

FINAL COMMENT LOG

Originating Office: AFS-120		Document Title/Description: MMEL GVI Rev 6, Gulfstream Aerospace GVI (G650), GVI (G650ER)			POC and Phone Number: Derek Amos, Derek.Amos @faa.gov		Suspense Date: 05/11/2026	
Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response		
John J McDermott AFS-220-3 Concur with comment	6/18/25	23-5 Pdf 33	23-8-2 Cargo Configuration (Courier Supernumerary Address System)	INFO: Term "supernumerary has been replaced with "authorized persons" per Notice N8900.669 (expired, currently being extended)	Consider revising as Notice expiration date is being extended	Revised 9-11-25.		
AFS-300				No comments.				
Michael Vaupell AFS-410E	7/3/25	18 and multiple	21-4 and multiple	Except for ER operations, may be inoperative provided:	Define the term ER operations. I am assuming this means extended range operations, is it supposed to be ETOPs per the definitions in the Policy Letter? Does ER operations mean only the G650ER model?	Change all instances of ER to ETOPS per Definition in PL 25 and ICAO Annex 6, Attachment C Paragraph 3.3.9.2, Note 2. "Except for ETOPS, may be inoperative..." 9/8/2025 DLA MUST USE ER Added ER Operations definition for a Non-ETOPS certified airplane on page XIV. 9-11-25		
Michael Vaupell AFS-410E	7/3/25	23	21-17	Semi Mode CPCS (SMC)	Is this the correct acronym, there is another SMC that is the Standby Multifunction Controller. If there is 2 different systems with the same acronym, suggest spelling it out each time it is used.	Concur. This is correct. SMC is the acronym for Standby Multifunction Controller. Semi-automatic mode via the Standby Multifunction Controller is inoperative. Will define acronym at first use. Done 9-11-25. 9/4/25 DLA Concur with GAC		
Michael Vaupell AFS-410E	7/3/25	24	21-20	TRU electrical loads are 50% or less,	Suggest defining acronyms at the first use. TRU in this case is not defined until 24-2.	Concur 9/4/25 DLA Concur with GAC		
Michael Vaupell AFS-410E	7/3/25	26	22-7	required for NAT HLA, RVSM, RNP, and PRNAV operations.	Suggest defining acronyms at the first use.	Concur 9/4/25 DLA Concur with GAC		

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
Michael Vaupell AFS-410E	7/3/25	26	22-8	TOGA or TO/GA and button versus switch	Suggest choosing one acronym for consistency. Is it TO/GA or TOGA and is it buttons or switches. They seem to be used interchangeably here in the same item.	Concur TOGA 9/8/2025 DLA Concur with GAC
Michael Vaupell AFS-410E	7/3/25	27	22-9-1	May be inoperative provided: a) Auto Speeds are available, and b) MAN Speed is not selected.	For (b) Would this not be an (O) function?	Concur 9/8/2025 DLA Concur with GAC
Michael Vaupell AFS-410E	7/3/25	28	22-9-10	May be inoperative provided: a) Approach Mode is not required for operation, and	Is this meaning localizer back course approach mode is not required or any type of approach mode. How its written here could be construed to mean any type of approach mode such as an RNAV Approach mode.	Concur. Rewrite proviso a) Back Course Approach Mode is not required for operation 9/8/2025 DLA Concur with GAC
Michael Vaupell AFS-410E	7/3/25	36	23-12-1	Any in excess of those required by regulation may be inoperative.	Why are other items noted as "Any in excess of those required by 14 CFR" and this says "by regulation. Suggest updating."	Agree but this verbiage is per Verbiage per PL-58, Rev 4. FOEB can decide if we should change it. 9/18/2025 DLA FOEB will accept either "by CFR" or "by regulation". Suggest being as consistent as possible within MMEL and across similar platforms. Revised to 14 CFR.
Michael Vaupell AFS-410E	7/3/25	42	23-18	NOTE 1: CMF is required for ADS-C and/or CPDLC operations.	Suggest defining acronyms at the first use.	Concur 9/8/2025 DLA Concur with GAC
Michael Vaupell AFS-410E	7/3/25	44	24-1	c) RAT is operative.	Suggest defining acronyms at the first use.	Concur 9/8/2025 DLA Concur with GAC
Michael Vaupell AFS-410E	7/3/25	48	24-10	May be inoperative provided associated AC loadmeter and voltmeter are operative and selected for monitoring on the AC Synoptic	Wouldn't this be an (O) function?	Concur 9/8/2025 DLA Concur with GAC
Michael Vaupell AFS-410E	7/3/25	48	24-15	IRU and IRS	Suggest defining acronyms at the first use.	Concur 9/8/2025 DLA Concur with GAC
Michael Vaupell AFS-410E	7/3/25	49	24-16	One channel of a single RIU may be failed provided: a) Remaining RIU (PRI or SEC SSPC) is operational, and	Suggest defining acronyms at first use (SSPC).	Concur 9/8/2025 DLA Concur with GAC

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
Michael Vaupell AFS-410E	7/3/25	65	25-23	EMS	Suggest defining acronyms for first use	NON-Concur 9/8/2025 DLA Concur with GAC EMS is already defined in ATA 25.22, AED.
Michael Vaupell AFS-410E	7/3/25	68	25-29	Equipment for Location of an Aircraft in Distress (ADT, ELT-DT, and GADSS)	Suggest defining acronyms for first use	Concur 9/8/2025 DLA Concur with GAC
Michael Vaupell AFS-410E	7/3/25	97	32-8	Flight is conducted in accordance with G650 AOM, h) Category II operations are prohibited,	Suggest defining acronyms for first use (AOM).	Concur 9/8/2025 DLA Concur with GAC
Michael Vaupell AFS-410E	7/3/25	97	32-8	i) EFVS operations below 200 ft. above touchdown zone elevation are prohibited, and	Does this not allow EFVS to be used or not allow the credit for the system in determining Decision Height, etc. The way it is written it sounds like I can't use the system below 200feet.	This is Item 32-8 not 23-8. EFVS approach operations below 200ft above touchdown zone elevation are prohibited. 9/8/2025 DLA Concur with GAC
Michael Vaupell AFS-410E	7/3/25	110	34-11	GNSSU	Suggest defining acronyms for first use	Concur 9/8/2025 DLA Concur with GAC
Michael Vaupell AFS-410E	7/3/25	128	35-5	May be inoperative provided associated cockpit gauge is operative and monitored.	Should this be an (O) function?	Concur 9/8/2025 DLA Concur with GAC
Michael Vaupell AFS-410E	7/3/25	144	52-7	On line up and ready with power levers advanced to takeoff power for takeoff, reconfirm the correct position of the following: 1. FLAP Handle, 2. SPEED BRAKE Handle, 3. PARK/EMERG BRAKE Handle, 4. Landing Gear Control Handle, 5. Thrust Reverser Levers, 6. GPWS/GND SPLR FLAP ORIDE Switch, 7. Pitch, Rudder, and/or Roll Trim, and	Should this be an (O) function?	Concur 9/8/2025 DLA Concur with GAC
Michael Vaupell AFS-410E	7/3/25	145	52-8	A crewmember verifies by visual inspection that in each of the four Overwing Exit Doors the locking tabs are extended and engaged, and	Should this be an (O) function?	Concur 9/8/2025 DLA Concur with GAC
Michael Vaupell AFS-410E	7/3/25	148	73-1	Associated EPR, LP, and HP indicating system are operative, and	Suggest defining acronyms for first use	Concur 9/8/2025 DLA Concur with GAC
AFS-800				No comments.		
Public Comment				See below.		

<p>David W. Burk Aerodox dburk@aerodox.com</p>	<p>07/07/25</p>		<p>General comment. Many items in this MMEL the term, "Except for ER operations..." is used. From what I can find this aircraft does not have the authority to fly ER Operations (ETOPS) ETOPS or ER Operations is not discussed in TCDS T00015AT. PL40 discusses the equipment requirements for 120 as a minimum of three independent sources of electrical power. Many of the items throughout the MMEL seem to align with the beyond 120 restrictions of PL 40 and not with the basic 120 requirements. Also, since this aircraft series is also flown Part 135, there are no ER restrictions listed for basic 120, only beyond 180. Since the ER Restrictions are not applicable to this model, the Per Gulfstream G650 Operating Manual: Advisory Circular 135-42 (Ref 1) provides additional guidance to the FAA ETOPS and North Polar Area Ops rules (Ref 2). The ETOPS rules apply to operators wishing to conduct operations beyond 180 minutes (single engine speed) from an Adequate Airport. The AC does not apply to Part 91 operations. AMC 20-6 (Ref 3) defines the extended-range entry point at 180 minutes (single engine speed) for airplanes with a maximum approved passenger seating configuration of 19 or less. The purpose of this section is to define 180 minute (single engine) diversion distances. This information will allow an operator to determine whether ETOPS capability (greater than 180 minutes) is necessary to operate their desired routings. This section may also be referenced for determining North Polar Area Ops routing</p>	<p>ER Operations restrictions should be removed.</p>	<p>Non-concur. This airplane is capable of ETOPS and may be certified ETOPS, if desired, after successfully completing ETOPS certification requirements. Gulfstream has developed GVI ETOPS Maintenance Program, ETOPS Certification Flight Test Plan, and Certification Plan for ETOPS Type Design Approval. Will change ER to ETOPS. 9/8/2025 DLA "ER" may/must continue to be used Still using ER operations.</p>
--	-----------------	--	--	--	--

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
				with consideration to airports suitable for en-route diversions.		
David W. Burk Aerodox dburk@aerodox.com	07/07/25	21-1	21.1	This revision added an (O) to this item, however, MMEL item 21-2 has the same remarks or receptions, but no (O).	Add (O) to 21-2 or remove from 21-1. Comment, not sure what the (O) would be other than repeating the provisos, maybe how to operate in AUTO mode?	Concur. Add (O) to 21.2. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	21-3	21.7	Needs (O) to align with other items that refer to AFM Limitations. See 21-12 for example.	Add (O).	Concur 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	21-5	21.12 2)	Other similar items have an additional proviso to operate in unpressurized configuration. See 21-20 for example.	Need additional proviso: Airplane is operated in unpressurized configuration	Concur 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	21-6	21.13	Missing comma at the end of proviso a).	Add missing comma.	Concur 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	22-2	22.7	Is this note for single failure, or dual failure? It seems this is for dual failures, which this item does not allow.	Remove the note, could be part of the (O) in MOPP.	Non-Concur. The note is a reminder to verify requirements for operations 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	22-2	22.8	Remarks state, "May be inoperative provided approach minimums do not require its use.	Are there any AFM or other requirements for tow TOGA buttons? If not, then these remarks are not needed.	Non-Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	23-1	23.1	Since item only deals with VHF, should the title be changed to show only VHF?	Remove UHF from title, or add separate relief for UHF.	Non-Concur. UHF radio may be installed. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	23-1	23.1	Remarks are very generic in nature, does the aircraft even have all the listed Bus's?	If all the Bus's are not applicable, remove the nonapplicable Bus's.	Non-concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	23-1	23.1 1)	Are this even installed in the aircraft? This relief is for the older type VHF Control Panels. Also see, item 23-15.	Remove these sub items. Relief is taken care of in 34-36.	Non-Concur. If installed. There may be an additional vhf radio and it may have knobs. 9/8/2025 DLA Concur with GAC

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
David W. Burk Aerodox dburk@aerodox.com	07/07/25	23-4	23.5 1) a)	Flight Deck to Cabin, Cabin to Flight Deck interphone is not required by 14 CFR for this aircraft, so proviso a) is not required.	Remove proviso a) and reformat.	Concur 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	23-4	23.6	There seems to be to sets of relief for the interphone system, 23.5 and 23.6.	Need to clarify what the relief is intended for.	Non-concur. The crew interphone system is used on the Gulfstream where the pilots communicate with the cabin attendant thru the Audio Control Panel and headset and the cabin attendant uses a hand set. The interphone refers to the in-flight telecommunications system. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	23-5	23.8	Since PA is not required by 14 CFR for this aircraft, proviso a) not required.	Remove proviso a) and reformat.	Concur 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	23-9	23.13	Even though the Alerting Systems (Audio/Visual) follows PL 09, this is not applicable to this aircraft since neither the Alerting Systems (Audio/Visual) nor any of the sub items are required by 14 CFR as Flight Attendants are not required this this size aircraft operating in either 91 or 135 operations. This entire item is written for 121 operations and does not take into account 91 nor 135 operations. As shown with the ***, not all aircraft have this, nor is it required by regulations. Having these items as writing is overly restrictive, especially with the "B" repair category. Item c) for example shows PA must work, PA not required for this aircraft, and lavatory smoke procedures when again this system is not required.	Update to show not required by 14 CFR, so each item could be "blank" as they can be inoperative.	Concur. Rev 6 FOEB required us to follow PL but I agree that much of the relief in PLs do not apply to Gulfstream airplanes. 9/8/2025 DLA with GAC Concur***However propose changes for discussion*** Revised
David W. Burk Aerodox dburk@aerodox.com	07/07/25	23-13	23.14 1) a) b)	As with previous item, follows PL 09, but not applicable to this aircraft.	Suggest removing the C and B items, just have the D relief for a) and b) sub items.	Concur. 9/8/2025 DLA Concur with GAC

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
David W. Burk Aerodox dburk@aerodox.com	07/07/25	23-14	23.16	Need to update per FAA PL 106 R6.	Since aircraft does not comply with AC 20-150B, the only applicable relief would be the "D" relief from the PL. Possible deviation from PL. The Non-ETOPS relief could be in the MMEL, but provisos a) and b) the SATVOICE wording would be removed. Example: a) SATCOM CPDLC systems operate normally, b) CPDLC services are available as a LRCS over the intended route of flight and to all required alternates,	Concur. Update per PL, as applicable. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	23-14	23.17	Are there any procedures that would require the use of this system?	Be more specific with the remarks, or remove them entirely.	Non-Concur 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	23-15	23.20	Both items have an (O) with the remarks of, "May be inoperative provided enroute operations do not require its use." Items also have a "D" repair category which is not standard for this wording.	Need the normal MMEL items (both 1) and 2)), one with a C and alternate procedures are established and used. D item, with, "May be inoperative provided enroute operations do not require its use."	9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	24-1	24.1	It seems this revision adds an (O) for each item that states, "Except for ER operations.." If ER operations are removed as noted above, then all of the added (O)s for this reason should not be added in this revision.	Remove the unnecessary (O)s.	Non-concur 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	24-1	24.2	First item, "B" repair category seems overly restrictive. Even the APU relief item is a "C".	Change to "C".	Non-concur 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	24-1	24.3	Item seems overly restrictive, "B" item.	Change to "C".	Non-concur 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	24-4	24.9 15) 16)	"Is not in use" is not standard language. "Is not in use" is somewhat confusing, is not in use when, at the time of deferral, or some other time?	Change to: May be inoperative provided external DC power is not used.	Concur 9/8/2025 DLA Concur with GAC

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
David W. Burk Aerodox dburk@aerodox.com	07/07/25	25-1	25.1	Confusion with operators on which item to list rafts/vest under, this relief, or 25-6, Flotation Devices.	Suggest combining 25.1 and 25.6 into one item.	Concur. Update items to Life Preserver and Life Raft. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	25-3	25.2 5)	While the title does match PL 79, Seat Belt/Air Bag Restraint Systems, this title causes confusion as to if the relief is for the Airbag Seatbelt, or any Seat Belt. The Seat Belt relief should be the main passenger seat relief as the Passenger Seat relief note 1 states, "A seat with an inoperative seat belt or shoulder harness is considered inoperative."	Restate title as Air Bag Restraint Systems.	David made this comment for GVIII MMEL Rev 2 so I asked GVI FOEB about it and they said leave it per PL. For the G100 MMEL Rev 6 David made the same comment and Tom said to change it per David's comment. I think the FOEB chairs need to discuss and come to a consensus so we can be consistent in our MMELs. Please advise. STANDBY Leaving this per PL.
David W. Burk Aerodox dburk@aerodox.com	07/07/25	25-3	25.3	Relief does not make sense. Relief is written for Crewmember Shoulder Harness, but note states: NOTE: This relief does not apply to either pilot seat or the flight deck observer seat.	Since the relief is not applicable to either pilot seat or the flight deck observer seat, it should be removed.	Non-concur. This has been discussed in GVIII and GVI FOEBs. GVIII FOEB required us to include this note. GVI FOEB concurred. This relief is for other designated crew seats. 9/8/2025 DLA Concur with GAC - What seats are we realistically talking about here? This relief applies only to cabin seats identified as crew seats: Crew Rest Facility, designated Flight Attendant Seat, etc.
David W. Burk Aerodox dburk@aerodox.com	07/07/25	25-5	25.5	Even though this follows PL 132, there are no 14 CFR requirements for this aircraft to have a Megaphone, so there are no required distributions.	First sentence, just state, "May be inoperative or removed provided:" Remove proviso c).	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	25-5	25.6	See comment on 25.1.	See comment on 25.1.	Concur. Update items to Life Preserver and Life Raft. 9/8/2025 DLA Concur with GAC

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
David W. Burk Aerodox dburk@aerodox.com	07/07/25	25-9	25.9	Is any of this relief applicable to this aircraft? Seems to be written for a freighter aircraft, not this aircraft. Aircraft has a baggage compartment, not a cargo compartment.	Remove this item.	Non concur. This is optionally installed equipment. Leave per PL. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	25-10	25.10	Since FA is not required by 14 CFR, proviso a) is not applicable.	Remove proviso a).	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	25-10	25.10 1)	Don't see where "All Cargo Configuration" is applicable to this aircraft.	Remove 1).	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	25-13	25.17	Since this needs to be "verified", does this need a M or O?	Add (O) or (M) as necessary.	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	25-15	25.22	AED is not required by 14 CFR for this aircraft, so the "A" relief is not applicable.	Remove the "A" relief.	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	25-16	25.23	EMK is not required by 14 CFR for this aircraft, so the "A" relief is not applicable.	Remove the "A" relief.	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	25-17	25.24	Only one FAK is not required by 14 CFR for this aircraft, so the "A" relief is not applicable.	Remove the "A" relief. Aircraft does require 1, but the, "more than one" shows the A relief is not applicable.	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	25-18	25.26	Although this aligns with PL 130, the 14 CFR references are not applicable as those deal with Part 121 operations.	Remove the 14 CFR references.	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	26-2	26.4	The item name is somewhat misleading, Cargo Compartment Smoke Detection System, this is more of a Baggage Compartment, as shown in the AOM.	Change name to, "Baggage Compartment Smoke Detection System".	Concur. 9/8/2025 DLA Concur with GAC

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
David W. Burk Aerodox dburk@aerodox.com	07/07/25	26-2	26.5	Since the Lavatory Smoke Detection System is not required by 14 CFR, the "C" relief is not needed.	Remove the "C" relief. Only the "D" relief is applicable, and should be written as shown in the Galley Smoke Detection System relief.	Concur. 9/8/2025 DLA Concur with GAC **cert rule?? 14 CFR 25.854
David W. Burk Aerodox dburk@aerodox.com	07/07/25	26-3	26.6	Since the Lavatory Fire Extinguisher System is not required by 14 CFR, the "C" relief is not needed.	Remove the "C" relief. Only the "D" relief is applicable, and should be written as shown in the Galley Smoke Detection System relief.	Concur. 9/8/2025 DLA Concur with GAC **cert rule?? 14 CFR 25.854
David W. Burk Aerodox dburk@aerodox.com	07/07/25	28-1	28.3	Current MOPP only repeats the provisos, so not sure what the intent of the (O) in this case is.	Remove the (O), or show one of the systems as needing to be verified operative.	Concur. Revise (O) in MOPP. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	28-2	28.4	(O) added, but none of the proviso require an additional procedure as all items state, "operative", non require verification.	Might be due to the ER restrictions, so both ER restriction and (O) needs to be removed.	Non-concur. 9/8/2025 DLA Concur with GAC Need to clarify when "ER" kicks in See ER Operations definitions on MMEL Definitions page.
David W. Burk Aerodox dburk@aerodox.com	07/07/25	28-4	28.9	Wording is inconsistent with other MMEL item where a system needs to be deactivated.	Suggest: (M) May be inoperative provided Pressure Fueling System is deactivated.	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	28-5	28.11	Information seems to be missing, remarks have an (M) but no associated language to go along with the (M).	Suggest the following: (M) May be inoperative provided Overwing Gravity Refueling is used.	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	29-1	29.3	Since neither proviso requires verification, (O) not needed, or system needs to be verified.	Remove the (O), or show one of the systems as needing to be verified operative.	Non-concur. The (O) is necessary. The Operational procedure in the MOPP has expanded details on verifying proviso a and b 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	29-1	29.5	Will the associated procedure be more than just turning the switch ON? If not, why the addition of the (O)?	Update accordingly.	Non-concur. Ensuring the Aux pump is selected on for takeoff and landing is an operational procedure. 9/8/2025 DLA Concur with GAC

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
David W. Burk Aerodox dburk@aerodox.com	07/07/25	29-2	29.6	Since MOPP does not much more than restate the provisos, does this need an (O)?	Remove the (O) if not needed.	Non-concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	29-2	29.7	Since MOPP does not much more than restate the provisos, does this need an (O)?	Remove the (O) if not needed.	Non-concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	29-3	29.10	This is an (O) in the other items when checking the reservoir indicator.	Change (M) to (O).	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	29-3	29.11	This is an (O) in the other items when checking the reservoir indicator.	Change (M) to (O).	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	29-4	29.16 29.17 29.18	Remarks are not specific as to when the repairs should be made.	Suggest, "whichever occurs first".	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	32-1	32.1	Spacing off between (O) and May	Add space.	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	33-1	33.1	Note 2 is not applicable to this aircraft.	Remove note 2.	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	33-2	33.3	Since this aircraft is certified to 19 seats or less, the paragraph below the title is not needed.	Remove paragraph.	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	33-4	33.6	Sometimes the MMEL uses the term, "sunset and sunrise" and other times "is not operated at night, need to be consistent. 33.6 and 33.7 for example.	Reword associated items accordingly.	Concur will use sunset to sunrise. "is not operated between sunset and sunrise". 9/8/2025 DLA Concur with GAC This was updated for items 33-4, 5, 6, 7, 10, and 21.

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
David W. Burk Aerodox dburk@aerodox.com	07/07/25	33-5	33.13	How is this accomplished? An operator would not have the ability to comply with this requirement. MOPP states, "Maintenance will verify that FAA-approved minimum acceptable light levels specified in 14 CFR 25.812 are met. Again, not sure how an operator would accomplish this. MMEL needs to be specific in the relief. 25.812 is a certification rule, not an operating rule.	Update relief to show what is required by operating rules. I do not believe this aircraft requires this system for 91 or 135 operations.	Concur. Remove this item. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	34-4	34.3 1) a)	The C/1/0 in a continued item is somewhat confusing. The way this is written, it implies there is relief with only the note as the remarks, not that this is a continuation of the previous page.	Remove the C/1/0.	Non-concur. The previous page states (Continued). The entries on the following page all indicate (Cont'd) to identify that the item has been continued 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	34-4	34.5	MMEL should note which system is powered by the emergency bus.	Remarks should state what is required. Currently written as not required by 14 CFR and an additional requirement in reference to the Bus. Seems redundant to state which operations and any in excess of 14 CFR at the same time.	Non-concur. 9/8/2025 DLA Concur with GAC What part of this system might be on the emergency bus? NAV 1 is powered by the emergency bus. Added NOTE: NAV 1 is powered by the emergency bus.
David W. Burk Aerodox dburk@aerodox.com	07/07/25	34-5	34.0	Seems redundant to state which operations and any in excess of 14 CFR at the same time.	Update remarks to clarify relief.	34.9?: Concur. May be inoperative provided enroute operations or approach minimums do not require its use. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	34-6	34.11	Title and remarks should be split as currently written if IRS navigation is inoperative, the GPS and GNSSU would also be considered inoperative.	Split this item into separate items or be more specific as to what the restrictions are. Seems by the CAS message, this relief if only for GPS.	NON-CONCUR with recommendation. The items in parenthesis are added for clarification (applicable to any LRNS). 9/8/2025 DLA Concur with GAC

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
David W. Burk Aerodox dburk@aerodox.com	07/07/25	34-7	34.12	Missing Class B Required section from TAWS PL 34.	Update relief per PL 34.	Non-Concur. GVI is not certified Class B 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	34-7	34.12	MMEL shows 2 systems installed, relief for just one being inoperative needs to be added.	Add a separate item for one system being inoperative. GPWS D/2/1	Non-Concur. PL-54 Does not have relief requiring 1 GPWS to be operative 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	34-12	34.18	While this does match the format of PL 039, normally MMEL goes from least restrictive to most restrictive.	Move the "C" relief to above the "A" relief.	Non-concur. Follows PL and 0 required is less restrictive than 1 required so it is already in least to most restrictive order. 9/8/2025 DLA Concur with GAC
Brian White Gulfstream	9/23/25	34-14	34.24	ADS: Note 1 is no longer applicable since the listed CAS messages are no longer in Section 2.	Remove NOTE 1 and renumber subsequent NOTES.	2/25/DLA CONCUR
David W. Burk Aerodox dburk@aerodox.com	07/07/25	34-17	34.31 1)	"May be inoperative" is not consistent, other items are blank.	Remove the "May be inoperative".	Concur 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	34-19	34.35	Proviso b) states, "Only one MAU has a failed fan." The number required seems not to be aligned with this statement, number required shows 1.	Update number required or explain what proviso b) is requiring if not the number of Fans required.	Concur. Update Number Required for Dispatch to 2. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	34-20	34.36 a)	The AFM states the following for this message: 3C-04-10: Database Config 1. Check database status on CMC. 2. Update before departure or dispatch with reference to the MEL. If the message is for an out of date database, relief for an inoperative database is not applicable.	Remove the CAS message block, or update the relief for the actual problem with the aircraft, an out of date database.	Non-Concur. Engineering confirmed FMS failure is a common root cause for Database Config advisory CAS message. GVI AFM will be revised to include FMS Failure as a possible cause of this CAS message. This has already been done in the GVIII AFM 9/8/2025 DLA Concur with GAC

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
David W. Burk Aerodox dburk@aerodox.com	07/07/25	34-21	34.39	Missing sections from PL 105, C-1 for example.	Update relief per PL 105.	Concur. 9/8/2025 DLA Concur with GAC After further review, GAC requested to remove the C – 1 relief in Revision 4 as GVI airplanes only have 1 ADS-B system. FOEB agreed. This was all noted in the Rev 4 FOEB minutes. From Rev 4 minutes: Gulfstream requested and the FOEB approved the C – 1 relief proviso for ADS-B be removed to eliminate operator confusion. Since GVI airplanes have only one ADS-B system, relief is available under the B – 0 and D – 0 provisos.
David W. Burk Aerodox dburk@aerodox.com	07/07/25	35-1	35.4	Portable Oxygen is not required by 14 CFR for this aircraft, so remarks stating “any in excess of 14 CFR” is not applicable.	Update remarks: May be inoperative or removed provided:	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	49-3	49.12	Why B? APU is a C.	Update repair category to C.	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	2-2	--	Need to update the page per PL119 R6.	Update to PL119.	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	2-3	A/V Cabinet Hot	Shows “inoperative”.	Update to show “dispatched”.	Concur. 9/8/2025 DLA Concur with GAC
David W. Burk Aerodox dburk@aerodox.com	07/07/25	2-12	FQMS Degrade, L-R	Second and third “C” items show “inoperative”.	Update to show “dispatched”.	Concur. 9/8/2025 DLA Concur with GAC

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
Brian White Gulfstream Brian.White@gulfstream.com	7/8/25	33-6	Item 23	IN the NOTE, number 3. incorrectly states there are (2) Flight/Landing Switches on the CPCS Panel. There is only 1 Switch and the (2) causes confusion.	Remove the (2) from number 3 in the NOTE.	Concur Update NOTE: NOTE: The CPCS Panel Flight and Landing Switch Lights must be operative 9/8/2025 DLA Concur with GAC
Keith Candline Gulfstream airworthiness.assurance@gulfstream.com	7/14/25	XI	2-15	Correct page number to reference for the Main Door Maint Req'd (Blue – Advisory) dispatch consideration is 2-14.	Correct the page number reference.	Concur. 9/8/2025 DLA Concur with GAC
Keith Candline Gulfstream airworthiness.assurance@gulfstream.com	7/14/25	XII XIV	Header	Revision No and Date did not get changed to 6 and XX/XX/XXXX, respectively, as done on other pages.	Correct document formatting before publication.	Non-concur. There were no changes on these pages in Rev. 6. Investigate this – I think it should be changed Updated 2/25 DLA CONCUR
Keith Candline Gulfstream airworthiness.assurance@gulfstream.com	7/14/25	21-2	Seq. No. 2	Appears that an indication “(O)” may be missing before “May be inoperative provided: a) Cabin Pressure Selection....”	Confirm and correct as appropriate.	Concur 9/8/2025 DLA Concur with GAC
Keith Candline Gulfstream airworthiness.assurance@gulfstream.com	7/14/25	21-3	Seq. No. 7	Missing change bar to correspond with addition of “(O)” that is indicated in the revision log for that entry.	Confirm and add revision bar indications as appropriate.	Concur. Add (O) and rev bar to first set of relief. 9/8/2025 DLA Concur with GAC
Keith Candline Gulfstream airworthiness.assurance@gulfstream.com	7/14/25	52-4	Seq. No 9	Erroneous “\” placed before the sequence number 9.	Remove the “\” indication.	Concur 9/8/2025 DLA Concur with GAC