



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

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# Master Minimum Equipment List (MMEL)

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Revision: 2  
Date: 01/04/2021

## **Gulfstream Aerospace GVII-G500/G600**

**\*\* FOR 14 CFR PARTS 91, 91K, 125, and 135 OPERATIONS ONLY \*\***

AND

**\*\* FOR EASA-REGISTERED AIRCRAFT \*\***

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AIRCRAFT:  
 GVII-G500/G600

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**LOG OF REVISIONS**

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1	06/21/2019	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, 21-2, 21-3, 23-5, 24-3, 24-4, 26-1, 28-1, 28-2, 28-5, 30-1 thru 3, 30-5, 30-6, 31-1, 31-2, 34-20 thru 22, 34-25, 35-1, 36-1, 36-2, 42-1 thru 14, 42-17 thru 24, 42-26 thru 31, 42-33 thru 42, 49-1 thru 3, 52-4, 73-1, 73-2, 80-1.  SECTION 2  2-3, 2-5, 2-7, 2-8, 2-12, 2-13, 2-18, 2-20 thru 22, 2-25 thru 29, 2-31 thru 36, 2-38, 2-39, 2-44, 2-46, 2-47, 2-49, 2-51, 2-53, 2-54, 2-56, 2-58, 2-60
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2	01/04/2021	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, 23-3, 25-6 thru 10, 28-1, 33-5, 34-28, 42-1 thru 14, 42-17 thru 24, 42-26 thru 31, 42-38 thru 39, 42-41 thru 42, 73-1 thru 2, 79-1.  SECTION 2  2-4, 2-17, 2-20 thru 22, 2-25 thru 26, 2-38 thru 40.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 2 DATE: 01/04/2021	PAGE NO. VI
AIRCRAFT: GVII-G500/G600	<b>HIGHLIGHTS OF CHANGE</b>

This is Revision 2 for the Gulfstream GVII-G500/G600 Master Minimum Equipment List (MMEL) for parts 91, 91K, 125, and 135 operations only.

This MMEL has been developed by the FAA as the Certifying Authority (CA) in association with EASA as the Validating Authority (VA).

If a system relief only applies to a specific authority's regulation, there will be a notation such as <FAA> or <EASA>. Otherwise, the relief will apply to both as stated.

When developing a minimum equipment list (MEL) for U.S. operators, then all the EASA-specific relief shall be deleted. Similarly, when developing an MEL for non-U.S. operators, then all the FAA-specific relief shall be deleted.

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.
Cover Page	GVII-G500 and GVII-G600 EASA-registered aircraft are now approved to use this manual.
Page 23-3	Item 4: Emergency Locator Transmitter, revised per Policy Letter 120, Revision 3.
Page 25-6 thru 8	Item 7: Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/Closets, revised per Policy Letter 104, Revision 7.
Page 25-9 and 10	Item 8: Cargo Restraint Systems, revised per Policy Letter 100, Revision 3.
Page 28-1	Item 1: Fuel Tank Temperature Systems, changed relief to require one operative system for dispatch and to use the operative system to approximate the temperature of the inoperative system.
Page 33-5	Item 13: Floor Proximity Emergency Escape Path Marking System Lights <FAA>, Deleted relief in Revision 2.
Page 34-28	Item 38: Air Data Systems (ADS 1-2-3-4), new relief in Revision 2.
Pages 42-1 thru 42-14, 42-17 thru 24, 42-26 thru 31, 42-38 and 39, 42-41 and 42	Item 1: Data Concentration Network (DCN), ASC 900 is replaced with ASC 901.
Page 42-8	Item 1. 2): Data Concentration Network (DCN), RDC 13, Note 2, Item 10 has been changed to notify flightcrews that the MED delay occurs only without ASC 36 (G500) or ASC 23 (G600).

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AIRCRAFT:  
 GVII-G500/G600

**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
Page 42-14	Item 1. 4): Data Concentration Network (DCN), RDC 15, Note 2, Item 9 has been changed to notify flightcrews that the MED delay occurs only without ASC 36 (G500) or ASC 23 (G600).
Pages 73-1 and 2	Item 3: Engine FADEC System, removed reference to GVII-G600 and GVII G500 with EEC Software 5.4.1.2 or Subsequent.
Page 79-1	Item 3: Oil Chip Detect System (“Eng Oil Chip” Indication), removed item in Revision 2 since this does not reference in inoperative system.
Page 2-4	ADS 1-2-3-4 Fail (Cyan – Advisory): New CAS Message relief.
Page 2-17	Database Configuration (Cyan – Advisory): revised per Policy Letter 98, Revision 1.
Pages 2-20 thru 22	DNC RDC 17 FAIL (U) (Amber Caution): ASC 900 is replaced with ASC 901.
Pages 2-25 and 26	DNC RDC 20 FAIL (U) (Cyan – Advisory): ASC 900 is replaced with ASC 901.
Page 2-38	Eng Maint ###, L-R (Cyan – Advisory): below the CAS Message, removed reference to GVII-G600 and GVII-G500 with EEC Software 5.4.1.2 or Subsequent. Removed NOTE 3.
Page 2-39	Eng Maint LTD, L-R (Cyan – Advisory): below the CAS Message, removed reference to GVII-G600 and GVII-G500 with EEC Software 5.4.1.2 or Subsequent. Removed NOTE 3.
Page 2-40	Eng Oil Chip, L-R (Cyan – Advisory): Deleted CAS Message relief in Revision 2.

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AIRCRAFT:

GVII-G500/G600

**DEFINITIONS**

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

FAA PL-25 is in the revision process at the time of this MMEL release. The following paragraph for Gulfstream G500/G600 may be inserted for Item 32.K of the PL.

**K. GULFSTREAM GVII (G500, G600)**

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY (cyan or blue), and STATUS (white). Any WARNING, CAUTION, or ADVISORY alert message affects airplane dispatch status and requires that the AFM and MEL be used to determine dispatch capability. STATUS (white) messages do not affect airplane dispatch capability. For MAINTENANCE messages (i.e., includes the words "Maintenance REQD", "MAINT", or "Maintenance" in the text of the message), the systems are designed to be fault tolerant; however, for any "Maintenance Required", "MAINT", or "Maintenance" message, the MMEL Section Two shall be verified for dispatch purposes. An umbrella CAS message is identified with a "(U)" and may have subordinate displayed and non-displayed Consequential Alert (CA) messages. MEL dispatch capability for an umbrella message and its subordinate CA messages is to be made by referencing only the umbrella message in the MEL. An umbrella messages' subordinate CA messages do not have to be considered for dispatch capability.

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GVII-G500/G600

**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 PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL PL-36, FAR Part 91 MEL Approval. Both PLs are found on the FAA Flight Standards Information Management System (FSIMS) website.

For EASA, a model of acceptable preamble can be found in the CS-MMEL Book, subpart B, GM5 MMEL 120.

Where 14 CFR is stated, this also implies EASA Operating Requirements.

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AIRCRAFT:

GVII-G500/G600

**GUIDELINES FOR (M) AND (O) PROCEDURES**

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operations Procedures for the minimum equipment list (MEL) published by Gulfstream Aerospace.

## SECTION ONE

# LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

REVISION NO. Original  
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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Automatic Pressurization Control Systems (CPCS)	B	2	0	(O) Except for ER operations, may be inoperative provided: a) Manual pressurization control system is operative and functionally checked, b) Cabin altitude and differential pressure indicators are operative, c) No additional failures are present in pressurization system, d) No failures are present in the ECS, e) No failures are present in the bleed system, f) MED must be visually confirmed closed, latched, and locked, g) TROV must remain fully open until after takeoff, and h) Maximum altitude is 40,000 ft. MSL.	
		B	2	1	(O) Except for ER operations, may be inoperative provided: a) Manual pressurization control system is operative and functionally checked, b) Pull operative CPCU SSPC and verify cabin altitude and differential pressure indicators are operative and then reset operative CPCU SSPC: • CPCU 1 – SSPC 2109, • CPCU 2 – SSPC 2110, c) No additional failures are present in pressurization system, d) No failures are present in the ECS, and e) No failures are present in the bleed system.	

(Continued)

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Automatic Pressurization Control Systems (CPCS) (Cont'd)	B	2	0	(O) Except for ER operations, may be inoperative provided airplane is operated in unpressurized configuration. See AFM 03-21-90.	
2.	Manual Pressurization Control System	C	1	0	May be inoperative provided both automatic pressurization control systems are operative.	
3.	Cockpit Zone Temperature Control System and Cabin Zone Temperature Control Systems					
1)	One Zone Inoperative (Automatic and Manual Control)	C	3	2		
2)	Two Zones Inoperative (Automatic and Manual Control)	C	3	1	(O) May be inoperative provided: a) Ram air is operative, and b) Airplane is operated in unpressurized configuration.	
3)	Loss of Automatic Systems	C	3	0	May be inoperative provided: a) Associated manual control system is operative, and b) Associated temperature indicator is operative.	
4)	Loss of Manual Systems	C	3	0	May be inoperative provided: a) Associated automatic control system is operative, and b) Associated temperature indicator is operative.	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Environmental Control System (ECS) Packs					
1)	Pressurized Configuration	C	2	1	Except for ER operations, may be inoperative provided: a) Inoperative ECS pack is selected OFF, b) Thrust recovery outflow valve is operative, and c) Airplane is operated in accordance with AFM Limitations Sections 01-21-10, Cabin Pressurization Control, and 03-01-10, Pack Failure – Single.	
2)	Unpressurized Configuration	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Thrust recovery outflow valve is operative, b) Ram air is operative, c) Airplane is operated in unpressurized configuration, and d) Airplane is operated in accordance with AFM Limitations.	
5.	Air Conditioning System Pack Inlet Valves	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Affected valve is CLOSED, b) Associated air conditioning pack is selected OFF, and c) Airplane is operated in accordance with AFM Limitations Sections 01-21-10, Cabin Pressurization Control, and 03-01-10, Pack Failure – Single.	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Thrust Recovery Outflow Valve (TROV) System	C	1	0	(M)(O) May be inoperative provided: a) Outflow valve is positioned to full OPEN position and electrically isolated, b) Airplane is operated in unpressurized configuration, and c) Extended overwater operations are not conducted.	
7.	Pressure Relief Valve	C	1	0	May be inoperative provided: a) Cabin differential pressure and cabin altitude displays are operative, and b) Maximum cruise altitude is limited to 30,000 ft.	
8.	Cabin Pressure Control Panel	C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
1)	Fault/Manual Switch (Light Function Only)	C	1	0	May be inoperative provided cabin pressure manual (caution) is displayed when manual is selected.	
9.	Remote Filter (Pressure Relief Valve (PRV))	B	1	0		
10.	Cabin Pressure Acquisition Module (CPAM)	C	1	0	May be inoperative provided both auto systems are operative.	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
11.	Ram Air System  Pressurized Configuration	C	1	0	May be inoperative provided: a) Automatic pressurization control system is operative, b) Manual pressurization control system is operative and functionally checked, c) Bleed air pressure regulating and shutoff systems are operative, and d) Both ECS packs and controllers are fully operative and functionally checked.	
12.	PSU Fan	C	1	0	(O) May be inoperative provided: a) Ambient temperature is 95 °F (35 °C) or cooler, b) TRU electrical loads are 50% or less, c) Right main TRU is operative, d) Both environmental control system (ECS) packs are operative, e) Internal baggage door remains OPEN, and f) Airplane is operated at or below FL 400.	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autothrottle Systems	C	2	0		
2.	Performance Management Systems (SmartPerf/TOLD)	C	2	0	May be inoperative provided Performance Handbook is immediately available to the flightcrew.	
3.	Side Stick Autopilot Disconnect Buttons	C	2	1	May be inoperative provided: a) Autopilot is not utilized below 1,500 ft. AGL, b) Approach minimums do not require the use of the autopilot, and c) Airplane is piloted from the side with operative button.	
4.	Autothrottle Disconnect Buttons (On Thrust Lever Handles)	C	2	1		
		C	2	0	May be inoperative provided autothrottle is not used and SSPC 7307 is pulled.	
5.	Autothrottle Engage/Disengage Switches (On Thrust Lever Stem)	C	2	1		
		C	2	0	May be inoperative provided autothrottle is not used and SSPC 7307 is pulled.	
6.	Autopilots/Flight Directors (FD or FGC)	C	2	1	(M) Except for ER operations, may be inoperative provided enroute operations or approach minimums do not require its use.	
					NOTE: Autopilot/FD/FGC is required for MNPS, RVSM, RNP, and PRNAV operations.	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
-----------------------------	--

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Takeoff/Go-Around (TO/GA) Buttons (On Power Lever Handles)	C	2	1	May be inoperative provided approach minimums do not require its use.	
		C	2	0	(O) May be inoperative provided: a) Both power levers are operated manually for takeoff and go-around, and b) Autopilot and flight director are not used below 500 ft. or MDA, whichever is higher.  NOTE 1: Flight director takeoff and go-around guidance and autothrottle are not available with both TO/GA switches inoperative. Missed approach, if needed, must be selected via the option provided in the tray of the TSC.  NOTE 2: TO/GA system is required for RNP AR operations. <EASA>	
8.	Mach Trim Systems	C	2	1		

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
-----------------------------	--

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Communications Systems (VHF, UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.  NOTE: Comm 1 is powered by the Emergency Bus.	
1)	UHF/VHF Communication Control Panels	C	-	0		
2.	Cockpit Voice Recorder (CVR) (Holder of an Air Carrier or Commercial Operator Certificate)  (With Flight Data Recorder (FDR) Installed) <FAA>					
	<FAA>	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		

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**TABLE KEY**

- 1. REPAIR CATEGORY
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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Cockpit Voice Recorder (CVR) (Holder of an Air Carrier or Commercial Operator Certificate) (Without Flight Data Recorder (FDR) Installed) <FAA>					
	<FAA>	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
1) ***	Independent Power Source	C	1	0		
2.	Cockpit Voice Recorder (CVR) <EASA>					
	<EASA>	A	1	0	One or more may be inoperative provided: a) Not more than 72 hours have elapsed since CVR was found to be unserviceable, b) Aeroplane does not exceed eight further consecutive flights with CVR unserviceable, and c) Any FDR required to be carried is operative.	
1) ***	Independent Power Source <EASA>	C	1	0		

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar	
3. ***	Selective Call (SELCAL) Systems	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.		
4.	Emergency Locator Transmitter (ELT)						
	1) ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
	2) ***	Fixed ELTs <FAA>	A	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		<FAA>	A	1	0	(M) 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.	
	<FAA>	D	1	0	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.		
	<FAA>	D	1	0	Any in excess of those required by 14 CFR may be missing.		

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Emergency Locator Transmitter (ELT) (Cont'd)					
2) ***	Fixed ELTs <FAA> (Cont'd)					
	<EASA>	A	1	0	May be inoperative provided repairs or replacements are made within six further flights or 25 flying hours, whichever occurs first.	
***	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.	
***	ELT Indicator Light	D	-	0		
***	ELT Aural Alarm	D	-	0		
5. ***	Crewmember Interphone System	C	2	1		
1)	Passenger Configuration					
a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided alternate communications procedures are established and used.	
		D	-	-	May be inoperative provided procedures do not require its use.	
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.	
6. ***	Interphone Systems	D	-	0		

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Cockpit Speakers	C	2	0	May be inoperative provided: a) Affected speaker is not required for aural warnings, and b) An operative headset is provided for each person on cockpit duty.	
8. ***	Passenger Address (PA) Systems					
1)	Passenger Configuration	B	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
a)	Lavatory Speakers	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
2)	Cargo-Only Configuration (Courier/Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
a)	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
9. ***	Satellite Communication Systems	D	-	0	May be inoperative provided procedures do not require their use.	
10. ***	Prerecorded Passenger Announcement Systems	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
11.	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.	
12.	Flight Deck Headsets Earphones/Headphones and Boom Microphones (Holder of an Air Carrier or Commercial Operator Certificate) <FAA>					
1)	Headset Boom Microphones <FAA>	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 <FAA>	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 <FAA>	D	-	0	May be inoperative provided normal audio function of headset is operative.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
12.	Flight Deck Headsets Earphones/Headphones and Boom Microphones (Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)					
1)	Headset Boom Microphones <FAA>	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 Boom Microphones <EASA>	D	-	2	Any in excess of one headset (including boom microphone) for each required crewmember in flightcrew compartment duty may be inoperative or missing.	
3)	Headset Earphones/Headphones <FAA>	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
4)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
13. ***	Alerting Systems (Audio/Visual)					
1) ***	Passenger Configuration					
a) ***	Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided the flight deck audio alerting system is operative.  NOTE: The flight deck audio alerting must always be operative.	
b) ***	Flight Attendant Visual Alerting System	B	1	0	(O) May be inoperative provided: a) PA system is operative, and b) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to attendant call system is considered a nonessential equipment and furnishings (NEF). <FAA>  NOTE 2: Passenger to attendant call system is considered a passenger convenience item. <EASA>  NOTE 3: Any visual alerting system function(s) that operates normally may be used.	
c) ***	Flight Attendant Audio Alerting System	B	-	0	(O) May be inoperative provided alternate procedures for contacting flight attendants are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
14.	Handset Systems					
1)	Passenger Configuration					
a)	Cabin	B	-	-	(O) May be inoperative provided alternate communications procedures between the flight attendant's station and cockpit are established and used.	
15.	High Frequency (HF) Communication Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	May be inoperative while conducting operations that require two LRCS (HF, SATCOM) provided: a) Aircraft SATVOICE 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, d) Alternate procedures are established and used, and e) The SATCOM preflight test on the data link manager tab is performed.	
16.	NAVCOM Radio (Refers to VHF COM/NAV Radio 3)	C	1	0	May be inoperative provided operations do not require its use.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
17.	Data Link System (CMF)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE 1: CMF is required for ADS-C and CPDLC operations.  NOTE 2: CMF must be operative whenever flights in RNP 4 airspace are conducted.	
		D	2	0	May be inoperative provided routine procedures do not require its use.  NOTE 1: CMF is required for ADS-C and CPDLC operations.  NOTE 2: CMF must be operative whenever flights in RNP 4 airspace are conducted.	
1) ***	Controller-Pilot Data Link Communications (CPDLC)					
a) ***	ATN B1 (PM-CPDLC/Link 2000+)	D	1	0	(O) May be inoperative provided enroute operations do not require its use.	
b) ***	FANS 1/A (ADS-C/CPDLC)	D	1	0	(O) May be inoperative provided enroute operations do not require its use.	
18.	Modular Radio Cabinet (MRC)	A	2	1	May be inoperative provided: a) Associated Comm and Nav radios and opposite ATC are operative, and b) Repairs are made within 1 flight-day.  NOTE: Dispatch is acceptable with an MRC 1 or MRC 2 failed and EICAS cyan messages "APM FAIL" and "ASCB FAIL" displayed.	

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Generators	B	2	1	Except for ER operations, may be inoperative provided: a) APU generator is used for all phases of flight, b) Airplane is operated at or below FL 450, and c) RAT is operative.	
2.	APU Generator	B	1	0	Except for ER operations, may be inoperative provided: a) Both engine generators are operative, b) RAT is operative, c) APU GCU PWR: LPDB circuit breaker is pulled and collared, and d) External AC ground power is available and used for each initial aircraft power-up.	
		C	1	0	Except for ER operations, may be inoperative provided: a) APU is not used, b) APU CTRL, CPOP D-5 circuit breaker is pulled and collared, and c) External AC ground power is available and used for each initial aircraft power-up.	
NOTE: For a successful FCS BIT, the aircraft must have an AC power source operative (external AC power in this case) prior to engine start.						

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Transformer-Rectifier Units (TRU)	B	5	4	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Both generators are operative,</li> <li>b) Both essential TRUs are operative,</li> <li>c) Auxiliary TRU is operative,</li> <li>d) APU generator is operative,</li> <li>e) Both battery chargers are operative,</li> <li>f) Both main airplane batteries are operative,</li> <li>g) Inoperative TRU circuit breaker on the power distribution box is pulled and collared:                             <ul style="list-style-type: none"> <li>• L MAIN TRU: LPDB,</li> <li>• R MAIN TRU: RPDB, and</li> </ul> </li> <li>h) Alternate cabin, galley, and lavatory lighting procedures are established and used.</li> </ul>	
4.	Left Main Airplane Battery Charger	B	1	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Both engine generators are operative,</li> <li>b) APU generator is operative,</li> <li>c) L BATT CHRGR: Left EER circuit breaker on the power distribution box is pulled and collared,</li> <li>d) RAT is operative, and</li> <li>e) L Main BATT switch is selected OFF.</li> </ul>	

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
5.	Left Main Airplane Battery	B	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Both engine driven generators are operative,</li> <li>b) Left main battery cables (both main connector and temperature sensor) are disconnected and secured,</li> <li>c) L BATT CHRGR: Left EER circuit breaker on the power distribution box is pulled and collared,</li> <li>d) All TRUs are operative,</li> <li>e) RAT is operative, and</li> <li>f) L Main BATT switch is selected OFF.</li> </ol> <p>NOTE 1: The left main, right main and EBHA batteries are identical such that any single failed battery can be swapped into the left main position by properly trained personnel to dispatch per this item.</p> <p>NOTE 2: In the event both engine driven generators fail in flight, deploy the RAT prior to starting the APU.</p> <p>NOTE 3: With the left main battery cables disconnected, the following (Amber – Caution) CAS messages can be expected:</p> <ul style="list-style-type: none"> <li>• L Batt Charger Fail,</li> <li>• L Main Batt Volts,</li> <li>• L Main Battery Hot, and</li> <li>• L Main Batt Switch Off.</li> </ul>	

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Battery Ammeters (OHPTS)	C	2	0	May be inoperative provided: a) Associated voltmeter is operative, and b) Both battery charger fail messages are operative.  NOTE: Both battery chargers cannot display fail messages.	
		C	2	0	May be inoperative provided battery ammeter indications are available.	
7.	Battery Voltmeters (OHPTS)	C	2	1	May be inoperative provided associated ammeter is operative.	
		C	2	1	May be inoperative provided battery voltmeter indication is available.	
8.	Electrical Power System EICAS Displays					
1)	L Gen Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.	
2)	L Gen Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
3)	L Gen Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
4)	R Gen Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.	
5)	R Gen Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
6)	R Gen Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
7)	APU Voltmeter	C	1	0	May be inoperative if the frequency meter and loadmeter are operative.	

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
8.	Electrical Power System EICAS Displays (Cont'd)					
8)	APU Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
9)	APU Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
10)	Ext AC Pwr Voltmeter	D	1	0	May be inoperative when external power is not used.	
11)	Ext AC Pwr Frequency Meter	D	1	0	May be inoperative when external power is not used.	
12)	Ext AC Loadmeter	D	1	0	May be inoperative when external power is not used.	
13)	Main and Essential TRU Voltmeters	C	4	0	May be inoperative if the loadmeters are operative.	
14)	Main and Essential TRU Loadmeters	C	4	0	May be inoperative if the voltmeters are operative.	
15)	Ext DC Pwr Voltmeter	D	1	0	May be inoperative if the loadmeter is operative.	
		D	1	0	May be inoperative if external DC power is not in use.	
16)	Ext DC Pwr Loadmeter	D	1	0	May be inoperative if the voltmeter is operative.	
		D	1	0	May be inoperative if external DC power is not in use.	
17)	Battery Ammeters	C	2	0	May be inoperative provided the battery ammeters on OHPTS are operative.	
18)	Battery Voltmeters	C	2	0	May be inoperative provided the battery voltmeters on OHPTS are operative.	

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
9.	Master Power Switch Lights (L GEN, R GEN, APU GEN, EXT PWR)	C	4	3	May be inoperative provided associated AC loadmeter and voltmeter are operative and selected for monitoring on the AC synoptic.	
10. ***	Battery Temperature Indicating System	D	1	0		
11.	External Power System	D	1	0		
12.	Ground Service Bus System	D	1	0		
13.	60 Hz AC Electrical Power Systems	D	2	0	(O) May be inoperative provided: a) Affected circuit breaker is pulled and collared: <ul style="list-style-type: none"> <li>• L FREQ CONV: LPDB,</li> <li>• R FREQ CONV: RPDB, and</li> </ul> b) Flightcrew will brief passengers on items that are inoperative.	

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
14.	Forward and Aft Emergency Battery (IRU Backup Batteries)	B	2	1	(M) One may be inoperative provided: a) Affected battery is located or moved into the aft position (#2 IRU and #3 IRU backup battery position), b) All other components of the electrical system are operative, and c) All three IRSs and both AHRs are operational.  NOTE 1: EICAS message "IRU Sec Pwr 2 – 3 Fail" will be displayed. Each MAIN AC BUS can be powered by the L GEN, R GEN, and APU.  NOTE 2: IRU No. 1 is powered by the Fwd Emerg Batt or by the L ESS DC BUS. Only one IRS is required for the flight controls to remain in normal mode.	
15.	Sec Pwr Ctlr Channel (SSPC Controller Fault L-R)	C	4	3	One channel of a single Sec Pwr Ctlr may be failed provided: a) Remaining channel (PRI or SEC SSPC) is operational, and b) All other components of the electrical system are operative.	

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
16.	60 Hz MPT	C	1	0	May be inoperative provided: a) Affected circuit breakers are pulled and collared: <ul style="list-style-type: none"> <li>• 60HZ CTRLR A (A), SSPC 2420</li> <li>• 60HZ CTRLR A (B), SSPC 2421</li> <li>• 60HZ CTRLR A I, SSPC 2422</li> <li>• 60HZ CTRLR B (A), SSPC 2423</li> <li>• 60HZ CTRLR B (B), SSPC 2424</li> <li>• 60HZ CTRLR B I, SSPC 2425,</li> </ul> b) 60 Hz switch is selected OFF, c) Provisions are made for cabin and cockpit outlets loss of 60 Hz power, and d) Flightcrew will brief the passengers on the items that are inoperative with the failure of the power source for cabin entertainment.	
					NOTE: EICAS message "60 Hz MPT Fail" and "L-R 60 Hz Power Fail" will be displayed.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Overwater/Survival Equipment	D	-	-	(M) Any in excess of those required may be inoperative provided the inoperative equipment is placarded inoperative and placed out of sight so it cannot be mistaken for a functional unit.	
2.	Flotation Devices <FAA>	D	-	-	Any in excess of those required by 14 CFR may be missing or inoperative.  NOTE: Inoperative equipment will be removed from airplane.	
	Life Rafts <EASA>	D	-	-	(M)(O) Any in excess of those required for the intended flight may be inoperative or missing provided: a) Required distribution is maintained, b) Inoperative lift raft and its installed location are placarded inoperative, c) When practical, the inoperative life raft is secured out of sight, and d) Procedures are established and used to alert crewmembers of inoperative or missing equipment.	
	Life Jackets <EASA>	D	-	-	(M) Any in excess of those provided may be missing or inoperative provided: a) Inoperative life jacket is placarded inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution of operative life jackets is maintained.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Passenger Seats					
1)	Passenger Seats (Includes All Configurations and Locations)	D	-	-	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and</li> <li>b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".</li> </ol> <p>NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative.</p> <p>NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p> <p>NOTE 3: Inoperative seats do not affect the required number of flight attendants.</p>	
2)	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.	
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Passenger Seats (Cont'd)					
3) ***	Under Seat Baggage Restraining System	C	-	-	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Baggage is not stowed under seat with inoperative restraining bar,</li> <li>b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and</li> <li>c) Procedures are established to alert cabin crew of inoperative restraining bars.</li> </ol>	
4)	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: <ol style="list-style-type: none"> <li>a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and</li> <li>b) If armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.</li> </ol>	
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.	
5)	Seat Belt Restraint Systems					
a)	Seat Belt Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
(Continued)						

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Passenger Seats (Cont'd)					
6) ***	Swivel Mechanism	D	-	-	May be inoperative and seat occupied provided: a) Associated seat does not block an emergency exit, b) Associated seat does not restrict any passenger from access to the main airplane aisle, and c) Associated seat remains in takeoff position.	
7) ***	Electrical/Electronic Systems/Components	D	-	-	(M) May be inoperative and seat occupied provided associated component(s) is deactivated.	
4.	Crewmember Shoulder Harnesses	B	-	-	Any in excess of those required by flight deck crewmembers (including official observer in observer's seat) may be inoperative.	

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**TABLE KEY**

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
5.	Observer Seat(s)					
1)	Primary Observer Seat (Including Associated Equipment) <FAA>	A	-	-	May be inoperative provided: <ol style="list-style-type: none"> <li>a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and</li> <li>b) Repairs are made within 2 flight-days.</li> </ol>	
		A	-	-	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Required minimum safety equipment (oxygen and safety belt) is available,</li> <li>b) Seat is acceptable to the FAA inspector for performance of official duties, and</li> <li>c) Repairs are made within 2 flight-days.</li> </ol>	
					NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the condition to be acceptable.	
					NOTE 2: The pilot in command (PIC) will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
					(Continued)	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
5.	Observer Seat(s) (Cont'd)					
2)	Observer Seat Not Required by 14 CFR (Including Associated Equipment) <FAA>	D	-	0	NOTE: The PIC will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
3)	Observer Seat <EASA>	D	-	0	One or more may be inoperative provided the affected seat is not occupied and is correctly stowed.	
6. ***	"Fasten Seat Belt While Seated" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.	
7. ***	Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) 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, compartment, or closet is not used for storage of any items except those permanently affixed.  NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.  NOTE 2: Proviso is not intended to preclude crewmember inspections.	   
(Continued)						

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
7. ***	Storage Bins/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) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, d) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and f) Passengers are briefed that associated bin, compartment, or closet is not used.  NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.  NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	
(Continued)						

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
7. ***	Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/Closets (Cont'd)	C	-	-	May be inoperative in closed position provided: a) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", b) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and c) Location placarding for any emergency equipment stored in affected bin, compartment, or closet is removed or obscured.  NOTE: Use of this proviso may be dependent upon an operator's aircraft security program, as appropriate.	
1) ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in unlocked position provided doors can be secured by other means.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
8. ***	Cargo Restraint Systems  <FAA>	A	-	-	(M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: <ul style="list-style-type: none"> <li>• Type Certificate (TC),</li> <li>• Supplemental Type Certificate (STC),</li> <li>• Airplane Flight Manual (AFM),</li> <li>• Airplane Flight manual Supplement (AFMS),</li> <li>• Rotocraft Flight Manual (RFM),</li> <li>• Rotocraft Flight manual Supplement (RFMS),</li> <li>• Pilot's Operating Handbook (POH).</li> <li>• TC/STC Weight and Balance Manual (WBM), and</li> </ul> b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	May be inoperative or missing provided: a) Cargo compartment remains empty, and b) Repairs are made with 120 consecutive calendar-days.	
(Continued)						



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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
9. ***	Flight Attendant Seat Assembly (With Only One Flight Attendant Seat)	D	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Flight attendant is not required by 14 CFR,</li> <li>b) Affected seat is not occupied, and</li> <li>c) Folding type seat stows automatically or is secured in the retracted position.</li> </ol> <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p>	
1)	All-Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.	
10.	Galley/Cabin Waste Receptacles Access Doors/Covers	C	-	-	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) The container is empty and access is secured to prevent waste introduction into the compartment, and</li> <li>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.</li> </ol>	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
11. ***	Exterior Lavatory Door Ashtrays					
1)	Airplanes with Multiple Exterior Lavatory Door Ashtrays Installed					
	<FAA>	A	-	-	Up to and including 50% may be missing or inoperative for 10 days.	
	<FAA>	A	-	-	More than 50% may be missing or inoperative for 3 days.	
					NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.	
	<EASA>	A	-	0	One or more may be inoperative or missing provided repairs are made within 3 consecutive calendar-days.	
	<EASA>	A	-	-	One or more may be inoperative or missing provided: a) One operative exterior lavatory door ashtray can be readily seen and accessed from the affected lavatory door, and b) Repairs are made within 10 consecutive calendar-days.	
	<EASA>	D	-	0	(M)(O) One or more may be inoperative or missing provided: a) Affected lavatory door is locked closed and placarded to prohibit passengers' entrance, and b) Affected lavatory is used only by crewmembers.	
					(Continued)	

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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
11. ***	Exterior Lavatory Door Ashtrays (Cont'd)					
2)	Airplanes with Only One Exterior Lavatory Door Ashtray Installed					
	<FAA>	A	1	0	May be missing or inoperative for 10 days.	
	<EASA>	A	1	0	May be missing or inoperative for 3 days.	
12. ***	External Camera System	D	1	0		
13. ***	Cockpit Smoke Vision System (CSVs)/Emergency Vision Assurance System (EVAS) (STC ST00892LA)	D	2	0	May be inoperative or removed.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
14.	Pilot Seat(s)					
1)	Vertical Adjustment	C	-	-	May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Fore-aft adjustment is operative.	
2)	Armrest	C	-	-	May be inoperative provided: a) Affected armrest is in the upright position or removed, and b) Seat is acceptable to the affected crewmember.	
3)	Recline Adjustment	C	-	-	May be inoperative provided: a) Seat is secured at a position acceptable to the affected crewmember, and b) Seat is able to move full fore-aft on its track.	
4)	Lumbar Support	C	-	-	May be inoperative provided seat is acceptable to the affected crewmember.	
5)	Thigh Support	C	-	-	May be inoperative provided seat is acceptable to the affected crewmember.	
6)	Fore-Aft Adjustment <FAA>	B	-	-	May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Seat position permits full rudder pedal movement.	
15.	Rudder Pedal Adjustment	C	2	0	(M) May be inoperative provided: a) Adjustments can be secured in a position that suits individual pilot(s), and b) Position of pedal(s) permits normal full flight control movement.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
16.	Overhead Panel Touchscreen (OHPTS)	C	3	2	May be inoperative provided: <ol style="list-style-type: none"> <li>a) All display units are operative, and</li> <li>b) Inoperative OHPTS CB/SSPC is pulled and collard:                             <ul style="list-style-type: none"> <li>• OVHD PNL 1: POP E-6,</li> <li>• OVHD PNL 2: CPOP E-6,</li> <li>• OVHD PNL 3: SSPC: 3131.</li> </ul> </li> </ol>	
17.	Keyed Locks	D	-	0	May be inoperative provided the associated access panel, door, compartment, or cap is verified secure before each departure.	
18.	Airplane Ladders	C	-	0	(O) May be inoperative or removed provided removed weight is accounted for in Weight and Balance calculations.	
1)	Ladder Hardware (Pip Pins, Lanyards, etc.)	D	-	0	(M) May be inoperative or removed provided: <ol style="list-style-type: none"> <li>a) Ladder is secured by alternate means, and</li> <li>b) If ladder is removed, all remaining pins and hardware are secured to prevent them from coming loose in flight.</li> </ol>	
19. ***	Baggage Compartment Shelves					
1) ***	Shelf Stowage Straps	D	-	0	May be inoperative or removed provided the shelves remain in the down position.	
2) ***	Shelf Support Straps	D	-	0	May be inoperative or removed provided the shelves remain in the stowed (up) position and are not used.	
20.	Crewmember Flashlight Holder Assemblies (Including Flashlight)	C	-	0	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
21 ***	Nonessential Equipment and Furnishings (NEF)					
***	<FAA>	-	-	0	May be inoperative, damaged, or missing provided item(s) is deferred in accordance with operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flightcrew and included in appropriate operator's document.  NOTE: Exterior lavatory door ashtrays are not considered NEF items.	
	Passenger Convenience Items <EASA>	D	-	0	NOTE 1: Passenger convenience items are those related to passenger convenience, comfort, or entertainment, such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, and overhead reading lamps. Items addressed elsewhere in this document shall not be included.  NOTE 2: Lavatory door ashtrays are not considered convenience items.	
	Cockpit Convenience Items <EASA>	C	-	0	NOTE: Items such as sunshades, cup holders, curtains, cushions, vent knobs, gaspers, upholstery/trim, goggles stowage bags, side panel holders, side view mirrors, footrests, foot warmer handles and vents, and yoke clips may be inoperative or missing.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
22. ***	Automated External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
23. ***	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
24. ***	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided: a) FAK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
25.	Cabin Management System	D	1	0		
1) ***	Cabin Power Bus Controller (GCBC-01-002)	D	1	0		
2) ***	Cabin Processor Unit (CPU-01-001)	D	2	0		
3) ***	GCMS Controllers (GCMS-02-002)	D	2	0		
4) ***	I/O Concentrators (GCMS-02-002)	D	2	0		
5) ***	Aft I/O Concentrators (GCMS-02-002)	D	2	0		
6) ***	AVDS Nodes	D	6	0		
7) ***	Galley Touchscreen (CTS100-001)	D	1	0		
8) ***	Vestibule Touchscreen (CTS100-001)	D	1	0		
9) ***	Maintenance Data Server (GCMS-02-002)	D	1	0		
10) ***	Switching Nodes (GCMS-01-001)	D	23	0		

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
26. ***	Flightcrew Sleeping Facilities – Crew Seat (Includes Crew Seat Recline Mechanism, Berthing Mechanism, Armrests, Swivel Mechanism, and Electrical/Electronic Systems/Components)	C	-	0	(M)(O) May be inoperative provided crew seat is secured in a position acceptable to the crewmember(s) who will occupy the crew seat.  NOTE: All other equipment in the flightcrew sleeping facilities is covered by the NEF program.	
		D	-	0	May be inoperative provided: a) Crew seat is not occupied, and b) Crew rest is placarded "INOPERATIVE – DO NOT USE."	
27.	Sidestick Arm Support Adjustment	C	2	0	May be inoperative provided: a) Adjustments can be secured in a position that suits individual pilot(s), and b) Position of support(s) permits normal full flight control movement.	
		C	2	1	(M) One may be inoperative provided: a) Affected arm support is removed, and b) Primary pilot flying utilizes non-affected arm support.	
28.	Crash Axes	D	-	-	Any in excess of those required may be inoperative or missing.	

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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	
2.	Wing Overheat Warning Systems	C	2	0	Except for ER operations, may be inoperative provided: a) Wing anti-ice is not used, and b) Airplane is not operated in known or forecast icing conditions.  NOTE: For wing anti-ice system relief, see ATA 30, Ice and Rain Protection, Item 2.	
3.	APU Fire Detection System	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU is not used, b) Both engine driven generators are operative, c) RAT is operative, and d) APU CTRL: CPOP, D-5 circuit breaker is pulled and collared.  NOTE 1: External air start will be required for ground engine start.  NOTE 2: External air start access door requires 16 screws to remove.	

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

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Rear Baggage Compartment Smoke Detector Systems	C	-	0	May be inoperative provided: a) Internal baggage door remains OPEN, and b) Airplane is operated at or below FL 400.	
		C	-	0	May be inoperative provided: a) Rear baggage compartment is not used, b) Internal baggage door remains CLOSED, and c) Flightcrew investigates baggage compartment for possible fire in the event the "Aft Equipment Hot" message displays.	
5. ***	Lavatory Smoke Detection Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	

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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
6. ***	Lavatory Fire Extinguisher Systems					
	<FAA>	C	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided lavatory smoke detector system is operative.	
		C	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided: <ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is LOCKED, CLOSED, and placarded "INOPERATIVE – DO NOT ENTER", and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.  NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.	
	<EASA>	C	-	0	May be inoperative.	
7. ***	Galley Smoke Detection Systems	D	-	0		
8. ***	Galley Fire Extinguishing Systems	D	-	0		
9. ***	Flame Detectors	D	-	-		
10.	Electronic Equipment Rack Overheat Warning System	C	-	0		

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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
11. ***	Passenger Compartment Closet Smoke Detectors	D	-	0	May be inoperative provided door remains OPEN for visual check from crew stations.	
12. ***	Cargo Compartment Fire Detection/Suppression Systems	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.  NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

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**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Sidestick Pitch/Roll Trim Switches	C	2	1	May be inoperative provided: a) AP DISC/TRIM RESET switch is operative, b) Pilot flying has operative sidestick pitch/roll trim switch or AP DISC/TRIM RESET switch, and c) Backup pitch trim switch is operative.	
2.	AP DISC/TRIM RESET Switches	C	2	1	May be inoperative provided pilot flying has operative AP DISC/TRIM RESET switch.	
3.	Sidestick Channels	C	4	3	May be inoperative provided the inoperative channel SSPC is pulled and collared: <ul style="list-style-type: none"> <li>• SIDESTICK L PRI (SSPC #2711),</li> <li>• SIDESTICK L SEC (SSPC #2714),</li> <li>• SIDESTICK R PRI (SSPC #2712), or</li> <li>• SIDESTICK R SEC (SSPC #2713).</li> </ul>	
4.	Flight Control Computer (FCC) Channels	A	4	3	May be inoperative provided: a) Failed channel is in the FCC Channel 1A or Channel 2B position, b) Inoperative channel circuit breaker is pulled and collared: <ul style="list-style-type: none"> <li>• FCC 1A: REER, A-1,</li> <li>• FCC 2B: REER, A-2, and</li> </ul> c) Repairs are made within 5 flight-days.	

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**TABLE KEY**

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

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
5.	Backup Flight Control Unit (BFCU)	A	1	0	May be inoperative provided: a) BFCU: REER, B-1 circuit breaker is pulled and collared, and b) Repairs are made within 5 flight-days.	
6.	Sidestick Lateral/Roll Position Sensors					
1)	FCC RVDTs	A	8	7	May be inoperative provided repairs are made within 10 flight-days.	
2)	BFCU RVDTs	A	2	1	May be inoperative provided repairs are made within 10 flight-days.	
7.	Sidestick Longitudinal/Pitch Position Sensors					
1)	FCC RVDTs	A	8	7	May be inoperative provided repairs are made within 10 flight-days.	
2)	BFCU RVDTs	A	2	1	May be inoperative provided repairs are made within 10 flight-days.	
8.	Rudder Pedal Position Sensors					
1)	FCC RVDTs	A	4	3	May be inoperative provided repairs are made within 10 flight-days.	
2)	BFCU RVDT	A	1	0	May be inoperative provided: a) BFCU: REER, B-1 circuit breaker is pulled and collared, and b) Repairs are made within 10 flight-days.	

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**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
9.	Speedbrake Handle Position Sensors	A	4	3	May be inoperative provided repairs are made within 10 flight-days.	
10.	Rudder Pedal Force Sensors	A	2	0	May be inoperative provided repairs are made within 10 flight-days.	
11.	FCC Fan Modules	A	2	1	May be inoperative provided repairs are made within 10 flight-days.	
12.	FLT CTRL RESET Switch	C	1	0		

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Tank Temperature Systems	C	2	1	(O) May be inoperative provided: a) The operative fuel tank temperature is used as an indication of temperature in the inoperative tank. b) Airplane is operated in accordance with AFM Limitations, and c) Both fuel low quantity warning systems are operative.	   
2.	EICAS or TSC Fuel Quantity Indicating Systems	C	2	1	(M) May be inoperative provided: a) Associated TSC fuel quantity indicating system or EICAS fuel quantity indicating system is operative, and b) The EICAS or the TSC will continue to display left and right fuel quantity.	
		C	2	1	(M) Except for ER operations, either left or right fuel quantity display may be inoperative provided: a) Both tanks are completely filled using overwing refueling, b) Both fuel flow meters are operative, c) After takeoff, power is set by matching fuel flow indications on both engines, and d) Flightcrew maintains a log of fuel burned.  NOTE 1: Maximum overwing fuel load for the G500 is approximately 22,500 lbs (10,206 kg)/3,358 gal (12,711 L).  NOTE 2: Maximum overwing fuel load for the G600 is approximately 33,500 lbs (15,196 kg)/5,000 gal (18,925 L).	
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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
2.	EICAS OR TSC Fuel Quantity Indicating Systems (Cont'd)	C	2	1	(M) Except for ER operations, either left or right fuel quantity display may be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected tank is defueled before each refueling,</li> <li>b) Affected tank is fueled with a known quantity of fuel,</li> <li>c) Both fuel flow meters are operative,</li> <li>d) After takeoff, power is set by matching fuel flow indications on both engines, and</li> <li>e) Flightcrew maintains a log of fuel burned.</li> </ul> NOTE 1: Maximum overwing fuel load for the G500 is approximately 22,500 lbs (10,206 kg)/3,358 gal (12,711 L).  NOTE 2: Maximum overwing fuel load for the G600 is approximately 33,500 lbs (15,196 kg)/5,000 gal (18,925 L).  NOTE 3: Total fuel indications will be invalid with an inoperative L or R indicator.	
3.	Fuel Quantity Indicating System Channel	C	2	1	One channel may be inoperative provided both fuel flow meters are operative.	
4.	Fuel Low Quantity Warning Systems	C	2	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Both fuel quantity indicating systems are operative,</li> <li>b) All fuel boost pumps are operative,</li> <li>c) Fuel crossflow valve is OPENED when either wing tank contains 2,000 lbs or less fuel, and</li> <li>d) Both fuel tank temperature systems are operative.</li> </ul>	

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
5.	Fuel Boost Pumps	C	4	3	Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Fuel crossflow valve is operative,</li> <li>b) Fuel intertank valve is operative,</li> <li>c) Both fuel low quantity warning systems are operative, and</li> <li>d) Flightcrew complies with AFM Section 03-14-10, Fuel Boost Pump Failure.</li> </ol>	
6.	Fuel Intertank Valve	C	1	0	Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) All fuel boost pumps are operative,</li> <li>b) Fuel crossflow valve is operative,</li> <li>c) Fuel quantity indicating system is operative, and</li> <li>d) Intertank valve is verified CLOSED and electrically deactivated by pulling and collaring SSPC 2810 (Fuel Itnk Vlv CLS) and SSPC 2811 (Fuel Itnk Vlv OPN).</li> </ol>	
7.	Heated Fuel Return Systems (HFRS)	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Flightcrew monitors fuel tank temperature, and</li> <li>b) Airplane is operated in accordance with AFM Limitations.</li> </ol>	
8.	Fuel Boost Pump Warning Systems	C	4	3	Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Fuel crossflow valve is operative, and</li> <li>b) Fuel intertank valve is operative.</li> </ol>	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
9.	Fuel Crossflow Valve					
1)	Failed CLOSED	C	1	0	(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) All fuel boost pumps are operative,</li> <li>b) Fuel intertank valve is operative,</li> <li>c) Fuel quantity indicating system is operative,</li> <li>d) Fuel intertank valve is OPEN when either wing tank contains 2,000 lbs or less fuel, and</li> <li>e) Airplane is operated in accordance with AFM Limitations.</li> </ul> NOTE: Avoid uncoordinated maneuvers when fuel intertank valve is OPEN.	
2)	Failed OPEN	C	1	0	Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) All fuel boost pumps are operative,</li> <li>b) Fuel intertank valve is operative,</li> <li>c) Fuel quantity indicating system is operative,</li> <li>d) Airplane is operated in accordance with AFM Limitations,</li> <li>e) Fuel tank temperature system must be operative, and</li> <li>f) Flightcrew monitors fuel tank temperature.</li> </ul> NOTE 1: Heated fuel return to be inoperative.  NOTE 2: Avoid uncoordinated maneuvers when fuel intertank valve is OPEN.	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
10.	Pressure Fueling System (Single Point Refueling)	D	1	0	(M) May be inoperative provided procedures are established to deactivate pressure fueling system.  NOTE 1: Maximum overwing fuel load for the G500 is approximately 22,500 lbs (10,206 kg)/3,358 gal (12,711 L).  NOTE 2: Maximum overwing fuel load for the G600 is approximately 33,500 lbs (15,196 kg)/5,000 gal (18,925 L).	
11.	Ground Service Control Panel	D	1	0	NOTE: Airplane can be pressure refueled using the TSCs to set automatic fueling shutoffs.	
12.	Automatic Fueling System	D	1	0	NOTE 1: Maximum overwing fuel load for the G500 is approximately 22,500 lbs (10,206 kg)/3,358 gal (12,711 L).  NOTE 2: Maximum overwing fuel load for the G600 is approximately 33,500 lbs (15,196 kg)/5,000 gal (18,925 L).	
13.	Fuel Cap Chains	D	-	0		
14.	Single Point Refueling Cap	C	1	0	May be inoperative or missing provided the single point refueling receptacle is checked for leaks before every takeoff.	
15. ***	TSC REFUEL Control Menu	D	1	0	May be inoperative provided the ground service control panel is operational.	

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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Brake Accumulator Pressure Gauges (Main Wheel Well)	D	2	0	May be inoperative provided brake accumulator pressure is available on synoptic page.	
2.	Auxiliary Hydraulic Pump Pressure Indication	C	1	0	May be inoperative provided: a) Inboard brake accumulator pressure is available on synoptic page, and b) Prior to engine start, auxiliary pump operation and pressure must be verified on synoptic by partially depleting and recharging inboard brake accumulator pressure.	
3.	Power Transfer Unit (PTU) Hydraulic Pressure Indication	C	1	0	(O) May be inoperative provided: a) Left hydraulic pressure indication is operative, and b) PTU hydraulic system is operative.	
4.	PTU Hydraulic Pump (Auto Mode)	C	1	0	May be inoperative provided: a) Manual mode is verified to be operative before every flight, and b) Manual mode is selected ON for each takeoff and landing.	
5.	Auxiliary Hydraulic Pump (Auto Mode)	C	1	0	May be inoperative provided auxiliary pump manual mode is selected ON for each takeoff and landing.	
6.	Left Hydraulic System Quantity Indicator (Fluid Quantity Indicator – Aft Equipment Area)	D	1	0	May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure. Indications are most accurate if system is pressurized.	

AIRCRAFT:  
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**TABLE KEY**

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

**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Right Hydraulic System Quantity Indicator (Fluid Quantity Indicator – Aft Equipment Area)	D	1	0	May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure. Indications are most accurate if system is pressurized.	
8.	Left Hydraulic System Quantity Indication (Synoptic)	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Quantity is checked on left reservoir indicator or fluid quantity indicator before each departure. Indications are most accurate if system is pressurized,</li> <li>b) PTU is manually selected ON for takeoff and landing, and</li> <li>c) Only one quantity indicating system is failed.</li> </ol>	
9.	Right Hydraulic System Quantity Indication (Synoptic)	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Quantity is checked on right reservoir indicator or fluid quantity indicator before each departure. Indications are most accurate if system is pressurized, and</li> <li>b) Only one quantity indicating system is failed.</li> </ol>	
10.	Left Hydraulic Reservoir Temperature Sensors	C	2	0	May be inoperative provided quantity is checked on reservoir indicator before each departure. Indications are most accurate if system is pressurized.  NOTE: With both temperature sensors failed, EICAS quantity will not be temperature compensated.	

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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
11.	Right Hydraulic Reservoir Temperature Sensors	C	2	0	May be inoperative provided quantity is checked on reservoir indicator before each departure. Indications are most accurate if system is pressurized.  NOTE: With both temperature sensors failed, EICAS quantity will not be temperature compensated.	
12.	Hydraulic Reservoir Replenishing System	D	1	0	(M) May be inoperative provided hydraulic reservoirs are replenished as needed using approved servicing techniques.	
13.	Brake Accumulator Pressure Transducer or Synoptic Indication (Inboard or Outboard)  For Brake Temperature Monitoring System (BTMS) dispatch relief, see ATA 31, Indicating/Recording Systems, Item 3.	C	2	1	(O) May be inoperative provided: a) Synoptic brake pressure indications are operative, and b) Affected accumulator pre-charge and fully charged pressure (3,000 psi) is verified in respective main landing gear well gauge prior to each flight.	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cowl Anti-Ice Pressure Indication Systems					
1)	Cowl Anti-Ice Required	A	2	1	(M)(O) Except for ER operations, one side may be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected cowl anti-ice valve is locked open,</li> <li>b) Performance computer is initialized on TSC with cowl anti-ice selected: (FMS/Perf Takeoff/AC Config/Anti-Ice – Cowl),</li> <li>c) Repairs are made within 10 flight-hours (accumulated) when departure and arrival airport outside air temperature remains at or below +15 °C. When departure or arrival airport outside air temperature exceeds +15 °C, repairs must be made after one flight, not to exceed 10 flight-hours, and</li> <li>d) Flight time along with airport outside air temperature must be recorded in a log suitable to inform the gaining flightcrew of the new flight-hour limitations with the cowl anti-ice valve locked open.</li> </ul>	
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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cowl Anti-Ice Pressure Indication Systems (Cont'd)					
2)	Cowl Anti-Ice Not Required	A	2	1	(O) Except for ER operations, one side may be inoperative provided: <ul style="list-style-type: none"> <li>a) Airplane is operated at greater than +10 °C SAT,</li> <li>b) Performance computer is initialized on TSC with cowl anti-ice selected: (FMS/Perf Takeoff/AC Config/Anti-Ice – Cowl),</li> <li>c) Repairs are made within 10 flight-hours (accumulated) when departure and arrival airport outside air temperature remains at or below +15 °C. When departure or arrival airport outside air temperature exceeds +15 °C, repairs must be made after one flight, not to exceed 10 flight-hours, and</li> <li>d) Flight time along with airport outside air temperature must be recorded in a log suitable to inform the gaining flightcrew of the new flight-hour limitations with the cowl anti-ice valve locked open.</li> </ul>	
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-----------------------------	--

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cowl Anti-Ice Pressure Indication Systems (Cont'd)					
2)	Cowl Anti-Ice Not Required (Cont'd)	A	2	1	(O) Except for ER operations, one side may be inoperative provided: <ul style="list-style-type: none"> <li>a) Airplane is operated in VMC,</li> <li>b) Airplane is not operated in visible moisture,</li> <li>c) Performance computer is initialized on TSC with cowl anti-ice selected: (FMS/Perf Takeoff/AC Config/Anti-Ice – Cowl),</li> <li>d) Repairs are made within 10 flight-hours (accumulated) when departure and arrival airport outside air temperature remains at or below +15 °C. When departure or arrival airport outside air temperature exceeds +15 °C, repairs must be made after one flight, not to exceed 10 flight-hours,</li> <li>e) Flight time along with airport outside air temperature must be recorded in a log suitable to inform the gaining flightcrew of the new flight-hour limitations with the cowl anti-ice valve locked open.</li> </ul> <p>NOTE: Since CAI valve cannot be visually verified in the closed position, aircraft performance with CAI ON must be assumed.</p>	

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**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Wing Anti-Ice Systems	C	2	0	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
1)	Automatic Functions	C	2	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.	
3.	Windshield Heat Systems	C	2	1	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
1)	Windshield Heat Sensors	D	4	2	One sensor may be inoperative for each windshield heat system.	
4.	Side Window Heat Systems	C	2	0		
1)	Side Window Heat Sensors	D	6	2	Two of three side window heat sensors may be inoperative for each side window heat system.	
2)	Side Window Heat Sensors	C	6	0		
5.	Ice Detection Systems	C	2	0	(O) May be inoperative provided airplane is operated in accordance with alternate AFM Procedures.  NOTE: With ice detection systems inoperative, automatic anti-ice is not available.	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Cowl Anti-Ice Systems					
1)	Cowl Anti-Ice Not Required	A	2	1	(O) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> <li>a) CAI is selected – OFF,</li> <li>b) Performance computer is initialized on TSC with cowl anti-ice selected: (FMS/Perf Takeoff/AC Config/Anti-Ice – Cowl),</li> <li>c) Airplane is not operated in known or forecast icing conditions,</li> <li>d) Repairs are made within 10 flight-hours (accumulated) when departure and arrival airport outside air temperature remains at or below +15 °C. When departure or arrival airport outside air temperature exceeds +15 °C, repairs must be made after one flight, not to exceed 10 flight-hours, and</li> <li>e) Flight time along with airport outside air temperature must be recorded in a log suitable to inform the gaining flightcrew of the new flight-hour limitations with the cowl anti-ice valve locked open.</li> </ul> <p>NOTE: Since CAI valve cannot be visually verified in the closed position, aircraft performance with CAI ON must be assumed.</p>	
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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Cowl Anti-Ice Systems (Cont'd)					
2)	Cowl Anti-Ice Required	A	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected CAI valve is locked OPEN,</li> <li>b) Performance computer is initialized on TSC with cowl anti-ice selected: (FMS/Perf Takeoff/AC Config/Anti-Ice – Cowl),</li> <li>c) Airplane is operated in accordance with AFM Limitations and Performance,</li> <li>d) Repairs are made within 10 flight-hours (accumulated) when departure and arrival airport outside air temperature remains at or below +15 °C. When departure or arrival airport outside air temperature exceeds +15 °C, repairs must be made after one flight, not to exceed 10 flight-hours, and</li> <li>e) Flight time along with airport outside air temperature must be recorded in a log suitable to inform the gaining flightcrew of the new flight-hour limitations with the cowl anti-ice valve locked open.</li> </ul>	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Windshield Surface Seal Protection Systems	D	2	0	May be inoperative provided airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing.	
8.	Cabin Window Heat System	D	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cabin window heat switch is selected OFF, and</li> <li>b) Cabin window heat system TSC SSPC circuit breakers are pulled and collared:                             <ul style="list-style-type: none"> <li>• WDO HT L 1 &amp; 3: 3008,</li> <li>• WDO HT L 2 &amp; 4: 3009,</li> <li>• WDO HT L AFT: 3010,</li> <li>• WDO HT R 1 &amp; 3: 3012,</li> <li>• WDO HT R 2 &amp; 4: 3013, and</li> <li>• WDO HT R AFT: 3014.</li> </ul> </li> </ol>	
1)	Cabin Window Heating Elements	D	-	0	May be inoperative provided the associated window heat TSC SSPC circuit breakers are pulled and collared: <ul style="list-style-type: none"> <li>• WDO HT L 1 &amp; 3: 3008,</li> <li>• WDO HT L 2 &amp; 4: 3009,</li> <li>• WDO HT L AFT: 3010,</li> <li>• WDO HT R 1 &amp; 3: 3012,</li> <li>• WDO HT R 2 &amp; 4: 3013, and</li> <li>• WDO HT R AFT: 3014.</li> </ul>	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
1.	For Overhead Panel Touchscreens (OHPTS) Dispatch Relief, See ATA 25, Equipment/ Furnishings, Item 16.  Touchscreen Controllers (TSC)					
1)	TSCs Inoperative	C	5	3	(O) Two TSCs may be inoperative provided: <ul style="list-style-type: none"> <li>a) All display units are operative,</li> <li>b) If two TSCs are inoperative, one of the affected TSCs shall be placed into the observer position (TSC position 5) per the TSC Damaged/Inoperable section in the Handling and Servicing Procedures of the Operating Manual,</li> <li>c) TSC 2 and 3 must be operative for dispatch, and</li> <li>d) Power to the affected units remains secured by pulling the applicable TSC CB/SSPC:                             <ul style="list-style-type: none"> <li>• TSC 1 PWR: SSPC 3123,</li> <li>• TSC 2 PWR: POP C3,</li> <li>• TSC 3 PWR: CPOP C3,</li> <li>• TSC 4 PWR: SSPC 3127,</li> <li>• TSC 5A PWR: SSPC 3129, and</li> <li>• TSC 5B PWR: SSPC 3130.</li> </ul> </li> </ul>	
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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Touchscreen Controllers (TSC) (Cont'd)					
2)	TSC Cracked or Damaged	D	5	3	Two TSCs may be cracked or damaged provided: <ul style="list-style-type: none"> <li>a) All display units are operative,</li> <li>b) Proper touch operation is verified by aircrew and any TSC with incorrect/faulty touch operation shall be treated as inoperative per this section,</li> <li>c) If two TSCs are cracked or damaged, one of the affected TSCs shall be placed into the observer position (TSC position 5) per the TSC Damaged/Inoperable section in the Handling and Servicing Procedures of the Operating Manual,</li> <li>d) TSC 2 and 3 must be operative for dispatch, and</li> <li>e) Glass damage and touch operation shall be monitored for further deterioration.</li> </ul>	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Flight Data Recorder (FDR) Systems					
	(Holder of an Air Carrier or Commercial Operator Certificate) <FAA>	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	FDR Recording Parameters Required by 14 CFR <FAA>	A	-	-	Up to three recording parameters may be inoperative provided: a) CVR is operative, and b) Repairs are made within 20 calendar-days.	
	FDR Recording Parameters Not Required by 14 CFR <FAA>	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.	
	(Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate) <FAA>	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	<FAA>	A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Flight Data Recorder (FDR) Systems (Cont'd)  <EASA>	A	-	0	One or more may be inoperative provided: <ol style="list-style-type: none"> <li>a) The aeroplane does not exceed eight further consecutive flights with FDR inoperative,</li> <li>b) A maximum of 72 hours have elapsed since FDR was found to be inoperative, and</li> <li>c) Any CVR required to be carried is operative.</li> </ol>	
(Continued)						

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Flight Data Recorder (FDR) Systems (Cont'd)  <EASA> (Cont'd)				<p>NOTE 1: FDR is considered to be inoperative when any of the following conditions exist:</p> <ol style="list-style-type: none"> <li>1. Loss of flight recording function is evident to flightcrew during preflight check (e.g., by means of a system status monitor), or</li> <li>2. Need for maintenance has been identified by system monitors, where available, with setting of an indicator and cause of that setting has not been determined, or</li> <li>3. Analysis of recorded data or maintenance actions have shown that more than 5% of the total number of individual parameters (variable and discrete) required to be recorded for the particular aircraft are not being recorded properly.</li> </ol> <p>NOTE 2: Where improper recording affects 5% of the parameters or less, timely corrective action will need to be taken by aeroplane operator in accordance with approved maintenance procedures.</p>	

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**TABLE KEY**

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Brake Temperature Monitoring System (BTMS Including any/all Brake Temperature Indications)	C	1	0	May be inoperative provided airplane is operated in accordance with AFM Appendix on Brake Kinetic Energy and Carbon Brake Cooling.	
4.	Electronic Checklists	C	1	0	May be inoperative provided the current AFM is carried on board the airplane.	
5. ***	Security Systems	D	1	0		
6. ***	Engine Cowl Open Indicating System	D	1	0	May be inoperative provided right engine cowl is visually confirmed CLOSED before starting APU on the ground.	
7.	Airplane Personality Modules (APM)	C	4	3		
8.	Plastic Guard Switch Covers	D	-	1	May be inoperative provided APU Fire EXT bottle switch cover is installed and operative.	
9.	Configuration Management Systems (CMS)	C	2	1		
10. ***	Infrared Counter Measures (IRCM) System or Directional Infrared Counter Measures (DIRCM) System	D	1	0		
11. ***	XM Weather Receiver	D	1	0		

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Rudder Pedal Steering System	A	1	0	May be inoperative provided: a) Nose wheel tiller steering system is operative, b) Left seat pilot performs the taxi, takeoff, and landing tasks, and c) Repairs are made within 5 flight-days.	
2.	Tiller Steering System	A	1	0	May be inoperative provided: a) Rudder pedal steering system is operative, b) "NWS Fixed Gain" (cyan) CAS message is not displayed, c) Crew considers limitations of increased turn radius in confined ramp areas, and d) Repairs are made within 5 flight-days.	
3.	Variable Gain Nose Wheel Steering	C	1	0	(O) May be inoperative provided the fixed gain steering mode is operative.	
4.	Nose Wheel Steering Accessory Hardware (Torque Link Lanyards, TPMS Covers and Lanyards)	D	-	0	May be inoperative or missing provided TPMS connector is connected and torque link is installed and pinned.	
5.	Tire Pressure Monitoring System	D	1	0	May be inoperative.	
6.	Nose Wheel Tire Pressure Monitoring Harness	D	1	0	(M) May be inoperative provided harness is deactivated and secured.	
		D	1	0	(M) May be inoperative provided harness is removed.	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheel Well)	B	1	0	May be inoperative provided emergency landing gear extension bottle pressure cockpit indication (2/3 SUMMARY or 2/3 HYDRAULIC synoptic display page or TSC 5 systems/pressures tab) is operative and checked prior to each flight.	
8.	Emergency Landing Gear Extension Bottle Pressure Cockpit Indication	B	1	0	May be inoperative provided emergency landing gear extension bottle pressure gauge (nose wheel well) is operative and checked prior to each flight.	
9.	Landing Gear Extension/Retraction System (Includes Dump Valve, Gear Handle, and Blow Down Bottles)	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Airplane is operated with the landing gear in the extended position,</li> <li>b) Landing gear handle remains in the down position,</li> <li>c) Ground lock pins are installed to ensure that all three landing gears are LOCKED down throughout flight,</li> <li>d) Both pilots use cockpit headsets,</li> <li>e) Operations are not conducted in known or forecast icing conditions,</li> <li>f) Extended over water operations are prohibited,</li> <li>g) Flight is conducted in accordance with landing gear extended preflight planning and performance,</li> <li>h) Category II operations are prohibited,</li> <li>i) EFVS operations below 200 ft above touchdown zone elevation are prohibited, and</li> <li>j) Repairs are made within 1 flight-day.</li> </ul>	
10.	Automatic Brake System	C	1	0	May be inoperative provided system is left in OFF position.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting Systems (Excluding EFIS and EICAS)	C	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> <li>a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li>b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes,</li> <li>c) Lighting configuration and intensity is acceptable to the flightcrew, and</li> <li>d) Emergency flight deck lighting is operative.</li> </ol> <EASA>  NOTE: Individual control of switch lights and/or annunciations/indications are excluded from this relief.	
2.	Passenger Cabin Interior Illumination Systems	D	-	-	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cabin emergency lighting is operative,</li> <li>b) Sufficient lighting is operative for crew to perform required duties, and</li> <li>c) Lighting configuration at dispatch is acceptable to the flightcrew.</li> </ol>	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
3.	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.	
4.	Beacon or Ground Recognition Light	C	1	0	May be inoperative provided wing and tail strobe lights are operative per item 5 and item 6 of this section.	
		C	1	0	May be inoperative provided airplane is not operated at night.	
5.	Wingtip Strobes (Anticollision) Light Contained in NAV/ACL Light Unit (LEDs)	C	21	20	One of the 21 individual LED lights in each NAV/ACL light unit may be inoperative.  NOTE 1: Each wingtip and the tail houses the NAV/ACL light unit. The ACL (anticollision) section of the unit consists of 21 LED type lights.  NOTE 2: An amber CAS message will be displayed if the strobe is inoperative.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Tail Strobes (Anticollision) Light Contained in NAV/ACL Light Unit (LEDs)	C	21	20	One of the 21 LED lights may be inoperative.	
		C	21	0	May be inoperative provided: a) Airplane is not operated at night , and b) Both wingtip strobe lights are operative.  NOTE: An amber CAS message will be displayed if the strobe is inoperative.	
7.	Wingtip Position (Navigation) Light Contained in NAV/ACL Light Unit (LEDs)	C	8	7	One of the eight individual LED lights may be inoperative.  NOTE: Each wingtip houses the NAV/ACL light unit. The NAV (navigation light) section of the unit consists of eight individual LED type lights.	
		C	8	0	May be inoperative provided airplane is not operated between sunset and sunrise <FAA> at night <EASA>.  NOTE 1: If two of the eight individual LED lights fail, the NAV (navigation light) section of the NAV/ACL light unit on that wing is inoperative.  NOTE 2: An amber CAS message will be displayed if the wing nav light is inoperative.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
8.	Tail Position (Navigation) Light Contained in NAV/ACL Light Unit (LEDs)	C	4	3	One of the four individual LED lights may be inoperative.  NOTE: The tail houses the NAV/ACL light unit. The NAV (navigation light) section of the unit consists of four individual LED type lights.	
		C	4	0	May be inoperative provided airplane is not operated between sunset and sunrise <FAA> at night <EASA>.  NOTE 1: If two of the four individual LED lights fail, the NAV (navigation light) section of the NAV/ACL light unit on that wing is inoperative.  NOTE 2: An amber CAS message will be displayed if the tail nav light is inoperative.	
9.	Wing Inspection Lights	C	2	0	May be inoperative provided ground deicing procedures do not require their use.	
10.	Landing Lights	B	2	1	May be inoperative provided all three LED clusters of the taxi light are operative.	
		C	2	0	May be inoperative provided airplane is not operated at night.	
11.	Taxi Light System	C	1	0		
1)	Individual LED Light Cluster	C	3	0		
12.	Wingtip Recognition Lights and Taxi Lights System	D	4	0		

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
13. ***	Floor Proximity Emergency Escape Path Marking System Lights  <FAA>  <EASA>				Deleted in Revision 2.  Lights/strips may be inoperative provided: a) All lights/strips marking right angle intersection, including overwing exits, are operative, b) Along each aisle axis, all lights/strips within one meter of lights/strips marking right angle intersections are operative, and c) Along each aisle axis, for a particular lights/strips configuration, specific lights/strips are operative as agreed by the Authority.	
14.	Pulse Light System (Identification Lights)	D	-	0		
15.	Logo Lights System	D	1	0		
16. ***	Ramp Lights Systems	D	-	0		

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
17. ***	Flashlight Charging Systems	D	-	0		
18.	Aft Compartment Lights (Boiler Room)	D	-	0		
19. ***	Cargo Compartment Light	D	1	0	May be inoperative provided no emergency equipment is carried in cargo compartment.	
		D	1	0	May be inoperative provided an operative flashlight is installed in cargo compartment.	
20.	Pylon Mounted Exterior Baggage Loading Light Systems	D	-	0		
21.	Wheel Well Lights	D	3	0		
22.	Exterior Emergency Evacuation Lighting System	C	1	0	May be inoperative provided airplane is not operated at night.	
23.	Service Door Light System	D	1	0		
24.	Dim and Test Annunciator Channels	C	-	-	May be inoperative provided the function is not used in an emergency procedure where the actuation of the switch is not displayed elsewhere in the cockpit.  NOTE: The door safety switch may not be inoperative.	
25.	Airstair Lights	D	-	0	May be inoperative provided an alternate means (e.g., flashlight) is used to illuminate the airstair.	
26.	Dome Light	D	-	0	May be inoperative provided an alternate means (e.g., flashlight) is used to illuminate the vestibule area.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
27.	Baggage Compartment Lights	D	4	0	May be inoperative provided no emergency equipment is carried in the baggage compartment.	
		D	4	0	May be inoperative provided an operative flashlight is installed in baggage compartment.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
	For Touchscreen Controller (TSC) relief, see ATA 31, Indicating/Recording Systems, Item 1.					
	For Overhead Panel Touchscreens (OHPTS) dispatch relief, see ATA 25, Equipment/Furnishings, Item 16.					
1.	Directional Compass Reference Sensors (IRS 1-2-3)	B	3	2	May be inoperative provided both PFD heading indicating systems operate independently by ensuring the same IRS is not used as the heading source for both pilots.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Attitude Reference Sensors Inertial					
1)	Inertial Reference System (IRS 1-2-3)	A	3	2	May be inoperative provided: a) Repairs are made within 1 flight-day, b) Both PFD attitude indicating systems operate independently by ensuring the same IRS is not used as the heading source for both pilots, c) Standby flight displays are operative, and d) Both AHRS sensors are operative.	
2)	Attitude Heading Reference System (AHRS 1-2)	A	2	1	May be inoperative provided: a) Repairs are made within 1 flight-day, b) Both PFD attitude indicating systems operate independently by ensuring the same IRS is not used as the heading source for both pilots, c) All three attitude reference sensors (IRS 1-2-3) are operative, and d) Affected AHRS circuit breakers are pulled and collared: <ul style="list-style-type: none"> <li>• AHRS/MAG1: POP A-2, or</li> <li>• AHRS/MAG2: CPOP A-2.</li> </ul>	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Standby Flight Displays (SFD)	C	2	1	One SFD may be inoperative provided: a) Both PFD attitude indicating systems operate independently, b) All three attitude reference sensors (IRS 1-2-3) are operative, c) No display unit failures exist, and d) Associated standby flight display circuit breaker is pulled and collard: <ul style="list-style-type: none"> <li>• L SFD: POP B-1, or</li> <li>• R SFD: CPOP B-1.</li> </ul>	
	<FAA>	C	2	0	Except for ER operations, the attitude position indicator may be inoperative provided not required by 14 CFR.	
1)	Standby Heading Display	C	2	0	May be inoperative provided all three heading reference systems are operative.	
2)	NAV/Glideslope/ Localizer Function	C	2	0		
3)	DME Displays	C	2	0		
4.	Weather Radar Systems	C	-	-	Except for ER operations, one or more system(s) may be inoperative provided the weather reports or forecasts available to the commander indicate that cumulonimbus clouds or other potentially hazardous weather conditions, which could be detected by the system(s) when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
5.	VOR/ILS Navigation Systems	C	-	-	As required by 14 CFR, and no relief may be provided to inoperative systems or components if powered by an Emergency Bus.  NOTE: NAV 1 is powered by the Emergency Bus.	
6.	Marker Beacon Systems  <FAA>  <EASA>  <EASA>	C  B  D	2  2  -	0  0  0	May be inoperative provided approach procedures do not require its use.  May be inoperative for IFR operations provided approach procedures do not require marker fixes.  May be inoperative for VFR operations.	
7.	Automatic Direction Finding System	D	1	0	Except where enroute operations or approach minimums require its use, any in excess of those required by 14 CFR may be inoperative.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
8.	ATC Transponder and Automatic Altitude Reporting Systems <FAA>	B	2	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.	
	<FAA>	D	-	1	Any in excess of those required by 14 CFR may be inoperative.  NOTE 1: Flight director, autopilot, and transponder must use the same air data source for flight into RVSM airspace.  NOTE 2: Transponder and altitude reporting capability must be operative for flight into RVSM airspace.	
1) ***	Elementary and Enhanced Downlink Airplane Reportable Parameters Not Required by 14 CFR <FAA>	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made before completion of the next heavy maintenance visit.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
8.	SSR Transponder <EASA>					
1)	MODE A/C Functions <EASA>	C	-	-	Any in excess of those required for the route to be flown may be inoperative.	
	<EASA>	A	-	0	(O) May be inoperative for a maximum of five flights provided: a) Permission is obtained from the Air Navigation Service Provider(s) along the route of any planned diversions, and b) Flight is conducted under VFR over routes navigated by reference to visual landmarks.  NOTE: MODE C function is required to be operative for RVSM operations.	
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
8.	SSR Transponder <EASA> (Cont'd)					
2)	Mode S Function <EASA>	D	-	0	Any in excess of those required for the route to be flown may be inoperative.	
	<EASA>	C	-	0	One or more may be inoperative provided permission is obtained from the Air Navigation Service Provider(s) when required for the intended route.  NOTE 1: An SSR transponder with an operative MODE S function is defined as a transponder which can provide at least elementary surveillance capability.  NOTE 2: Altitude reporting, provided by an SSR transponder Mode S function, is required for ACAS II operation. Refer to item 34-19 for flight with ACAS II inoperative.  NOTE 3: Altitude reporting, provided by an SSR transponder Mode S function, is required for flight into RVSM airspace.	
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
8.	SSR Transponder <EASA> (Cont'd)					
3)	Enhanced Surveillance Functions <EASA>	D	-	0	One or more downlink aircraft parameters (DAP), which provide enhanced surveillance, may be inoperative when not required for the intended route.	
	<EASA>	C	-	0	One or more downlink aircraft parameters (DAP), which provide enhanced surveillance, may be inoperative when required for the intended route.	
4)	ADS-B Squitter Transmissions <EASA>	D	-	0	May be inoperative provided operations do not require its use.	
9.	Distance Measuring Equipment (DME) Systems	D	2	0	Except where enroute operations or approach minimums require its use, any in excess of those required by 14 CFR may be inoperative.	

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
10.	Radio Altimeter Systems	C	2	1	May be inoperative provided: a) Remaining radio altimeter test results are satisfactory prior to dispatch, b) Landing weather minimums or operating procedures do not require its use, c) Other systems affected (EGPWS, TCAS, autothrottle, altimeter ground awareness display, synthetic vision primary flight display, and automatic cowl/wing anti-icing are considered, and d) Approach capability at destination and alternate airports must be assessed.	
11.	Long-Range Navigation Systems (IRS, GPS, and GNSSU)	C	-	-	May be inoperative except where operations require the use of IRS, GPS, or GNSSU.  As required by 14 CFR.  NOTE 1: IRS navigation function only. See attitude reference sensors for IRS attitude function.  NOTE 2: IRS navigation capability required for RNP AR operations.	
1)	GNSSU WAAS (Wide Area Augmentation System or Space-Based Augmentation System (SBAS)) Function	C	2	0	WAAS function may be inoperative provided enroute and approach procedures do not require its use.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
12.	Terrain Awareness and Warning System (TAWS) <FAA>					
	Class A TAWS Equipment Required					
1)	GPWS <FAA>	A	2	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 <FAA>	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 <FAA>	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Glideslope Deviation(s) (Mode 5) <FAA>	C	-	1		
	<FAA>	B	-	0		
d) ***	Advisory Callouts <FAA>	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	<FAA>	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and 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
12.	Terrain Awareness and Warning System (TAWS) <FAA> (Cont'd)					
	Class A TAWS Equipment Required (Cont'd)					
1)	GPWS <FAA> (Cont'd)					
e) ***	Windshear Mode (Reactive) <FAA>	B	1	0	(O) May be inoperative provided: a) At least one radio altimeter is valid, b) Alternate procedures are established and used, and c) Flightcrew complies with AFM/AOM guidance in windshear situations and recommended procedures when encountering windshear.	
	<FAA>	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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**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
12.	Terrain Awareness and Warning System (TAWS) <FAA> (Cont'd)					
	Class A TAWS Equipment Required (Cont'd)					
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions <FAA>	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3) ***	Terrain Displays <FAA>	C	-	1		
	<FAA>	B	-	0		
4) ***	Runway Awareness and Advisory System (RAAS) <FAA>	C	2	0		
(Continued)						

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
12.	Terrain Awareness and Warning System (TAWS) <EASA>	A	1	0	May be inoperative for a maximum of six flights or 2 calendar-days, whichever occurs first.	
	<EASA>	C	-	0	Any in excess of those required may be inoperative.	
1)	Modes 1-4 <EASA>	B	-	0	One or more modes may be inoperative provided FLTA and PDA functions are operative.	
2)	Test Mode <EASA>	A	-	0	May be inoperative for a maximum of six flights or 2 calendar-days, whichever occurs first.	
3)	Glideslope Deviation (Mode 5) <EASA>	B	-	0	May be inoperative.	
	<EASA>	C	-	0	May be inoperative for day VMC only.	
4)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions <EASA>	A	-	0	May be inoperative for a maximum of 10 calendar-days provided the GPWS functions are operative.	
5) ***	Advisory Callouts <EASA>	C	-	0	(O) May be inoperative provided: a) Low visibility approaches requiring the use of affected callouts are not performed, and b) Alternate procedure are established and used.  NOTE: Check Flight Manual Limitations for approach minima.	

(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
12.	Terrain Awareness and Warning System (TAWS) <EASA> (Cont'd)					
6) ***	Windshear Mode <EASA>					
a)	Reactive <EASA>	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) At least one radio altimeter is valid,</li> <li>b) Alternate procedures are established and used,</li> <li>c) Flightcrew comply with AFM/AOM guidance in windshear situations and recommended procedures when encountering windshear, and</li> <li>d) Repairs are made within 5 calendar-days.</li> </ol> NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
7) ***	Runway Awareness and Advisory System (RAAS) <EASA>	C	2	0		
8) ***	Terrain Displays <EASA>	C	-	1		
13. ***	Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: RDR-4000 has predictive windshear detection capability (optional).	

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
14. ***	Lightning Sensor Systems (LSS)	D	-	0		
15. ***	Stormscope	D	-	0		
16.	Traffic Alert and Collision Avoidance System (TCAS II)					
	<FAA>	B	1	0	May be inoperative provided: a) System is deactivated and secured by pulling TCAS SSPC 3422, and b) Enroute or approach procedures do not require its use.	
	<EASA>	A	1	0	May be inoperative for a maximum of 10 calendar-days provided: a) TCAS is deactivated by pulling TCAS SSPC 3422, and b) Operating procedures do not require its use.	
	<EASA>	C	1	0	Any in excess of those required may be inoperative provided it is deactivated by pulling TCAS SSPC 3422.	
(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
16.	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 the non-flying pilot side provided: <ul style="list-style-type: none"> <li>a) TA and RA visual display is operative on the flying pilot side, and</li> <li>b) TA and RA audio function is operative on the flying pilot side.</li> </ul>	
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Traffic alert (TA) visual display and audio functions are operative,</li> <li>b) TA only mode is selected by the crew, and</li> <li>c) Enroute or approach procedures do not require its use.</li> </ul>	
3)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) RA visual display and audio functions are operative, and</li> <li>b) Enroute or approach procedures do not require its use.</li> </ul>	
4)	Audio Functions	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
17.	Guidance Panel Digital Indications and Mode Select Indications					
1)	Speed Display	C	1	0	May be inoperative provided the associated value is available in the primary flight display.	
2)	Heading Display	C	1	0	May be inoperative provided the associated value is available in the primary flight display.	
3)	VS/FPA Display	C	1	0	May be inoperative provided the associated value is available in the primary flight display.	
4)	Altitude Select Display	C	1	0	May be inoperative provided the associated value is available in the primary flight display.	
5)	LNAV	C	1	0	May be inoperative provided the associated value is available in the primary flight display.	
6)	VNAV	C	1	0	May be inoperative provided the associated value is available in the primary flight display.	
7)	FLCH	C	1	0	May be inoperative provided the associated value is available in the primary flight display.	
8)	Manual Speed	C	1	0	May be inoperative provided the associated value is available in the primary flight display.	
(Continued)						

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**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
17.	Guidance Panel Digital Indications and Mode Select Indications (Cont'd)					
9)	Heading Select	C	1	0	May be inoperative provided the associated value is available in the primary flight display.	
10)	VS/FPA Select	C	1	0	May be inoperative provided the associated value is available in the primary flight display.	
11)	Alt Hold Select	C	1	0	May be inoperative provided the associated value is available in the primary flight display.	
12)	Approach	C	1	0	May be inoperative provided the associated value is available in the primary flight display.	
13)	PFD Source	C	1	0	(O) May be inoperative provided the associated value is available in the primary flight display.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
18.	Altitude Alerting System  <EASA>  (Holder of an Air Carrier or Commercial Operator Certificate) <FAA>	B	-	0	(O) May be inoperative provided an autopilot with an altitude hold is operative.  NOTE: One altitude alerting system is required to be operative for RVSM operations.	
1)	Aural Alert <FAA>	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
2)	Visual Alert <FAA>	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
(Continued)						

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 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
18.	Altitude Alerting System (Cont'd)					
	(Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate) <FAA>	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, and c) Repairs are made within 3 flight-days.	
1)	Aural Alert <FAA>	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
2)	Visual Alert <FAA>	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
19.	Display Units	C	4	3	(M)(O) May be inoperative provided: a) The unit is located in the DU 3 position, and b) The pilot in the left seat flies the airplane.  NOTE: If DU 3 is inoperative, EFVS approaches to landing and rollout are prohibited.	
20.	Magnetometers	C	2	1	May be inoperative provided: a) All three IRSs are operative, and b) No faults with the AHRS associated with the operative magnetometer.	

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
21. ***	Head-Up Display System	D	1	0	May be inoperative provided landing weather minimums or operating procedures do not require its use.  NOTE: If the HUD Comp Fan Fail CAS continues to cycle on and off, SSPC 3417 (HUD FAN L) may be pulled to prevent this nuisance cycling. It is recommended the SSPC be reset for ground operations, especially in hot weather.	
22.	Slip-Skid Indicators	B	2	1	May be inoperative provided: a) Both SFDs are installed and operative, and b) An operative slip indication is obtained by selecting another IRS source via the TSC.	
		B	2	0	May be inoperative provided airplane is operated during day VMC conditions.	
23.	Data LAN Management Unit (DLMU)	D	1	0		
24. ***	Airshow Controller System	D	-	0		
1) ***	Cockpit Airshow Display System	D	-	0		
2) ***	Cabin Airshow Display System	D	-	0		
25. ***	Cockpit Video Monitors	D	-	0		

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
26.	Enhanced Vision System (EVS)	D	1	0		
1)	EVS Window Heat	D	1	0		
2)	Secondary (Non-HUD) EVS Display (On DUs)	D	1	0	If EVS video cannot be displayed on DU 3, EFVS approaches to landing and rollout are prohibited.	
27.	Terrain Server Function/EGPWM Modules					
	<FAA>	C	2	0	NOTE: Synthetic vision PFD synthetic terrain will not be available with dual terrain server failures, but the full PFD may be used without restriction.	
	<EASA>	A	2	0	May be inoperative provided: a) GPWS functions are operative, and b) Repairs or replacements are carried out within 10 calendar-days.	
28.	Advanced Graphics Module (AGM)	C	4	3	(M)(O) May be inoperative provided: a) Inoperative AGM is located in the AGM 3 position, and b) Crew actions for Subsequent failures are established.	
		C	4	3	(O) May be inoperative provided: a) Inoperative AGM is electronically switched to the AGM 3 position on OHP DU ctrl/test page resulting in DU 3 red Xing, and b) Crew actions for Subsequent failures are established.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
29.	Advanced Graphics Module (AGM) Databases (Does Not Include Charts)	C	-	0	May be out of currency provided: <ol style="list-style-type: none"> <li>a) Current IFR/VFR aeronautical charts or appropriate airport information charts are used to verify the information before dispatch,</li> <li>b) Procedures are established and used to verify the status and suitability of navigation facilities used to define the route of flight, and</li> <li>c) Approach navigation radios are manually tuned and identified.</li> </ol>	
30. ***	Cockpit Printer	D	1	0		
31.	Cursor Control Devices	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) At least one TSC on the side of the inoperative CCD is operative, and</li> <li>b) Affected CCD circuit breakers are pulled and collared:                             <ul style="list-style-type: none"> <li>• CCD 1: POP, C-4.</li> <li>• CCD 2: CPOP, C-4.</li> </ul> </li> </ol> <p>NOTE: Selection of CMC functions will not be available with both CCDs inoperative.</p>	

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
32.	Flight Management System (FMS) Function	B	3	1	Except where enroute operations or approach minimums require its use, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected system is not required for IRS alignment,</li> <li>b) Long-range navigation is not dependent on its use, and</li> <li>c) Procedures do not require its use.</li> </ul> NOTE: Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, only require a single FMS.	
1)	Navigation Databases	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Operations do not require its use,</li> <li>b) It is not used in a primary navigation system required by 14 CFR,</li> <li>c) Alternate procedures are developed and used,</li> <li>d) The ICAO flight plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and</li> <li>e) It is repaired within 10 flight-days.</li> </ul> NOTE 1: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.  NOTE 2: For flight with an out-of-date navigation database, see AFM 01-34-30.	

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
33.	Radio Tuning Functions	B	7	2		
34.	Charts Function on Display Units	D	2	0	May be inoperative provided current aeronautical charts are carried on board the airplane and available to the flightcrew.	
1)	Charts Database	C	4	0	May be out of currency provided the terminal charts for the origin, destination, and alternate airports are verified to be current.	
35.	Video Function on Display Units	D	1	0	NOTE: If EVS video cannot be displayed on DU 3, EFVS approaches to landing and rollout are prohibited.	
36. ***	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.	
		C	-	1	One must operate as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
36. ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B Out Extended Squitter Transmission	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 operate as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out UAT Transmission	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 Out function that operates normally may be used.	
		C	-	1	One must operate as required by 14 CFR.  NOTE: Any ADS-B Out function that operates normally may be used.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
36. ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedure are established and used.  NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use.  NOTE: Any ADS-B In function that operates normally may be used.	
***	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other airplane systems may be used.	
37. ***	Synthetic Vision Primary Flight Display (SV PFD) Functions	D	2	0		

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
38.	Air Data Systems (ADS 1-2-3-4)	C	4	3	(O) May be inoperative provided: a) Pilot and Copilot PFDs and SFDs: Verify separate, operative ADS sources are selected, b) No DCN failures are present, c) Autopilot is operative, d) Aircraft is operated at or below FL 250 and a minimum speed of 250 KCAS when above 10,000 ft. MSL. Minimum approach speed is VREF +5 kn and shall be maintained to the runway threshold, e) Airplane is operated in accordance with AFM Limitations, and f) Affected circuit breaker: <ul style="list-style-type: none"> <li>• ADS 1: POP, B-6, or</li> <li>• ADS 2: CPOP, B-6, or</li> <li>• ADS 3: POP, B-5, or</li> <li>• ADS STBY: CPOP, B-5 is pulled and collared.</li> </ul> NOTE 1: FCS Limited Dispatch Advisory CAS message will post.  NOTE 2: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system.	

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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Passenger Oxygen System and Supply	B	-	-	As required by 14 CFR.	
2.	Cabin Oxygen ON Warning Systems	C	1	0	May be inoperative provided: a) Cabin altitude and differential pressure indicators are operative, and b) Cabin altitude pressure warning system is operative.	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
3.	Oxygen Service Panel Pressure Gauges	D	2	0	May be inoperative provided associated cockpit synoptic indication is operative and monitored.	
4.	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained throughout airplane.  NOTE: Any bottle not properly serviced is considered inoperative and should be removed or placed out of sight so it cannot be mistaken for a functional unit.	
5.	Oxygen Supply Warning Systems	C	2	0	May be inoperative provided associated cockpit synoptic indication is operative and monitored.	

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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
6. ***	Portable Protective Breathing Equipment (PBE)	D	-	-	(M) Any in excess of that required by 14 CFR may be inoperative or missing 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 dangerous goods requirements.	
7.	Cockpit Oxygen Pressure Indications (Passenger or Crew Synoptic Indications)	C	2	1	(O) One may be inoperative provided: a) Oxygen service panel pressure gauges are operative and checked before every takeoff, and b) Crew Oxygen Off and Passenger Oxygen Off messages are not displayed on the CAS prior to every takeoff.	
8.	Passenger Oxygen Control Panel ALT SELECT (High Alt) Switch	C	1	0	May be inoperative provided airplane is operated from airports no higher than 14,500 ft in accordance with AFM Limitations.	
9.	Therapeutic Oxygen	D	-	-	May be inoperative or missing.	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Bleed Air Systems					
1)	Pressurized Configuration	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Inoperative/associated bleed control valve is CLOSED and deactivated electrically when associated engine bleed air system is selected OFF, b) Opposite engine bleed air system is operative, c) Isolation valve is verified to be operative, d) Airplane is not operated in known or forecast icing conditions, and e) Airplane is operated in accordance with AFM Section 03-21-10, Bleed Air System Failure Single.	
2)	Unpressurized Configuration	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Inoperative/associated bleed control valve(s) is/are CLOSED and deactivated electrically when associated engine bleed air system is selected OFF, b) Airplane is not operated in known or forecast icing conditions, c) Rear baggage compartment is not used (empty), d) Internal baggage door remains OPEN, and e) Airplane is operated in accordance with AFM Limitations.	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Bleed Air Hot Warning Systems					
1)	Pressurized Configuration	C	2	1	(M) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Inoperative/associated bleed control valve is CLOSED and deactivated electrically when associated engine bleed air system is selected OFF,</li> <li>b) Opposite engine bleed air system is operative,</li> <li>c) Isolation valve is verified to be operative,</li> <li>d) Airplane is not operated in known or forecast icing conditions, and</li> <li>e) Airplane is operated in accordance with AFM Section 03-21-10, Bleed Air System Failure Single.</li> </ul>	
2)	Unpressurized Configuration	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Inoperative/associated bleed control valve(s) is/are CLOSED and deactivated electrically when associated engine bleed air system is selected OFF,</li> <li>b) Airplane is not operated in known or forecast icing conditions,</li> <li>c) Rear baggage compartment is not used (empty),</li> <li>d) Internal baggage door remains OPEN, and</li> <li>e) Airplane is operated in accordance with AFM Limitations.</li> </ul>	

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DATE: 06/20/2018

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Isolation Valve	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Both bleed air systems are operative,</li> <li>b) Both environmental control system (ECS) packs are operative,</li> <li>c) Isolation valve is electrically deactivated by pulling SSPC 3607 (BLD AIR ISO SOL), and</li> <li>d) Isolation valve is verified CLOSED.</li> </ol> <p>NOTE: Valve must be OPENED manually during left engine start.</p>	
4.	Bleed Air System Switch Capsule Lights	C	4	0	May be inoperative provided bleed air system indications are available on the synoptic display.	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Potable Water System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, b) Associated system components are verified not to have leaks, and c) Passengers are advised of the inoperative water system.  NOTE: Any portion of system which operates normally may be used.	
		C	1	0	(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	1	0	(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	1	0	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured CLOSED and placarded "INOPERATIVE – DO NOT ENTER".  NOTE: These provisos are not intended to prohibit inspections by crewmembers.	

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AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Lavatory Dump/Drain System	C	1	0	May be inoperative provided: a) Dump valve is secured in the CLOSED and LOCKED position, and b) System is checked for leaks before every flight.	
4.	Vacuum Toilet Holding Tank Indicator	D	1	0	May be inoperative provided: a) Tank is verified to be serviced before first flight of the day, and b) Tank is serviced after the last flight of the day.	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN)					
1)	Remote Data Concentrator 12 (RDC 12) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent)	A	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) DCN RDC 12 PWR 1: SSPC 4201 and DCN RDC 12 PWR 2: SSPC 4202 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) ADS 1, ADS 3, and STBY ADS (ADS 4) are operative. Co-pilot should select a separate, operative ADS to resolve red Xs on co-pilot PFD,                             <ul style="list-style-type: none"> <li>• After starting engines, ADS 1 Dgrd CAS will be posted. Confirm ADS 1 is operative by pulling ADS 2 CB (CPOP, B-6) and verifying ADS 1 Dgrd CAS clears, then reset ADS 2 CB (CPOP, B-6).</li> <li>• ADS 1 Dgrd CAS will repost on ground and clear during takeoff.</li> <li>• FCS Limited Dispatch Advisory CAS posts and clears with the ADS 1 Dgrd CAS.</li> <li>• Eng Maint LTD, L-R may post. No further crew action is required.</li> </ul> </li> <li>d) Right baro set knob is disabled by pulling and resetting right SFD CB (CPOP B1),                             <ul style="list-style-type: none"> <li>• The R Baro Knob Fail Caution CAS will post.</li> </ul> </li> <li>e) Manual pressurization control system is operative and functionally checked,</li> </ul>	   
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
1)	Remote Data Concentrator 12 (RDC 12) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				f) Flightcrew will select CPCU 2 for automatic pressurization control and verify on ECS synoptic that CPCU 2 is in control. To Swap CPCU channels, cycle to manual pressurization and back to automatic, g) Cabin altitude, differential pressure, and rate-of-climb indicators are operative, h) Autopilot is operative (verify autopilot engagement on ground utilizing the TSC systems test page, AP disc option), i) Procedures do not require use of EVS, j) TSC 1 and TSC 4 are operative, k) A crewmember verifies by visual inspection before each departure that the radome is CLOSED and LOCKED/LATCHED, l) Emergency landing gear extension bottle pressure gauge (nose wheel well) is operative and checked prior to each flight, m) Left standby flight display is operative, n) Both thrust reversers are deactivated, stowed, and LOCKED in forward thrust position,	   
(Continued)						

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
1)	Remote Data Concentrator 12 (RDC 12) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				o) Airplane is operated in accordance with AFM 3C-20-70 Limitation and Procedures (from thrust reverser dispatch relief), and p) Repairs are made within 3 flight-days.  NOTE 1: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system.  NOTE 2: With RDC 12 failed, the following systems are impacted: 1. ADS 2: Loss of control and display. No loss of ADS 2 to flight controls system and engines, 2. BARO set: R baro set knob unable to communicate with ADS 1 and 3, 3. EVS: Loss of control and display, 4. TSC 2 and 3: Loss of dimming control for OHPTS and console, 5. Right ice detector: Loss of automatic detection function, 6. Service door indication: Radome invalid, 7. Emergency landing gear extension bottle pressure: Loss of display in cockpit,	   
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
1)	Remote Data Concentrator 12 (RDC 12) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				8. Cockpit pressurization control unit 1: Loss of displayed data to all overhead panel touchscreens only. Data available on synoptics, and 9. Right SFD: Partial loss of displayed data. Does not impact display of attitude/airspeed/altitude or basic navigation data.	   
2)	Remote Data Concentrator 13 (RDC 13) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent)	A	1	0	(M)(O) May be inoperative provided: a) DCN RDC 13 PWR 1: SSPC 4203 and DCN RDC 13 PWR 2: SSPC 4204 are pulled and collared, b) All other DCN RDCs, RIUs, and switches are operative, c) ADS 2, ADS 3, and STBY ADS (ADS 4) are operative. Pilot should select a separate, operative ADS to resolve red Xs on pilot PFD, • After starting engines, ADS 2 Dgrd CAS will be posted. Confirm ADS 2 is operative by pulling ADS 1 CB (POP, B-6) and verifying ADS 2 Dgrd CAS clears, then reset ADS 1 CB (POP, B-6). • ADS 2 Dgrd CAS will repost on ground and clear during takeoff. • An FCS Limited Dispatch Advisory CAS posts and clears with the ADS 2 Dgrd CAS.	   
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
2)	Remote Data Concentrator 13 (RDC 13) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				<ul style="list-style-type: none"> <li>• Eng Maint LTD, L-R may post. No further crew action is required.</li> <li>d) Left baro set knob is disabled by pulling and resetting L SFD CB (POP B-1),                             <ul style="list-style-type: none"> <li>• The L Baro Knob Fail Caution CAS will post. No further action is required.</li> </ul> </li> <li>e) Manual pressurization control system is operative and functionally checked,</li> <li>f) Flightcrew will select CPCU 1 for automatic pressurization control and verify on ECS synoptic that CPCU 1 is in control. To swap CPCU channels, cycle to manual pressurization and back to automatic,</li> <li>g) Cabin altitude, differential pressure, and rate-of-climb indicators are operative,</li> <li>h) Autopilot is operative (verify autopilot engagement on ground utilizing the TSC systems test page, AP disc option),</li> <li>i) Procedures do not require use of EVS,</li> <li>j) NWS steering is operative,</li> <li>k) Outboard brake pressure and temperature indications are operative,</li> </ul>	   
(Continued)						

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
2)	Remote Data Concentrator 13 (RDC 13) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				l) Manual wheel despin is performed prior to retracting gear after takeoff by using the parking brake to apply 300-400 psi brake pressure for 10 seconds, <ul style="list-style-type: none"> <li>• When the parking brake is used after takeoff with the landing gear extended, the Landing Config-Brake Warning CAS will assert until the condition is removed.</li> </ul> m) Airplane is operated in accordance with AFM Appendix on Brake Kinetic Energy and Carbon Brake Cooling, n) OHPTS 2 and 3 are operative, o) Both PFD attitude indicating systems operate independently, p) Both standby flight display attitude indicators are operative, q) Both AHRS sensors are operative, r) GPS 2 is operative, as required by 14 CFR, s) TSC 2, TSC 3, and TSC 4 are operative, t) A crewmember verifies by visual inspection before each departure that the landing gear maintenance door is CLOSED and LOCKED/LATCHED,	   

(Continued)

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
2)	Remote Data Concentrator 13 (RDC 13) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				u) Confirmation from cockpit crew is obtained before commanding MED to the closed position, v) Right standby flight display is operative, w) Both thrust reversers are deactivated, stowed, and LOCKED in forward thrust position, x) Airplane is operated in accordance with AFM 3C-20-70 Limitation and Procedures (from thrust reverser dispatch relief), and y) Repairs are made within 1 flight-day.  NOTE 1: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system.  NOTE 2: With RDC 13 failed, the following systems are impacted: 1. ADS 1: Loss of control and display. No loss of ADS 1 to flight controls system and engines, 2. BARO SET: L BARO SET knob unable to communicate with ADS 2 and 4, 3. Autobrakes: Not available, 4. Wheel despin: Not available, 5. Normal inboard brake press: Loss of display,	   
(Continued)						



AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
2)	Remote Data Concentrator 13 (RDC 13) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				15. Service door indication: Landing gear maint door invalid, 16. Cockpit pressurization control unit 2: Loss of displayed data to overhead panel touchscreens only. Data available on synoptics, and 17. Left SFD: Partial loss of displayed data. Does not impact display of attitude/airspeed/altitude or basic navigation data.	   
3)	Remote Data Concentrator 14 (RDC 14) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent)	A	1	0	(M)(O) May be inoperative provided: a) DCN RDC 14 PWR 1: SSPC 4205 and DCN RDC 14 PWR 2: SSPC 4206 are pulled and collared, b) All other DCN RDCs, RIUs, and switches are operative, c) ADS 1, ADS 2, and ADS 3 are operative, <ul style="list-style-type: none"> <li>• After starting engines, ADS 3 Dgrd CAS will be posted. Confirm ADS 3 is operative by pulling ADS STBY CB (CPOP, B-5) and verifying ADS 3 Dgrd CAS clears, then reset ADS STBY CB (CPOP, B-5).</li> <li>• ADS 3 Dgrd CAS will repost on ground and clear during takeoff.</li> </ul>	   
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
3)	Remote Data Concentrator 14 (RDC 14) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				<ul style="list-style-type: none"> <li>• Eng Maint LTD, L-R may post. No further crew action is required.</li> <li>d) Manual pressurization control system is operative and functionally checked,</li> <li>e) Cabin altitude, differential pressure, and rate-of-climb indicators are operative,</li> <li>f) Autopilot is operative (verify autopilot engagement on ground utilizing the TSC systems test page, AP disc option),</li> <li>g) OHPTS 1 and 3 are operative,</li> <li>h) TSC 1, TSC 2, and TSC 3 are operative,</li> <li>i) A crewmember verifies by visual inspection before each departure that the Ext Pwr door is CLOSED and LOCKED/LATCHED,</li> <li>j) Both thrust reversers are deactivated, stowed, and LOCKED in forward thrust position,</li> <li>k) Airplane is operated in accordance with AFM 3C-20-70 Limitation and Procedures (from thrust reverser dispatch relief), and</li> <li>l) Repairs are made within 3 flight-days.</li> </ul>	   
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
3)	Remote Data Concentrator 14 (RDC 14) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				NOTE: With RDC 14 failed, the following systems are impacted: 1. STBY ADS (ADS 4): Loss of failure warning of STBY ADS (ADS 4). No loss of STBY ADS (ADS 4) data to standby flight displays, flight controls system, and engines. ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system, 2. OHPTS 2: Blanked, 3. TSC 4: Loss of dimming control for OHPTS and console, and 4. Service door indication: Ext Pwr door invalid.	
4)	Remote Data Concentrator 15 (RDC 15) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent)	A	1	0	(M)(O) May be inoperative provided: a) DCN RDC 15 PWR 1: SSPC 4207 and DCN RDC 15 PWR 2: SSPC 4208 are pulled and collared, b) All other DCN RDCs, RIUs, and switches are operative, c) Acoustic door is secured OPEN for taxi, takeoff, and landing,	
(Continued)						



AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
4)	Remote Data Concentrator 15 (RDC 15) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				i) When parking brake is used after takeoff with landing gear extended, Landing Config Brake Warning CAS will assert until condition is removed, j) Confirmation from cockpit crew is obtained before commanding MED to the closed position. Crew must manually turn off ECS packs prior to closing MED, k) Airplane is operated in accordance with AFM Appendix on Brake Kinetic Energy and Carbon Brake Cooling, l) Both thrust reversers are deactivated, stowed, and LOCKED in forward thrust position, m) Airplane is operated in accordance with AFM 3C-20-70 Limitation and Procedures (from thrust reverser dispatch relief), and n) Repairs are made within 3 flight-days.  NOTE 1: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system.  NOTE 2: With RDC 15 failed, the following systems are impacted: 1. Acoustic door: Loss of position indication,	   
(Continued)						



AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
5)	Remote Data Concentrator 16 (RDC 16)	A	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) DCN RDC 16 PWR 1: SSPC 4209 and DCN RDC 16 PWR 2: SSPC 4210 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) Both PFD attitude indicating systems operate independently,</li> <li>d) Both standby flight display attitude indicators are operative,</li> <li>e) Both AHRS sensors are operative,</li> <li>f) GPS 1 is operative, as required by 14 CFR,</li> <li>g) OHPTS 1 and 2 are operative,</li> <li>h) TCAS power SSPC 3422 is pulled and collared,</li> <li>i) UPS voltmeter is operative,</li> <li>j) Forward lavatory waste receptacle is empty,</li> <li>k) Forward lavatory is locked and placarded "INOPERATIVE – DO NOT ENTER",</li> <li>l) Forward lavatory is used only by crewmembers, and</li> <li>m) Repairs are made within 1 flight-day.</li> </ol>	
(Continued)						

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DATE: 06/20/2018

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
5)	Remote Data Concentrator 16 (RDC 16) (Cont'd)				<p>NOTE: With RDC 16 failed, the following systems are impacted:</p> <ol style="list-style-type: none"> <li>1. IRS 2: Loss of control and display. No loss of IRS 2 data to flight controls system,</li> <li>2. GPS 2: Loss of control and display,</li> <li>3. OHPTS 3: Blanked,</li> <li>4. TCAS: Not available,</li> <li>5. UPS battery: Loss of amps display,</li> <li>6. REER fan: Loss of failure warning,</li> <li>7. Co-pilot 121.5 switch: Capsule light not available,</li> <li>8. Lavatory smoke detectors: Not available for forward lavatory configurations, and</li> <li>9. ADS-B In data not available.</li> </ol>	
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
6)	Remote Data Concentrator 17 (RDC 17) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent)	A	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) DCN RDC 17 PWR 1: SSPC 4211 and DCN RDC 17 PWR 2: SSPC 4212 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) Acoustic and mid-cabin doors are secured OPEN for taxi, takeoff, and landing,</li> <li>d) Both PFD attitude indicating systems operate independently,</li> <li>e) IRS 1, 2, and 3 are operative,</li> <li>f) &lt;FAA&gt; If operator is a holder of an air carrier or commercial operator certificate:                             <ol style="list-style-type: none"> <li>1) CVR operates normally,</li> <li>2) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless:                                     <ul style="list-style-type: none"> <li>• The FDR failure occurs after pushback but before takeoff, or</li> <li>• The FDR repair was attempted but was not successful,</li> </ul> </li> <li>3) In cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch,</li> </ol> </li> </ol>	   
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
6)	Remote Data Concentrator 17 (RDC 17) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)	A	1	0	g) <FAA> Operator other than a holder of an air carrier or commercial operator certificate: <ul style="list-style-type: none"> <li>• Repairs are made in accordance with applicable 14 CFR,</li> </ul> h) Operations that require two LRCS (HF, SATCOM) are not conducted, i) Synoptic brake pressure indications are operative, j) Affected accumulator pre-charge and fully charged pressure (3,000 psi) is verified in respective main landing gear well gauge preflight, k) Conservative fuel quantity values are used for flight planning, l) Procedures do not require use of Inmarsat SATVOICE, m) Radio altimeter 2 test results are satisfactory prior to dispatch, n) Landing weather minimums or operating procedures do not require the use of radio altimeter 1, o) Other systems affected by radio altimeter (EPGWS, TCAS, autothrottle, altimeter ground awareness display, synthetic vision primary flight display, and automatic cowl/wing anti-icing) are considered, p) Select GPWS INHIBIT on TSC aural inhibits page,	   
(Continued)						

REVISION NO. 2  
 DATE: 01/04/2021

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
6)	Remote Data Concentrator 17 (RDC 17) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)	A	1	0	q) Approach capability at destination and alternate airports are assessed in the unlikely event that RADALT 2 should fail, r) A crewmember verifies by visual inspection before each departure that the external air, L forward cowl, and L engine access doors are CLOSED and LOCKED/LATCHED, s) Manual wheel despin is performed prior to retracting gear after takeoff by applying 300-400 psi brake pressure for 10 seconds, and t) Repairs are made within 1 flight-day.	   
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
6)	Remote Data Concentrator 17 (RDC 17) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				NOTE: With RDC 17 failed, the following systems are impacted: <ol style="list-style-type: none"> <li>1. Acoustic and mid-cabin doors: Position indication invalid,</li> <li>2. AHRS 1: Failure warning not available,</li> <li>3. Autobrakes: Not available,</li> <li>4. Autothrottle 1: Not available,</li> <li>5. Aux pump: No automatic activation for low inboard brake accumulator pressure,</li> <li>6. Cabin smoke detector: Not available,</li> <li>7. FDR: Not available,</li> <li>8. FQMS degraded,</li> <li>9. HF 1: Not available,</li> <li>10. Inboard brake accumulator pressure: Loss of display,</li> <li>11. Inmarsat: No voice transmit available,</li> <li>12. IRS 3: Not available for selection on standby flight displays,</li> <li>13. Rad alt 1: Not available,</li> <li>14. Service door indication: External air, L forward cowl, and L engine access invalid,</li> <li>15. Landing lights: Pulse mode not available, and</li> <li>16. Wheel despin: Not available.</li> </ol>	
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
7)	Remote Data Concentrator 18 (RDC 18) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent)	A	1	0	(M)(O) May be inoperative provided: a) DCN RDC 18 PWR 1: SSPC 4213 and DCN RDC 18 PWR 2: SSPC 4214 are pulled and collared, b) All other DCN RDCs, RIUs, and switches are operative, c) Mid-cabin doors are secured OPEN for taxi, takeoff, and landing, d) Both PFD attitude indicating systems operate independently, e) IRS 1, 2, and 3 are operative, f) Refueling operations are conducted via overwing refueling procedures, g) Hydraulic quantities are checked by reservoir indicator or using hydraulic quantity indications on hydraulic synoptic before each departure. Indications are most accurate if system is pressurized, h) Engine oil quantity is verified on the engine oil quantity sight gauge before engine start, i) Operations that require two LRCS (HF, SATCOM) are not conducted, j) Synoptic brake pressure indications are operative, k) Affected accumulator pre-charge and fully charged pressure (3,000 psi) is verified in respective main landing gear well gauge preflight,	   
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
7)	Remote Data Concentrator 18 (RDC 18) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)	A	1	0	l) Radio altimeter 1 test results are satisfactory prior to dispatch, m) Landing weather minimums or operating procedures do not require the use of radio altimeter 2, n) Other systems affected by radio altimeter (EPGWS, TCAS, autothrottle, altimeter ground awareness display, synthetic vision primary flight display and automatic cowl/wing anti-icing) are considered, o) Approach capability at destination and alternate airports are assessed in the unlikely event that RADALT 1 should fail, p) A crewmember verifies by visual inspection before each departure that the security, oxygen service, fuel service, refuel port, R forward cowl and R engine access doors are CLOSED and LOCKED/LATCHED, q) Manual wheel despin is performed prior to retracting gear after takeoff by applying 300-400 psi brake pressure for 10 seconds, and r) Repairs are made within 1 flight-day.	   
(Continued)						

REVISION NO. 2  
 DATE: 01/04/2021

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
7)	Remote Data Concentrator 18 (RDC 18) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				NOTE: With RDC 18 failed, the following systems are impacted: 1. AHRS 2: Failure warning not available, 2. Autothrottle 2: Not available, 3. Aux pump: No automatic activation for low outboard brake accumulator pressure, 4. Galley smoke detector: Not available for forward galley configurations, 5. Ground service bus: Not available, 6. Engine oil replenishment system: Not available, 7. Engine oil quantity indication systems: Not available, 8. Hydraulic quantity fluid quantity indicators: Not available, 9. Pressure fueling system (single point refueling): Not available, 10. HF 2: Not available,	   
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
7)	Remote Data Concentrator 18 (RDC 18) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				11. Outboard brake accumulator pressure: Loss of display, 12. Mid-cabin door: Position indication invalid, 13. Rad alt 2: Not available, 14. Service door indication: Security, oxygen service, fuel service, refuel Port, R forward cowl, and R engine access invalid, 15. Tire pressure: Loss of display, 16. TSCs: Ground service, fluid quantity and press status data invalid, and 17. Wheel despin: Not available.	   
8)	Remote Data Concentrator 19 (RDC 19)	A	1	0	(O) Except for ER operations, may be inoperative provided: a) DCN RDC 19 PWR 1: SSPC 4215 and DCN RDC 19 PWR 2: SSPC 4216 are pulled and collared, b) All other DCN RDCs, RIUs, and switches are operative, c) Affected L FREQ CONV: LPDB 60 Hz AC electrical power system circuit breaker is pulled and collared, d) Flightcrew will brief passengers on items that are inoperative, e) FDR is operative,	

(Continued)

REVISION NO. Original

PAGE NO. 42-25

DATE: 06/20/2018

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
8)	Remote Data Concentrator 19 (RDC 19) (Cont'd)				f) Procedures do not require use of SATCOM voice (Iridium or Inmarsat), g) Left main battery voltmeter is operative, h) Both battery charger fail messages are operative. Verify battery charger fail CAS by pulling L and R batt charger CBs on L and R PDB and verifying L-R Batt Charger Fail caution posts and then clears when CBs reset, i) Left hydraulic pressure indication is operative, j) PTU hydraulic system is operative, k) A crewmember verifies by visual inspection before each departure that the L fuel drain valve and L fuel hopper drain valve doors (located underneath aircraft forward of left main wheel well near centerline) are CLOSED and LOCKED/LATCHED, and l) Repairs are made within 3 flight-days.	
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
8)	Remote Data Concentrator 19 (RDC 19) (Cont'd)				NOTE: With RDC 19 failed, the following systems are impacted: 1. 60 Hz power: Left converter not available, 2. CVR: not available, 3. Iridium: Failure warning not available, 4. Battery ammeters: Loss of display of left main battery amps, 5. Power transfer unit: Loss of display of pressure indication, 6. SATCOM: Voice transmission not available, and 7. Service door indication: L fuel drain valve and L fuel hopper drain valve invalid.	
9)	Remote Data Concentrator 20 (RDC 20) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent)	B	1	0	(O) Except for ER operations, may be inoperative provided: a) DCN RDC 20 PWR 1: SSPC 4217 and DCN RDC 20 PWR 2: SSPC 4218 are pulled and collared, b) All other DCN RDCs, RIUs, and switches are operative, c) Affected R FREQ CONV: RPDB 60 Hz AC electrical power system circuit breaker is pulled and collared, d) Flightcrew will brief passengers on items that are inoperative,	 

(Continued)

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
9)	Remote Data Concentrator 20 (RDC 20) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				e) A crewmember will verify by visual inspection before each departure that the external baggage door is CLOSED and LOCKED, f) Internal baggage compartment door remains OPEN, g) Airplane is operated at or below 40,000 ft, h) Procedures do not require use of Inmarsat SATCOM, i) PTU manual mode is verified to be operative before every flight, j) PTU manual mode is selected ON for each takeoff and landing, k) A crewmember verifies by visual inspection before each departure that the water service, waste service and tail compartment doors are CLOSED and LOCKED/LATCHED l) Right main battery voltmeter is operative, m) Both battery charger fail messages are operative. Verify Battery Charger Fail CAS by pulling L and R batt charger CBs on L and R PDB and verifying L-R Batt Charger Fail caution posts and then clears when CBs reset, n) Automatic or manual zone temperature control systems are operative,	   
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
9)	Remote Data Concentrator 20 (RDC 20) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				o) Left hydraulic quantity is checked by reservoir indicator before each departure. Indications are most accurate if system is pressurized, and p) Only one hydraulic quantity indicating system is failed.	 
					NOTE: With RDC 20 failed, the following systems are impacted: <ul style="list-style-type: none"> <li>1. 60 Hz power: Right converter not available,</li> <li>2. Baggage doors: Internal and external position alerting not available,</li> <li>3. Baggage smoke detector: Not available,</li> <li>4. Inmarsat: Not available,</li> <li>5. Power transfer unit: Automatic operation not available,</li> <li>6. Service door indication: Water service, waste service, internal baggage, and tail compartment invalid,</li> <li>7. Battery ammeters: Loss of display of right main battery amps,</li> <li>8. Cockpit/cabin zone temperature indications: Partial loss of display of desired and actual temperature data, and</li> <li>9. Hydraulic system quantity indication (EICAS): Loss of display of left hydraulic quantity.</li> </ul>	
					(Continued)	

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
10)	Remote Data Concentrator 22 (RDC 22) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent)	A	1	0	(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) DCN RDC 22 PWR 1: SSPC 4219 and DCN RDC 22 PWR 2: SSPC 4220 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) Internal baggage door is verified to be CLOSED and LOCKED by a crewmember prior to climbing above 45,000 ft after each use,</li> <li>d) Internal baggage door is placarded "DO NOT ENTER" at or above 45,000 ft,</li> <li>e) Aft lavatory waste receptacle is empty,</li> <li>f) Aft lavatory is locked and placarded "INOPERATIVE – DO NOT ENTER",</li> <li>g) Aft lavatory is used only by crewmembers,</li> <li>h) &lt;FAA&gt; If operator is a holder of an air carrier or commercial operator certificate:                             <ol style="list-style-type: none"> <li>1) CVR operates normally,</li> <li>2) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless:                                     <ul style="list-style-type: none"> <li>• The FDR failure occurs after pushback but before takeoff, or</li> <li>• The FDR repair was attempted but was not successful,</li> </ul> </li> </ol> </li> </ol>	   
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
10)	Remote Data Concentrator 22 (RDC 22) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				3) In cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch,  i) <FAA> Operator other than a holder of an air carrier or commercial operator certificate: <ul style="list-style-type: none"> <li>• Repairs are made in accordance with applicable 14 CFR,</li> </ul> j) EBHA voltmeter is operative, k) A crewmember verifies by visual inspection before each departure that the R fuel drain valve and R fuel hopper drain valve doors (located underneath aircraft forward of right main wheel well near centerline) are CLOSED and LOCKED/LATCHED, l) Automatic or manual zone temperature control systems are operative, m) Right hydraulic quantity is checked by reservoir indicator or fluid quantity indicator in the aft equipment compartment before each departure. Indications are most accurate if system is pressurized, n) Only one hydraulic quantity indicating system is failed,	   
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
10)	Remote Data Concentrator 22 (RDC 22) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				o) Cockpit brake pressure indications are operative, p) Prior to engine start, auxiliary pump operation and pressure must be verified on brake synoptic (inboard parking brake pressure), and q) Repairs are made within 3 flight-days.	   
					NOTE: With RDC 22 failed, the following systems are impacted: 1. Internal baggage door: Position alerting not available, 2. Lavatory smoke detector: Not available for aft lavatory configurations, 3. FDR: Not available, 4. Galley smoke detector: Not available for aft galley configurations, 5. EBHA battery: Loss of amps display, 6. Service door indication: R fuel drain valve and R fuel hopper drain valve invalid, 7. Cockpit/cabin zone temperature indications: Partial loss of display of desired and actual temperature data, 8. Hydraulic system quantity indication: Loss of display of right hydraulic quantity, and 9. Aux hydraulic pump pressure indication: Loss of display.	
					(Continued)	

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
11)	Remote Interface Unit 51 (RIU 51)	A	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) DCN RIU 51 PWR 1: SSPC 4221 and DCN RIU 51 PWR 2: SSPC 4222 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) Procedures do not require use of SATCOM voice (Iridium or Inmarsat),</li> <li>d) &lt;FAA&gt; If operator is a holder of an air carrier or commercial operator certificate:                             <ol style="list-style-type: none"> <li>1) CVR operates normally,</li> <li>2) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless:                                     <ul style="list-style-type: none"> <li>• The FDR failure occurs after pushback but before takeoff, or</li> <li>• The FDR repair was attempted but was not successful,</li> </ul> </li> <li>3) In cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch,</li> </ol> </li> </ol>	
(Continued)						

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 DATE: 06/21/2019

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
11)	Remote Interface Unit 51 (RIU 51) (Cont'd)				e) <FAA> Operator other than a holder of an air carrier or commercial operator certificate: <ul style="list-style-type: none"> <li>• Repairs are made in accordance with applicable 14 CFR,</li> </ul> f) Operations that require two LRCS (HF, SATCOM) are not conducted, g) A crewmember verifies by visual inspection before each departure that the external air, L forward cowl, and L engine access doors are CLOSED and LOCKED/LATCHED, and h) Repairs are made within 3 flight-days.	
					NOTE: With RIU 51 failed, the following systems are impacted: <ol style="list-style-type: none"> <li>1. FDR: Not available,</li> <li>2. HF 1: Not available,</li> <li>3. SATCOM: Voice transmission not available,</li> <li>4. Inmarsat: Not available, and</li> <li>5. Service door indication: External air, L forward cowl, and L engine access invalid.</li> </ol>	
					(Continued)	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
12)	Remote Interface Unit 52 (RIU 52)	C	1	0	(O) May be inoperative provided: a) DCN RIU 52 PWR 1: SSPC 4223 and DCN RIU 52 PWR 2: SSPC 4224 are pulled and collared, b) All other DCN RDCs, RIUs, and switches are operative, c) Operations that require two LRCS (HF, SATCOM) are not conducted, and d) A crewmember verifies by visual inspection before each departure that the R forward cowl and R engine access doors are CLOSED and LOCKED/LATCHED.  NOTE: With RIU 52 failed, the following systems are impacted: 1. HF 2: Not available, and 2. Service door indication: R forward cowl and R engine access invalid.	
(Continued)						

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 DATE: 06/21/2019

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
13)	Remote Interface Unit 53 (RIU 53)	D	1	0	(O) May be inoperative provided: a) DCN RIU 53 PWR 1: SSPC 4225 and DCN RIU 53 PWR 2: SSPC 4226 are pulled and collared, b) All other DCN RDCs, RIUs, and switches are operative, c) Procedures do not require use of SATCOM voice (Iridium or Inmarsat), d) Affected 60 Hz AC electrical power system circuit breaker is pulled and collared: LEFT PDB, LEER: L FREQ CONV, and e) Flightcrew will brief passengers on items that are inoperative.  NOTE: With RIU 53 failed, the following systems are impacted: 1. 60 Hz power: Left converter not available, and 2. SATCOM: Voice transmission not available.	

(Continued)

REVISION NO. 1  
 DATE: 06/21/2019

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
14)	Remote Interface Unit 54 (RIU 54)	D	1	0	(O) May be inoperative provided: a) DCN RIU 54 PWR 1: SSPC 4227 and DCN RIU 54 PWR 2: SSPC 4228 are pulled and collared, b) All other DCN RDCs, RIUs, and switches are operative, c) Procedures do not require use of Inmarsat SATVOICE, d) Affected 60 Hz AC electrical power system circuit breaker is pulled and collared: RIGHT PDB, REER: R FREQ CONV, and e) Flightcrew will brief passengers on items that are inoperative.  NOTE: With RIU 54 failed, the following systems are impacted: 1. 60 Hz power: Right converter not available, and 2. Inmarsat: Not available.	
(Continued)						

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 DATE: 06/21/2019

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
15)	Switch 1 (SW 1)	A	1	0	(O) May be inoperative provided: a) DCN SW 1 PWR 1: SSPC 4229 and DCN SW 1 PWR 2: SSPC 4230 are pulled and collared, b) All other DCN RDCs, RIUs, and switches are operative, c) ADS 2, ADS 3, and STBY ADS (ADS 4) are operative, d) Manual pressurization control system is operative and functionally checked, e) EICAS cabin altitude, differential pressure, and rate-of-climb indicators are operative, f) Autopilot is operative (verify autopilot engagement on ground utilizing the TSC systems test page, AP disc option), g) NWS is operative, h) Both PFD attitude indicating systems operate independently, i) Both Standby flight display attitude indicators are operative, j) Both AHRS sensors are operative, k) Remaining RIU (secondary power control channel) is operational as verified by displaying secondary power on TSC with "Connected to Left" indication,	
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
15)	Switch 1 (SW 1) (Cont'd)				l) All other components of the electrical system are operative, and m) Repairs are made within 1 flight-day.  NOTE 1: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system.  NOTE 2: With SW 1 failed, the following systems are impacted: 1. ADS 1: Loss of control and display. No loss of ADS 1 to flight controls system and engines, 2. IRS 1: Loss of control and display. No loss of IRS 1 data to flight controls system, 3. NWS: Fixed gain only due to loss of IRS 1 data, and 4. Secondary power: Left controller single channel fault.	
16)	Switch 2 (SW 2) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent)	A	1	0	(O) May be inoperative provided: a) DCN SW 2 PWR 1: SSPC 4231 and DCN SW 2 PWR 2: SSPC 4232 are pulled and collared, b) All other DCN RDCs, RIUs, and switches are operative, c) ADS 1, ADS 3, and STBY ADS (ADS 4) are operative, d) Manual pressurization control system is operative,	   
(Continued)						

AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
16)	Switch 2 (SW 2) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				e) EICAS cabin altitude, differential pressure, and rate-of-climb indicators are operative, f) Autopilot is operative, g) Both PFD attitude indicating systems operate independently, h) Both standby flight display attitude indicators are operative, i) Both AHRS sensors are operative, j) Remaining RIU (secondary power control channel) is operational, k) All other components of the electrical system are operative, and l) Repairs are made within 1 flight-day.  NOTE 1: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system.  NOTE 2: With SW 2 failed, the following systems are impacted: 1. ADS 2: Loss of control and display. No loss of ADS 2 to flight controls system and engines, 2. IRS 2: Loss of control and display. No loss of IRS 2 data to flight controls system, and 3. Secondary power: Right controller single channel fault.	   
(Continued)						

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
17)	Switch 3 (SW 3)	C	1	0	(O) May be inoperative provided: a) DCN SW 3 PWR 1: SSPC 4233 and DCN SW 3 PWR 2: SSPC 4234 are pulled and collared, b) All other DCN RDCs, RIUs, and switches are operative, c) ADS 1, ADS 2 and ADS STBY (ADS 4) are operative, d) Manual pressurization control system is operative and functionally checked, e) Cabin altitude, differential pressure, and rate-of-climb indicators are operative, f) Autopilot is operative (verify autopilot engagement on ground utilizing the TSC systems test page, AP disc option), g) Remaining RIU (secondary power control channel) is operational as verified by displaying secondary power on TSC with "Connected to Left" indication, and h) All other components of the electrical system are operative.  NOTE 1: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system.	
(Continued)						

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
17)	Switch 3 (SW 3) (Cont'd)				NOTE 2: With SW 3 failed, the following systems are impacted: 1. ADS 3: Loss of control and display. No loss of ADS 3 to flight controls system and engines, and 2. Secondary power: Left controller single channel fault.	
18)	Switch 4 (SW 4) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent)	C	1	0	(O) May be inoperative provided: a) DCN SW 4 PWR 1: SSPC 4235 and DCN SW 4 PWR 2: SSPC 4236 are pulled and collared, b) All other DCN RDC, RIUs, and switches are operative, c) ADS 1, ADS 2, and ADS 3 are operative, d) Manual pressurization control system is operative, e) EICAS cabin altitude, differential pressure, and rate-of-climb Indicators are operative, f) Autopilot is operative, g) Remaining RIU (secondary power control channel) is operative, and h) All other components of the electrical system are operative.	   
(Continued)						

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**42. Integrated Modular Avionics**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Concentration Network (DCN) (Cont'd)					
18)	Switch 4 (SW 4) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)				NOTE: With SW 4 failed, the following systems are impacted: 1. ADS 4: Loss of failure warning of ADS 4. No loss of ADS 4 data to standby flight displays, flight control system, and engines, and 2. Secondary power: Right controller single channel fault.	

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**45. Central Maintenance System**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Central Maintenance Computer (CMC)	C	1	0	May be inoperative provided all faults are recorded after each flight.	
		C	1	0	May be inoperative or missing provided: a) All faults are recorded after each flight, and b) The CMC module is replaced with an airflow blockage module (ABM) if the CMC module is removed from the MAU.	
2.	Aircraft Health and Trend Monitoring System (AHTMS)					
1)	Aircraft Health and Trend Monitoring Unit (AHTMU)	D	1	0	May be inoperative provided associated circuit breaker is pulled and collared: • HLTH TRND MON PRI: TSC SSPC 4602, or • HLTH TRND MON SEC: TSC SSPC 4603.	
2)	Wireless Data Networking Unit (WDNU)	D	1	0	May be inoperative provided associated circuit breaker is pulled and collared: • HLTH TRND MON PRI: TSC SSPC 4602, or • HLTH TRND MON SEC: TSC SSPC 4603.	

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 GVII-G500/G600

**TABLE KEY**

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

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	Electronic Flight Bag (EFB) Systems					
1) ***	Installed/Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
2) ***	Data Connectivity (Portable/Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
3) ***	Power Connection (Portable/Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	-	May be inoperative provided procedures do not require its use.	
4) ***	Mounting Device (Portable/Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from airplane, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from airplane, and b) Procedures do not require its use.	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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	(M) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both engine driven generators are operative,</li> <li>b) RAT is operative,</li> <li>c) APU CTRL: CPOP, D-5 circuit breaker is pulled and collared,</li> <li>d) APU air inlet door is secured and fully CLOSED prior to flight, and</li> <li>e) External AC ground power is available and used for each initial aircraft power-up.</li> </ul> <p>NOTE 1: For successful FCS BIT, the aircraft must have an AC power source operative (external AC power in this case) prior to engine start.</p> <p>NOTE 2: External air start will be required for ground engine start.</p> <p>NOTE 3: External air start access door requires 16 screws to be removed.</p>	
2.	APU EGT Indicators (EICAS and Overhead)	C	4	1		
		C	4	0	(M) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) APU is not operated,</li> <li>b) Both engine driven generators are operative, and</li> <li>c) RAT is operative.</li> </ul> <p>NOTE 1: External air start will be required for ground engine start.</p> <p>NOTE 2: External air start access door requires 16 screws to be removed.</p>	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
3.	APU RPM Indicators (EICAS and Overhead)	C	4	1		
		C	4	0	(M) Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both engine driven generators are operative, and c) RAT is operative.  NOTE 1: External air start will be required for ground engine start.  NOTE 2: External air start access door requires 16 screws to be removed.	
4.	APU "READY" Light System	C	4	2		
5.	APU/Engine Oil Replenishing System	D	1	0		
6.	APU ON Indicator Light	C	1	0		
7.	APU Air Load Control Valve	C	1	0	(M) May be inoperative provided valve is verified in CLOSED position.  NOTE 1: External air start will be required for engine ground start.  NOTE 2: External air start access door requires 16 screws to be removed.	
8.	APU External Fire Warning Alarm (Fire Warning Bell)	C	1	0	May be inoperative provided an APU operation is monitored in cockpit.	

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**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
9.	APU Air Inlet Door System	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU air inlet door is secured fully CLOSED, b) APU is not operated in flight, c) Both engine driven generators are operative, and d) RAT is operative.  NOTE 1: External air start will be required for engine ground start.  NOTE 2: External air start access door requires 16 screws to be removed.	
10.	Surge Control Valve	C	1	0	Except for ER operations, may be inoperative provided: a) APU is restricted to ground use only at pressure altitude of 8,000 ft or below, b) Both engine driven generators are operative, and c) RAT is operative.	
11.	Ignition System Channels	C	2	1		
12.	EGT Thermocouple System	C	2	1		
13.	Inlet Temperature Sensor (T2)	C	1	0		
14.	Inlet Pressure Transmitter (P2)	C	1	0		
15.	RPM Speed Sensor Channels	C	2	1		
16.	APU Hour Meter	C	1	0		
17.	Oil Temperature	C	1	0		

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**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
18.	APU Start/Engine Cowl Interrupt System	D	1	0		
19.	Deprime Solenoid	C	1	0	(M) May be inoperative.	

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AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

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

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
1.	External/Service Door Warning Light System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED/LATCHED by: <ol style="list-style-type: none"> <li>a) Door latches or lock handles are flush, and</li> <li>b) Door edges are flush with fuselage.                             <ul style="list-style-type: none"> <li>• Engine Access (Left Engine),</li> <li>• Engine Access (Right Engine),</li> <li>• External Air,</li> <li>• External Power,</li> <li>• Forward Cowl (Left Engine),</li> <li>• Forward Cowl (Right Engine),</li> <li>• Fuel Drain Valve (Left Wing),</li> <li>• Fuel Drain Valve (Right Wing),</li> <li>• Fuel Hopper Drain Valve (Left Wing),</li> <li>• Fuel Hopper Drain Valve (Right Wing),</li> <li>• Fuel Service,</li> <li>• Refuel Port,</li> <li>• Ldg Gear Maintenance,</li> <li>• Oxygen Service,</li> <li>• Radome,</li> <li>• Security,</li> <li>• Tail Compartment,</li> <li>• Waste Service, and</li> <li>• Water Service.</li> </ul> </li> </ol>	For Nose/Main Wheel Well Door Indication relief, see ATA 32, Landing Gear

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
2.	External Baggage Door Operating System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
3.	External Baggage Door Warning System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
4.	Lavatory Door	D	-	-	May be inoperative provided the affected door is secured OPEN or CLOSED for taxi, takeoff, and landing.  NOTE: Includes pop-up panels, latches, locks, and handles.	
5.	Main Entry Door Acoustic Curtain/Door System	D	1	0	May be inoperative provided the door is secured OPEN for taxi, takeoff, and landing.	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
-----------------------------	--

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Main Entrance Door (MED) Warning System	A	1	0	May be inoperative provided: a) With the parking brake applied and the MED closed, the MED is visually confirmed latched and locked via noting of three dots on bayonets and the indication dot on the lock mechanism torque tube, and b) Repairs are made within 1 flight-day.  NOTE 1: Main Door Advisory message will change to a Main Door Caution message once the parking brake is released. When power is advanced for takeoff, it will trigger an associated "Takeoff Config-MED" Warning message.  NOTE 2: Warning messages (Takeoff Config-MED) cannot be inhibited for takeoff and must be acknowledged.  NOTE 3: "Takeoff Config-MED" will inhibit pressurization of the aircraft while on ground. This will not prevent aircraft from pressurizing normally once weight off wheels.	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
-----------------------------	--

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Overwing Exit Doors Warning System (Indicating System or Individual Door(s) Warning Indication Inoperative)	C	4	0	(O) May be inoperative provided before each departure: a) A crewmember will remove or pull back the Velcro closeout panel and verify by visual inspection that in each of the four overwing exit doors the locking tabs are extended and engaged, and b) All four overwing exit door release handles are stowed flush.	
8.	Internal Baggage Door	C	1	0	May be inoperative provided airplane is operated at or below FL 400 and the baggage compartment is not used.	
9.	Internal Baggage Door Warning System (Cockpit Indications)	C	1	0	May be inoperative provided: a) Door is verified to be CLOSED and LOCKED by a crewmember prior to climbing above 45,000 ft after each use, and b) Door is placarded "DO NOT ENTER" at or above 45,000 ft.	
10.	Interior Pocket Doors	D	-	-	May be inoperative provided the affected door is secured OPEN for taxi, takeoff, and landing.  NOTE: Includes pop-up panels, latches, locks, and handles.	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Primary Fuel Flow (Flowmeter)	C	2	0	May be inoperative.	
2.	Fuel Low Pressure Warning Systems (EICAS)	C	2	1	May be inoperative provided: a) Associated fuel boost pumps are operative, and b) Airplane is operated at or below FL 200.	
3.	Engine FADEC System	A	2	0	Airplane may be dispatched with cyan "Eng Maint (###)" and/or "Eng Maint LTD" messages displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the PWC 814GA Time Limits Manual, chapter 5 (no extensions are authorized), and b) FADEC faults are reviewed by flightcrew before each takeoff, and c) For <EASA> aircraft only, dispatch is further limited to 10 consecutive calendar-days when dispatching with both engines in long-term dispatch, or with one engine in long-term dispatch and the other in short-term dispatch.  NOTE 1: "###" is the number of hours remaining until a Do Not Dispatch Status. Cyan "Eng Maint LTD" messages require maintenance action within 500 hours.	

(Continued)

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**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Engine FADEC System (Cont'd)				NOTE 2: Dispatch is permissible with only one engine in short-term dispatch (Eng Maint ###) where ### is any number between 125 and 1. Dispatch is also permissible with one engine in short-term dispatch and one engine in long-term dispatch (Eng Maint LTD) or both engines in LTD.	

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**74. Ignition**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Ignition Systems (Includes Igniter and/or Ignition Exciter)	A	4	3	May be inoperative provided: a) All three remaining ignition systems are operative, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 150 flight-hours.	
		A	4	2	May be inoperative provided: a) Each engine has an operative ignition system, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 10 flight-days.	

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AIRCRAFT: GVII-G500/G600	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
1.	N <sub>1</sub> /N <sub>2</sub> Tachometer and TGT Indications EICAS	C	6	2	May be inoperative provided affected engine parameter (N <sub>1</sub> , N <sub>2</sub> , or TGT) data is available on at least two displays (DUs and/or TSCs).  NOTE: There are two primary sets of indications on the EICAS, one for left and one for right engine. However, the EICAS can be displayed on any of the four DUs and are available on two TSCs (#2 and #3).	
2.	Standby Engine Instruments On TSC	C	2	1	May be inoperative provided associated engine indications are available on at least one DU and one TSC.	

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**78. Engine Exhaust**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Thrust Reversers	C	2	0	(M) May be inoperative provided: a) Affected thrust reverser is deactivated, stowed, and LOCKED in forward thrust position, and b) Airplane is operated in accordance with AFM Limitations and Procedures.	

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<b>79. Engine Oil</b>						
Sequence No.	Item	1	2	3	4	Change Bar
1.	APU/Engine Oil Replenishment System	D	1	0		
2.	Oil Quantity Indications (EICAS/TSC/Ground Service Control Panel)	C	3	0	May be inoperative provided the engine oil quantity is verified on the engine oil quantity gauge before each engine start.	
3.	Oil Chip Detect System ("Eng Oil Chip" Indication)	-	-	-	Deleted in Revision 2.	

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**80. Starting**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Starting Systems	C	2	0	(M)(O) May be inoperative provided: a) Start valve has not failed in OPEN position, b) Start valve is manually OPENED and CLOSED for engine starting, and c) Engine start is accomplished in accordance with AMM Chapter 80, Section 80-10-02, Air Turbine Starter Valve – Manual Override.	
2.	Start Valve Position Indications	C	2	0	(M) May be inoperative provided: a) Start valve has not failed in OPEN position as verified by visual means through an access panel, b) Ignition ON indication is operative during engine start, and c) Start valve is verified CLOSED following engine start by visual means.	
		C	2	0	(M)(O) May be inoperative provided: a) Start valve has not failed in OPEN position, b) Start valve is manually OPENED and CLOSED for engine starting, and c) Engine start is accomplished in accordance with AMM Chapter 80, Section 80-10-02, Air Turbine Starter Valve – Manual Override.	

## SECTION TWO

# CREW ALERT SYSTEM (CAS) MESSAGE RELIEF

1. Section Two of the MMEL will list only Crew Alert System (CAS) Messages meeting the following requirements:
  - a) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.
  - b) Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
  - c) Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.
2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

MMEL POLICY LETTER (PL) 25 – MMEL and MEL Definitions

FAA PL-25 is in the revision process at the time of this MMEL release. The following paragraph for Gulfstream G500/G600 may be inserted for Item 32.K of the PL.

**K. GULFSTREAM GVII (G500, G600)**

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY (cyan or blue), and STATUS (white). Any WARNING, CAUTION, or ADVISORY alert message affects airplane dispatch status and requires that the AFM and MEL be used to determine dispatch capability. STATUS (white) messages do not affect airplane dispatch capability. For MAINTENANCE messages (i.e., includes the words "Maintenance REQD", "MAINT", or "Maintenance" in the text of the message), the systems are designed to be fault tolerant; however, for any "Maintenance Required", "MAINT", or "Maintenance" message, the MMEL Section Two shall be verified for dispatch purposes. An umbrella CAS message is identified with a "(U)" and may have subordinate displayed and non-displayed Consequential Alert (CA) messages. MEL dispatch capability for an umbrella message and its subordinate CA messages is to be made by referencing only the umbrella message in the MEL. An umbrella messages' subordinate CA messages do not have to be considered for dispatch capability.

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
A/T 1-2 FAIL (Cyan – Advisory)	B	(O) Airplane may be dispatched provided affected autothrottle(s) is confirmed disengaged.	
A/T Inhibit – Disconnect Sw (Cyan – Advisory)	B	Airplane may be dispatched provided autothrottle is considered inoperative.	
Acoustic Door Closed (Amber – Caution)	C	(O) Airplane may be dispatched provided door is in the stowed/open position during taxi, takeoff, and landing.	
ADF Fail (Cyan – Advisory)	C	Airplane may be dispatched as required by 14 CFR.	
ADS 1-2-3-4 Dgrd (Amber – Caution)	B	(O) Airplane may be dispatched with any single ADS degraded provided: <ol style="list-style-type: none"> <li>a) Separate but operative (unaffected) ADS sources are selected on each PFD with the remaining unaffected source selected on both SFDs,</li> <li>b) Manual pressurization control system is operative and functionally checked,</li> <li>c) Cabin altitude and differential pressure indicators are operative,</li> <li>d) Cabin rate-of-climb indicator is operative, and</li> <li>e) Autopilot is operative.</li> </ol>	
		NOTE 1: This message may accompany a Probe Ht Fail amber CAS message.	
		NOTE 2: This message may accompany a RDC 12 Fail cyan CAS message, an RDC 13 Fail amber CAS message, an RDC 14 cyan CAS message, or an RDC 15 amber CAS message.	

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**TABLE KEY**

1. REPAIR CATEGORY
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**CAS Messages**

Item	1	2	Change Bar
ADS 1-2-3-4 Fail (Cyan – Advisory)	B	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Pilot and Copilot PFDs and SFDs: Verify separate, operative ADS sources are selected,</li> <li>b) No DCN failures are present,</li> <li>c) Autopilot is operative,</li> <li>d) Aircraft is operated at or below FL 250 and a minimum speed of 250 KCAS when above 10,000 ft. MSL. Minimum approach speed is <math>V_{REF} + 5</math> kn and shall be maintained to the runway,</li> <li>e) Airplane is operated in accordance with AFM Limitations, and</li> <li>f) Affected circuit breaker:                             <ul style="list-style-type: none"> <li>• ADS 1: POP, B-6, or</li> <li>• ADS 2: CPOP, B-6, or</li> <li>• ADS 3: POP, B-5, or</li> <li>• ADS STBY: CPOP, B-5 is pulled and collared.</li> </ul> </li> </ol> <p>NOTE 1: FCS Limited Dispatch Advisory CAS message will post.</p> <p>NOTE 2: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system.</p>	
ADS 1-2-3-4 TAT Fail (Cyan – Advisory)	B	Airplane may be dispatched with any single Advisory ADS TAT Fail CAS message. <p>NOTE: FCS Limited Dispatch Advisory CAS message will post.</p>	
ADS-B Fail (Amber – Caution)	A	Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Operations do not require its use, and</li> <li>b) Repairs are made within 10 consecutive calendar-days.</li> </ol>	

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**CAS Messages**

Item	1	2	Change Bar
ADS-B In Fail (Cyan – Advisory)  <FAA>  <EASA>	C	Airplane may be dispatched. CDTI data will not be available and must be supplemented with other means of deconfliction.	
ADS-B Out Fail (Cyan – Advisory)	D	Airplane may be dispatched provided operations do not require its use.	
Aft Emer Battery Fail (U) (Amber – Caution)	A	Airplane may be dispatched provided: a) Operations do not required its use, and b) Repairs are made within 10 consecutive calendar-days.	
AGM 1-2-3-4 Fail (Cyan – Advisory)	A	(O) Airplane may be dispatched provided: a) All other components of the electrical system are operative, b) All three IRSs and both AHRSs are operational, and c) Repairs are made within 1 flight-day.  NOTE: EICAS message “IRU Sec Pwr 2 - 3 Fail” will be displayed. Each MAIN AC BUS can be powered by the L GEN, R GEN, and APU.	
AHRS 1-2 DG Mode (Amber – Caution)	B	(O) Airplane may be dispatched with one AGM inoperative provided: a) The inoperative AGM is electronically switched to the AGM 3 position from the OHPTS DU Ctrl/Test tab resulting in DU 3 red Xing, b) Crew actions for subsequent failures are established, and c) Backup charts are used.	
Aft Emer Battery Fail (U) (Amber – Caution)	A	(O) Airplane may be dispatched with one AHRS in DG mode provided: a) Both PFD attitude indicating systems operate independently, b) Affected SFD heading source is set to IRS 3, c) All three attitude reference sensors (IRS 1-2-3) are operative, and d) Repairs are made within 3 flight-days.	

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Item	1	2	Change Bar
AHRS 1-2 Fail (Cyan – Advisory)	A	(O) Airplane may be dispatched with one AHRS inoperative provided: a) Both PFD attitude indicating systems operate independently, b) Affected circuit breaker is pulled and collared: • AHRS/MAG 1: POP, A-2, • AHRS/MAG 2: CPOP, A-2, c) All three attitude reference sensors (IRS 1-2-3) are operative, and d) Repairs are made within 1 flight-day.	
Alt Fuel Pump Fail L-R (Amber – Caution)	B	(O) Except for ER operations, airplane may be dispatched with one alternate fuel boost pump inoperative provided: a) Fuel crossflow valve is operative, b) Fuel intertank valve is operative, c) Both fuel low quantity warning systems are operative, and d) Flightcrew complies with AFM Section 03-14-10, Fuel Boost Pump Failure.	
AMM Config Fail (Cyan – Advisory)	C	Airplane may be dispatched provided current and appropriate airport information charts or current electronic charts are available and used.	
AP 1-2 Fail (Cyan – Advisory)	B	(O) Except for ER operations, airplane may be dispatched provided: a) One AP is operational, and b) Airplane is operated in accordance with AFM Limitations.  NOTE: AP is required for MNPS, RVSM, RNP, and PRNAV operations.	
APM 1-2-3-4 Fail (Cyan – Advisory)	B	Airplane may be dispatched with one of the four APMs inoperative.	

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Item	1	2	Change Bar
APU Fail (Amber – Caution)		Deleted, Revision 1. Refer to Section One for APU system relief.	
APU Fire Detector Fail (Cyan – Advisory)		Deleted, Revision 1. Refer to Section One for APU system relief.	
APU GCU Fail (Cyan – Advisory)	A	(O) Except for ER operations, airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) APU GCU PWR: LEFT PDBP, LEER circuit breaker is pulled and collared,</li> <li>b) Both engine driven generators are operative,</li> <li>c) RAT is operative,</li> <li>d) External AC ground power is available and used for each initial aircraft power-up, and</li> <li>e) Repairs are made within 2 flight-days.</li> </ol> NOTE: For a successful FCS BIT, the aircraft must have an AC power source operative (external AC power in this case) prior to engine start.	
APU Generator Fail (Cyan – Advisory)	A	(O) Except for ER operations, airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) APU GCU PWR: LEFT PDBP, LEER circuit breaker is pulled and collared,</li> <li>b) Both engine driven generators are operative,</li> <li>c) RAT is operative,</li> <li>d) External AC ground power is available and used for each initial aircraft power-up, and</li> <li>e) Repairs are made within 2 flight-days.</li> </ol> NOTE: For a successful FCS BIT, the aircraft must have an AC power source operative (external AC power in this case) prior to engine start.	
APU Generator Maint Req'd (Cyan – Advisory)	C	Airplane may be dispatched.	
APU Maintenance Required (Cyan – Advisory)	C	Airplane may be dispatched.	

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Item	1	2	Change Bar
APU SOV Fail (Amber – Caution)		Deleted, Revision 1. Refer to Section One for APU system relief.	
ATC 1-2 Fail (Cyan – Advisory)	C	Any in excess of those required by 14 CFR may be inoperative.  NOTE 1: Mode C function is required to be operative for RVSM operations.  NOTE 2: Flight director, autopilot, and transponder must use the same air data source for flight into RVSM airspace.  NOTE 3: Transponder and altitude reporting capability must be operative for flight into RVSM airspace.	
Autobrake Fail (Amber – Caution)	B	Airplane may be dispatched provided system is left in OFF position.	
Auto Temp Fail C/F/A (Amber – Caution)	B	(O) Airplane may be dispatched provided: a) Associated manual control system is operative, and b) Associated temperature indicator is operative.	
Aux Hyd Press Sensor Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched provided prior to engine start, auxiliary pump operation and pressure must be verified on synoptic by partially depleting and recharging inboard brake accumulator pressure.	

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Item	1	2	Change Bar
Bag Smoke Det Fault (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: a) Internal baggage door remains OPEN, and b) Airplane is operated at or below FL 400.	
	B	(O) Airplane may be dispatched provided: a) Rear baggage compartment is not used (empty or only noncombustible material), b) Internal baggage door remains CLOSED, and c) Flightcrew investigates baggage compartment for possible fire in the event the “Aft Equipment Hot” message displays.	
Baro ADS 1-2-3-4 Fail, L-R (Cyan – Advisory)	B	(O) Airplane may be dispatched with any single Baro ADS failure provided an operative ADS is selected on each SFD.	
Baro Knob Fail, L-R (Amber – Caution)	B	Airplane may be dispatched with any single Baro Knob failure.	

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Item	1	2	Change Bar
BAS Fail, L-R (Pressurized Configuration) (Amber – Caution)	B	(O) Except for ER operations, airplane may be dispatched with one bleed air system inoperative provided: <ol style="list-style-type: none"> <li>a) Inoperative bleed control valve is CLOSED and deactivated electrically when associated engine bleed air system is selected OFF:                             <ul style="list-style-type: none"> <li>• L BAS FAIL: TSC                                      BLD AIR CTRLR L 1, 3603                                      BLD AIR CTRLR L 2, 3604                                      BLD AIR CTL CMD L, 3601,</li> <li>• R BAS FAIL: TSC                                      BLD AIR CTRLR R 1, 3605                                      BLD AIR CTRLR R 2, 3606                                      BLD AIR CTL CMD R, 3602,</li> </ul> </li> <li>b) Opposite engine bleed air system is operative,</li> <li>c) Isolation valve is verified to be operative,</li> <li>d) Airplane is not operated in known or forecast icing conditions, and</li> <li>e) Airplane is operated in accordance with AFM Section 03-21-10, Bleed Air System Failure Single.</li> </ol>	
BAS Fail, L-R (Unpressurized Configuration) (Amber – Caution)	B	(O) Except for ER operations, airplane may be dispatched unpressurized with both bleed air systems inoperative provided: <ol style="list-style-type: none"> <li>a) Inoperative bleed control valves are CLOSED and deactivated electrically when associated engine bleed air system is selected OFF:                             <ul style="list-style-type: none"> <li>• L BAS FAIL: TSC                                      BLD AIR CTRLR L 1, 3603                                      BLD AIR CTRLR L 2, 3604                                      BLD AIR CTL CMD L, 3601,</li> <li>• R BAS FAIL: TSC                                      BLD AIR CTRLR R 1, 3605                                      BLD AIR CTRLR R 2, 3606                                      BLD AIR CTL CMD R, 3602,</li> </ul> </li> <li>b) Airplane is not operated in known or forecast icing conditions,</li> <li>c) Rear baggage compartment is not used (empty),</li> <li>d) Internal baggage door remains OPEN, and</li> <li>e) Airplane is operated in accordance with AFM Limitations.</li> </ol>	

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Item	1	2	Change Bar
BAS Maintenance, L-R (Cyan – Advisory)	C	Airplane may be dispatched.	
Batt Charger Fail, L (Amber – Caution)	A	(O) Airplane may be dispatched with one inoperative provided: <ol style="list-style-type: none"> <li>a) Both engine generators are operative,</li> <li>b) APU generator is operative,</li> <li>c) L BATT CHRGR: Left EER circuit breaker on the power distribution box is pulled and collared,</li> <li>d) RAT is operative,</li> <li>e) L Main BATT switch is selected OFF, and</li> <li>f) Repairs are made within 2 flight-days.</li> </ol>	
BFCU Fail (Cyan – Advisory)	A	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) BFCU: REER, B-1 circuit breaker is pulled and collared, and</li> <li>b) Repairs are made within 5 flight-days.</li> </ol>	
Brake Maintenance Req'd (Cyan – Advisory)	B	Airplane may be dispatched.	
Cabin Smoke Det Fault (Cyan – Advisory)	A	Airplane may be dispatched provided repairs are made within 10 calendar-days.	

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**CAS Messages**

Item	1	2	Change Bar
CAI Fail, L-R (Amber – Caution)	A	<p>(O) Except for ER operations, airplane may be dispatched when cowl anti-ice is not required provided:</p> <ul style="list-style-type: none"> <li>a) CAI is selected – OFF,</li> <li>b) Performance computer is initialized on TSC with cowl anti-ice selected: (FMS/Perf Takeoff/AC Config/Anti-Ice – Cowl),</li> <li>c) Airplane is not operated in known or forecast icing conditions,</li> <li>d) Repairs are made within 10 flight-hours (accumulated) when departure and arrival airport outside air temperature remains at or below +15 °C. When departure or arrival airport outside air temperature exceeds +15 °C, repairs must be made after one flight, not to exceed 10 flight-hours, and</li> <li>e) Flight time along with airport outside air temperature must be recorded in a log suitable to inform the gaining flightcrew of the new flight-hour limitations with the cowl anti-ice valve locked open.</li> </ul> <p>NOTE 1: For dispatch relief in conditions that require cowl anti-ice, see Section One for relief.</p> <p>NOTE 2: Since CAI valve cannot be visually verified in the closed position, aircraft performance with CAI ON must be assumed.</p>	

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**CAS Messages**

Item	1	2	Change Bar
CAU 3 Fail (Amber – Caution)	A	Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and</li> <li>b) Repairs are made within 2 flight-days.</li> </ol>	
	A	Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Required minimum safety equipment (oxygen and seat belt) is available,</li> <li>b) Seat is acceptable to the FAA inspector for performance of official duties, and</li> <li>c) Repairs are made within 2 flight-days.</li> </ol> <p>NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and seat belt) is functional and the inspector determines the condition to be acceptable.</p> <p>NOTE 2: The PIC will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p> <p>NOTE 3: The PIC will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p>	
CCD 1-2 Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) At least one touchscreen controller (TSC) on the side of the inoperative CCD is operative, and</li> <li>b) Affected CCD circuit breaker is pulled and collared:                             <ul style="list-style-type: none"> <li>• CCD 1: POP, C-4, or</li> <li>• CCD 2: CPOP, C-4.</li> </ul> </li> </ol> <p>NOTE: Selection of CMC functions will not be available with both CCDs inoperative.</p>	
Check L-R SFD Heading (Amber – Caution)	B	Airplane may be dispatched provided all three heading reference systems (IRS) are operative.	

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**CAS Messages**

Item	1	2	Change Bar
Check L-R SFD Pitch (Amber – Caution)	A	Airplane may be dispatched with both SFD pitch attitude position indicators inoperative provided: <ol style="list-style-type: none"> <li>a) Operations are conducted in day VMC only,</li> <li>b) Operations are not conducted into known or forecast over-the-top conditions, and</li> <li>c) Repairs are made within 1 flight-day.</li> </ol>	
	B	(O) Airplane may be dispatched with one SFD pitch attitude position indicator inoperative provided: <ol style="list-style-type: none"> <li>a) Both PFD attitude indicating systems operate independently,</li> <li>b) All three attitude reference sensors (IRS 1-2-3) are operative, and</li> <li>c) Failed side AHRS and magnetometer circuit breakers are pulled and collared:                             <ul style="list-style-type: none"> <li>• AHRS/MAG 1: POP, A-2, or</li> <li>• AHRS/MAG 2: CPOP, A-2.</li> </ul> </li> </ol>	
Check L-R SFD AOA (Amber – Caution)	A	Airplane may be dispatched with both SFD AoA indicators inoperative provided: <ol style="list-style-type: none"> <li>a) Operations are conducted in day VMC only,</li> <li>b) Operations are not conducted into known or forecast over-the-top conditions, and</li> <li>c) Repairs are made within 1 flight-day.</li> </ol>	
	B	(O) Airplane may be dispatched with one SFD AoA indicator inoperative provided: <ol style="list-style-type: none"> <li>a) Both PFD AoA indicating systems operate independently, and</li> <li>b) All three attitude reference sensors (IRS 1-2-3) are operative.</li> </ol>	

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**CAS Messages**

Item	1	2	Change Bar
Check L-R SFD Roll (Amber – Caution)	A	Airplane may be dispatched with both SFD roll attitude position indicators inoperative provided: <ol style="list-style-type: none"> <li>a) Operations are conducted in day VMC only,</li> <li>b) Operations are not conducted into known or forecast over-the-top conditions, and</li> <li>c) Repairs are made within 1 flight-day.</li> </ol>	
	B	(O) Airplane may be dispatched with one SFD roll attitude position indicator inoperative provided: <ol style="list-style-type: none"> <li>a) Both PFD attitude indicating systems operate independently,</li> <li>b) All three attitude reference sensors (IRS 1-2-3) are operative, and</li> <li>c) Failed side AHRS and magnetometer circuit breakers are pulled and collared:                             <ul style="list-style-type: none"> <li>• AHRS/MAG 1: POP, A-2, or</li> <li>• AHRS/MAG 2: CPOP, A-2.</li> </ul> </li> </ol>	
Check L-R SFD ADS (Amber – Caution)	B	If the result of a faulty STBY ADS, airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Airplane is operated in day VMC only,</li> <li>b) Both engine generators are operative, and</li> <li>c) APU generator is operative.</li> </ol>	
CMC Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched provided all faults are recorded after each flight.	
CMF 1-2 Fail (Cyan – Advisory)	B	Airplane may be dispatched. If both failed, data link is inoperative.	
CMS 1-2 Fail (Cyan – Advisory)	B	Airplane may be dispatched with one inoperative.	
CPAM Fail (Cyan – Advisory)	B	Airplane may be dispatched provided both auto systems are operative.	

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**CAS Messages**

Item	1	2	Change Bar
CPCS 1-2 Fail (Amber – Caution)	A	(O) Except for ER operations, airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Manual pressurization control system is operative and functionally checked,</li> <li>b) Cabin altitude and differential pressure indicators are operative,</li> <li>c) Cabin rate-of-climb indicator is operative,</li> <li>d) Autopilot is operative,</li> <li>e) Airplane is operated in accordance with AFM Limitations, and</li> <li>f) Repairs are made within 2 flight-days.</li> </ol>	
	A	(O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided: <ol style="list-style-type: none"> <li>a) Manual pressurization is selected,</li> <li>b) The outflow valve is in the full OPEN position,</li> <li>c) Both engine bleeds and air conditioning packs are selected ON, if available, or RAM air is selected ON, and</li> <li>d) Repairs are made within 2 flight-days.</li> </ol>	
CPCS 1-2 Fail (Cyan – Advisory)	A	(O) Except for ER operations, airplane may be dispatched with one CPCS failed provided: <ol style="list-style-type: none"> <li>a) Manual pressurization control system is operative and functionally checked,</li> <li>b) Cabin altitude and differential pressure indicators are operative,</li> <li>c) Cabin rate-of-climb indicator is operative,</li> <li>d) Autopilot is operative, and</li> <li>e) Repairs are made within 2 flight-days.</li> </ol>	
CPCS Landing Elevation Fail (Cyan – Advisory)	C	Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations.	
CPCS Maintenance Required (Cyan – Advisory)	C	Airplane may be dispatched.	
CPCS Semi (Cyan – Advisory)	C	Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations.	

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Item	1	2	Change Bar
CVR System Fail (Cyan – Advisory)  (Holder of an Air Carrier or Commercial Operator Certificate) <FAA>  (Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate) <FAA>  <EASA>	A	Airplane may be dispatched provided FDR operates normally and repairs are made within 3 flight-days.	
	A	Airplane may be dispatched provided repairs are made in accordance with applicable 14 CFRs.	
	A	Airplane may be dispatched with one or more inoperative provided: <ul style="list-style-type: none"> <li>a) Not more than 72 hours have elapsed since CVR was found to be unserviceable,</li> <li>b) Aeroplane does not exceed eight further consecutive flights with CVR unserviceable, and</li> <li>c) Any FDR required to be carried is operative.</li> </ul>	
Database Configuration (Cyan – Advisory)	A	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Operations do not require its use,</li> <li>b) It is not used in a primary navigation system required by 14 CFR,</li> <li>c) Alternate procedures are developed and used,</li> <li>d) The ICAO flight plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and</li> <li>e) It is repaired within 10 flight-days.</li> </ul> NOTE 1: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.  NOTE 2: For flight with an out-of-date navigation database, see AFM 01-34-30.	
DCN Maintenance (Cyan – Advisory)	C	Airplane may be dispatched.	

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Item	1	2	Change Bar
DCN RDC 12 FAIL (U) (Cyan – Advisory)		Deleted, Revision 1.	
DCN RDC 13 FAIL (U) (Amber – Caution)		Deleted, Revision 1.	
DCN RDC 14 FAIL (U) (Cyan – Advisory)		Deleted, Revision 1.	
DCN RDC 15 FAIL (U) (Amber – Caution)		Deleted, Revision 1.	

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Item	1	2	Change Bar
DCN RDC 16 FAIL (U) (Cyan – Advisory)	A	<p>(O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> <li>a) DCN RDC 16 PWR 1: SSPC 4209 and DCN RDC 16 PWR 2: SSPC 4210 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) Flightcrew will select IRS 3 for display on DU 4,</li> <li>d) Both PFD attitude indicating systems operate independently,</li> <li>e) Both standby flight display attitude indicators are operative,</li> <li>f) Both AHRS sensors are operative,</li> <li>g) GPS 1 is operative, as required by 14 CFR,</li> <li>h) OHPTS 1 and 2 are operative,</li> <li>i) TCAS power SSPC 3422 is pulled and collared,</li> <li>j) UPS voltmeter is operative,</li> <li>k) Forward lavatory waste receptacle is empty,</li> <li>l) Forward lavatory is used only by crewmembers. Flightcrew may allow passengers to use the forward lavatory provided the passengers are briefed on the necessity to ensure that no flammable materials are used in the lavatory, and</li> <li>m) Repairs are made within 1 flight-day.</li> </ul> <p>NOTE: With RDC 16 failed, the following systems are impacted:</p> <ul style="list-style-type: none"> <li>1. IRS 2: Loss of control and display. No loss of IRS 2 data to flight controls system,</li> <li>2. GPS 2: Loss of control and display,</li> <li>3. OHPTS 3: Blanked,</li> <li>4. TCAS: Not available,</li> <li>5. UPS battery: Loss of amps display,</li> <li>6. R EER fan: Loss of failure warning,</li> <li>7. Co-pilot 121.5 switch: Capsule light not available,</li> <li>8. Lavatory smoke detection systems: Forward not available, and</li> <li>9. ADS-B in data not available.</li> </ul>	

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**CAS Messages**

Item	1	2	Change Bar
DCN RDC 17 FAIL (U) (Amber – Caution) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent)	A	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) DCN RDC 17 PWR 1: SSPC 4211 and DCN RDC 17 PWR 2: SSPC 4212 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) Acoustic and mid-cabin doors are secured OPEN for taxi, takeoff, and landing,</li> <li>d) Both PFD attitude indicating systems operate independently,</li> <li>e) IRS 1, 2, and 3 are operative,</li> <li>f) &lt;FAA&gt; If operator is a holder of an air carrier or commercial operator certificate:                             <ol style="list-style-type: none"> <li>1) CVR operates normally, and</li> <li>2) Airplane is not dispatched from a designated airport as listed in the operator’s MEL unless:                                     <ul style="list-style-type: none"> <li>• The FDR failure occurs after pushback but before takeoff, or</li> <li>• The FDR repair was attempted but was not successful,</li> </ul> </li> <li>3) In cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch,</li> </ol> </li> <li>g) &lt;FAA&gt; Operator other than a holder of an air carrier or commercial operator certificate,                             <ul style="list-style-type: none"> <li>• Repairs are made in accordance with applicable 14 CFR,</li> </ul> </li> <li>h) Conservative fuel quantity values are used for flight planning,</li> </ol>	
(Continued)			

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AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
DCN RDC 17 FAIL (U) (Amber – Caution) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)	A	<ul style="list-style-type: none"> <li>i) Operations that require two LRCS (HF, SATCOM) are not conducted,</li> <li>j) Synoptic brake pressure indications are operative,</li> <li>k) Affected accumulator pre-charge and fully charged pressure (3,000 psi) is verified in respective main landing gear well gauge preflight. Conservative fuel quantity values are used for flight planning,</li> <li>l) Procedures do not require use of Inmarsat SATVOICE,</li> <li>m) Radio altimeter 2 test results are satisfactory prior to dispatch,</li> <li>n) Landing weather minimums or operating procedures do not require the use of radio altimeter 1,</li> <li>o) Other systems affected by radio altimeter (EPGWS, TCAS, autothrottle, altimeter ground awareness display, synthetic vision primary flight display and automatic cowl/wing anti-icing) are considered,</li> <li>p) GPWS INHIBIT on TSC aural inhibits page is selected,</li> <li>q) Flightcrew will assess approach capability at destination and alternate airports in terms of radio altimeter requirements in the unlikely event that RADALT 2 should fail,</li> <li>r) A crewmember verifies by visual inspection before each departure that the external air, L forward cowl, and L engine access doors are CLOSED and LOCKED/LATCHED,</li> <li>s) Manual wheel despin is performed prior to retracting gear after takeoff by applying 300-400 psi brake pressure for 10 seconds, and</li> <li>t) Repairs are made within 1 flight-day.</li> </ul>	 
(Continued)			

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AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
DCN RDC 17 FAIL (U) (Amber – Caution) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)	A	NOTE: With RDC 17 failed, the following systems are impacted: <ol style="list-style-type: none"> <li>1. Acoustic and mid-cabin doors: Position indication invalid,</li> <li>2. AHRS 1: Failure warning not available,</li> <li>3. Autobrakes: Not available,</li> <li>4. Autothrottle 1: Not available,</li> <li>5. Aux pump: No automatic activation for low inboard brake accumulator pressure,</li> <li>6. Cabin smoke detector: Not available,</li> <li>7. FDR: Not available,</li> <li>8. FQMS degraded,</li> <li>9. HF 1: Not available,</li> <li>10. Inboard brake accumulator pressure: Loss of display,</li> <li>11. Inmarsat: No voice transmit available,</li> <li>12. IRS 3: Not available for selection on standby flight displays,</li> <li>13. Rad alt 1: Not available,</li> <li>14. Service door indication: External air, L forward cowl, and L engine access invalid,</li> <li>15. Landing lights: Pulse mode not available, and</li> <li>16. Wheel despin: Not available.</li> </ol>	 
DCN RDC 18 FAIL (U) (Amber – Caution)		Deleted, Revision 1.	

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AIRCRAFT:  
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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
DCN RDC 19 FAIL (U) (Cyan – Advisory)	A	(O) Except for ER operations, airplane may be dispatched provided: <ul style="list-style-type: none"> <li>a) DCN RDC 19 PWR 1: SSPC 4215 and DCN RDC 19 PWR 2: SSPC 4216 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) Affected L FREQ CONV: LPDB 60 Hz AC electrical power system circuit breaker is pulled and collared,</li> <li>d) Flightcrew will brief passengers on items that are inoperative with the failure of the power source for cabin entertainment,</li> <li>e) FDR is operative,</li> <li>f) Procedures do not require use of Iridium SATCOM,</li> <li>g) Procedures do not require use of SATCOM voice (Iridium or Inmarsat),</li> <li>h) Left main battery voltmeter is operative,</li> <li>i) Both battery charger fail messages are operative. (Verify battery charger fail CAS by pulling L and R batt charger CBs on L and R PDB and verifying L-R Batt Charger Fail caution posts and then clears when CBs reset),</li> <li>j) Left hydraulic pressure indication is operative,</li> <li>k) PTU Hydraulic system is operative. Flightcrew will verify this by performing successful flap operational test with only the right engine running,</li> <li>l) A crewmember verifies by visual inspection before each departure that the L fuel drain valve and L fuel hopper drain valve doors (located underneath aircraft forward of left main wheel well near centerline) are CLOSED and LOCKED/LATCHED, and</li> <li>m) Repairs are made within 2 flight-days.</li> </ul>	
(Continued)			

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 GVII-G500/G600

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
DCN RDC 19 FAIL (U) (Cyan – Advisory) (Cont'd)	A	NOTE: With RDC 19 failed, the following systems are impacted: <ol style="list-style-type: none"> <li>1. 60 Hz power: Left converter not available,</li> <li>2. CVR: Not available,</li> <li>3. Iridium: Failure warning not available,</li> <li>4. Battery ammeters: Loss of display of left main battery amps,</li> <li>5. Power transfer unit: Loss of display of pressure indication,</li> <li>6. SATCOM: Voice transmission not available, and</li> <li>7. Service door indication: L fuel drain valve and L fuel hopper drain valve invalid.</li> </ol>	

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AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
DCN RDC 20 FAIL (U) (Cyan – Advisory) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent)	A	(O) Except for ER operations, airplane may be dispatched provided: <ul style="list-style-type: none"> <li>a) DCN RDC 20 PWR 1: SSPC 4217 and DCN RDC 20 PWR 2: SSPC 4218 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) Affected R FREQ CONV: RPDB 60 Hz AC electrical power system circuit breaker is pulled and collared,</li> <li>d) Flightcrew will brief passengers on items that are inoperative with the failure of the power source for cabin entertainment,</li> <li>e) A crewmember will verify by visual inspection before each departure that the external baggage door is CLOSED and LOCKED,</li> <li>f) Internal baggage compartment door remains OPEN,</li> <li>g) Airplane is operated at or below 40,000 ft,</li> <li>h) Procedures do not require use of Inmarsat SATCOM,</li> <li>i) PTU manual mode is verified to be operative before every flight. Flightcrew will select PTU manually on with the right engine running and verify PTU pressure is present (3,000 PSI +300/-400),</li> <li>j) PTU manual mode is selected on for each takeoff and landing,</li> <li>k) A crewmember verifies by visual inspection before each departure that the water service, waste service, and tail compartment doors are CLOSED and LOCKED/LATCHED,</li> <li>l) Right main battery voltmeter is operative,</li> <li>m) Both battery charger fail messages are operative. (Verify Battery Charger Fail CAS by pulling L and R batt charger CBs on L and R PDB and verifying L-R Batt Charger Fail caution posts and then clears when CBs reset,</li> </ul>	 
(Continued)			

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
DCN RDC 20 FAIL (U) (Cyan – Advisory) (GVII-G600) (GVII-G500 with ASC 901 Software or Subsequent) (Cont'd)	A	n) Automatic or manual zone temperature control systems are operative, o) Left hydraulic quantity is checked by reservoir indicator before each departure. Indication are most accurate if system is pressurized, p) Only one hydraulic quantity indicating system is failed, and q) Repairs are made within 2 calendar-days.  NOTE: With RDC 20 failed, the following systems are impacted: 1. 60 Hz power: Right converter not available, 2. Air conditioning system: Right pack in default mode, 3. Bleed air system: Right bleed air system in default mode, 4. Baggage doors: Internal and external position alerting not available, 5. Baggage smoke detector: Not available, 6. Inmarsat: Not available, 7. Power transfer unit: Automatic operation not available, 8. Service door indication: Water service, waste service, internal baggage, and tail compartment invalid, 9. Battery ammeters: Loss of display of right main battery amps, 10. Cockpit/cabin zone temperature indications: Partial loss of display of desired and actual temperature data, and 11. Hydraulic system quantity indication (EICAS): Loss of display of left hydraulic quantity.	 

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**TABLE KEY**

1. REPAIR CATEGORY
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**CAS Messages**

Item	1	2	Change Bar
DCN RDC 22 FAIL (U) (Cyan – Advisory) (GVII-G600) (GVII-G500 with ASC 900 (BLOCK 1) Software or Subsequent)	A	(O) Except for ER operations, airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) DCN RDC 22 PWR 1: SSPC 4219 and DCN RDC 22 PWR 2: SSPC 4220 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) Internal baggage door is verified to be CLOSED and LOCKED by a crewmember prior to climbing above 45,000 ft after each use,</li> <li>d) Internal baggage door is placarded "DO NOT ENTER" at or above 45,000 ft,</li> <li>e) Aft lavatory waste receptacle is empty,</li> <li>f) Aft lavatory is used only by crewmembers. Flightcrew may allow passengers to use the aft lavatory provided the passengers are briefed on the necessity to ensure that no flammable materials are used in the lavatory,</li> <li>g) &lt;FAA&gt; If operator is a holder of an air carrier or commercial operator certificate:                             <ol style="list-style-type: none"> <li>1) CVR is operative,</li> <li>2) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless:                                     <ul style="list-style-type: none"> <li>• The FDR failure occurs after pushback but before takeoff, or</li> <li>• The FDR repair was attempted but was not successful,</li> </ul> </li> <li>3) In cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch,</li> </ol> </li> </ol>	
		(Continued)	

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**TABLE KEY**  
 1. REPAIR CATEGORY  
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**CAS Messages**

Item	1	2	Change Bar
DCN RDC 22 FAIL (U) (Cyan – Advisory) (GVII-G600) (GVII-G500 with ASC 900 (BLOCK 1) Software or Subsequent) (Cont'd)	A	h) <FAA> Operator other than a holder of an air carrier or commercial operator certificate: <ul style="list-style-type: none"> <li>• Repairs are made in accordance with applicable 14 CFR,</li> </ul> i) EBHA voltmeter is operative, j) A crewmember verifies by visual inspection before each departure that the R fuel drain valve and R fuel hopper drain valve doors (located underneath aircraft forward of right main wheel well near centerline) are CLOSED and LOCKED/LATCHED, k) Automatic or manual zone temperature control systems are operative, l) Right hydraulic quantity is checked by reservoir indicator or fluid quantity indicator in the aft equipment compartment before each departure. Indications are most accurate if system is pressurized, m) Only one hydraulic quantity indicating system is failed, n) Cockpit brake pressure indications are operative, o) Prior to engine start, auxiliary pump operation and pressure must be verified on brake synoptic (inboard parking brake pressure), and p) Repairs are made within 2 flight-days.	
(Continued)			

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
DCN RDC 22 FAIL (U) (Cyan – Advisory) (GVII-G600) (GVII-G500 with ASC 900 (BLOCK 1) Software or Subsequent) (Cont'd)	A	NOTE: With RDC 22 failed, the following systems are impacted: <ol style="list-style-type: none"> <li>1. Internal baggage door: Position alerting not available,</li> <li>2. Lavatory smoke detector: Not available for aft lavatory configurations,</li> <li>3. FDR: Not available,</li> <li>4. Galley smoke detector: Not available for aft galley configurations,</li> <li>5. Air conditioning system: Left pack in default mode,</li> <li>6. Bleed air system: Left bleed air system in default mode,</li> <li>7. EBHA battery: Loss of amps display,</li> <li>8. Service door indication: R fuel drain valve and R fuel hopper drain valve invalid,</li> <li>9. Cockpit/cabin zone temperature indications: Partial loss of display of desired and actual temperature data,</li> <li>10. Hydraulic system quantity indication: Loss of display of right hydraulic quantity, and</li> <li>11. Aux hydraulic pump pressure indication: Loss of display.</li> </ol>	
Refer to Section One, ATA 42, Integrated Modular Avionics, for DCN RDC failures not contained here in Section Two.			

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
DCN RIU 51 FAIL (U) (Cyan – Advisory)	A	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) DCN RIU 51 PWR 1: SSPC 4221 and DCN RIU 51 PWR 2: SSPC 4222 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) Procedures do not require use of SATCOM voice (Iridium or Inmarsat),</li> <li>d) &lt;FAA&gt; If operator is a holder of an air carrier or commercial operator certificate:                             <ol style="list-style-type: none"> <li>1) CVR operates normally,</li> <li>2) Airplane is not dispatched from a designated airport as listed in the operator’s MEL unless:                                     <ul style="list-style-type: none"> <li>• The FDR failure occurs after pushback but before takeoff, or</li> <li>• The FDR repair was attempted but was not successful,</li> </ul> </li> <li>3) In cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch,</li> </ol> </li> <li>e) &lt;FAA&gt; Operator other than a holder of an air carrier or commercial operator certificate:                             <ul style="list-style-type: none"> <li>• Repairs are made in accordance with applicable 14 CFR,</li> </ul> </li> <li>f) Operations that require two LRCS (HF, SATCOM) are not conducted,</li> <li>g) A crewmember verifies by visual inspection before each departure that the external air, L forward cowl, and L engine access doors are CLOSED and LOCKED/LATCHED, and</li> <li>h) Repairs are made within 2 flight-days.</li> </ol>	
		(Continued)	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
DCN RIU 51 FAIL (U) (Cyan – Advisory) (Cont'd)	A	NOTE: With RIU 51 failed, the following systems are impacted: <ol style="list-style-type: none"> <li>1. FDR: Not available,</li> <li>2. HF 1: Not available,</li> <li>3. SATCOM: Voice transmission not available,</li> <li>4. Inmarsat: Voice transmission not available, and</li> <li>5. Service door indication: External air, L forward cowl, and L engine access invalid.</li> </ol>	
DCN RIU 52 FAIL (U) (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) DCN RIU 52 PWR 1: SSPC 4223 and DCN RIU 52 PWR 2: SSPC 4224 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) Operations that require two LRCS (HF, SATCOM) are not conducted,</li> <li>d) A crewmember verifies by visual inspection before each departure that the R forward cowl and R engine access doors are CLOSED and LOCKED/LATCHED.</li> </ol> NOTE: With RIU 52 failed, the following systems are impacted: <ol style="list-style-type: none"> <li>1. HF 2: Not available, and</li> <li>2. Service door indication: R forward cowl and R engine access invalid.</li> </ol>	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
DCN RIU 53 FAIL (U) (Cyan – Advisory)	C	(O) Airplane may be dispatched provided: <ul style="list-style-type: none"> <li>a) DCN RIU 53 PWR 1: SSPC 4225 and DCN RIU 53 PWR 2: SSPC 4226 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) Procedures do not require use of SATCOM voice (Iridium or Inmarsat),</li> <li>d) Affected 60 Hz AC electrical power system circuit breaker is pulled and collared: LEER: L FREQ CONV, and</li> <li>e) Flightcrew will brief passengers on items that are inoperative with the failure of the power source for cabin entertainment.</li> </ul> NOTE: With RIU 53 failed, the following systems are impacted: <ul style="list-style-type: none"> <li>1. 60 Hz power: Left converter not available,</li> <li>2. SATCOM: Voice transmission not available, and</li> <li>3. Inmarsat: Not available.</li> </ul>	
DCN RIU 54 FAIL (U) (Cyan – Advisory)	C	(O) Airplane may be dispatched provided: <ul style="list-style-type: none"> <li>a) DCN RIU 54 PWR 1: SSPC 4227 and DCN RIU 54 PWR 2: SSPC 4228 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) Procedures do not require use of Inmarsat SATVOICE,</li> <li>d) Affected 60 Hz AC electrical power system circuit breaker is pulled and collared: REER: R FREQ CONV, and</li> <li>e) Flightcrew will brief passengers on items that are inoperative with the failure of the power source for cabin entertainment.</li> </ul> NOTE: With RIU 54 failed, the following systems are impacted: <ul style="list-style-type: none"> <li>1. 60 Hz power: Right converter not available, and</li> <li>2. Inmarsat: Not available.</li> </ul>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
DCN SW 1 FAIL (U) (Cyan – Advisory)	A	<p>(O) Airplane may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) DCN SW 1 PWR 1: SSPC 4229 and DCN SW 1 PWR 2: SSPC 4230 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) ADS 2, ADS 3, and STBY ADS (ADS 4) are operative. Flightcrew will ensure an operative ADS is selected prior to departure.                             <ul style="list-style-type: none"> <li>• ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system.</li> </ul> </li> <li>d) Manual pressurization control system is operative and functionally checked,</li> <li>e) Cabin altitude, differential pressure, and rate-of-climb indicators are operative,</li> <li>f) Autopilot is operative (verify autopilot engagement on ground utilizing the TSC systems test page, AP disc option),</li> <li>g) NWS is operative. Flightcrew will verify “NWS Fixed Gain” is annunciated on CAS prior to departure,</li> <li>h) Both PFD attitude indicating systems operate independently,</li> <li>i) Both standby flight display attitude indicators are operative,</li> <li>j) Both AHRS sensors are operative,</li> <li>k) Flightcrew will select IRS 3 for display on DU 1,</li> <li>l) Remaining RIU (secondary power control channel) is operational as verified by displaying secondary power on TSC with “Connected to Left” indication,</li> <li>m) All other components of the electrical system are operative, and</li> <li>n) Repairs are made within 1 flight-day.</li> </ol> <p>NOTE: With SW 1 failed, the following systems are impacted:</p> <ol style="list-style-type: none"> <li>1. ADS 1: Loss of control and display. No loss of ADS 1 to flight controls system and engines,</li> <li>2. IRS 1: Loss of control and display. No loss of IRS 1 data to flight controls system,</li> <li>3. NWS: Fixed gain only due to loss of IRS 1 data, and</li> <li>4. Secondary power: Left controller single channel fault.</li> </ol>	

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**TABLE KEY**

- 1. REPAIR CATEGORY
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**CAS Messages**

Item	1	2	Change Bar
DCN SW 2 FAIL (U) (Cyan – Advisory) (GVII-G600) (GVII-G500 with ASC 900 (BLOCK 1) Software or Subsequent)	A	May be inoperative provided: <ul style="list-style-type: none"> <li>a) DCN SW 2 PWR 1: SSPC 4231 and DCN SW 2 PWR 2: SSPC 4232 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) ADS 1, ADS 3, and STBY ADS (ADS 4) are operative. Flightcrew will ensure an operative ADS is selected prior to departure.                             <ul style="list-style-type: none"> <li>• ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system.</li> </ul> </li> <li>d) Manual pressurization control system is operative,</li> <li>e) EICAS cabin altitude, differential pressure, and rate-of-climb indicators are operative,</li> <li>f) Autopilot is operative,</li> <li>g) Both PFD attitude indicating systems operate independently,</li> <li>h) Both standby flight display attitude indicators are operative,</li> <li>i) Both AHRS sensors are operative,</li> <li>j) Airplane is operated in accordance with alternate AFM procedures pertaining to loss of inertial reference systems. Flightcrew will ensure same IRS is NOT used as attitude source for both pilots,</li> <li>k) Remaining RIU (secondary power control channel) is operational,</li> <li>l) All other components of the electrical system are operative, and</li> <li>m) Repairs are made within 1 flight-day.</li> </ul> <p>NOTE: With SW 2 failed, the following systems are impacted:</p> <ul style="list-style-type: none"> <li>1. ADS 2: Loss of control and display. No loss of ADS 2 to flight controls system and engines.</li> <li>2. IRS 2: Loss of control and display. No loss of IRS 2 data to flight controls system.</li> <li>3. Secondary power: Right controller single channel fault.</li> </ul>	

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**TABLE KEY**

1. REPAIR CATEGORY
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**CAS Messages**

Item	1	2	Change Bar
DCN SW 3 FAIL (U) (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) DCN SW 3 PWR 1: SSPC 4233 and DCN SW 3 PWR 2: SSPC 4234 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) ADS 1, ADS 2, and STBY ADS (ADS 4) are operative. Flightcrew will ensure an operative ADS is selected prior to departure.                             <ul style="list-style-type: none"> <li>• ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system.</li> </ul> </li> <li>d) Manual pressurization control system is operative and functionally checked,</li> <li>e) Cabin altitude, differential pressure, and rate-of-climb indicators are operative,</li> <li>f) Autopilot is operative (verify autopilot engagement on ground utilizing the TSC systems test page, AP disc option),</li> <li>g) Remaining RIU (secondary power control channel) is operational as verified by displaying secondary power on TSC with “Connected to Left” indication, and</li> <li>h) All other components of the electrical system are operative.</li> </ol> <p>NOTE: With SW 3 failed, the following systems are impacted:</p> <ol style="list-style-type: none"> <li>1. ADS 3: Loss of control and display. No loss of ADS 3 to flight controls system and engines, and</li> <li>2. Secondary power: Left controller single channel fault.</li> </ol>	

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 GVII-G500/G600

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
DCN SW 4 FAIL (U) (Cyan – Advisory) (GVII-G600) (GVII-G500 with ASC 900 (BLOCK 1) Software or Subsequent)	B	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) DCN SW 4 PWR 1: SSPC 4235 and DCN SW 4 PWR 2: SSPC 4236 are pulled and collared,</li> <li>b) All other DCN RDCs, RIUs, and switches are operative,</li> <li>c) ADS 1, ADS 2, and ADS 3 are operative. Flightcrew will ensure that an operative ADS is selected prior to departure,</li> <li>d) Manual pressurization control system is operative,</li> <li>e) EICAS cabin altitude, differential pressure, and rate-of-climb indicators are operative,</li> <li>f) Autopilot is operative,</li> <li>g) Remaining RIU (secondary power control channel) is operational, and</li> <li>h) All other components of the electrical system are operative.</li> </ol> <p>NOTE: With SW 4 failed, the following systems are impacted:</p> <ol style="list-style-type: none"> <li>1. ADS 4: Loss of ADS 4 failure warning. No loss of ADS 4 data to standby flight displays, flight controls system, and engines.                             <ul style="list-style-type: none"> <li>• ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system.</li> </ul> </li> <li>2. Secondary power: Right controller single channel fault.</li> </ol>	
DDC Config Fail (Cyan – Advisory)	C	Airplane may be dispatched provided charts are used as available on the primary displays or refer to backup charts.	
Dimming Maint Required (Cyan – Advisory)	B	Airplane may be dispatched.	
DME 1-2 Fail (Cyan – Advisory)	C	Except where enroute operations or approach minimums require its use, airplane may be dispatched with any DMEs inoperative in excess of those required by 14 CFR.	

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AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
EGPWM SYS 1-2 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided GPWS functions are operative.  NOTE: Synthetic vision PFD synthetic terrain will not be available with dual terrain server failures, but the full PFD may be used without restriction.	
Elec Power Maint Req, L-R (Amber – Caution)	C	Airplane may be dispatched provided no other electrical power system related CAS are present.	
Emergency Exit Unlocked (Amber – Caution)	B	(O) Airplane may be dispatched provided before each departure: a) A crewmember verifies by visual inspection that in each of the four overwing exit doors the locking tabs are extended and engaged, and b) All four overwing exit door release handles are stowed flush.	
Eng ACC Fail, L-R (Cyan – Advisory)	D	Airplane may be dispatched.	
Eng Fire Det Maint (L-R) (Cyan – Advisory)	B	Except for ER operations, airplane may be dispatched.	

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AIRCRAFT:  
 GVII-G500/G600

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Eng Maint ###, L-R (Cyan – Advisory)	A	Airplane may be dispatched with cyan “Eng Maint ###” message displayed on EICAS provided: <ul style="list-style-type: none"> <li>a) Repairs are made in accordance with times (hours) established by the PWC 814GA Time Limits Manual, chapter 5 (no extensions are authorized),</li> <li>b) FADEC faults are reviewed by flightcrew before each takeoff, and</li> <li>c) For &lt;EASA&gt; aircraft only, dispatch is further limited to 10 consecutive calendar-days when dispatching with both engines in long-term dispatch, or with one engine in long-term dispatch and the other in short-term dispatch.</li> </ul> <p>NOTE 1: “###” is the number of hours remaining until a Do Not Dispatch status. Cyan “Eng Maint LTD” messages require maintenance action within 500 hours.</p> <p>NOTE 2: Dispatch is permissible with only one engine in short-term dispatch (Eng Maint ###) where ### is any number between 125 and 1. Dispatch is also permissible with one engine in short-term dispatch and one engine in long-term dispatch (Eng Maint LTD) or both engines in LTD.”</p>	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Eng Maint LTD, L-R (Cyan – Advisory)	A	Airplane may be dispatched with cyan “Eng Maint LTD” messages displayed on EICAS provided: <ul style="list-style-type: none"> <li>a) Repairs are made in accordance with times (hours) established by the PWC 814GA Time Limits Manual, Chapter 5 (no extensions are authorized), and</li> <li>b) FADEC faults are reviewed by flightcrew before each takeoff.</li> <li>c) For &lt;EASA&gt; aircraft only, dispatch is further limited to 10 consecutive calendar-days when dispatching with both engines in long-term dispatch, or with one engine in long-term dispatch and the other in short-term dispatch.</li> </ul> <p>NOTE 1: “###” is the number of hours remaining until a Do Not Dispatch status. Cyan “Eng Maint LTD” messages require maintenance action within 500 hours.</p> <p>NOTE 2: Dispatch is permissible with only one engine in short-term dispatch (Eng Maint ###) where ### is any number between 125 and 1. Dispatch is also permissible with one engine in short-term dispatch and one engine in long-term dispatch (Eng Maint LTD) or both engines in LTD.”</p>	

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 GVII-G500/G600

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Eng Oil Chip, L-R (Cyan – Advisory)		Deleted in Revision 2.	
Eng Synch Fail (Cyan – Advisory)	D	Airplane may be dispatched.	
EVS Fail (Cyan – Advisory)	C	Airplane may be dispatched.	
EVS Degraded (Cyan – Advisory)	C	Airplane may be dispatched.	
EVS Self Preservation (Cyan – Advisory)	C	Airplane may be dispatched.	
External Baggage Door (Amber – Caution)	B	(O) Airplane may be dispatched provided the door is verified to be CLOSED and LOCKED by a crewmember.	
FCC 1A Fail (U) (Cyan – Advisory)	A	(O) Airplane may be dispatched provided: a) Inoperative channel SSPC, FCC 1A: REER, A-1 is pulled and collared, and b) Repairs are made within 5 flight-days.	
FCC 2B Fail (U) (Cyan – Advisory)	A	(O) Airplane may be dispatched provided: a) Inoperative channel SSPC, FCC 2B: REER, A-2 is pulled and collared, and b) Repairs are made within 5 flight-days.	
FCS Limited Dispatch (Cyan – Advisory)	B	(O) Airplane may be dispatched provided flight control system faults are reviewed by flightcrew before each takeoff.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
FDR System Fail (Cyan – Advisory) (Holder of an Air Carrier or Commercial Operator Certificate) <FAA>	A	Airplane may be dispatched provided: <ul style="list-style-type: none"> <li>a) CVR is operative,</li> <li>b) Airplane is not dispatched from a designated airport as listed in the operator’s MEL unless:                             <ul style="list-style-type: none"> <li>1) The FDR failure occurs after pushback but before takeoff, or</li> <li>2) The FDR repair was attempted but was not successful.</li> </ul> </li> <li>c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and</li> <li>d) Repairs are made within 3 flight-days.</li> </ul>	
FDR System Fail (Cyan – Advisory) (Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate) <FAA>	A	Airplane may be dispatched provided repairs are made in accordance with applicable 14 CFRs.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
FDR System Fail (Cyan – Advisory) <EASA>	A	Airplane may be dispatched provided: <ul style="list-style-type: none"> <li>a) Airplane does not exceed eight further consecutive flights with FDR unserviceable,</li> <li>b) Not more than 72 hours have elapsed since FDR was found to be unserviceable, and</li> <li>c) Any CVR required to be carried is operative.</li> </ul> <p>NOTE 1: FDR is considered to be inoperative when any of the following conditions exist:</p> <ul style="list-style-type: none"> <li>1. Loss of flight recording function is evident to flightcrew during preflight check (e.g., by means of a system status monitor),</li> <li>2. Need for maintenance has been identified by system monitors, where available, with setting of an indicator and cause of that setting has not been determined, or</li> <li>3. Analysis of recorded data or maintenance actions have shown that more than 5% of the total number of individual parameters (variable and discrete) required to be recorded for the particular aircraft are not being recorded properly.</li> </ul> <p>NOTE 2: Where improper recording affects 5% of the parameters or less, timely corrective action will need to be taken by aeroplane operator in accordance with approved maintenance procedures.</p>	
Flaps Maintenance (Cyan – Advisory)	C	Airplane may be dispatched.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
FMS 1-2-3 Fail (Cyan – Advisory)	A	One required for dispatch. Aeroplane may be dispatched except where enroute operations or approach minimums require its use provided: <ul style="list-style-type: none"> <li>a) Affected system is not required for IRS alignment,</li> <li>b) Long-range navigation is not dependent on its use,</li> <li>c) Procedures do not require its use, and</li> <li>d) Repairs are made within 2 flight-days.</li> </ul> NOTE: Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV including PRNAV and BRNAV only require a single FMS.	
FMS/GPS Pos Mon Unavail (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: <ul style="list-style-type: none"> <li>a) FMS position is checked against available sensors, and</li> <li>b) If errors encountered, affected GPS is de-selected as a position sensor and FMS position is updated.</li> </ul>	

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**TABLE KEY**

1. REPAIR CATEGORY
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**CAS Messages**

Item	1	2	Change Bar
FQMS Degrade, L-R (Cyan – Advisory)	C	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Select CMC synoptic page and record all faults,</li> <li>b) Use conservative fuel quantity values for flight planning, and</li> <li>c) Record any faults displayed on fuel quantity service panel when on ground.</li> </ol>	
	C	(O) Except for ER operations, either left or right fuel quantity display may be inoperative and airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Both tanks are completely filled using overwing refueling,</li> <li>b) Both fuel flow meters are operative,</li> <li>c) After takeoff, power is set by matching fuel flow indications on both engines,</li> <li>d) Flightcrew refers to the Fuel Servicing section of the Operating Manual, and</li> <li>e) Flightcrew maintains a log of fuel burned.</li> </ol> <p>NOTE 1: Maximum overwing fuel load for the G500 is approximately 22,500 lbs (10,206 kg)/ 3,358 gal (12,711 L).</p> <p>NOTE 2: Maximum overwing fuel load for the G600 is approximately 33,500 lbs (15,196 kg)/ 5,000 gal (18,925 L).</p>	
Front WShld Heat Fail, L-R (Amber – Caution)	B	Except for ER operations, airplane may be dispatched with one inoperative provided airplane is not operated in known or forecast icing conditions.	
Front WShld Heat Fault, L-R (Cyan – Advisory)	C	Airplane may be dispatched.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Fuel Crossflow Valve Open (White – Status)	B	(O) Except for ER operations, airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) All fuel boost pumps are operative,</li> <li>b) Fuel intertank valve is operative,</li> <li>c) Fuel quantity indicating system is operative,</li> <li>d) Airplane is operated in accordance with AFM Limitations,</li> <li>e) Fuel tank temperature system must be operative, and</li> <li>f) Flightcrew monitors fuel tank temperature.</li> </ol> NOTE 1: Heated fuel return will be inoperative. NOTE 2: Avoid uncoordinated maneuvers when fuel intertank valve is OPEN.	
Fuel Return Fail, L-R (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Flightcrew monitors fuel tank temperature, and</li> <li>b) Airplane is operated in accordance with AFM Limitations.</li> </ol>	
Fwd Emer Battery Fail (U) (Amber – Caution)	A	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Affected forward battery is swapped with aft battery (#2 IRU and #3 IRU backup battery position) and thus Fwd Emer Battery Fail CAS then clears,</li> <li>b) All other components of the electrical system are operative,</li> <li>c) All three IRSs and both AHRSs are operational, and</li> <li>d) Repairs are made within 1 flight-day.</li> </ol> NOTE 1: EICAS message “IRU Sec Pwr 2 - 3 Fail” will be displayed. Each MAIN AC BUS can be powered by the L GEN, R GEN, and APU. NOTE 2: IRU No. 1 is powered by the Fwd Emerg Batt or by the L ESS DC BUS. Only one IRS is required for the flight controls to remain in normal mode.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Fwd Emer Battery Volts (U) (Amber – Caution)	A	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Affected forward battery is swapped with aft battery (#2 IRU and #3 IRU backup battery position) and thus Fwd Emer Battery Volts CAS then clears,</li> <li>b) All other components of the electrical system are operative,</li> <li>c) All three IRSs and both AHRs are operational, and</li> <li>d) Repairs are made within 1 flight-day.</li> </ol> NOTE 1: EICAS message “IRU Sec Pwr 2 – 3 Fail” will be displayed. Each MAIN AC BUS can be powered by the L GEN, R GEN, and APU.  NOTE 2: IRU No. 1 is powered by the Fwd Emerg Batt or by the L ESS DC BUS. Only one IRS is required for the flight controls to remain in normal mode.	
Galley Smoke Det Fault (Cyan – Advisory)	A	Airplane may be dispatched provided repairs are made within 10 calendar-days.	
GCU Fail, L-R (Cyan – Advisory)	A	Except for ER operations, airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) APU generator is used for all phases of flight,</li> <li>b) Airplane is operated at or below FL 450,</li> <li>c) RAT is operative, and</li> <li>d) Repairs are made within 2 flight-days.</li> </ol>	
Generator Fail, L-R (Cyan – Advisory)	A	(O) Except for ER operations, airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) APU generator is used for all phases of flight,</li> <li>b) Airplane is operated at or below FL 450,</li> <li>c) RAT is operative, and</li> <li>d) Repairs are made within 2 flight-days.</li> </ol>	
GPS 1-2 Fail (Amber – Caution)	B	Airplane may be dispatched except where operations require the use of GPS or GNSSU.	
GPS 1-2 Fail (Cyan – Advisory)	B	Airplane may be dispatched except where operations require the use of GPS or GNSSU.	

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**TABLE KEY**

1. REPAIR CATEGORY
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**CAS Messages**

Item	1	2	Change Bar
GPWS 1-2 Fail (Cyan – Advisory)	A	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Alternate procedures are established and used, and</li> <li>b) Repairs are made within 2 flight-days.</li> </ol>	
HF 1-2 Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched with one HF radio inoperative while conducting operations that require two LRCS (HF, SATCOM) provided: <ol style="list-style-type: none"> <li>a) Aircraft SATVOICE system operates normally,</li> <li>b) SATVOICE services are available as an LRCS over the intended route of flight,</li> <li>c) The ICAO flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft,</li> <li>d) Alternate procedures are established and used, and</li> <li>e) SATVOICE preflight test is performed.</li> </ol>	
	C	(O) Airplane may be dispatched with both HF radios inoperative provided procedures do not require their use.	
HUD Comp Fan Fail (Cyan – Advisory)	C	Airplane may be dispatched provided extended HUD ground operations are avoided.  NOTE: If the HUD Comp Fan Fail CAS continues to cycle on and off, SSPC 3417 (HUD FAN L) may be pulled to prevent this nuisance cycling. It is recommended the SSPC be reset for ground operations, especially in hot weather.	
HUD OHU Fan Fail (Cyan – Advisory)	C	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Extended HUD ground operations are avoided, and</li> <li>b) Pilot selected HUD brightness is reduced.</li> </ol>	

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**TABLE KEY**

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**CAS Messages**

Item	1	2	Change Bar
Hyd Qty Sensor Fail, L (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: a) Left quantity is checked by reservoir indicator before each departure. Indications are most accurate if system is pressurized, b) PTU is manually selected ON for takeoff and landing, and c) Right hydraulic quantity sensor is operative.	
Hyd Qty Sensor Fail, R (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: a) Right quantity is checked by reservoir indicator before each departure. Indications are most accurate if system is pressurized, and b) Left hydraulic quantity sensor is operative.	
Hyd Temp Sensor Fail, L (Cyan – Advisory)	B	(O) Airplane may be dispatched with both sensors failed provided quantity is checked by reservoir indicator before each departure. Indications are most accurate if system is pressurized.  NOTE: With both sensors failed, synoptic quantity will not be temperature compensated.	
Hyd Temp Sensor Fail, R (Cyan – Advisory)	B	(O) Airplane may be dispatched with both sensors failed provided quantity is checked by reservoir indicator before each departure. Indications are most accurate is system is pressurized.  NOTE: With both sensors failed, synoptic quantity will not be temperature compensated.	
Ice Detect Fail, L-R (Amber – Caution)	B	(O) Airplane may be dispatched provided: a) Cowl anti-ice shall be selected ON manually any time visible moisture is present and SAT is +10 °C or less, and b) Wing anti-ice should be selected ON manually if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets, or windshield edges.  NOTE: With ice detection systems inoperative, automatic anti-ice is not available.	

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**TABLE KEY**

1. REPAIR CATEGORY
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**CAS Messages**

Item	1	2	Change Bar
INBD BRK Degrade, L-R (Cyan – Advisory)		Deleted, Revision 1.	
Inmarsat Fail (Cyan – Advisory)	C	Airplane may be dispatched provided procedures do not require their use.	
Internal Baggage Door (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Door is verified to be CLOSED and LOCKED by a crewmember prior to climbing above 45,000 ft. after each use, and</li> <li>b) Door is placarded “DO NOT ENTER” at or above 45,000 ft.</li> </ol> <p>NOTE: If door cannot be verified CLOSED and LOCKED by a crewmember, do not operate above 45,000 ft.</p>	
Iridium Fail (Cyan – Advisory)	C	Airplane may be dispatched provided procedures do not require their use.	
IRS 1-2-3 Fail (Cyan – Advisory)	A	(O) Airplane may be dispatched with one IRS inoperative provided: <ol style="list-style-type: none"> <li>a) Repairs are made within 1 flight-day,</li> <li>b) Both PFD attitude indicating systems operate independently,</li> <li>c) Standby flight displays (SFD) are operative,</li> <li>d) Flightcrew will ensure same IRS is NOT used as attitude source for both pilots and airplane is operated in accordance with AFM speed Limitations, and</li> <li>e) Both AHRS sensors are operative.</li> </ol>	
IRU On Secondary Power (Cyan – Advisory)	A	Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Only one IRU is on secondary power, and</li> <li>b) Repairs are made within 1 flight-day.</li> </ol>	
IRU Sec Pwr 1-2-3 Fail (Cyan – Advisory)	A	Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Affected battery is located in the aft position (#2 IRU and #3 IRU backup battery position),</li> <li>b) All other components of the electrical system are operative,</li> <li>c) All three IRSs and both AHRSs are operational, and</li> <li>d) Repairs are made within 1 flight-day.</li> </ol>	

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**CAS Messages**

Item	1	2	Change Bar
Lav Smoke Det Fault (Fwd-Aft) (Cyan – Advisory)	B	(O) Airplane may be dispatched provided for each affected lavatory: <ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is locked closed and placarded “INOPERATIVE – DO NOT ENTER”, and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
LG Maintenance Required (Cyan – Advisory)	B	Airplane may be dispatched.	
Main Door (Cyan – Advisory)	A	(O) Airplane may be dispatched provided: <ul style="list-style-type: none"> <li>a) With the parking brake applied and the MED closed, the MED is visually confirmed latched and locked via noting of three dots on bayonets and the indication dot on the lock mechanism torque tube, and</li> <li>b) Repairs are made within 1 flight-day.</li> </ul> NOTE 1: Main Door Advisory message will change to a Main Door Caution message once the parking brake is released. When power is advanced for takeoff, it will trigger an associated “Takeoff Config-MED” Warning message.  NOTE 2: Warning messages (Takeoff Config-MED) cannot be inhibited for takeoff and must be acknowledged.  NOTE 3: “Takeoff Config-MED” will inhibit pressurization of the aircraft while on ground. This will not prevent aircraft from pressurizing normally once weight off wheels.	

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**CAS Messages**

Item	1	2	Change Bar
Main Door Maint Req (Cyan – Advisory)	B	(O) Airplane may be dispatched provided the parking brake is applied and the main entrance door (MED) closed and the MED is visually confirmed latched and locked via noting of three dots on bayonets and the indication dot on the lock mechanism torque tube.	
Main Fuel Pump Fail, L-R (Amber – Caution)	B	(O) Except for ER operations, airplane may be dispatched with one main fuel boost pump inoperative provided: <ol style="list-style-type: none"> <li>a) Fuel crossflow valve is OPEN and operative,</li> <li>b) Both alt fuel pumps are operative,</li> <li>c) Fuel intertank valve is operative,</li> <li>d) Both fuel low quantity warning systems are operative, and</li> <li>e) Airplane is operated in accordance with AFM Section 03-14-10, Fuel Boost Pump Failure.</li> </ol>	
Main TRU Fault, L-R (Amber – Caution)	A	(O) Airplane may be dispatched with one main TRU inoperative provided: <ol style="list-style-type: none"> <li>a) Both generators are operative,</li> <li>b) Both essential TRUs are operative,</li> <li>c) Auxiliary TRU is operative,</li> <li>d) APU generator is operative,</li> <li>e) Both battery chargers are operative,</li> <li>f) Both main airplane batteries are operative,</li> <li>g) Inoperative TRU circuit breaker on the power distribution box is pulled and collared:                             <ul style="list-style-type: none"> <li>• L MAIN TRU: LPDB in left main AC section,</li> <li>• RIGHT MAIN TRU: RPDB in right main AC section,</li> </ul> </li> <li>h) Alternate cabin, galley, and lavatory lighting procedures are established and used, and</li> <li>i) Repairs are made within 2 flight-days.</li> </ol>	
MAU 1-2 Fan Fail (Cyan – Advisory)		Deleted, Revision 1.	

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**CAS Messages**

Item	1	2	Change Bar
Mid Cabin Door Closed (Amber – Caution)	C	(O) Airplane may be dispatched provided the door is in the stowed/open position during taxi, takeoff, and landing.	
MRC 1 Fail (Amber – Caution)	A	Airplane may be dispatched with one modular radio cabinet (MRC) failed provided: <ol style="list-style-type: none"> <li>a) Associated comm and nav radios and opposite ATC are operative, and</li> <li>b) Repairs are made within 1 flight-day.</li> </ol> NOTE: Dispatch is acceptable with MRC 1 failed and EICAS cyan messages “APM 3 Fail” and “ASCB FAIL” displayed.	
MRC 2 Fail (Cyan – Advisory)	A	Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Associated comm and nav radios and opposite ATC are operative, and</li> <li>b) Repairs are made within 1 flight-day.</li> </ol> NOTE: With MRC 2 failed, expect advisory “APM 4 Fail” and “ASCB Fail” message displayed.	
NAV 2 Fail (Cyan – Advisory)	B	Airplane may be dispatched as required by 14 CFR.	
NAV/Strobe Fail, L-R (Amber – Caution)	B	Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Strobe light function of the combined NAV/strobe unit is operative, and</li> <li>b) Airplane is not operated at night.</li> </ol>	
NAV/Strobe Maint Reqd (Cyan – Advisory)	B	Airplane may be dispatched.	
NAVCOM 3 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided operations do not require its use.	
NWS Fixed Gain (Cyan – Advisory)	B	Airplane may be dispatched provided nose wheel tiller steering system is operative.	
NWS Maintenance Reqd (Cyan – Advisory)	B	Airplane may be dispatched.	

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**CAS Messages**

Item	1	2	Change Bar
OHPTS 1-2-3 Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched with one overhead panel touchscreen inoperative provided: <ol style="list-style-type: none"> <li>a) All display units are operative, and</li> <li>b) Inoperative OHPTS CB/SSPC is pulled and collard:                             <ul style="list-style-type: none"> <li>• OVHD PNL 1: POP E-6,</li> <li>• OVHD PNL 2: CPOP E-6, or</li> <li>• OVHD PNL 3: SSPC: 3131.</li> </ul> </li> </ol>	
OHPTS Touch Temp, 1-2-3 (Amber – Caution)	B	Airplane may be dispatched with any/all OHPTS Touch Temp CAS messages provided screen temperatures allow normal use.	
OUTBD BRK Degrade, L-R (Cyan – Advisory)		Deleted, Revision 1.	
Pack Fail, L-R (Amber – Caution)	B	(O) Except for ER operations, airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Inoperative ECS pack is selected OFF,</li> <li>b) Thrust recovery outflow valve is operative, and</li> <li>c) Airplane is operated in accordance with AFM Limitations Sections 01-21-10, Cabin Pressurization Control, and 03-01-10, Pack Failure – Single.</li> </ol>	
	B	(O) Except for ER operations, airplane may be dispatched in the unpressurized configuration with both ECS packs inoperative provided: <ol style="list-style-type: none"> <li>a) Thrust recovery outflow valve is operative,</li> <li>b) Rear baggage compartment is not used (empty), and</li> <li>c) Internal baggage door remains OPEN.</li> </ol>	
Pack Maintenance, L-R (Cyan – Advisory)	C	Airplane may be dispatched.	
Pedal Steering Fail (Amber – Caution)	B	Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Nose wheel tiller steering system is operative, and</li> <li>b) Left seat pilot performs the taxi, takeoff, and landing tasks.</li> </ol>	

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 1. REPAIR CATEGORY  
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**CAS Messages**

Item	1	2	Change Bar
Pred Windshear Unavailable (Cyan – Advisory)	B	(O) Airplane may be dispatched provided alternate procedures are established and used.  NOTE: RDR-4000 has predictive windshear detection capability (optional).	
Probe HT 3-4 Fail (Amber – Caution)	B	(O) Airplane may be dispatched with any listed single probe heat failure provided: a) Separate but operative (unaffected) ADS sources are selected on each PFD with the remaining unaffected source selected on both SFDs, b) Manual pressurization control system is operative and is functionally checked, c) Cabin altitude and differential pressure indicators are operative, d) Cabin rate-of-climb indicator is operative, e) Autopilot is operative, and f) Icing conditions are avoided.  NOTE 1: Transponder and flight director/autopilot must use same ADC data for RVSM.  NOTE 2: Expect an ADS 3 or 4 Dgrd amber CAS message. Both SFDs may be required to use this degraded ADS.	
PSU Fan Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: a) Ambient temperature is 95 °F (35 °C) or cooler, b) TRU electrical loads are 50% or less, c) Right main TRU is operative, d) Both environmental control system (ECS) packs are operative, e) Internal baggage door remains OPEN, and f) Airplane is operated at or below FL 400.	

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**CAS Messages**

Item	1	2	Change Bar
PTU Hyd Press Sensor Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: <ul style="list-style-type: none"> <li>a) Left hydraulic pressure indication is operative, and</li> <li>b) PTU hydraulic system is operative.</li> </ul> NOTE: Proper operation of the PTU can be verified by performing the following steps: <ul style="list-style-type: none"> <li>1. Chocks – Installed.</li> <li>2. AUX pump – NOT ARM.</li> <li>3. Pedal brakes – Apply for 5 seconds.</li> <li>4. Inboard brake accumulator – Verify steady 3,000 psi charge.</li> <li>5. AUX pump – AR.</li> </ul>	
PTU Shutoff Valve Fail (Cyan – Advisory)	B	(O) Airplane may by dispatched provided: <ul style="list-style-type: none"> <li>a) PTU hydraulic system operations is verified by performing successful flap operation with only the right engine running, and</li> <li>b) PTU pressure of 3,000 psi is verified with only the right engine running and 0 psi is verified with both engines running (with PTU armed).</li> </ul>	
Rad Alt 1-2 Fail (Cyan – Advisory)	B	Airplane may be dispatched with one radio altimeter failed provided: <ul style="list-style-type: none"> <li>a) Remaining radio altimeter test results are satisfactory prior to dispatch,</li> <li>b) Landing weather minimums or operating procedures do not require its use,</li> <li>c) Other systems affected (EGPWS, TCAS, autothrottle, altimeter ground awareness display, synthetic vision primary flight display, and automatic cowl/wing anti-icing) are considered, and</li> <li>d) Approach capability at destination and alternate airports must be assessed.</li> </ul>	
RAAS 1-2 Fail (Cyan – Advisory)	B	Airplane may be dispatched.	

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**CAS Messages**

Item	1	2	Change Bar
Refuel System Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: <ul style="list-style-type: none"> <li>a) Pressure fueling system is deactivated by selecting the REMOTE FUELING SHUTOFF switch on the overhead panel to CLOSED, and</li> <li>b) Flightcrew refers to the Fuel Servicing section of the Operating Manual.</li> </ul> NOTE 1: Maximum overwing fuel load for the G500 is approximately 22,500 lbs (10,206 kg)/ 3,358 gal (12,711 L).  NOTE 2: Maximum overwing fuel load for the G600 is approximately 33,500 lbs (15,196 kg)/ 5,000 gal (18,925 L).	
Sec Pwr Ctlr Flt, L-R (U) (Cyan – Advisory)	B	Airplane may be dispatched with a Sec Pwr Ctlr channel fault provided: <ul style="list-style-type: none"> <li>a) Remaining Sec Pwr Ctlr is operational, and</li> <li>b) All other components of the electrical system are operative.</li> </ul>	

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**CAS Messages**

Item	1	2	Change Bar
Service Door (Cyan – Advisory)	B	(O) Airplane may be dispatched provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED/LATCHED by: <ol style="list-style-type: none"> <li>a) Door latches or lock handles are flush, and</li> <li>b) Door edges are flush with fuselage.                             <ul style="list-style-type: none"> <li>• Engine access (left engine),</li> <li>• Engine access (right engine),</li> <li>• External air,</li> <li>• External power,</li> <li>• Forward cowl (left engine),</li> <li>• Forward cowl (right engine),</li> <li>• Fuel drain valve (left wing),</li> <li>• Fuel drain valve (right wing),</li> <li>• Fuel hopper drain valve (left wing),</li> <li>• Fuel hopper drain valve (right wing),</li> <li>• Fuel service,</li> <li>• Refuel port,</li> <li>• Ldg gear maintenance,</li> <li>• Oxygen service,</li> <li>• Radome,</li> <li>• Security,</li> <li>• Tail compartment,</li> <li>• Waste service, and</li> <li>• Water service.</li> </ul> </li> </ol>	

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Item	1	2	Change Bar
SFD FAIL, L-R (Cyan – Advisory)	B	(O) Airplane may be dispatched with one SFD inoperative provided: <ol style="list-style-type: none"> <li>a) Both PFD attitude indicating systems operate independently,</li> <li>b) All three attitude reference sensors (IRS 1-2-3) are operative,</li> <li>c) No display unit failures exist, and</li> <li>d) Associated L SFD: POP B-1 or R SFD: CPOP B-1 standby flight display circuit breaker is pulled and collared.</li> </ol>	
SFD Touch Temp, L-R (Amber – Caution)	B	Airplane may be dispatched with either or both SFD Touch Temp CAS messages provided screen temperatures allow normal use or the physical menu and set knob are used to control SFD functions.	
Side WShd Heat Fail, L-R (Cyan – Advisory)		Deleted, Revision 1.	
Side WShd Heat Fail, L-R (Amber – Caution)	B	Airplane may be dispatched.	
Side WShd Heat Fault, L-R (Cyan – Advisory)	C	Airplane may be dispatched.  NOTE: This message will automatically clear after 5 minutes.	
Stuck Mic CAU 3-4 (Cyan – Advisory)	C	(O) Airplane may be dispatched with one cockpit audio unit indicating stuck MIC CAU provided: <ol style="list-style-type: none"> <li>a) At least one pilot and co-pilot TSC is operative,</li> <li>b) Affected observer CAU: CPOP, G-2 circuit breaker is pulled and collared,</li> <li>c) It is not required as determined by the PIC,</li> <li>d) Flight deck to cabin communication is operative, and</li> <li>e) Alternate procedures are established and used.</li> </ol>	
SURF Unavailable (Cyan – Advisory)	C	Airplane may be dispatched. Surface CDTI data will not be available and must be supplemented with other means of deconfliction.	

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Item	1	2	Change Bar
Tail NAV/Strobe Fail, L-R (Amber – Caution)	B	Airplane may be dispatched provided the aircraft is not operated at night.	
TAT Probe 1-2 Ht Fail (Cyan – Advisory)	B	Airplane may be dispatched with any single TAT probe heat failure provided icing conditions are avoided.  NOTE: Be prepared to select alternate engine control on the onside (L for TAT PROBE 1 HT Fail, R for TAT PROBE 2 HT Fail) engine if icing conditions are encountered.	
TCAS Fail (Cyan – Advisory)	A	(O) Airplane may be dispatched provided: a) TCAS SSPC 3422 is pulled and collared, b) Enroute or approach procedures do not require its use, and c) Repairs are made within 2 flight-days.	
Terrain 1-2 Fail (Cyan – Advisory)	B	Airplane may be dispatched.  NOTE: Synthetic vision PFD synthetic terrain will not be available with dual terrain server failures, but the full PFD may be used without restriction.	
Terrain Display Fail (Cyan – Advisory)	B	Airplane may be dispatched.  NOTE: Synthetic vision PFD synthetic terrain will not be available with dual terrain server failures, but the full PFD may be used without restriction.	

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Item	1	2	Change Bar
Throttle Quad 1-2 Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched provided autothrottle is considered inoperative and SPC 7307 is pulled.  NOTE: With both channel 1 and channel 2 failed, the autothrottle system will be inoperative.	
Thrust Rev Maint Mode, L-R (Cyan – Advisory)	B	Airplane may be dispatched provided CAS message clears upon engine start.	
Tiller Steering Fail (Amber – Caution)	A	Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Rudder pedal steering system is operative,</li> <li>b) “NWS Fixed Gain” (cyan) CAS message is not displayed,</li> <li>c) Crew considers limitations of increased turn radius in confined ramp areas,</li> <li>d) Pedal steering allows for normal operations for taxi, takeoff, and landing, and</li> <li>e) Repairs are made within 5 flight-days.</li> </ol>	
TSC 1-2-3-4 Fan Fail (Cyan – Advisory)	B	Airplane may be dispatched provided no more than two TSCs have failed fans.	
TSC 1-2-3-4-5 Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched with one TSC inoperative provided: <ol style="list-style-type: none"> <li>a) All display units are operative,</li> <li>b) Inoperative TSC CB/SSPC is pulled and collard:                             <ul style="list-style-type: none"> <li>• TSC 1 PWR: SSPC 3123,</li> <li>• TSC 4 PWR: 3127,</li> <li>• TSC 5A PWR: SSPC 3129, or</li> <li>• TSC 5B PWR: SSPC 3130, and</li> </ul> </li> <li>c) TSC 2 and TSC 3 must be operative for dispatch.</li> </ol> NOTE: For relief with two TSCs inoperative, see Section One of the MMEL.	
TSC 1-2-3-4-5 Touch Temp (Amber – Caution)	B	Airplane may be dispatched with any/all TSC Touch Temp CAS messages provided screen temperatures allow normal use.	

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**CAS Messages**

Item	1	2	Change Bar
VHF COM 2 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.  NOTE: Comm 1, NAV 1, and ATC 1 are powered by the Emergency Bus.	
VSA Unavailable (Cyan – Advisory)	C	Airplane may be dispatched. Airborne CDTI data will not be available and must be supplemented with other means of deconfliction.	
Windshear 1-2 Fail (Cyan – Advisory)	A	(O) Airplane may be dispatched provided: a) At least one radio altimeter is valid, b) Alternate procedures are established and used, c) Flightcrew comply with AFM/AOM guidance in windshear situations and recommend procedures when encountering windshear, and d) Repairs are made within 2 flight-days.  NOTE: Operator’s alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	

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**CAS Messages**

Item	1	2	Change Bar
Wing Anti-Ice Fail, L-R (Amber – Caution)	B	(O) Except for ER operations, airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Airplane is not operated in known or forecast icing conditions, and</li> <li>b) Affected side wing anti-ice is selected and remains OFF.</li> </ol>	
60 Hz MPT Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Affected SSPC circuit breakers are pulled and collared:                             <ul style="list-style-type: none"> <li>• 60HZ CTRLR A (A), SSPC 2420,</li> <li>• 60HZ CTRLR A (B), SSPC 2421,</li> <li>• 60HZ CTRLR A (C), SSPC 2422,</li> <li>• 60HZ CTRLR B (A), SSPC 2423,</li> <li>• 60HZ CTRLR B (B), SSPC 2424, or</li> <li>• 60HZ CTRLR B (C), SSPC 2425,</li> </ul> </li> <li>b) 60 Hz switch is selected OFF,</li> <li>c) Provision are made for cabin and cockpit outlets loss of 60 Hz power, and</li> <li>d) Flightcrew will brief the passengers on the items that are inoperative with the failure of the power source for cabin entertainment.</li> </ol> <p>NOTE: EICAS message “L-R 60 Hz Power Fail” will be displayed.</p>	
60 Hz Power Fail, L-R (Cyan – Advisory)	C	(O) Airplane may be dispatched provided: <ol style="list-style-type: none"> <li>a) Affected circuit breaker is pulled and collared:                             <ul style="list-style-type: none"> <li>• L FREQ CONV: LPDB, or</li> <li>• R FREQ CONV: RPDB, and</li> </ul> </li> <li>b) Flightcrew will brief passengers on items that are inoperative.</li> </ol>	