary Landing Lights are installed and operative (1159A & 1159B).
	D	2	0	May be inoperative provided Auxiliary Landing Lights are installed and operative (1159A & 1159B).
	C	2	0	May be inoperative provided airplane is not operated at night.
-9 Taxi Light System	C	1	0	
-10 Aft Compartment Lights (Boiler Room)	D	-	1	
-11 Auxiliary Landing Lights *** (G1159A & G1159B)	D	2	1	May be inoperative provided all three bulbs of the taxi light are operational if primary Landing Lights are inoperative.
	D	2	1	May be inoperative provided Primary Landing Lights are operative.
	C	2	0	May be inoperative provided Primary Landing Lights are operative.
	C	2	0	May be inoperative provided airplane is not operated at night.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 33-6
---------------------	-------------------------------------	------------------

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
-12 Cargo Compartment Light	D	1	0		
-13 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.
-14 Logo Lights System ***	D	1	0		
-15 Pulselight Systems *** (Identification Lights)	D	-	0		

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 33-7
---------------------	------------------------------------	------------------

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
33 LIGHTS				
-16 Pylon Mounted Exterior *** Baggage Loading Light System	D	1	0	
-17 Ramp Lights Systems ***	D	-	0	
-18 Recognition Lights *** System	D	1	0	
-19 Wheel Well Lights	D	3	0	
-20 Annunciator Caution *** Light System Blinker Controller (Flasher Function)	C	1	0	(M) May be inoperative provided Blinker Controller is electrically removed from Annunciator and Master Warning Light System.
-21 Exterior Emergency Evacuation Lights	D	-	-	As required by 14 CFR.
-22 Flashlight Charging *** Systems	D	1	0	

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

33-8

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33 LIGHTS

-23 Wing Tip Position Light
*** LED Element Banks

C

4

2

May be inoperative per wing tip position.

C

4

0

May be inoperative provided airplane is not operated at night.

-24 Tail Position Light LED
*** Element Banks

C

2

1

C

2

0

May be inoperative provided airplane is not operated at night.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 34-1
---------------------	------------------------------------	------------------

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
34 NAVIGATION				
-1 Horizontal Situation Indicators (HSI)	C	2	1	May be inoperative provided: a) Airplane is operated day VMC only, and b) Compass heading indication is available on each pilot's instrument panel.
-2 Standby Attitude Indicator (Third Gyro Horizon)	C	-	0	May be inoperative provided not required by 14 CFR.
	B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
1) Glideslope/Localizer *** Indicator	D	1	0	
-3 Turn and Slip Indicators	D	2	1	Turn Function may be inoperative provided Standby Attitude Indicator operative.
	B	2	1	Turn Function may be inoperative provided airplane is operated during day VMC conditions.
-4 Weather Radar Systems	C	1	0	Except for ER operations, as required by 14 CFR.
1) Weather Radar Control Heads	C	-	0	

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 34-2
---------------------	-------------------------------------	------------------

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

34 NAVIGATION				
-5 VOR/ILS Navigation System	C	2	-	As required by 14 CFR and no relief may be provided to an inoperative system or component if powered by an emergency bus or equivalent and required to accomplish an emergency procedure.
-6 Marker Beacon System	C	-	-	May be inoperative provided approach procedures do not require its use.
-7 Automatic Direction Finding Systems	C	-	-	As required by 14 CFR.
-8 ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Before flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.
	D	-	1	Any in excess of those required by 14 CFR may be inoperative.
1) Elementary and *** Enhanced Downlink Airplane Reportable Parameters not required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made before completion of next heavy maintenance visit.
2) ADS-B Squitter *** Transmissions	D	-	0	May be inoperative provided operations do not require its use.
	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
				NOTE: Any ADS-B Out function that operates normally may be used.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 34-3
---------------------	------------------------------------	------------------

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			
34 NAVIGATION				
-9 Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-10 Flight Director Systems	C	-	0	May be inoperative provided approach procedures do not require its use.
-11 Rate of Climb Indicators	C	2	1	May be inoperative provided airplane is operated in VMC.
-12 Outside Air Temperature Indicating System	C	1	0	May be inoperative provided SAT gauge is operative.
-13 Non-Stabilized Magnetic (Standby) Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or INS (IRU) stabilized Compass Systems are operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two 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	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed and operative, and are used in conjunction with approved Free Gyro Navigation Techniques.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 34-4
---------------------	-------------------------------------	------------------

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			
34 NAVIGATION				
-14 Radio Altimeter Systems	C	-	0	May be inoperative provided: a) Landing weather minimums or operating procedures do not require its use, and b) Other systems affected (GPWS, FD, AP, etc.) are considered.
-15 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 Altitude System Sensor for IRS Altitude Function.
-16 Attitude System Sensors (Vertical Gyros, AHRS, IRS) (Excludes Standby)	C	-	2	May be inoperative provided independent Primary Attitude information is available on each pilot's panel.
-17 Copilot's Angle of Attack *** Indicator	D	1	0	
-18 Comparator Monitor *** System	C	-	-	As required by 14 CFR.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 34-5
---------------------	------------------------------------	------------------

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

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
34 NAVIGATION				
-19 Directional Compass System Sensors (Directional Gyros, AHRS/IRS) (Excludes Standby)	B	-	2	May be inoperative provided: a) Both Directional Compass Systems are operative from independent sources, and b) Each pilot's panel has independent attitude and heading information.
-20 Electronic Flight *** Instrument System (EFIS)				
1) Multifunction Display Unit	C	1	0	May be inoperative provided: a) Weather radar information can be displayed at each pilot station or weather radar is considered inoperative, and b) Procedures do not require its use.
2) Symbol Generators	C	-	2	May be inoperative provided EFIS displays at pilot's and co-pilot's stations are operative from independent Symbol Generators.
-21 Inertial Sensor Display *** Unit (ISDU)	C	1	0	
-22 Microwave Landing *** System (MLS)	D	-	-	

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 34-6
---------------------	------------------------------------	------------------

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

34 NAVIGATION				
-23 Flight Management *** Systems (CDU & Nav computer only)	C	-	0	Except where en route operations or approach minimums require its use, may be inoperative provided: a) Affected system is not required for IRS or INS alignment, b) Long Range Navigation is not dependent on its use, and c) Procedures do not depend on its use. NOTE: Two systems are required for dispatch into MNPS or RNP-10 airspace. One system is required in PRNAV, BRNAV, RNAV 1 and RNAV 2 airspace.
1) Navigation Databases	C	-	-	(O) 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.
-24 Static Air Temp/True Airspeed Indicators (SAT/TAS)	C	-	-	
-25 Stormscopes ***	D	-	0	As required by 14 CFR.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 34-7
---------------------	------------------------------------	------------------

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

34 NAVIGATION				
-26 Traffic Collision and Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) En route or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) En route or approach procedures do not require its use.
Traffic Collision and Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) En route or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) En route or approach procedures do not require its use.
1) Combined Traffic Alert *** (TA) and Resolution Advisory (RA) Dual Displays	C	2	1	May be inoperative on non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.
(continued)				

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 34-8
---------------------	------------------------------------	------------------

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

34 NAVIGATION				
-26 Traffic Collision and Avoidance System (TCAS II) (cont'd)				
2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, and b) TA only mode is selected by crew, and c) En route or approach procedures do not require its use.
3) TA Display System(s)				Deleted in Rev. 9.
4) Audio Functions	B	1	0	May be inoperative provided en route or approach procedures do not require use of TCAS.
5) Airspace Selection *** Function	C	-	0	
-27 Vertical Navigation *** System	D	-	0	
-28 Voice Advisory Systems ***	D	-	0	

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 34-9
---------------------	------------------------------------	------------------

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

34 NAVIGATION				
-29 Voice Terrain Advisory *** (VTA) System (not part of Ground Proximity Warning System)	D	1	0	
-30 Windshear System ***	D	1	0	
-31 Fuel Management *** System	D	1	0	
-32 Fuel Performance *** Computer	D	1	0	
-33 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 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 flight days.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
(continued)				

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 34-10
---------------------	------------------------------------	-------------------

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

34 NAVIGATION				
-33 Class A TAWS Equipment Required (cont'd)				
c) Glideslope Deviation(s) (Mode 5)	C	-	1	
	B	-	0	
d) Advisory Callouts ***	B	1	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.
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.
(continued)				

AIRCRAFT:

G-1159

REVISION NO: 10

DATE: 08/02/2015

PAGE NO:

34-11

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34 NAVIGATION

-33 Class A TAWS
Equipment Required
(cont'd)

3) Terrain Displays

C - 1

B - 0

4) Runway Awareness &
*** Advisory System (RAAS)

C 1 0

Class B TAWS
Equipment Required

1) GPWS

A 1 0

(O) May be inoperative provided:
a) Alternate procedures are
established and used, and
b) Repairs are made within two flight
days.

a) Modes 1 & 3

A 2 0

(O) May be inoperative provided:
a) Alternate procedures are
established and used, and
b) Repairs are made within two flight
days.

b) Test Mode

A 2 0

May be inoperative provided:
a) GPWS is considered inoperative,
and
b) Repairs are made within two flight
days.

c) Modes 2, 4 & 5

C 3 0

(continued)

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 34-12
---------------------	------------------------------------	-------------------

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

34 NAVIGATION				
-33 Class B TAWS Equipment Required (cont'd)				
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) Maybe in 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	
3) Terrain Displays ***	C	-	0	
4) Runway Awareness & *** Advisory System (RAAS)	C	1	0	
Class C TAWS Equipment				
*** TAWS / GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
				NOTE: Any mode that is operative is used.

AIRCRAFT:

G-1159

REVISION NO: 10

DATE: 08/02/2015

PAGE NO:

34-13

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34 NAVIGATION

-34 Altitude Alerting System

A

-

0

(O) May be inoperative provided:

- a) Autopilot with altitude hold, and altitude capture operates normally,
- b) En route operations, i.e. RVSM, do not require its use,
- c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and
- d) Repairs are made within three flight days.

1) Aural Alert

C

-

0

May be inoperative provided:

- a) Visual alert operates normally, and
- b) Auto-pilot with altitude hold and altitude capture operates normally.

2) Visual Alert

C

-

0

May be inoperative provided:

- a) Aural alert operates normally, and
- b) Auto-pilot with altitude hold and altitude capture operates normally.

-35 Data Nav Enroute
*** Navigation Display

D

1

0

-36 IDC Radio Altimeter
*** Converter

D

2

0

May be inoperative provided landing weather minimums or operating procedures do not require its use.

-37 Standby Altimeter

C

1

0

May be inoperative provided airplane is operated day VMC only.

-38 Standby Airspeed

C

1

0

May be inoperative provided airplane is operated day VMC only.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 34-14
---------------------	------------------------------------	-------------------

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

34 NAVIGATION				
-39 Combined Standby *** Airspeed/Altimeter	C	1	0	May be inoperative provided airplane is operated day VMC only.
-40 Third Altimeter (Metric) ***	D	1	0	(O) May be inoperative provided: a) Altimeter installation was not a replacement for standard or standby altimeters. b) Altimeter procedures are established and used.
-41 Head Up Display System ***	D	1	0	May be inoperative provided approach minimums or operating procedures are not dependent on its use.
-42 Airborne Flight *** Information System (AFIS)	D	-	0	
1) AFIS Printer	D	-	0	
-43 Lighting Sensor System *** (LSS)	D	1	0	
-44 Rad Bar Altimeter *** Display System	C	-	0	(M)(O) May be inoperative provided: a) Radio Altimeter system is operative, and b) Maintenance will deactivate affected system.
	C	-	0	(M)(O) May be inoperative provided: a) Landing weather minimums or operating procedures do not require its use, b) Other systems affected (GPWS, FD, AP, etc.) are considered, and c) Maintenance will deactivate affected system.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 34-15
---------------------	------------------------------------	-------------------

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
34 NAVIGATION				
-45 Cockpit Airshow *** Navigation Display System	D	1	0	
-46 Lasertrak System ***	C	1	0	
-47 INS/IRS Backup Battery *** System	C	-	1	May be inoperative provided the pilot's attitude/heading reference system/IRS backup battery is operative.
-48 Traffic Collision Alerting *** Device (TCAD)	D	-	0	
-49 Display Units (SAGEM ICDS STC# TBD)	C	4	3	(M)(O) May be inoperative provided: a) Unit is located in 4 position, b) Pilot in left seat flies airplane, and c) Standby Displays are operative.
-50 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.
-51 IFF System *** (Military Airplanes Only)	A	1	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made before completion of next heavy maintenance visit.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 34-16
---------------------	------------------------------------	-------------------

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

34 NAVIGATION				
-52 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 aircraft 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 flight crew.
3) Data Link Transmitter(s) ***	D	-	0	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.
4) Data Link Receivers ***	D	-	0	
5) ADS-B Applications ***	D	-	0	

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 35-1
---------------------	------------------------------------	------------------

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

35 OXYGEN				
-1 Oxygen System and Supply				
1) Flight Crew System	C	-	-	As required by 14 CFR.
2) Passenger System	C	-	-	As required by 14 CFR.
-2 Oxygen Service Panel Pressure Gauges	D	2	0	(M)(O) May be inoperative provided associated cockpit gauge is operative and monitored.
-3 Portable Oxygen Dispensing Units (Bottles and Mask) ***	B	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained throughout airplane. NOTE: Any bottle not properly serviced is considered inoperative and should be removed.
-4 Cabin Oxygen ON Warning System	C	1	0	May be inoperative provided: a) Cabin Altitude and Differential Pressure indicators are operative, and b) Cabin Altitude Pressure Warning System is operative.
	C	1	0	May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated at or below 10,000 feet.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 35-2
---------------------	-------------------------------------	------------------

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

35 OXYGEN				
-5 Cabin Oxygen Warning Tone System				
1) G1159 and G1159B	C	1	0	May be inoperative provided: a) Cabin Altitude/Differential and Pressure Gauge is operative, and b) Cabin Oxygen Warning Light is operative.
	C	1	0	May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated at or below 10,000 feet.
2) G1159A	C	1	0	May be inoperative provided: a) Cabin Altitude Indicator and Cabin Differential Pressure Gauge is operative, and b) Cabin Oxygen Warning Light is operative.
	C	1	0	May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated at or below 10,000 feet.
-6 Oxygen Supply Warning *** System	D	1	0	May be inoperative provided associated cockpit gauge is operative and monitored.
-7 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.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 36-1
---------------------	------------------------------------	------------------

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

36 PNEUMATIC				
-1 HP Bleed Air System				
1) Pressurized Configuration	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Inoperative HP Bleed Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, and c) Airplane is operated in accordance with AFM Limitations.
2) Unpressurized Configuration	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Both Bleed Air valves are CLOSED and deactivated electrically, b) Airplane is not operated in known or forecast icing conditions, c) Airplane is operated unpressurized, and d) Airplane is operated in accordance with AFM Limitations.

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

36-2

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

36 PNEUMATIC

-2 LP Bleed Air Systems

1) Failed Closed

C

2

1

(M) Except for ER operations, may be inoperative provided:
 a) Associated HP Bleed Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF,
 b) Opposite HP and LP Bleed Air Systems are operative, and
 c) Airplane is operated in accordance with AFM Limitations.

C

2

0

(M)(O) Except for ER operations, may be inoperative provided:
 a) Both HP Bleed Air valves are CLOSED and deactivated electrically,
 b) Airplane is not operated in known or forecast icing conditions,
 c) Airplane is operated unpressurized, and
 d) Airplane is operated in accordance with AFM Limitations.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 36-4
---------------------	------------------------------------	------------------

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

36 PNEUMATIC -2 LP Bleed Air Systems (cont'd) 2) Failed Opened	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Takeoff power for the day for both engines is verifies prior to takeoff, b) Airplane is not operated in known or forecast icing conditions, c) Airplane is operated in accordance with AFM Limitations.
	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Both Bleed Air valves are CLOSED and deactivated electrically, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 36-5
---------------------	------------------------------------	------------------

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
36 PNEUMATIC				
-3 Bleed Air Hot Warning System				
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, and c) Airplane is operated in accordance with AFM Limitations.
2) Unpressurized Configuration	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Both Bleed Air Valves are CLOSED and deactivated electrically, b) Airplane is not operated in known or forecast icing conditions, and c) Airplane is operated in accordance with AFM Limitations.

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 38-1
---------------------	-------------------------------------	------------------

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

38 WATER/WASTE				
-1 Potable Water Systems	C	-	-	(M)(O) 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 inoperative water system. NOTE: Any portion of system which is operative may be used.
	C	-	-	(O) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
-2 Lavatory Waste Systems	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 is operative may be used.
	C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured CLOSED and placarded, "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 46-1
---------------------	------------------------------------	------------------

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

46 NEW TECHNOLOGY				
-1 Electronic Flight Bag *** Systems (EFBs)				
1) Class 3 EFBs ***	C	-	0	(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	-	0	(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	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
4) Mounting Device *** (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from airplane, and b) Alternate procedures are established and used.
	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from airplane, and b) Procedures do not require its use.

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

49-1

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

49 AIRBORNE AUXILIARY POWER					
-1 APU EGT Indicator	C	1	0	May be inoperative provided APU is not used.	
-2 APU Tachometer	C	1	0	May be inoperative provided APU is not used.	
-3 APU Low Oil Pressure Indicator	C	1	0	May be inoperative provided APU is not used.	
-4 APU High Oil Temperature Indicator	C	1	0	May be inoperative provided APU is not used.	
-5 APU Alternator OFF Warning Light	C	1	0	May be inoperative provided APU voltmeter is selected and monitored.	
-6 Auxiliary Power Unit (APU)					
1) NON-VSCF	C	1	0		
2) VSCF	C	1	0	May be inoperative provided: a) Both Engine driven Alternators are operative, b) Both Converters are operative, and c) TRU is operative.	
-7 APU External Fire Warning Alarm (Fire Warning Bell)	C	1	0	(O) May be inoperative provided APU operation is monitored in cockpit.	
-8 APU Oil Pressure *** Gauges	D	-	0		
-9 APU Oil Temperature *** Gauges	D	-	0		

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

49-2

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
49 AIRBORNE AUXILIARY POWER				
-10 APU Fuel Pressure *** Gauges	D	-	0	
-11 APU Overspeed Indicator *** Light	C	1	0	May be inoperative provided: a) APU RPM indicator is operative, and b) On VSCF airplane, APU RPM is monitored whenever used in flight.
-12 APU Fault Indicator ***	D	4	0	(M) May be inoperative provided indicator(s) are electrically disconnected from APU circuits.
-13 APU Start Indicator Light ***	D	1	0	
-14 APU Air Load Valve	C	1	0	(M) May be inoperative provided valve is electrically deactivated in a CLOSED position.
-15 APU Air Inlet Door Actuator	C	1	0	(M) May be inoperative provided APU Air Inlet Door is secured CLOSED.
	C	1	0	May be inoperative provided: a) For VSCF airplanes, APU Air Inlet Door is fully OPEN, b) APU is operated throughout entire flight, and c) Airplane is operated in accordance with AFM Limitations.

AIRCRAFT:

G-1159

REVISION NO: 9

DATE: 09/08/2009

PAGE NO:

52-1

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	(O) 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	(O) 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	(O) May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.
-4 Main Door Normal Operating System	C	1	0	May be inoperative provided: a) Alternate system is operative, and b) Main door is not closed manually.
-5 Door Seal Pressure Indicator ***	D	1	0	
-6 Door Seal Pressure System	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.

AIRCRAFT: G-1159		REVISION NO: 9 DATE: 09/08/2009		PAGE NO: 71-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
71 POWERPLANT -1 EPA Tank Ejector Pumps		D	2	0	3. NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
					(M) May be inoperative provided maintenance procedures are established to drain tank: a) Before the first flight of each day, b) After three normal shutdowns, and c) After two false (wet) Starts.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 73-1
---------------------	------------------------------------	------------------

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 Indicators	B	2	1	Left or Right Indicator may be inoperative provided: a) Associated EPR, LP and HP indicating systems are operative, and b) Fuel Quantity Indicating Systems are operative.
-2 Engine Top Temperature Control Systems	C	2	0	(O) May be inoperative provided TGT is monitored and manually controlled to appropriate limits.
-3 Fuel Low Pressure Warning System	C	2	1	(O) May be inoperative provided: a) Associated fuel boost pumps are operative, and b) Airplane is operated at or below FL 250.
-4 Fuel Used Indicators	C	-	0	May be inoperative provided Fuel Quantity Indicating Systems are operative.
-5 Fuel Filter Differential Pressure Warning Systems	A	2	1	(M) May be inoperative provided: a) Fuel Low Pressure System for the affected engine is operative, b) Associated Filter is verified free of clogging before each flight, and c) Repairs are made within three flight days.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 74-1
---------------------	------------------------------------	------------------

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

74 IGNITION				
-1 Ignition ON Lights	C	2	1	
-2 Ignition Systems				
1) No. 1 Igniters	C	2	1	May be inoperative provided: a) Both No. 2 Igniters are operative, and b) Takeoff runway is dry.
2) No. 2 Igniters	C	2	1	May be inoperative provided: a) Both No. 1 Igniters are operative, and b) Takeoff runway is dry.

AIRCRAFT: G-1159		REVISION NO: 9 DATE: 09/08/2009		PAGE NO: 76-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
76 ENGINE CONTROLS					
-1 Engine Synchronizer *** System	D	1	0		

AIRCRAFT: G-1159	REVISION NO: 10 DATE: 08/02/2015	PAGE NO: 77-1
---------------------	-------------------------------------	------------------

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
77 ENGINE INDICATING				
-1 HP Tachometer Indicators	C	2	1	May be inoperative provided associated LP, EPR and Fuel Flow Indicators are operative for affected engine.
-2 LP Tachometer Indicators	C	2	1	May be inoperative provided associated HP, EPR and Fuel Flow Indicating Systems are operative for affected engine.
-3 Turbine Vibration Indicating Systems				
1) Forward Sensors	C	2	1	
2) Aft Sensors ***	C	2	1	
-4 Engine Rotation Light	C	1	0	(M) May be inoperative provided flight crew has verified by visual confirmation that the LP compressor (N1 indication) is turning in the proper direction before opening HP cock.
-5 Engine Parameter Repeater Gauge (G-1159A) ***	C	1	0	
-6 Engine Synchroscope Indicator ***	D	1	0	

AIRCRAFT:

G-1159

REVISION NO: 9a

DATE: 12/30/2009

PAGE NO:

78-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
78 ENGINE EXHAUST				
-1 Thrust Reverser Lights				
1) REV UNLOCK (white) light	C	2	1	(M) May be inoperative provided REV UNLOCK light on Master Caution Panel is operative.
2) REV DEPL (purple or blue) light	C	2	1	(M) May be inoperative provided related thrust reverser is stowed in forward thrust position.
3) REV ARM (green) light	C	2	1	(M) May be inoperative provided related thrust reverser is stowed in forward thrust position.
-2 Engine Thrust Reversers	B	2	0	(M)(O) May be inoperative provided: a) Affected thrust reverser is secured in forward thrust position, and b) Airplane is operated in accordance with AFM Limitations and Procedures.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 79-1
---------------------	------------------------------------	------------------

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 Lights	B	2	1	May be inoperative provided both oil pressure gauges are operative.
-2 Engine Oil *** Replenishment System	C	1	0	

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 80-1
---------------------	------------------------------------	------------------

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: 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 Start Valve Failure Procedures.
-2 Start Valve Position Indicator Lights	C	2	0	(M) 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 Start Valve Failure Procedures.

AIRCRAFT: G-1159	REVISION NO: 9 DATE: 09/08/2009	PAGE NO: 80-2
---------------------	------------------------------------	------------------

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

80 STARTING -3 Start Valve Annunciator *** Light	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) May be inoperative provided: a) Start Valve is manually OPENED and CLOSED for engine starting in accordance with AFM Start Valve Failure Procedure, and b) Airstart Ignition, Engine Selector and Start Switches are switched to OFF when engine has reached self-sustaining speed.