



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 6
Date: 04/19/2019

Gulfstream Aerospace IA-Galaxy/G-200

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31	31-1	6	04/19/2019
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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	No Date	Original issue
1	11/22/2002	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-1 thru 4, 22-1, 23-1 thru 6, 25-1, 25-2, 26-1, 27-1, 27-2, 31-1, 32-1, 33-1 thru 3, 34-1 thru 12, 35-1
2	11/14/2003	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-1 thru 6, 22-1, 23-1 thru 6, 24-1 thru 3, 25-1 thru 6, 26-1, 26-2, 27-1 thru 3, 28-1 thru 3, 29-1 thru 3, 30-1 thru 3, 31-1, 31-2, 32-1, 33-1 thru 4, 34-1 thru 12, 35-1, 35-2, 38-1, 49-1, 52-1, 52-2, 71-1, 73-1, 74-1, 76-1, 77-1, 78-1, 79-1, 80-1
3	01/17/2006	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, 21-1 thru 6, 22-1, 22-2, 23-1 thru 5, 24-1, 24-2, 25-1 thru 7, 26-1, 26-2, 27-1 thru 4, 28-1 thru 3, 29-1 thru 3, 30-1 thru 3, 31-1, 31-2, 32-1, 33-1 thru 33, 34-1 thru 4, 34-6 thru 12, 35-1, 35-2, 38-1, 49-1, 52-1, 52-2, 71-1, 73-1, 74-1, 77-1, 78-1, 79-1, 80-1
4	08/20/2007	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, 21-1 thru 10, 22-1 thru 6, 23-1 thru 10, 24-2, 25-2 thru 12, 26-2, 26-3, 28-3, 29-2, 29-3, 30-4, 31-2, 31-3, 32-2, 33-3, 33-4, 34-1, 34-3 thru 12, 34-15, 35-1, 35-2, 38-1, 38-2, 49-2, 52-2, 52-3, 73-2, 77-1, 80-1
5	03/22/2010	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-1 thru 10, 22-1 thru 4, 23-2, 23-3, 23-5, 23-7 thru 13, 24-1, 24-2, 25-1, 25-2, 25-6, 25-10 thru 14, 27-1 thru 4, 28-1 thru 3, 29-1, 29-2, 30-1 thru 4, 31-1, 31-2, 32-1, 32-2, 33-1 thru 5, 34-1 thru 15, 35-1, 46-1, 46-2, 49-1, 52-1 thru 3, 73-1, 73-2, 74-1, 77-1, 78-1, 79-1, 80-1
6	04/19/2019	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-3, 21-8, 22-1, 23-2 thru 14, 24-1, 24-2, 25-1 thru 10, 26-2, 26-3, 27-4, 28-3, 29-2, 29-3, 30-1, 30-4, 31-1, 31-2, 32-1, 33-1 thru 4, 34-1 thru 15, 35-2, 35-3, 38-1, 46-1, 52-3, 73-1

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HIGHLIGHTS OF CHANGE

The following are the Highlights of Changes for **Revision 6**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in minimum equipment lists (MEL) at the operator's discretion.
ATA 21 Air Conditioning 21-3 21-8	Item 8, Outflow Valve: updated proviso. Item 23, Baggage Compartment Overpressurization Warning System: added (O).
ATA 22 Autoflight 22-1	Item 6, Takeoff/Go-Around (TOGA) Buttons: separated into two provisos.
ATA 23 Communications 23-2 23-2 22-3 23-4 thru 14 23-5 23-5 23-6 23-6 23-7 23-7	Item 2, Passenger Address (PA) System: revised proviso as PA is not required for aircraft with less than 20 seats. Item 4, Flight Deck Hand Microphones: relief moved to item 23-15 and item 23-17. Item 6, Cockpit Voice Recorder (CVR): relief updated per PL-29. Items renumbered. Item 12, Boom Microphones: deleted and combined with item 14, Headsets. Item 13, High Frequency (HF) Communication System: updated proviso per PL-106. Item 14, Flight Deck Headsets Earphones/Headphones and Boom Microphones: updated relief per PL-58. Item 15, Flight Deck Hand Microphones: updated relief per PL-58. Item 16, Flight Deck Headsets Earphones/Headphones: updated relief per PL-58. Item 17, Flight Deck Hand Microphones: deleted duplicate item.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
23-8	Item 18, Alerting System (Audio/Visual): updated all sub-systems to reflect 14 CFR requirements for 19 or less seats.
23-10 and 11	Item 24, Emergency Locator Transmitter (ELT): updated repair category per PL-120.
23-14	Item 26, Handset System(s), 1) Passenger Configuration, b) Cabin: updated proviso, removed reference to wide-body airplanes and added a "D" category.
ATA 24 Electrical Power	
24-1	Item 1, Left Battery: added proviso for visual indication the battery is disconnected from the battery bus.
24-1	Item 2, Left Battery Temperature Indicating System: added proviso to alert crew the battery is disconnected from the battery bus.
24-2	Item 5, Engine Generators: added proviso to ensure generator switch is in OFF position.
24-2	Item 7, 60Hz AC Electrical Power System: updated repair category to "D", deleted (M), and added circuit breaker callouts.
24-2	Item 8, 50Hz AC Electrical Power System: updated repair category to "D", revised proviso for clarity.
24-2	Item 9, APU Generator: updated proviso to ensure electrical power was available during flight.
ATA 25 Equipment/Furnishings	
25-1 and 2	Item 1, Passenger Seat(s): updated per PL-79.
25-3	Item 2-1, Automatic External Defibrillator (AED) and/or Associated Equipment: deleted first set of provisos as they are only applicable to part 121 operations.
25-3	Item 2-2, Emergency Medical Kit (EMK) and/or Associated Equipment: deleted first set of provisos as they are only applicable to part 121 operations.
25-3	Item 2-3, First Aid Kit (FAK) and/or Associated Equipment: deleted first set of provisos as they are only applicable to part 121 operations.
25-3 thru 10	Items renumbered.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
25-7	Item 9, Megaphones: deleted REMARKS OR EXCEPTIONS as this is only required for aircraft with more than 60 seats.
25-7 and 8	Item 11, Overhead Storage Bin(s)/Cabin, Galley, and Lavatory Storage Compartment/Closets: updated per PL-104.
25-9	Item 12, Galley/Cabin Waste Receptacles Access Doors/Covers: updated per PL-96.
ATA 26 Fire Protection	
26-2	Item 8, Cargo Compartment Smoke Detection Systems: updated per PL-102.
26-3	Item 11, Galley/Entertainment System Overheat Detection System: added new system relief.
ATA 27 Flight Controls	
27-4	Item 15, Ground Airbrake System: added new system relief.
27-4	Item 16, Automatic Ground/Airbrake System: added new system relief.
27-4	Item 17, Horizontal Stabilizer Trim Switches: added new system relief.
27-4	Item 18, Rudder Pedal Adjustment: added new system relief.
ATA 28 Fuel	
28-3	Item 17, APU Fuel Shutoff Valve: added new system relief.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 29 Hydraulic Power 29-2 and 3 29-3 29-3	Item 5, Hydraulic System(s) Filter Warning Indication(s): combined item 29-5 and item 29-6 into this one system with two sub-systems. Item 6, Auxiliary Hydraulic Press Filter Warning Systems: deleted item 6 and moved into item 29-5 as a sub-system. Item 9, Auxiliary Hydraulic System Auto Functions: added new system relief.
ATA 30 Ice and Rain Protection 30-1 30-4	Item 3, Pitot Heaters: amended proviso for clarity. Item 17, Total Air Temperature (TAT) Probe Heating System: added new system relief.
ATA 31 Indicating/Recording Systems 31-1 and 2 ATA 32 Landing Gear 32-1	Item 1, Flight Data Recorder (FDR) System: updated verbiage per PL-87. Item 2, Nose Wheel Steering System: deleted item as being inconsistent with intent of PL-114.
ATA 33 Lights 33-1 33-1 thru 4 33-2 33-2 33-2 33-2 33-2	Item 1, Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System: updated per PL-77. Items renumbered. Item 4, Landing Lights: changed proviso wording. Item 5, Taxi Lights: changed proviso wording. Item 6, Anticollision Light System (Beacon): changed relief and proviso wording. Item 7, Wing Inspection Lights: changed proviso wording. Item 8, Exterior Emergency Lighting System: changed proviso wording.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
33-2	Item 10, Strobe Lights (White): changed proviso wording.
33-3	Item 19, Crewmember Flashlight Holder/Charger Assemblies (Including Flashlight): changed proviso wording.
33-4	Item 21, Passenger Lighted Information Signs: deleted (O) and beginning provisos applied to aircraft with more than 19 seats. Deleted those not applicable. Updated per PL-123.
ATA 34 Navigation	
34-1	Item 1, Standby Altimeter: changed proviso wording.
34-1	Item 2, Standby Airspeed Indicator: changed proviso wording.
34-2	Item 7, Altitude Alerting System: amended proviso for clarity.
34-3	Item 14, ATC Transponder and Automatic Altitude Reporting Systems, 2) ADS-B Squitter Transmissions: deleted per PL-076.
34-4	Item 17, Primary Flight Displays (PFD): subitems renumbered.
34-5	Item 18, Vertical Speed Indications (PFD): changed proviso wording.
34-5 thru 15	Items renumbered.
34-11 thru 13	Item 23, Automatic Dependent Surveillance-Broadcast (ADS-B) System: updated per PL-105.
34-13	Item 24, Standby Attitude Indicator: changed proviso wording.
34-15	Item 31, Flight Management Systems (FMS) (CDU and Nav Computer Only), 1) Navigation Database: updated per PL-98.
ATA 35 Oxygen	
35-2	Item 3, Therapeutic Oxygen: revised Repair Category and Remarks or Exceptions as this system is not required for parts 91 or 135 operations.
35-2	Item 5, Portable Protective Breathing Equipment (PBE): updated per PL-43.
35-3	Item 7, Passenger Oxygen ON Warning Light: amended proviso for clarity.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 38 Water/Waste 38-1 38-1	Item 1, Potable Water System: updated per PL-83. Item 2, Lavatory Waste System: updated per PL-83.
ATA 46 Information Systems 46-1 46-1	Item 1, Electronic Flight Bag Systems (EFB): updated per PL-121. Item 1-5, Charts Database: deleted relief.
ATA 52 Doors 52-3 52-3	Item 16, Lavatory Door: added new system relief. Item 17, Nose Compartment External Access Door Hold-Open Support Rods and Attachment Points: added new system relief.
ATA 73 Engine Fuel and Control 73-1	Item 2, Fuel Pressure Low Warning Systems: updated relief.

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DEFINITIONS

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

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PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

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GUIDELINES FOR (M) AND (O) PROCEDURES

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures Manual for the Minimum Equipment List published by Gulfstream Aerospace.

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
1.	Ram Air Check Valve	C	1	0	(O) May be inoperative OPEN provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
2.	Automatic Temperature Control Cabin	C	1	0	May be inoperative provided Manual Temperature Control Cabin is operative.	
		C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
3.	Automatic Temperature Control Cockpit	C	1	0	May be inoperative provided Manual Temperature Control Cockpit is operative.	
		C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
4.	Manual Temperature Control Cabin	C	1	0	May be inoperative provided Automatic Temperature Control Cabin is operative.	
		C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
5.	Manual Temperature Control Cockpit	C	1	0	May be inoperative provided Automatic Temperature Control Cockpit is operative.	
		C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
6.	Air Conditioning Unit	C	1	0	May be inoperative provided airplane is operated unpressurized with Bleed Air Source Selector in RAM. NOTE: Heat will not be available on ground or in flight. Bleed Air Source Selector must be selected to RAM only.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
7.	Cabin Pressurization Control System					
1)	Automatic Mode	B	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
2)	Manual Mode	B	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
8.	Outflow Valve	C	1	0	(M)(O) Except for overwater operations, may be inoperative OPEN provided: a) Outflow valve is secured OPEN, and b) Operations must be conducted using UNPRESSURIZED DISPATCH and FLIGHT procedures.	
		C	1	0	(M)(O) Except for overwater operations, may be inoperative CLOSED provided: a) Safety Valve is secured OPEN, and b) Operations must be conducted using UNPRESSURIZED DISPATCH and FLIGHT procedures.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
9.	Nose Cooling Fans	C	2	1	(O) May be inoperative provided AFM procedures are followed for each flight.	
10.	Bleed Pressure Regulator Shutoff Valves (PRSOV)	C	2	1	May be inoperative CLOSED provided airplane is operated at or below FL 250.	
		C	2	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
11.	Pack Pressure Regulator Shutoff Valve (PRSOV)	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
12.	High Pressure Valves	C	2	1	May be inoperative CLOSED provided: a) Both Low Pressure (LP) Regulator Shutoff Valves are operative, and b) Airplane is not operated above FL 400.	
		C	2	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
13.	Bleed Pressure/Temperature HI Warning System	C	2	0	(M)(O) May be inoperative provided: a) Environmental Control System (ECS) switch is in RAM, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
14.	Cabin Duct Temp HI Warning System	C	1	0	(M)(O) May be inoperative provided: a) Environmental Control System (ECS) switch is in RAM, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	
15.	Cockpit Duct Temp HI Warning System	C	1	0	(M)(O) May be inoperative provided: a) Environmental Control System (ECS) switch is in RAM, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	
16.	Overhead Airflow Vents (Wemacs)	D	-	0		

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------------------------------	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
17.	Cabin Pressurization System	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.	
18.	Cockpit/Cabin Temperature Indicators	D	2	0	May be inoperative provided associated Automatic or Manual Temperature Control System is operative.	
19.	Cabin Altitude Rate of Climb Indicator	C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indication is operative, b) A chart to convert cabin differential pressure to cabin altitude is provided to crew, and c) Automatic and Manual Mode of Cabin Pressurization System (CPCS) is operative.	
		C	1	0	(O) May be inoperative provided airplane is operated unpressurized.	
20.	Cabin Altitude Indicator	C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, b) A Cabin Differential Pressure Chart from AFM is used to calculate cabin altitude, and c) Computed Cabin Altitude is monitored during flight by crewmember.	
		C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21.	Cabin Differential Pressure Indicator	C	1	0	(O) May be inoperative provided: a) Cabin Altitude Indicator is operative, b) A Cabin Differential Pressure Chart from AFM is used to calculate cabin differential pressure, and c) Computed Cabin Differential Pressure is monitored during flight by crewmember.	
		C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
22.	Cabin Altitude High Warning System	B	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, b) A chart to convert cabin differential pressure to cabin altitude is provided to crew, c) Automatic and Manual Pressurization Modes are operative, and d) Cabin altitude is monitored during flight by crewmember.	
		C	1	0	(O) May be inoperative provided airplane is operated unpressurized.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
23.	Baggage Compartment Overpressurization Warning System	C	1	0	(O) May be inoperative provided AFM procedures are followed.	
24.	Safety Valve	C	1	0	(M)(O) Except for overwater operations, may be inoperative OPEN provided: a) Outflow Valve is secured OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	
		C	1	0	(M)(O) Except for overwater operations, may be inoperative CLOSED provided: a) Outflow Valve is secured OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	
25.	Windshield Defog System	C	1	0	May be inoperative provided windshield heating system is operative.	
26.	Windshield Defog Switch	D	1	0	May be inoperative provided windshield heating system is operative.	
27.	HI Flow Pushbutton	D	1	0		
28.	Automatic Pressurization Schedule	C	1	0	May be inoperative provided: a) Cabin Pressurization Pushbutton is placed in Manual Mode, b) Cabin Altimeter is operative, c) Cabin Vertical Speed Indicator is operative, and d) Cabin Differential Pressure Gauge is operative.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
29.	Cabin Temperature Remote Controllers	D	-	0		
30.	Emergency Pressurization System	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
31.	Ditch Pushbutton	C	1	0	May be inoperative provided outflow valve can be controlled by Manual Cabin Pressure operation.	
32.	Dump Pushbutton	C	1	0	May be inoperative provided outflow valve can be controlled by Manual Cabin Pressure operation.	
33.	Baggage Pressurization System	C	1	0	May be inoperative provided: a) Airplane baggage compartment remains unpressurized, and b) BAGG PRESS Pushbutton is CLOSED. NOTE: Pressure sensitive cargo is not carried in baggage compartment.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flight Director Systems	C	2	0	May be inoperative provided approach minimums do not require its use.	
2.	Autopilot System	B	1	0	(M) May be inoperative except where enroute operations, RVSM operations, or approach minimums require its use provided AFM Limitations are observed.	
3.	Yaw Damper System	C	1	0	(M) May be inoperative provided airplane is operated in accordance with AFM Limitations.	
4.	MACH Trim	C	1	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.	
5.	Control Wheel Autopilot Disconnect Buttons	C	2	1	May be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require use of autopilot.	
		B	2	0	May be inoperative provided autopilot is not used.	
6.	Takeoff/Go-Around (TOGA) Buttons	C	2	1	May be inoperative provided airplane is piloted from side with operative button when autopilot is used for coupled approaches.	
		C	2	0	(O) May be inoperative provided autopilot is not utilized for coupled approaches and alternate procedures are established and used.	
					NOTE: Flight Director Takeoff and Go-Around Guidance are not available with both TOGA buttons inoperative.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
7. ***	Autothrottle System	C	-	0		
8.	Flight Control Computers (FCC)	C	2	1	(O) FCC may be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed 1 hour cruise from a suitable airport. NOTE: Each FCC provides Mach trim compensation, yaw damper, autopilot, and flight director functions independent of other FCC. Failure of second FCC after dispatch would result in complete loss of these functions, and AFM Limitations apply.	
		A	2	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Automatic Cabin Pressurization System is operative, b) Flight time with one engine inoperative does not exceed 1 hour at cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL 280, e) Airplane is operated in accordance with AFM Limitations for Mach Trim and Yaw Damper, and f) Repairs are made within 1 flight-day. 	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
9.	Pitch Synchronization Pushbutton	C	2	0		
10.	Alternate Autopilot Disconnect Switches					
1)	Pitch Trim Switches	C	2	0	May be Inoperative provided: a) Control Wheel Autopilot Disconnect Button is operative, and b) Autopilot Gang Bar Disconnect is operative.	
2)	TO/GA Buttons	C	2	0	May be Inoperative provided: a) Control Wheel Autopilot Disconnect Button is operative, and b) Autopilot Gang Bar Disconnect is operative.	
3)	AHS Buttons	C	2	0	May be Inoperative provided: a) Control Wheel Autopilot Disconnect Button is operative, and b) Autopilot Gang Bar Disconnect is operative. NOTE: With optional IRS installed, AHS button selection will not cause autopilot to disengage.	
11.	V-Speed Automatic Synchronization and Upload System	C	1	0	May be inoperative provided V-speeds are manually input and crosschecked between each pilot station.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
12.	Autopilot Coupler					
1)	Left Selection	C	1	0	May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed 1 hour cruise from a suitable airport.	
2)	Right Selection	C	1	0	May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed 1 hour cruise from a suitable airport.	
					NOTE: Each FCC provides Mach trim compensation, yaw damper, autopilot, and flight director functions independent of other FCC. Failure of second coupler source after dispatch would result in complete loss of these functions, and AFM Limitations apply.	
3)	Left and Right Selections	A	2	0	(O) May be inoperative provided: a) Automatic Cabin Pressurization System is operative, b) Flight time with one engine inoperative does not exceed 1 hour at cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL 280, e) Airplane is operated in accordance with AFM Limitations for Mach Trim and Yaw Damper, and f) Repairs are made within 1 flight-day.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
13.	Flight Control Panel, Altitude Guidance Modes					
1)	Vertical Navigation (VNAV) Mode Selector Switch	C	1	0	May be inoperative provided vertical navigation mode is considered inoperative and not used during autopilot operations.	
2)	Vertical Speed (VS) Mode Selector Switch	C	1	0	May be inoperative provided vertical speed mode is considered inoperative and not used during autopilot operations.	
3)	Flight Level Change (FLC) Mode Selector Switch	C	1	0	May be inoperative provided flight level change mode is considered inoperative and not used during autopilot operations.	
4)	Pitch Mode (PIT)	C	1	0	May be inoperative provided pitch mode is considered inoperative and not used during autopilot operations.	
14.	Flight Control Panel, Lateral Guidance Modes					
1)	BANK Mode Selector Switch	C	1	0	May be inoperative provided autopilot operations do not require bank selection.	
2)	Navigation (NAV) Mode Selector Switch	C	1	0	May be inoperative provided NAV mode autopilot operations are not required.	
3)	Back Course (BC) Mode Selector Switch	C	1	0	May be inoperative provided Back Course operations are not conducted.	
4)	Approach (APPR) Mode Selector Switch	C	1	0	May be inoperative provided Approach Mode operations are not conducted.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
1.	Communication Systems (VHF and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or DC Transfer Bus and not required for Emergency Procedures.	
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		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2.	Passenger Address (PA) System					
1)	Passenger Configuration	B	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
2)	Lavatory Speakers	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3.	Cockpit Speakers	C	2	0	May be inoperative provided affected crewmember has available an operative headset.	
4.	Flight Deck Hand Microphones				Relief moved to items 23-15 and 23-17, Revision 6.	
5.	Radio Tuning Units (RTU)	C	2	0	May be inoperative provided direct tuning is available from each FMS and is operative.	

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TABLE KEY

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
6.	Cockpit Voice Recorder (CVR) (With Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided:	
					a) Flight Data Recorder (FDR) operates normally, and	
					b) Repairs are made within 3 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 3 flight-days.	
1) ***	Independent Power Source	C	1	0		
	Cockpit Voice Recorder (CVR) Installed for an 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 14 CFR.	
1) ***	Independent Power Source	C	1	0		

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TABLE KEY

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
7. ***	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.	
8.	Static Discharge Wicks	C	-	-	Maximum of two may be damaged or missing provided not more than one is damaged or missing from each flight control group surface.	
9 ***	Automatic Cabin Briefing System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
10. ***	Flight Phone Systems	D	-	-		
11.	Headset Phone Jacks	C	2	1	May be inoperative provided operations do not require its use and both pilot cockpit speakers are operative.	
		C	2	0	Except as required by 14 CFR, may be inoperative provided both pilot cockpit speakers are operative.	
12.	Boom Microphones				Relief moved to item 23-14, Revision 6.	
13.	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
14.	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 3 flight-days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
2)	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
15.	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
16.	Flight Deck Headsets Earphones/Headphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
	OPERATOR OTHER THAN A 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 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.	
17.	Flight Deck Hand Microphones				Deleted, Revision 6.	
					Deleted, Revision 6.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
18. ***	Alerting System (Audio/Visual)					
1) ***	Passenger Configuration					
a) ***	Active Noise Cancelling/Reduction Function	D	1	0	(O) May be inoperative provided flight deck audio alerting system operates normally.	
b) ***	Flight Attendant Visual Alerting System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishings (NEF).						
NOTE 2: Any visual alerting system function(s) that operates normally may be used.						
c) ***	Flight Attendant Audio Alerting System	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.	

<p>AIRCRAFT: IA-Galaxy/G-200</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
19.	Push-to-Talk (PTT) Yoke Mounted Switches	C	2	0	<p>May be inoperative provided an operative Handheld Microphone is available to crewmember on side of failed PTT switch.</p> <p>NOTE: An optional Side Panel Console Mounted Push-to-Talk (PTT) Switch may be used in lieu of an inoperative Control Yoke Push-to-Talk Switch where installed.</p>	
20. ***	Push-to-Talk (PTT) Side Panel Mounted Switches	D	-	0	<p>May be inoperative provided an operational yoke mounted PTT switch is available to crewmember on side of failed console mounted PTT switch.</p>	
		D	-	0	<p>May be inoperative provided an operative Handheld Microphone is available to crewmember on side of failed console mounted PTT switch.</p>	
21.	Seat Belt/No Smoke Cabin Chime	C	-	-	<p>May be inoperative provided:</p> <ol style="list-style-type: none"> a) Seat Belt/No Smoke signs are visible to all passengers, and b) A Crewmember must advise passengers verbally to secure their seat belts and when smoking is permitted. 	
22. ***	Satellite Communication System (SATCOM)	C	-	0	<p>(O) May be inoperative provided alternate procedures are established and used.</p>	
		D	-	0	<p>May be inoperative provided procedures do not require its use.</p>	
23.	Yoke Mounted Microphone Holder	C	2	0	<p>(O) May be damaged, torn, or missing.</p>	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
24.	Emergency Locator Transmitter (ELT)					
1) ***	Survival Type ELTs	D	1	0	Any in excess of those required by 14 CFR may be inoperative or missing.	
2) ***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, b) Repairs are made within 90 days, and c) Placard stating "ELT not installed" is placed in view of the pilot.	
		A	-	0	May be missing provided: a) Repairs are made within 90 days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
		D	-	-	(M) May be inoperative provided: a) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
		D	-	-	(M) May be missing provided: a) Any in excess of those required by 14 CFR may be missing provided system is deactivated, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
24.	Emergency Locator Transmitter (ELT) (Cont'd)					
3) ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	
4)	ELT Indicator Light	D	-	0		
5)	ELT Aural Alarm	D	-	0		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
25. ***	Crewmember Interphone System(s)					
1) ***	Passenger Configuration					
a) ***	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided; a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of cabin handsets, and b) Alternate communications procedures between affected flight attendants station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	
b) ***	Cabin to Cabin Functions	B	-	-	(O) May be inoperative provided alternate communication procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that is operative may be used.	
		B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50% of cabin handsets, and b) Alternate communications procedures between affected flight attendants station(s) are established and used. NOTE: Any station function(s) that is operative may be used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
25. ***	Crewmember Interphone System(s) (Cont'd)					
1) ***	Passenger Configuration (Cont'd)					
c) ***	Flight Deck to Ground Functions					
2) ***	All Other Aircraft/Operations	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.	
26.	Handset System(s)					
1) ***	Passenger Configuration					
a) ***	Flight Deck	C	-	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
(Continued)						

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
26.	Handset System(s) (Cont'd)					
1) ***	Passenger Configuration (Cont'd)					
b) ***	Cabin	D	-	0	(O) May be inoperative provided: a) 50% of cabin handsets operate normally, and b) Alternate communications procedures between 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 50% requirement. NOTE 2: Any handset(s) function(s) that operates normally may be used.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	Left Battery	B	1	0	(M)(O) May be inoperative provided: a) Both generators are operative, b) APU generator is operative, c) A ground power unit is used for APU and engine starts with battery master switch selected to ON, d) Left Battery disconnect circuit breaker is pulled to disconnect it from its associated bus, and e) L BATT OFF message displayed.	
					NOTE: Observe APU altitude and electrical load limitations.	
2.	Left Battery Temperature Indicating System	C	1	0	(M)(O) May be inoperative provided: a) Both generators are operative, b) APU generator is operative, c) A ground power unit is used for APU and engine starts with battery master switch selected to ON, d) Left Battery disconnect circuit breaker is pulled to disconnect it from its associated bus, and e) L BATT OFF message displayed.	
					NOTE: Observe APU altitude and electrical load limitations.	
3.	Generator DC Voltage Display	C	2	1	May be inoperative provided GEN OFF message and AMPS display of associated generating system are operative.	
4.	DC External Power System	C	1	0		

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
5.	Engine Generators	A	2	1	(M) May be inoperative provided: a) APU is kept operating with its generator selected ON and is operational throughout flight, b) Integrity of engine starter/generator is determined safe for starter operation, c) Inoperative starter/generator switch is left in OFF position, d) L or R GEN OFF message is displayed, and e) Repairs are made within 1 flight-day.	
					NOTE: Observe APU altitude and electrical load limitations.	
6.	Main Batteries Voltage Display	C	2	1	May be inoperative provided BAT OFF EICAS message of each battery is verified operative before each takeoff.	
7.	60Hz AC Electrical Power System	D	1	0	(M)(O) May be inoperative provided affected circuit breaker is pulled and collared.	
8. ***	50Hz AC Electrical Power System	D	1	0	(M)(O) May be inoperative provided affected circuit breaker is pulled and collared.	
9.	APU Generator	C	1	0	May be inoperative provided: a) Both Batteries are operative, b) Both Battery Temperature indicating Systems are operative, and c) Both engine starter/generators are operative.	
10.	Generator Warning Systems	C	2	1	May be inoperative provided: a) Associated Generator Volts and AMPS displays are operative, and b) Generator(s) output is closely monitored during flight.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
1.	Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include seat(s) behind and/or adjacent to outboard seats. NOTE 3: Inoperative seats do not affect the required number of Flight Attendants.	
1)	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in the taxi, takeoff, and landing (TTL) position.	
2)	Underseat Baggage Restraining System	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining system, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining system.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
1.	Passenger Seat(s) (Cont'd)					
3)	Armrests					
a)	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
b)	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
4)	Seat Belt/Air Bags Restraint Systems					
a)	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative and occupied provided affected seat is blocked and placarded "DO NOT OCCUPY".	
b) ***	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2.	Emergency Medical Equipment					
1) ***	Automatic External Defibrillator (AED) and/or Associated Equipment	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	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	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
3.	Overwater Survival Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
4.	"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.	
5.	Cargo Restraint Systems	C	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source (i.e., an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document) are observed.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
6.	Pilot Seats					
1)	Vertical Adjustment	C	-	-	(M)(O) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Seat is able to move Fore-Aft on its track.	
2)	Armrest(s)	C	-	-	(M)(O) May be inoperative provided: a) Armrest is secured in full up position, and b) Seat is acceptable to affected crewmember.	
3)	Recline Adjustment	C	-	-	(M)(O) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Seat is able to move Fore-Aft on its track.	
4)	Lumbar Adjustment	C	-	-	May be inoperative provided seat is acceptable to affected crewmember.	
(Continued)						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
6.	Pilot Seats (Cont'd)					
5)	Thigh Adjustment	C	-	-	May be inoperative provided seat is acceptable to affected crewmember.	
6)	Seat Belt Inertial Reel	C	-	-	May be inoperative provided inertial reel lock handle engages and locks shoulder straps securely and is acceptable to affected crewmember.	
7)	Vertical Back Rest Adjustment	C	-	-	May be inoperative provided seat is acceptable to affected crewmember.	
7.	Rudder Pedal Adjustment	C	-	-	(M) May be inoperative provided: a) Rudder Pedal(s) can be secured in a position acceptable to affected crewmember, and b) Position of Rudder Pedal(s) permits full flight control movement.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
8. ***	Observer Seat					
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 2 flight-days.	
		A	-	-	May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to FAA inspector for performance of official duties, and c) Repairs are made within 2 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 inspector determines conditions to be acceptable.	
					NOTE 2: Pilot in command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
9. ***	Megaphones				Deleted, Revision 6.	
10. ***	Crash Axe	D	-	-	Any in excess of those required by 14 CFR may be missing.	
11. ***	Overhead Storage Bin(s)/Cabin, Galley, and Lavatory Storage Compartment/Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected 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 or compartment is not used for storage of any items except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead storage compartment is considered inoperative.	
(Continued)						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11.	Overhead Storage Bin(s)/Cabin, Galley, and Lavatory Storage Compartment/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) Associated 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 crewmembers 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, compartment, or closet (permanently affixed) is available for use.	
1) ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in unlocked position provided doors can be secured by other means. NOTE: Storage Compartment Key Locks pertain to interior key locks only.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
12.	Galley/Cabin Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	
13.	Exterior Lavatory Door Ashtray	A	1	0	May be missing provided it is replaced within 3 calendar-days.	
14. ***	Baggage Compartment Shelves	D	-	-	May be removed or inoperative provided shelves are in down position.	
15.	Restraint Straps (Aft Coat Closet)	D	-	-	May be inoperative or removed provided shelves are not used.	
16. ***	External Camera System	D	-	0		
17. ***	Emergency Vision Assurance System (EVAS)	C	-	0		
18.	Reference Eye Locator	C	1	0	May be missing or damaged.	
19. ***	Passenger Underseat Stowage Drawers	C	-	-	(O) May be inoperative, missing, or have broken latches provided: a) Drawer does not block an Emergency Exit, b) Drawer does not restrict any passenger from access to main airplane aisle, and c) Affected drawer is emptied, secured, and placarded "DO NOT USE".	
20. ***	Airshow System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21. ***	Flite Phone System	C	-	0		
22. ***	Airplane Ladder	D	-	0	May be inoperative, damaged, missing, or removed. NOTE: Removal will require airplane Weight and Balance considerations.	
23. ***	Airplane Tow Bar	D	-	0	May be inoperative, damaged, missing, or removed. NOTE: Removal will require airplane Weight and Balance considerations.	
24.	Baggage Compartment Heating Blankets	D	2	0	(M) May be inoperative provided system is deactivated and BAGGAGE COMPRT Heat Switch is OFF.	
25.	Nonessential Equipment and Furnishings (NEF)	D	-	-	May be inoperative, damaged, or missing provided item(s) is deferred in accordance with operator's NEF deferral program. NEF program, procedures, and processes are outlined in operator's manual or listing. (M) and (O) procedures, if required, must be available to flightcrew and included in operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Baggage Compartment Smoke Valve	C	1	0	May be inoperative CLOSED.	
2.	Baggage Compartment Smoke Detector System	C	1	0	May be inoperative provided: a) Baggage Compartment Smoke Valve is verified CLOSED, b) Baggage compartment remains empty or noncombustible materials only are carried, and c) BAGGAGE COMPRT Heat Switch is OFF.	
3.	APU Bleed Leak Detector	C	1	0	May be inoperative provided APU bleed air is not used.	
4.	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	
5.	Fire Extinguisher Thermal Discharge Disk	C	1	0	May be missing provided: a) Adequate charge is checked during preflight inspection, b) Crew confirms EICAS message L ENG FIRE BTLE or R ENG/APU FIRE BTLE is not displayed, and c) Yellow EMPTY light is not illuminated.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
6.	APU Fire Detection System	C	1	0	(M) May be inoperative provided: a) APU is not used, and b) APU CONT circuit breaker is pulled and collared. NOTE: APU Master Switch set to OFF.	
7.	APU Fire Extinguisher System	C	1	0	(M) May be inoperative provided: a) APU is not used, and b) APU CONT circuit breaker is pulled and collared. NOTE: APU Master Switch set to OFF.	
8.	Cargo Compartment 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 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection system (not suppression).	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
9. ***	Lavatory Smoke Detection System	C	-	-	(M)(O) Lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> a) Lavatory waste receptacle is empty, b) Associated lavatory door is LOCKED CLOSED and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.	
10.	External Engine/APU Fire Bottle Indicating Test Circuit	C	1	0	May be inoperative provided cockpit engine/APU fire bottle test is satisfactory.	
11. ***	Galley/Entertainment System Overheat Detection System	D	1	0	(M) May be inoperative provided Galley and Entertainment Systems are deactivated.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
1.	Aileron Trim System	B	1	0	(O) May be inoperative provided: a) Trim is in neutral position for takeoff, and b) Rudder trim system is operative.	
2.	Aileron Trim Position Indicator	C	1	0	May be inoperative provided: a) Aileron trim system is verified to be operative before each departure, and b) Aileron trim is properly set and checked visually before each departure.	
3.	Elevator Q Feel Unit (Or Indicator)	C	1	0	(M) May be inoperative provided: a) Q-Feel Unit is verified in low speed position, and b) Airspeed remains at or below 250 KIAS.	
4.	Rudder Trim Motors	C	2	1	May be inoperative provided trim functions normally.	
5.	Rudder Trim Position Indicator	C	1	0	May be inoperative provided: a) Rudder Trim Control System operates normally, and b) Rudder Trim Tab is verified to be in neutral position with Yaw Damper OFF before departure.	
6.	Rudder Bias OFF Warning Indicator	B	1	0	(O) May be inoperative provided Rudder Bias is verified to be operative and selected ON before each flight.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
7.	Horizontal Stabilizer Position Indicator	B	1	0	May be inoperative provided: a) Horizontal Stabilizer system is operative, and b) Stabilizer is visually verified to be set between two takeoff reference marks 0° and 10° on vertical stabilizer before every takeoff. NOTE: Correct takeoff trim setting may be found in Section V of AFM in Horizontal Stabilizer Trim Setting for Takeoff chart.	
8.	Slat/Flap/Krueger Position Indicator	C	1	0	May be inoperative provided: a) Slats are verified to be properly positioned after each commanded control movement, b) T/O UNSAFE Warning is operative, c) Flaps correspond with Horizontal Stabilizer, and d) Kruegers are operative.	
9.	Krueger System	C	1	0	May be inoperative provided: a) Kruegers are retracted, and b) Slats are operative.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
10.	Horizontal Stabilizer Trim Audio Signal	C	1	0	May be inoperative provided: a) Horizontal stabilizer trim is operative, b) T/O UNSAFE Warning message is operative, c) Horizontal stabilizer position indicator is operative, and d) Autopilot is not used.	
11.	Rudder Gust Lock	C	1	0	(O) May be inoperative provided: a) Rudder Gust Lock handle is in "RELEASED" position, and b) Rudder has "Freedom of Movement".	
12.	Slats and Krueger Systems	A	1	0	May be inoperative provided: a) AFM Supplement No. 8, Operations with Slats/Krueger Retracted (0°/0°), is used for flight operations under these conditions, and b) Repairs are made within 1 flight-day.	
13.	Flight Airbrakes Warning System	B	1	0	May be inoperative provided: a) Airbrakes are verified to be operative before takeoff, b) Airbrakes are verified retracted before takeoff, and c) T/O UNSAFE warning is operative.	
14.	Ground Airbrakes Warning System	C	1	0	May be inoperative provided: a) Ground Airbrakes are verified to be operative, b) Ground Airbrakes are confirmed retracted before takeoff, and c) T/O UNSAFE warning is operative.	

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TABLE KEY

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
15.	Ground Airbrake System	C	1	0	(M)(O) May be inoperative provided: a) Ground Airbrake System is deactivated, b) Ground Airbrakes are confirmed retracted before takeoff, c) Takeoff and landing distances are adjusted in accordance with AFM, d) Takeoff, abort, and landing procedures are briefed accordingly, and e) Associated circuit breaker is pulled and collared. NOTE: Takeoff and landing distance adjustments are documented in procedures in Section VII of the AFM in Summary of Correction Factors and Landing Distance Corrections chart.	
16.	Automatic Ground/Airbrake System	C	1	0	(O) May be inoperative provided: a) Airplane is operated in accordance with the AFM Summary of Corrections Factors and Landing Distance Corrections chart, and b) Ground A/B Switch is selected to OFF position.	
17.	Horizontal Stabilizer Trim Switches	C	2	1	May be inoperative provided: a) Autopilot is operative, and b) Airplane is flown from the pilot position with the operative trim switch.	
18.	Rudder Pedal Adjustment	C	2	0	(M) May be inoperative provided: a) Rudder pedals can be secured in a position acceptable to affected crewmember, and b) Position of rudder pedals permits full flight control movement.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Temperature Indication	C	1	0	(O) May be inoperative provided flight is conducted at a TAT at least 3 °C above fuel low temperature limitation.	
2.	Pressure Fueling System	C	1	0		
3.	Wing Interconnect Valve	C	1	0	(O) May be inoperative provided: a) Feed tank interconnect system is operative, b) Wing Interconnect Valve is verified CLOSED, and c) Active balance system is operative.	
4.	Wing Fuel Quantity Indicating Systems	C	2	1	One may be inoperative provided: a) Center fuel tank has a minimum of 1,000 lb available for dispatch, b) Associated FUEL LEVEL LOW message is operative, c) All other fuel components are operative, and d) EICAS Fuel Total is placarded inoperative.	
5.	Fuel Total Indication	C	1	0	(O) May be inoperative provided alternate procedures for determining total fuel quantities are developed and used.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
6.	Fuselage Tanks (Forward, Fuselage, Center) Fuel Quantity Indicating Systems (Cockpit)	C	3	2	(O) May be inoperative provided: a) Both Fuel Flow Indicating Systems are operative, b) Fuel reserves are increased by 10%, and c) EICAS Fuel Total Indication is placarded inoperative.	
7.	Standby Fuel Pumps	A	2	1	(M) May be inoperative provided: a) Flight is limited to FL 310 (in case of fuel pressure loss, descend to FL 250), b) Interconnect valves are operative, and c) Repairs are made within 1 flight-day. NOTE: Do not operate APU if Right Standby Fuel Pump is inoperative.	
8.	Fuel Flow Indicating Systems	B	2	1	May be inoperative provided: a) All other engine indications are operative, b) All Fuel Quantity Indication Systems are operative, and c) ITT, N ₁ , and N ₂ Indicators are compared with those of other engine.	
9.	Fuel Used Indicating System	C	1	0	May be inoperative provided: a) All other engine indications are operative, and b) All Fuel Tank Quantity Indication Systems are operative.	
10.	Pressure Fueling Cap	A	1	0	May be missing provided replacement is installed within 3 flight-days.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
11.	Pressure Defueling System	C	1	0		
12.	Fluid Quantity Measurement Computer (FQMC) Fail Warning Systems	A	2	0	May be inoperative provided: a) Both Fluid Quantity Measurement Computers (FQMC) are operative before each flight, and b) Repairs are made within 1 flight-day.	
13.	Engine Fuel Cutoff Switch Guards	A	2	0	(O) May be inoperative provided repairs are made within 1 flight-day.	
14.	Fuel Low Level Warning System	B	1	0	May be inoperative provided: a) All fuel quantity systems are operative, and b) Crewmembers monitor fuel quantity during flight.	
15.	Refuel Pushbutton	C	1	0		
16.	Pressure Refueling Cap Chain	C	1	0	May be broken or missing.	
17.	APU Shutoff Valve	C	1	0	(M)(O) May be inoperative provided: a) APU is not used, b) Associated circuit breaker is pulled and collared, and c) APU Master Switch is set to OFF.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	Accumulator Pressure Gauges	C	2	0	(M) May be inoperative provided accumulator pressure is verified before each flight.	
2.	Hydraulic Pump Pressure Warning Systems	C	2	1	(O) May be inoperative provided: a) AUX pump is verified to be operative before each flight, and b) Speed brakes, elevators, and ailerons are cycled simultaneously to ensure NO message light is turned ON before each flight. c) Airplane is operated in accordance with AFM Limitations. NOTE: HYD PUMP PRESS LOW or HYD PUMP PRESS HI messages may be illuminated depending on system failure mode prior to cycling controls simultaneously.	
3.	Auxiliary Hydraulic Warning System	C	1	0	May be inoperative provided: a) Right Hydraulic Pressure Indicator is operative, b) Right Hydraulic Quantity Indicator is operative, and c) Crewmembers monitor Auxiliary Hydraulic Pump operations.	
4.	Hydraulic Level Low Warning Systems	A	2	1	(O) May be inoperative provided: a) Hydraulic system is operative, b) Associated hydraulic filter bypass indicator is verified to be in normal (recessed) position before each engine start, and c) Repairs are made within 1 flight-day.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
5.	Hydraulic System(s) Filter Warning Indication(s)					
1)	Left Hydraulic System Filter Warning Indication(s) (EDP Press, Left Return)	A	2	1	(O) May be inoperative provided: a) Associated hydraulic system is operative, b) All flight control limits checked with EDP prior to departure, c) Hydraulic filter DPI confirmed in the recessed position HYD PRESS FILTER (L) or HYD RTN FILTER (L) may be displayed on the CAS), and d) Repairs are made within 1 flight-day.	
		C	2	1	(O) May be inoperative provided: a) Associated hydraulic system is operative, b) All flight control limits checked with EDP prior to departure, and c) Hydraulic filter DPI confirmed in the recessed position HYD PRESS FILTER (L) or HYD RTN FILTER (L) may be displayed on the CAS.	
2)	Right Hydraulic System Filter Warning Indication(s) (EDP Press, AUX Press, Right Return)	A	3	1	(O) May be inoperative provided: a) Associated hydraulic system is operative, b) All flight control limits checked with AUX (EMP) and EDP prior to departure, c) Hydraulic filter DPI confirmed in the recessed position HYD PRESS FILTER (R or AUX) or HYD RTN FILTER (R) may be displayed on the CAS), and d) Repairs are made within 1 flight-day.	
(Continued)						

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
5.	Hydraulic System(s) Filter Warning Indication(s) (Cont'd)					
2)	Right Hydraulic System Filter Warning Indication(s) (EDP Press, AUX Press, Right Return) (Cont'd)	C	3	1	(O) May be inoperative provided: a) Associated hydraulic system is operative, b) All flight control limits checked with EMP and EDP prior to departure, and c) Hydraulic filter DPI confirmed in the recessed position HYD PRESS FILTER (R or AUX) or HYD RTN FILTER (R) may be displayed on the CAS.	
6.	Auxiliary Hydraulic Press Filter Warning Systems				Relief moved to item 29-5, Revision 6.	
7.	Hydraulic Tank Pressure Warning System	C	2	0	May be inoperative provided: a) Both Hydraulic Pressure Indicators are operative, b) Hydraulic pressure is monitored during flight, and c) Flight is conducted in accordance with AFM procedures.	
8.	Hydraulic Accumulators	C	2	1	May be inoperative provided: a) Both hydraulic systems are operative, and b) Auxiliary Hydraulic Pump is operative.	
9.	Auxiliary Hydraulic System Auto Functions	C	1	0	May be inoperative provided affected pump switch is selected to OVRRD before each takeoff and approach/landing.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Forward Windshield Heating Systems	C	2	1	(M) May be inoperative provided: a) Windshield defogging system is operative, b) Inoperative system is deactivated, and c) Airplane is not operated in visible moisture or known or forecast icing conditions.	
2.	Side Windows Heating System	C	-	0	(M) May be inoperative provided: a) Windshield defogging system is operative, b) Inoperative system is deactivated, and c) Airplane is not operated in known or forecast icing conditions.	
3.	Pitot Heaters	B	2	1	Except where enroute operations require their use, may be inoperative provided: a) Flight is conducted between sunrise and sunset in VMC only, b) Flight is not conducted in visible moisture of any form, c) Both Ice Detectors must be operative, and d) Airplane is not operated in known or forecast icing conditions.	
4.	Static Port Heating System	C	6	4	Except where enroute operations require their use, two may be inoperative provided flight is not conducted in known or forecast icing conditions.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
5.	Angle of Attack Sensor Heating Systems	C	2	1	May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Both Ice Detector Systems are operative.	
6.	Pneumatic Boot Deicing System	C	1	0	(M) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) System is secured to ensure boots will remain deflated by suction.	
7.	Deicing System Timers	C	2	1	May be inoperative provided other timer, normal or alternate, is operative.	
8.	Ice Detection Systems	C	2	0	(O) May be inoperative provided aircraft is operated in accordance with AFM procedures for Operations During Icing Conditions. NOTE: Wing deicing should be activated according to visual monitoring of ice accumulation on wing and remaining ice detection system indications.	
9. ***	Windshield Wipers	C	2	0	(M) May be inoperative or missing provided: a) Airplane is not operated in precipitation within 5 nautical miles of airport of intended departure and landing, b) Wiper switch is turned to OFF/PARK position, and c) Wipers/Arms are deactivated in stowed position.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
10.	Windshield Surface Seal Protection Systems	D	2	0	May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of airport of takeoff or intended landing.	
11.	Engine Anti-Ice System(s)					
1)	Engine Anti-Ice Valves	B	2	0	May be inoperative CLOSED provided: a) Flight is not conducted in visible moisture below +10 °C, and b) Airplane is operated in accordance with AFM Limitations. NOTE: An Engine Anti-Ice Valve failed in CLOSED position during ground operations below +10 °C requires avoidance of icing conditions. AFM required speed compensation and Limitations apply.	
		B	2	0	May be inoperative OPEN provided: a) Engine ground operations are not conducted above +10 °C, and b) Airplane is operated in accordance with AFM Limitations. NOTE: An Engine Anti-Ice Valve failed in OPEN position above +10 °C requires AFM Limitations for speed compensation and Engine Anti-Ice Valve temperature limitations be adhered to.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
12.	Windshield Ice Detector Light	C	1	0	May be inoperative provided both ice detection systems are operative.	
13.	Ejector Flow Control Valve (EFCV) Heater Blanket	C	3	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
14.	Pitot Heat Warning Systems	C	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
15.	Pneumatic Boot Deicing Warning System	C	1	0	May be inoperative provided Pneumatic Boot Deicing System is confirmed operative before each departure.	
		C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
16.	Drain Mast Heating System	C	1	0	(O) May be inoperative provided: a) Associated galley service basin, ice drawer, and lavatory basin are not used, b) Any ice or liquid is removed from galley service drawer, and c) Water tank is fully purged.	
17.	Total Air Temperature (TAT) Probe Heating System	B	1	0	(O) May be inoperative provided: a) Airplane is operated between sunrise and sunset in VMC only, b) Airplane is not operated in visible moisture, and c) Airplane is not operated in known or forecast icing conditions.	

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TABLE KEY

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
	FLIGHT DATA RECORDER (FDR) INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL CERTIFICATE					
1.	Flight Data Recorder (FDR) System	C	-	1	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: <ol style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in operator's MEL unless: <ol style="list-style-type: none"> 1) FDR failure occurs after pushback but before 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 before dispatch, and d) Repairs are made within 3 flight-days. 	
1)	FDR Recording Parameters Required by 14 CFR	A	-	0	Up to three recording parameters may be inoperative provided: <ol style="list-style-type: none"> 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 completion of next heavy maintenance visit.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flight Data Recorder (FDR) System (Cont'd)					
	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) System	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 14 CFR.	
2.	Master Warning Lights System	A	2	1	May be inoperative provided: a) All remaining warning lights and indications are operative, and b) Repairs are made within 2 flight-days.	
3.	Master Caution Lights System	A	2	1	May be inoperative provided: a) All remaining warning lights, caution lights, and indications are operative, and b) Repairs are made within 3 flight-days.	
4.	Clocks	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
5. ***	Security System	D	-	-		
6.	Flight Hours Recorder	C	1	0	May be inoperative provided flightcrew records airplane flight time.	
7.	AOA Indexer	C	1	0		
8.	AOA Digital Readout	C	1	0		
9.	Maintenance Data Computer	D	1	0		

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
1.	Antiskid System	B	1	0	(O) May be inoperative provided appropriate AFM procedures and performance charts are used.	
2.	Nose Wheel Steering System				Deleted, Revision 6.	
3.	Nose Landing Gear (NLG) Towing Adapter	D	1	0	(M) Must be removed before takeoff if bent or damaged.	
4.	Parking Brake Warning System	C	1	0	(O) May be inoperative provided: a) Crewmembers confirm operation of Parking and Emergency Brake before each flight, and b) Crewmembers will ensure Parking Brake is released before taxi, takeoff, and landing. NOTE: Parking Brake is not meant to take place of wheel chocks for maintaining airplane in its parked position.	
5.	Wheel De-Spin System	D	1	0	(O) May be inoperative provided appropriate AFM procedures are used.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
6.	Rudder Pedal Steering	B	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) All takeoff and landings are made from left seat, b) Nose Wheel Steering Switch is ON, and c) Operational runway conditions: <ul style="list-style-type: none"> 1) Crosswind component does not exceed 10 knots for a DRY runway condition, and 2) Crosswind component does not exceed 5 knots for a WET runway condition. 	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
4.	Landing Lights	C	2	1	May be inoperative between sunset and sunrise provided taxi lights are operative.	
		C	2	0	May be inoperative for operations between sunrise and sunset.	
1)	Pulse Light Function	D	1	0	May be inoperative provided both Landing Lights are operative.	
5.	Taxi Lights	C	2	0	May be inoperative between sunset and sunrise provided both landing lights are operative.	
		C	2	0	May be inoperative for operations between sunrise and sunset.	
6.	Anticollision Light System (Beacon)	B	2	1	As required by 14 CFR.	
					Deleted, Revision 6.	
7.	Wing Inspection Lights	C	2	0	(O) May be inoperative provided a portable lamp/light of adequate capacity for wing inspections is available for night operations in icing conditions.	
		C	2	0	May be inoperative for operations between sunrise and sunset.	
8. ***	Exterior Emergency Lighting System	C	1	0	May be inoperative for operations between sunrise and sunset.	
9. ***	Logo Lights	D	2	0		
10.	Strobe Lights (White)	C	2	0	May be inoperative for other than night operations provided the Beacon is operative.	
					Deleted, Revision 6.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
11.	Pylon Lights	C	2	0		
12.	Exterior Service Door Lights	D	-	0		
13.	Dome Lights	C	2	1	May be inoperative provided same side Map Light is operative.	
14.	Entry Lights	C	3	0		
15.	Boarding Lights	C	-	0		
16.	Lavatory Lights	C	-	0		
17.	Vanity Lights	C	-	0		
18.	Reading Lights	C	-	0		
19.	Crewmember Flashlight Holder/Charger Assemblies (Including Flashlight)	D	-	0	May be inoperative or missing provided each crewmember has a flashlight readily available that meets requirements of 14 CFR, if applicable.	
1)	Holder/Charger Assembly	D	-	0	May be inoperative or missing.	
2)	Flashlight	D	-	0	Any in excess of requirements of 14 CFR may be inoperative, damaged, or missing.	
20.	Position Light System(s)	C	1	0	May be inoperative provided airplane is not operated between sunset and sunrise.	
1)	Segmented LED Wing Position Light System	C	5	3	Two of five LED light segments may be inoperative per wingtip assembly.	
2)	Segmented LED Aft Position Light System	C	4	0	May be inoperative provided airplane is not operated between sunset and sunrise.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
21.	Passenger Lighted Information Signs 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					
1)	Passenger Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
1.	Standby Altimeter	B	1	0	May be inoperative for sunrise to sunset VMC flight only.	
2.	Standby Airspeed Indicator	B	1	0	May be inoperative for sunrise to sunset VMC flight only.	
3.	Nonstabilized Compass	B	1	0	(O) May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems is operative.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two gyro or INS stabilized compass systems is operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of 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, operative, and used in conjunction with approved free gyro navigation techniques.	
4.	V _{MO} /M _{MO} Aural Warning	B	2	1	May be inoperative provided both Mach/Airspeed Indicators are operative.	
5.	Airspeed Warning Clacker	C	2	1		
6. ***	Flight Information System	C	-	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
7.	Altitude Alerting System	A	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days. 	
1)	Aural Alert	C	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Visual alert operates normally, and b) Autopilot with altitude capture operates normally. 	
2)	Visual Alert	C	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally. 	
8.	Navigation Systems (VOR/ILS, ADF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
9.	Long Range Navigation System (IRS, GPS, and LORAN)	C	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Affected system is not required for attitude or heading data, and b) 14 CFR does not require system for operations conducted. 	
10.	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
11.	Weather Radar System	C	-	-	As required by 14 CFR.	
12. ***	Storm Scope	C	-	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
13.	Radio Altimeter System	A	1	0	May be inoperative provided: a) Approach minimums are not dependent on its use, and b) Repairs are made within 2 flight-days. NOTE: Inoperative Radio Altimeter will affect Ground Proximity Warning System (GPWS) and Traffic Alert and Collision Avoidance System (TCAS).	
14.	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.	
1) ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
1) ***	Elementary and Enhanced Downlink Aircraft 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 prior to completion of next heavy maintenance visit.	
2) ***	ADS-B Squitter Transmissions				Relief moved to item 34-23, Revision 6.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
15.	Automatic Direction Finding Equipment (ADF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
16.	Marker Beacon Receivers	C	-	-	May be inoperative provided approach minimums do not require its use.	
17.	Primary Flight Displays (PFD)					
1)	ILS/VOR Deviation Indicator	C	2	0	May be inoperative provided approach minimums do not require its use.	
2)	DH Set	C	2	0	May be inoperative provided approach minimums do not require its use.	
3)	Selected Heading	C	2	0		
4)	Selected Course	C	2	0	May be inoperative provided navigation does not require its use.	
5)	Bearing Indicators	C	4	2	One side may be inoperative.	
6)	Groundspeed/Time to Go	C	2	0		
7)	Elapsed Time	C	2	0		
8)	TAS Indications	C	2	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
18.	Vertical Speed Indications (PFD)	C	2	1	May be inoperative for sunrise to sunset VMC operations only.	
19.	Multifunction Display (MFD) (LH MFD, RH MFD)	C	2	1	May be inoperative provided EICAS is operative.	
20.	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute 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) Enroute and approach procedures do not require its use.	
21.	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
21.	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
1) ***	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	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.	
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, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.	
3)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4)	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) ***	Airspace Selection Function	C	-	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
22.	Terrain Awareness and Warning System (TAWS)					
	Class A TAWS Equipment Required					
1)	GPWS	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Glideslope Deviation (Mode 5)	C	-	1		
		B	-	0		
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
22.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
	Class A TAWS Equipment Required (Cont'd)					
1)	GPWS (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)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) is operative.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
22.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
	Class A TAWS Equipment Required (Cont'd)					
2)	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Terrain Displays	C	1	0		
		B	-	0		
4) ***	Runway Awareness and 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 2 flight-days.	
a)	Modes 1 and 3	A	2	0	(O) Both may be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
22.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
	Class B TAWS Equipment Required (Cont'd)					
1)	GPWS (Cont'd)					
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c) ***	Modes 2, 4, and 5	C	3	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
e) ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
3) ***	Terrain Displays	C	-	0		
4) ***	Runway Awareness and Advisory System (RAAS)	C	1	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
22.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
	Class C TAWS Equipment					
1) ***	TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that is operative may be used.	
23. ***	Automatic Dependent Surveillance - Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
(Continued)						

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
23. ***	Automatic Dependent Surveillance - Broadcast (ADS-B) System (Cont'd)	C	-	1	One may be inoperative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
1) ***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
2) ***	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
23. ***	Automatic Dependent Surveillance - Broadcast (ADS-B) System (Cont'd)					
2)	ADS-B Out UAT Transmissions (Cont'd)	C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B In function that operates normally may be used.	
3)	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	
24.	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted between sunrise and sunset in VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
25.	Compass System Flux Valves	C	2	1	May be inoperative provided: a) All reference systems are operative (includes IRSs and/or AHRS), and b) Affected compass system can be slewed to correct heading.	
26.	Attitude Heading and Reference System (AHRS)	A	2	1	(O) May be inoperative provided: a) Airplane is operated in VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, and c) Repairs are made within 1 flight-day. NOTE: With an AHRS failed, neither autopilot nor yaw damper will engage.	
27.	Data Loader	D	1	0		
28.	Air Data Reference Panel	B	2	1	May be inoperative provided co-pilot Baro setting is operative.	
29.	Reversion Switching Panel (RSP)	B	2	1	May be inoperative provided both Multifunction Displays (MFDs) are operative.	
1)	ED Function Pushbutton	C	2	1	May be inoperative provided PAGE function on EICAS Panel operates normally.	
30.	Display Control Panel (DCP)	A	2	1	(M) May be inoperative on right side provided: a) Reversion Switching Panel (RSP) is operative, and b) Repairs are made within 3 flight-days.	

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TABLE KEY

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
31.	Flight Management Systems (FMS) (CDU and Nav Computer Only)	C	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Affected system is not required for IRS alignment, b) Long range Navigation is not dependent on its use, c) Procedures do not require its use, and d) Both RTUs must be operative. <p>NOTE: Two systems are required for dispatch into MNPS or RNP-10 airspace.</p>	
1)	Navigation Database	A	-	-	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days. <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	
32. ***	Airborne Flight Information System (AFIS) (VHF and Satellite)	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.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oxygen System	C	1	0	As required by 14 CFR.	
1)	Crew Oxygen System	C	1	0	As required by 14 CFR.	
2)	Passenger Oxygen System	C	1	0	As required by 14 CFR.	
2.	Passenger Oxygen Deployment System	C	2	0	May be inoperative provided oxygen is available as required by 14 CFR.	
1)	Automatic Oxygen Deployment System	C	1	0	May be inoperative provided: a) Manual deployment operates normally, b) Flight is conducted at or below FL 250, and c) Oxygen is available as required by 14 CFR.	
2)	Manual Oxygen Deployment System	C	1	0	May be inoperative provided: a) Automatic deployment operates normally, b) Flight is conducted at or below FL 250, and c) Oxygen is available as required by 14 CFR.	
3)	Personal Service Units (PSU)	C	1	0	May be inoperative provided: a) Associated seats are BLOCKED and placarded "DO NOT OCCUPY", b) Units are operative at all lavatory and flight attendant locations, and c) Oxygen is available as required by 14 CFR.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
3.	Therapeutic Oxygen	D	-	-	May be inoperative or missing.	
4.	Lavatory Oxygen Drop Out Panel	C	-	0	May be inoperative provided lavatory is BLOCKED and placarded "DO NOT OCCUPY".	
5. ***	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
6.	Oxygen Service Panel Pressure Gauge	C	-	0	(M)(O) May be inoperative provided Oxygen Pressure Indication on EICAS is operative and monitored.	

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
1.	Potable Water System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
2.	Lavatory Waste System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
		C	-	-	(M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded "INOPERATIVE - DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
3.	Lavatory External Service Cap	C	1	0	May be inoperative or missing provided: a) Waste valve is verified CLOSED before each flight, and b) No leakage can be detected after each servicing.	
4.	External Water Service Cap	C	1	0	May be inoperative or missing provided: a) Water valve is verified CLOSED before each flight, and b) No leakage can be detected after each servicing.	

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	Electronic Flight Bag Systems (EFB)					
***	EFB System (Installed EFB System)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	NOTE: Any function, program, or document which operates normally may be used. May be inoperative provided procedures do not require its use.	
***	Data Connectivity	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	Power Supply/Power Connection	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	Mounting Devices	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from aircraft, and b) Procedures do not require its use.	
5) ***	Charts Database				Deleted, Revision 6.	

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	Auxiliary Power Unit (APU)	C	1	0	(O) May be inoperative provided its use is not required by other inoperative items.	
2.	APU Air Inlet Door Actuator	C	-	0	(M) May be inoperative provided: a) APU Air Inlet Door is verified fully CLOSED, and b) APU DOOR circuit breaker is OPENED and secured.	
		C	-	0	(O) May be inoperative provided: a) APU Air Inlet Door is fully OPEN, b) APU DOOR IN TRANSIT message is not displayed, c) EICAS APU RPM and EGT are displayed prior to start, d) APU is operated throughout entire flight, and e) Airplane is operated in accordance with AFM Limitations.	
3.	APU Bleed Shutoff Valve	A	1	0	May be inoperative provided: a) APU is operated for electrical power only, and b) Repairs are made within 3 flight-days.	

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
4.	APU Starter/Generator	B	1	0	(M) May be inoperative for electrical generation provided: a) Starter portion of APU starter/generator is functional, b) Integrity of starter/generator is determined safe for operation, c) APU generator switch is OFF, and d) APU GCU circuit breaker is pulled and deactivated.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cabin Door Lifting System	C	1	0		
2.	Cabin Door Assist Handle	C	1	0	May be inoperative provided it does not interfere with normal door operations.	
3.	Cabin Door Interior Railing	C	2	0	May be inoperative provided it does not interfere with normal door operations.	
4.	Service Door System Warning Light	C	1	0	(O) May be inoperative provided a crewmember verifies by visual inspection before each departure that associated system door is CLOSED and secured.	
5.	Baggage Door Warning System	C	1	0	May be illuminated provided before each departure: a) Door is CLOSED, latched (two indications), and LOCKED, b) Baggage compartment pressurization valve is CLOSED (per AFM), and c) Pressurization pushbutton is selected to Manual Mode before departure and remains in Manual Mode throughout flight.	
6.	Cabin Door Warning System	C	1	0	May be inoperative provided: a) Latching and LOCKING marks are aligned, b) Inner handle is securely LOCKED, and c) Pressurization pushbutton is selected to Manual Mode before departure and remains in Manual Mode throughout flight.	
7.	Emergency Exit Warning System	C	1	0	(O) May be inoperative provided a crewmember ensures Emergency exit is secured before each flight.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
8.	Refueling Door Warning System	B	1	0	(O) May be inoperative provided a crewmember checks door is secure and LOCKED before each departure.	
9.	Baggage Compartment Door Seal	C	1	0	May be inoperative provided: a) Airplane baggage compartment remains unpressurized, and b) BAGG PRESS Pushbutton is pressed CLOSE. NOTE: Pressure sensitive cargo is not carried in baggage compartment.	
10.	Main Entry Door, Primary Door Seal	C	1	0	(O) May be inoperative provided: a) Primary seal does not interfere with door operation, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	
11.	Main Entry Door, Acoustic Seal Curtain	D	1	0		
12.	Hinged Door Flapper-Sill	D	1	0	Flightcrew must verify flapper is CLOSED before entering or exiting airplane.	
13.	Keyed Door, Panel, and Compartment Locks	C	-	-	(O) May be inoperative, damaged, or missing provided associated door, compartment, or cover is verified to be secured before each departure.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
14.	Baggage Compartment Fold-Down Stairs	C	1	0	(O) May be inoperative, damaged, or missing provided: a) Stairs are not used to access baggage compartment, and b) Stairs are secured to prevent interference with baggage door operation.	
1)	Fold-Down Stairs Quick Release Pin Assembly	D	1	0	(O) May be inoperative or missing provided alternate means are used to secure steps.	
15.	Baggage Door Latch Inspection Windows	C	2	0	May be damaged or missing provided viewing of positive latch engagement is not obstructed.	
16.	Lavatory Door	D	-	-	(M) May be inoperative provided the affected door is secured OPEN or CLOSED for taxi, takeoff, and landing. NOTE: Includes pop-up panels, latches, locks, and handles.	
17.	Nose Compartment External Access Door Hold-Open Support Rods and Attachment Points	C	2	0	(M) May be missing or inoperative provided: a) Door can be properly CLOSED and latched, and b) Rod is removed or secured for flight.	

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71. Powerplant

Sequence No.	Item	1	2	3	4	Change Bar
1.	Automatic Power Reserve (APR) System	C	1	0	May be inoperative provided: a) APR is not armed, and b) AFM takeoff limitations and performance for APR OFF are observed.	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Flow EICAS Indicators	B	2	1	May be inoperative provided: a) Associated N ₁ and N ₂ Indicating Systems are operative, b) Fuel Quantity Indicating Systems are operative, and c) Fuel Flow Indications are verified on Flight Management System (FMS).	
2.	Fuel Pressure Low Warning Systems	C	2	1	(O) May be inoperative provided: a) Motive flow and Standby Fuel Boost Pumps are operative, b) Airplane is operated with associated standby Fuel Pump ON, and c) Airplane is operated at or below FL 250.	
3.	Fuel Filter Warning Systems	A	2	1	(M) May be inoperative provided: a) Fuel Low Pressure System for affected engine is operative, b) Fuel Flow Indications are operative, c) Associated Filter is verified free of clogging before each flight, and d) Repairs are made within 3 flight-days.	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
4.	Fuel Temperature Indicating System	C	-	-	May be inoperative provided Fuel Tank Temperature Low Warning system is operative.	
		C	-	-	May be inoperative provided: a) SAT gauge is operative and is used as a reference for fuel temperature, and b) Flight altitude is planned so as to remain above freeze point of fuel type used.	
5.	Fuel Used Indicating System	C	2	0	May be inoperative provided fuel remaining indications are operative.	

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74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
1.	Automatic Ignition System	C	2	1	May be inoperative provided Manual Ignition is operative.	
2.	Ignition ON Indications	C	2	1	May be inoperative provided: a) Automatic Ignition System is operative during engine start, and b) Crew monitors engine start for normal indications.	

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76. Engine Control						
Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Synchronizer	C	1	0		

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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
1.	ITT Digital Indications	C	2	1	May be inoperative provided: a) All other engine indications are operative, and b) Associated analog display is operative.	
2.	Engine Vibration Monitor	C	2	1	May be inoperative provided all other engine indications are operative.	
3.	Engine Event Recording System	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	

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78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
1.	Thrust Reverser (T/R) ARM/READY Lights	D	2	0	May be inoperative provided: a) T/R operation is verified visually before departure, b) T/R indication in N ₁ display is operative, c) Both L T/R FAIL and R T/R FAIL Caution messages are operative, and d) Associated power lever is not LOCKED from reverser range before flight.	
2.	Thrust Reverser System	D	2	0	(M) May be inoperative provided: a) There is no damage to Thrust Reverser System which could adversely affect operation of airplane, b) Affected Thrust Reverser(s) is deactivated and secured in stowed position by use of LOCKING device, c) Affected manual shutoff valve is selected SHUT-OFF, and d) Appropriate charts are used for wet runway. NOTE: Do not pull out T/R System Circuit Breakers, as T/R FAIL message will be illuminated.	

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79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Oil Level Low Warning Systems	C	2	0	(O) May be inoperative provided engine oil levels are verified adequate before each flight.	
2.	Oil Filter Warning System	C	2	0	(M)(O) May be inoperative provided: a) Oil Low Pressure System for affected engine is operative, and b) Associated Filter is verified free of clogging before each flight.	

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80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
1.	Automatic Starter Cutout Feature	C	2	0	May be inoperative provided starter is disengaged manually at 50% N ₂ during engine start.	
2.	Engine Start Switch Guard	C	2	0	May be damaged or missing.	