



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

Master Minimum Equipment List (MMEL)

Revision: 6
Date: XX/XX/XXXX

Gulfstream Aerospace **Gulfstream G100, 1125, 1125 SP, 1125 SPX**

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

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PAGE NO. I

AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 6 DATE: XX/XX/XXXX		PAGE NO. II
AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX		LOG OF REVISIONS
REV NO.	DATE	PAGE NO.
1	01/27/1992	All Pages
2	01/18/1995	Highlights of Rev., Definitions, Guidelines, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 24-1, 25-1, 26-1, 26-2, 27-1, 28-1, 28-2, 29-1, 30-1, 30-2, 31-1, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 35-1, 49-1, 52-1, 77-1, 78-1, 79-1.
2a	01/14/1997	Highlights of Rev., Definitions, Guidelines, 25-1, 26-1, 30-1, 30-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 77-1.
2b	09/10/1997	Highlights of Rev., Definitions, 23-1, 25-1, 30-1, 34-3.
2c	09/21/1998	Highlights of Rev., Definitions, Guidelines, 22-1, 23-1, 25-1, 25-2, 30-1, 33-1, 33-2, 33-3, 34-3, 34-4, 34-5, 34-6, 77-1.
2d	04/11/2000	Highlights of Rev., Definitions, Preamble, Guidelines, 22-1, 23-1, 25-1, 25-2, 31-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 77-1.
3	10/31/2001	Highlights of Rev., Definitions, Guidelines, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 26-1, 27-1, 28-1, 28-2, 29-1, 30-1, 30-2, 31-1, 31-2, 32-1, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 35-1, 49-1, 52-1, 77-1, 78-1, 79-1.
3a	03/11/2002	Highlights of Rev., Definitions, 23-2.
4	11/21/2002	Highlights of Rev., Definitions, Guidelines, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11.
5	03/10/2004	Highlights of Rev., Definitions, Guidelines, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 23-3, 23-4, 24-1, 25-1, 25-2, 26-1, 27-1, 28-1, 28-2, 29-1, 30-1, 30-2, 31-1, 31-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 35-1, 49-1, 78-1.
5a	11/30/2009	Highlights of Rev., Guidelines, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 23-3, 23-4, 24-1, 25-1, 25-2, 26-1, 27-1, 28-1, 28-2, 29-1, 30-1, 30-2, 31-1, 31-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 35-1, 49-1, 78-1.
6	XX/XX/XXXX	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-1 thru 4, 22-1 thru 2, 23-1 thru 6, 24-1, 25-1 thru 8, 26-1, 27-1, 28-1, 29-1, 30-1 thru 2, 31-1 thru 2, 32-1, 33-1 thru 3, 34-1 thru 14, 35-1, 52-1, 77-1.

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AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX	HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 6**. Effective above date, this is a revision to the Gulfstream Aerospace, Gulfstream G100, 1125, 1125 SP, 1125 SPX Master Minimum Equipment List (MMEL).

PAGE NO.	EXPLANATION OF CHANGE
All	Reformatted MMEL per AFS-100 requirement.
General	Minor editorial corrections and formatting changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
ATA 21 Air Conditioning	
21-3	Item 15: Corrected typo in item title.
21-4	Item 19: Added Number Installed. Item 22: Revised Remarks or Exceptions.
ATA 22 Autoflight	
22-1	Item 1: Revised per PL-101, Revision 2.
22-2	Item 3: Revised per PL-93, Revision 1. Item 4: Added relief for TOGA Button.
ATA 23 Communications	
23-1	Item 1: Revised per PL-95, Revision 2. Item 2: Revised per PL-29, Revision 5.
23-2	Item 3: Revised per PL-9, Revision 12.
23-3	Item 4: Revised per PL-58, Revision 4.
23-4	Item 5: Moved Item 11, Flight Deck Hand Microphones to Item 5 and revised per PL-58, Revision 4. Subsequent items renumbered.
23-5	Item 6: Added Remarks or Exceptions. Item 7: Revised per PL-117, Revision 0. Item 9: Relief combined with ATA 23-4, Flight Deck Headsets / Headphones and Boom Microphones. Item 10: Revised per PL-106, Revision 5.

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PAGE NO.	EXPLANATION OF CHANGE	
23-6	Item 11: Moved to ATA 23.5 in Revision 6.	
ATA 24 Electrical Power		
24-1	Item 1: DC Voltmeters deleted in Revision 2 and Removed from the MMEL in Revision 6. Renumbered subsequent items. Item 2: DC Ammeters deleted in Revision 2 and Removed from the MMEL in Revision 6. Renumbered subsequent items. Item 7: Revised Repair Category from C to D and updated Remarks or Exceptions.	
ATA 25 Equipment/Furnishings		
25-1	Item 1: Revised per PL-79, Rev. 9.	
25-2	Item 2: Item deleted in previous revision. Removed from MMEL in Revision 6 and renumbered subsequent items.	
25-3	Item 2: Replaced Emergency Medical Equipment with AED, EMK, and FAK per PL-132, Rev. 0 and renumbered subsequent items. Item 2: Automatic External Defibrillator (AED) and/or Associated Equipment, New item per PL-132, Rev. 0.	
25-4	Item 3: Emergency Medical Kit (EMK) and/or Associated Equipment, New item per PL-132, Rev. 0.	
25-5	Item 4: First Aid Kit (FAK) and/or Associated Equipment, New item per PL-132, Rev. 0. Item 5: Revised title and revised Remarks or Exceptions.	
25-6	Item 6: Revised per PL-120, Revision 4.	
25-7	Item 8: Revised per PL-100, Revision 3.	
25-8	Item 9: Revised Remarks or Exceptions. Item 10: New relief per PL-120, Revision 4. Item 11: New relief per PL-120, Revision 4.	

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AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
ATA 26 Fire Protection		
26-1	Item 1: Revised per PL-132, Revision 0. Item 2: Lavatory Smoke Detection System, Deleted in Revision 2 and removed from MMEL in Revision 6. Item 3: Lavatory Fire Extinguishing System, Deleted in Revision 2 and removed from MMEL in Revision 6. Renumbered subsequent item.	
ATA 27 Flight Controls		
27-1	Item 1: Slat and Flap Indicator deleted in Revision 3, removed from MMEL in Revision 6. Renumbered subsequent items. Item 4: Corrected typo.	
ATA 28 Fuel		
28-1	Item 5: Revised Remarks or Exceptions.	
ATA 29 Hydraulic Power		
29-1	Item 1: Revised Remarks or Exceptions.	
ATA 30 Ice and Rain Protection		
30-2	Item 7: Corrected typo.	
ATA 31 Indicating/Recording Systems		
31-1	Item 1: Revised Remarks or Exceptions. Item 2: Revised per PL-87, Revision 10.	
31-2	Item 3: CVR was moved to ATA 23 in a previous revision. CVR was deleted from ATA 31 in Revision 6 and subsequent item renumbered. Item 3: Revised Remarks or Exceptions.	
ATA 32 Landing Gear		
32-1	Item 1: Revised per PL-113, Revision 0.	
ATA 33 Lights		
33-1	Item 1: Revised per PL-77, Revision 4. Item 3: Revised per PL-123, Revision 1.	

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ATA 33 Lights (Cont'd)		
33-2	Item 5: Revised Remarks or Exceptions. Item 7: Added relief for Strobe Lights (Tail Position Only) and renumbered subsequent items. Item 9: Revised Remarks or Exceptions. Item 10: Revised per PL-72, Revision 4. Item 11: Revised Remarks or Exceptions.	
33-3	Item 13: Deleted, Revision 6. Item 14: Strobes moved to Item 33.6 in previous revision. Removed Item 14 placeholder in Revision 6 and renumbered subsequent items.	
ATA 34 Navigation		
34-1	Item 4: Removed placeholders of previously deleted items and reformatted Item 4.	
34-2	Item 7: Revised Remarks or Exceptions. Item 9: Revised Remarks or Exceptions. Item 10: Revised Remarks or Exceptions. Item 13: Revised Remarks or Exceptions. Item 14: Revised Remarks or Exceptions.	
34-3	Item 15: Revised item title. Item 16: Revised per PL-76, Revision 7. Item 17: Revised per PL-39, Revision 5.	
34-4	Item 21: Revised per PL-54, Revision 10.	
34-9	Item 24: Revised per PL-32, Revision 7. Item 25: Revised per PL-32, Revision 7.	
34-10	Item 27: Items moved in Revision 3. Placeholder removed from MMEL in Revision 6. Renumbered subsequent items.	

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ATA 34 Navigation (Cont'd)		
34-11	Item 27: Revised per PL-98, Revision 1. Item 28: Revised per PL-98, Revision 1.	
34-12	Item 30: Relief combined with ATA 34-21.1.e), Windshear Mode (Reactive), Revision 6. Item 31: Revised per PL-67, Revision 4. Item 32: Revised per PL-105, Revision 4.	
34-14	Item 33: Moved relief for CDTI from Item 34.32 to Item 34.33 and revised relief. Renumbered subsequent item. Item 34: Revised per PL-111, Revision 1.	
ATA 35 Oxygen		
35-1	Item 1: Revised title and Remarks or Exceptions. Item 3: Revised per PL-132, Revision 0.	
ATA 52 Doors		
52-1	Item 1: Revised Remarks or Exceptions.	
ATA 79 Engine Oil		
79-1	Item 1: Deleted in Revision 2 and Removed from MMEL in Revision 6. There are no items left in ATA 79 so the chapter was removed from the MMEL.	

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Refer to the current FAA MMEL Policy Letter (PL) 25, MMEL and MEL Definitions, found on the FAA Dynamic Regulatory System (DRS) website at <https://drs.faa.gov>.

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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, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Dynamic Regulatory System (DRS) website at <https://drs.faa.gov>.

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AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX		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.

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<p>AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
1.	Bleed Air Switching Valves	C	2	1	(M) One may be inoperative OPEN provided the aircraft is not operated above FL 250.	
		C	2	0	(M) May be inoperative provided: a) Affected valves are closed, b) The aircraft is operated unpressurized, and c) Ram air is selected.	
2.	Ram Air Check Valve	C	1	0	May be inoperative in the OPEN position provided aircraft is operated unpressurized.	
3.	Cabin Air Out-Flow Valves	C	2	0	(M) May be inoperative provided: a) Affected valves are secured in the OPEN position, and b) The aircraft is operated unpressurized below 10,000 ft MSL.	
4.	Air Conditioning System	C	1	0	May be inoperative provided: a) Aircraft is operated unpressurized, and b) Aircraft is operated at or below 10,000 ft MSL.	
5.	Automatic Temperature Control System	C	1	0	May be inoperative provided the Manual Temperature Control System operates normally.	
6.	Manual Temperature Control System	C	1	0	May be inoperative provided the Automatic Temperature Control System operates normally.	
7.	Ground Cooling System	C	1	0		

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Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
8.	Pilot's Conditioned Air	C	1	0		
9.	Cabin Differential Pressure Indicator	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Cabin Altitude Indicator is operative, b) Cabin Altitude Warning System is operative, c) Cabin Rate of Climb Indicator is operative, and d) A chart is provided to the crew for converting cabin altitude to differential pressure. 	
		C	1	0	May be inoperative provided aircraft is operated unpressurized at or below 10,000 ft MSL.	
10.	Cabin Rate of Climb Indicator	C	1	0	May be inoperative provided all other components of the pressure control system are operative.	
11.	Cabin Altimeter	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Cabin differential pressure indicator is operative, b) Cabin altitude warning system is operative, and c) A chart is provided to the crew to convert cabin differential pressure to cabin altitude. 	
		C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Aircraft is operated unpressurized, and b) Aircraft is operated at or below 10,000 ft MSL. 	
12.	Cabin Altitude Warning System	C	1	0	May be inoperative provided the aircraft is operated unpressurized at or below 10,000 ft MSL.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
13.	Ditching Valve	C	1	0	May be inoperative provided extended overwater flights are not conducted.	
14.	Water Separator Temperature Control System	C	1	0	May be inoperative provided the airplane is operated unpressurized.	
15.	Automatic Cabin Pressure Control System	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Cabin Air Out-Flow Valves are secured in the open position, and b) The airplane is operated unpressurized at or below 10,000 ft MSL. 	
		C	1	0	May be inoperative providing the Manual Pressurization System is operative.	
16.	Manual Pressurization System	C	1	0	May be inoperative providing the Automatic Cabin Pressure Control System is operative.	
		C	1	0	May be inoperative provided the aircraft is operated unpressurized at or below 10,000 ft MSL.	
17.	Landing Field Elevation Selector (A Knob)	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) All other components of Pressurization Control System are operative, and b) Cabin is unpressurized prior to landing. 	
18.	Barometric Adjustment Selector (B Knob)	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) All other components of Pressurization Control System are operative, and b) Cabin is unpressurized prior to landing. 	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
19.	Cabin Rate Selector (R Knob)	C	1	0	May be inoperative provided: a) All other components of Pressurization Control System are operative, and b) Cabin is unpressurized prior to landing.	
20.	CABIN/FUEL/RAT TEMP Indicator					
	Cabin Temp Mode	C	1	0		
21.	Ground Bypass Valve	C	1	0	(O) May be inoperative in the closed position.	
22.	HP Bleed Air Duct Blow Out Discs	C	2	0	(M) May be inoperative provided, prior to each flight, the affected HP Bleed Air Duct Blow Out Disc is checked to ensure there are no leaks.	
23.	Cabin Overhead Airflow Vents (Wemacs/Gaspers)	D	-	-		

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<p>AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autopilot System					
1)	One Autopilot System Installed	B	1	0	(M)(O) May be inoperative provided enroute operations or approach minimums do not require its use.	
					NOTE: Autopilot/FD/FGC is required for North Atlantic High Level Airspace (NAT HLA), Reduced Vertical Separation Minimum (RVSM), Required Navigation Performance (RNP), and Precision Area Navigation (PRNAV) operations.	
2)	Two or more Autopilot Systems Installed	C	2	1	(M)(O) May be inoperative provided enroute operations or approach minimums do not require its use.	
					NOTE: Autopilot/FD/FGC is required for North Atlantic High Level Airspace (NAT HLA), Reduced Vertical Separation Minimum (RVSM), Required Navigation Performance (RNP), and Precision Area Navigation (PRNAV) operations.	
2.	Yaw Damper	C	1	0	(M)(O) May be inoperative provided: a) Enroute operations, including RVSM, RNP-5 and RNP-10 and approach procedures do not require its use, and b) AFM Limitations are observed.	

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TABLE KEY

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
3.	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 ft AGL, and b) Approach minimums do not require the use of autopilot.	
		B	2	0	May be inoperative provided autopilot is not used.	
4.	Takeoff/Go-Around (TOGA) Button (On Power Lever Handle)	C	2	1	May be inoperative provided approach minimums do not require its use.	
		C	2	0	(O) May be inoperative provided Autopilot and Flight Director are not used below 500 ft or MDA, whichever is higher.	
					NOTE: Flight Director Takeoff and Go-Around guidance are not available with both TO/GA switches inoperative. Missed approach if needed must be selected via the MCDU.	

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TABLE KEY

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.	Communication Systems (VHF and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for Emergency Procedures.	
1)	VHF Communication Control Panels					
a)	Frequency Transfer Light	C	-	0		
b)	Frequency Transfer Switch	C	-	0		
c)	Frequency Selector Knob	C	-	2		
d)	Frequency Indication	C	-	2		
2.	Cockpit Voice Recorder (CVR) (With Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
1) ***	Independent Power Source	C	1	0		
	Cockpit Voice Recorder (CVR) (Without Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
1) ***	Independent Power Source	C	1	0		

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2.	Cockpit Voice Recorder (CVR) (Cont'd)					
	Cockpit Voice Recorder (CVR) (For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
1) ***	Independent Power Source	C	1	0		
3.	Passenger Address (PA) System					
1)	Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight Attendant Alerting System (audio and visual) operates normally.	
					NOTE: Any station function(s) that operate normally may be used.	
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures and/or operating restrictions are established and used.	
					NOTE: Any station function(s) that operate normally may be used.	
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DATE: XX/XX/XXXX

AIRCRAFT:
Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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
3.	Passenger Address (PA) System (Cont'd)					
2)	Cargo Configuration	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or ting restrictions are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
4.	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
	Holder of an Air Carrier or Commercial Operator Certificate					
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2)	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	

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PAGE NO. 23-4

DATE: XX/XX/XXXX

AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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
4.	Flight Deck Headsets Earphones/Headphones and Boom Microphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
	Operator other than a Holder of an Air Carrier or Commercial Operator Certificate					
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable 14 CFRs.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2)	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
5.	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	

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DATE: XX/XX/XXXX

AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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
6. ***	Recorded Passenger Briefing System	C	1	0	(O) May be inoperative provided passengers are adequately briefed by flightcrew.	
7.	Selective Call (SELCAL) System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
1)	Channel	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
8.	Cockpit Speakers	C	2	0	May be inoperative provided Headsets are installed and operate normally.	
9.	Headsets				Relief combined with ATA 23-4, Flight Deck Headsets/Headphones and Boom Microphones.	
10.	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: <ol style="list-style-type: none"> a) Aircraft SATVOICE operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used. 	

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<p>AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
11.	Flight Deck Hand Microphones				Relief moved to ATA 23.5, Revision 6.	
12. ***	Flight Phone System	D	-	0		
13. ***	Automatic Cabin Briefing System	D	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	Inverters	B	2	1	One may be inoperative provided aircraft is operated in Day VMC.	
	Inverters (AHRS Equipped)	B	2	1	One may be inoperative provided: a) Aircraft is equipped with the Collins AHRS system and b) All other AC electrical system components are operative.	
2.	AC Voltmeters	B	2	1	One may be inoperative.	
3.	Battery Temperature Indicator	C	1	0	May be inoperative provided NI-CAD batteries are not installed.	
4.	Nose Compartment Blower	C	-	0	May be inoperative provided AFM procedures are observed.	
5.	External Power System	C	1	0		
6.	Baggage Compartment Heat	C	1	0	(M) May be inoperative provided Baggage Compartment Heat Switch is in the OFF position for the duration of the flight.	
7.	60 Hertz AC Electrical System	D	1	0	(M)(O) May be inoperative provided: a) Associated circuit breaker is pulled and collared, and b) Passengers are briefed on items that are inoperative.	

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PAGE NO. 25-1

AIRCRAFT:
Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
1.	Passenger Seats					
1)	Passenger Seat (Includes All Configurations and Locations)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
2)	Positioning Control 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.	
(Continued)						

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DATE: XX/XX/XXXX

AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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

25. Equipment/Furnishings

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

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<p>AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2. ***	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, inoperative, or removed provided: <ul style="list-style-type: none"> a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. <p>NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</p>	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	

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<p>AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
3. ***	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete or removed provided: <ol style="list-style-type: none"> a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. <p>NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</p>	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	

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Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
4.	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: <ul style="list-style-type: none"> a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. <p>NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</p>	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	
5.	Life Preserver (Crew and Passenger)	D	-	-	Any in excess of those required by 14 CFR operating rule may be missing or inoperative provided affected preserver is placarded "INOPERATIVE" or removed.	

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DATE: XX/XX/XXXX

AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
6.	Emergency Locator Transmitter (ELT)					
1) ***	Survival Type ELT	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2) ***	Fixed ELT	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
		A	-	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
3) ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
4) ***	ELT Indicator Light	D	-	0		
5) ***	ELT Aural Alarm	D	-	0		

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
7.	"Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	
8.	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: <ul style="list-style-type: none"> a) Approved cargo-loading limits are observed. The only source documents are: <ul style="list-style-type: none"> • Type Certificate (TC), • Supplemental Type Certificate (STC), • Airplane Flight Manual (AFM), • Airplane Flight manual Supplement (AFMS), • Pilot's Operating Handbook (POH), • TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 consecutive calendar-days. 	
		A	-	-	May be inoperative or missing provided: <ul style="list-style-type: none"> a) Cargo compartment remains empty, and b) Repairs are made with 120 consecutive calendar-days. 	
		A	-	-	Individual cargo areas may be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made with 120 consecutive calendar-days. 	

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AIRCRAFT:

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
9.	Life Rafts	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
10. ***	Low Frequency Underwater Locator Device (LF-ULD)	D	-	-	May be inoperative provided operations do not require its use.	
		C	-	0	May be inoperative or missing.	
11. ***	Equipment for Location of an Aircraft in Distress (ADT, ELT-DT, and GADSS)	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
		A	-	0	(M) May be missing provided: a) Placard stating, "ELT not installed," is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-days.	
		C	-	0	May be inoperative provided that at least one automatic ELT is operative.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative or missing.	

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<p>AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ol style="list-style-type: none"> a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. <p>NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</p>	
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
2.	Fire Bottle Thermal Discharge Indicator (Disc)	C	2	0	(M) may be inoperative provided the pressure gauge on the bottle(s) is checked for correct pressure prior to each departure.	

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AIRCRAFT:
Gulfstream G100, 1125, 1125 SP, 1125 SPX

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
1.	Horizontal Stabilizer Trim Indicator	C	1	0	May be inoperative provided: a) Flightcrew verifies by visual inspection that stabilizer setting agrees with trim markings on the vertical fin before each flight, and b) Rudder and aileron trim indicators are operative.	
2.	Aileron Trim Indicator	C	1	0	May be inoperative provided: a) Flightcrew verifies by visual inspection that ailerons are in neutral position before each flight, and b) Horizontal stabilizer and rudder trim indicators are operative.	
3.	Rudder Trim Indicator	C	1	0	May be inoperative provided: a) Flightcrew verifies by visual inspection that rudder trim is neutral before each flight, and b) Horizontal stabilizer and aileron trim indicators are operative.	
4.	Automatic Slat Extension System	C	1	0	May be inoperative provided: a) The airplane is not operated into known or forecast icing conditions, b) The airplane is operated in day VMC, and c) AFM limitations are complied with.	

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AIRCRAFT:
Gulfstream G100, 1125, 1125 SP, 1125 SPX

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
1.	Interconnect Valves	C	2	1	One may be inoperative provided fuel jettison system is operative.	
2.	Transfer Valves	C	2	1	One may be inoperative provide: a) Fuel is limited to 4000 lbs. maximum, and b) Interconnect valves operate normally.	
3.	Jettison Valves	C	2	1	One may be inoperative provided interconnect valves operate normally.	
		C	2	0	May be inoperative provided: a) Airplane is not operated above 18,000 lbs. takeoff weight, and b) Interconnect valves operate normally.	
4.	Fuel Low Level Light	C	1	0	May be inoperative provided Fuel Quantity Displays operate normally.	
5.	Pressure Fueling System	C	1	0	(M) May be inoperative provided Pressure Fueling System is deactivated by selecting the REFUEL OFF pushbutton on the overhead panel.	
6.	Fuel Management Indicator				(M) May be inoperative.	
1)	Wing Tank Fuel Quantity Display	C	2	1	One may be inoperative provided: a) All other functions of Fuel Management Indicator are operative, b) Fuel transfer valves are operative, and c) A minimum fuel quantity of 4000 lbs. is required for takeoff.	
(Continued)						

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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
6.	Fuel Management Indicator (Cont'd)					
2)	Fuselage Tank Fuel Display	C	1	0	May be inoperative provided: a) All other functions of Fuel Management Indicator are operative, and b) Fuel transfer valves are operative.	
3)	Fuel Consumed Display	C	1	0	May be inoperative provided all other functions of Fuel Management Indicator are operative.	
4)	Fuel Remaining Display	C	1	0	May be inoperative provided all other functions of Fuel Management Indicator are operative.	
5)	Fuel Flow Display	C	2	1	One may be inoperative provided: a) Fuel quantity indicators or operative, b) Remaining engine indicators for the associated engine are operative, and c) Fuel Flow on Flight Management System is operative.	

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<p>AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

29. Hydraulic Power

Sequence No.	Item	1	2	3	4 Change Bar
1.	Hydraulic Tank Pressurization	C	1	0	<p>May be inoperative provided:</p> <ol style="list-style-type: none"> a) All other hydraulic components are operative, b) Aircraft is not operated above FL 350, and c) Landing gear is not extended above 8,000 ft altitude.

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<p>AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Windshield Wipers	C	2	-	May be inoperative provided the airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing.	
2.	Pitot -Static Heater System	B	2	1	(O) One may be inoperative, except where enroute operations, including RVSM, RNP-5 and RNP-10, provided: <ol style="list-style-type: none"> a) The airplane is not operated into known or forecast icing conditions, b) The airplane is operated in day VMC, and c) AFM limitations for the Automatic Slat Extension System Inoperative are complied with. 	
3.	Windshield Heat	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) De-fog system is operative, and b) The airplane is not operated into known or forecast icing conditions. 	
4.	Pneumatic De-icing Boot System	C	2	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) The airplane is not operated into known or forecast icing conditions, and b) System is secured to ensure that boots remain deflated by suction. 	
5.	Surface De-icing System Control					
1)	Normal System	C	1	0	May be inoperative provided the Alternate System is operative.	
2)	Alternate System	C	1	0	May be inoperative provided the Normal System is operative.	

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<p>AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
6.	Defog System	C	1	0	May be inoperative provided both windshield heat systems are operative.	
7.	Engine Inlet Anti-Icing Valve (TAI Valve) SPX only	C	2	0	May be inoperative in the open position.	
		C	2	0	May be inoperative in the closed position provided the aircraft is not operated in known or forecast icing conditions.	

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Clocks	C	-	0	Any in excess of those required by 14 CFR may be inoperative.	
2.	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate					
	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days. 	
(Continued)						

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
2.	Flight Data Recorder (FDR) System (Cont'd)					
	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate (Cont'd)					
	FDR Recording Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days. 	
	FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
	Flight Data Recorder (FDR) Installed for an Operator of an Air Carrier or Commercial Operator Certificate					
		C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
3. ***	Flight Hour Recorder	C	1	0	(O) May be inoperative provided actual flight time is recorded after each flight.	

AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

32. Landing Gear						
Sequence No.	Item	1	2	3	4	Change Bar
1.	Antiskid System	C	1	0	(O) May be inoperative provided operations are conducted in accordance with the Performance Data of the AFM.	

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DATE: XX/XX/XXXX

AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flight crewmembers' eyes, c) Lighting configuration and intensity is acceptable to the flightcrew, d) Pilot side dome light is operative, and e) Cockpit flood or flashlights can be utilized to illuminate the panel if required. <p>NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p>	
2.	Cabin Interior Illumination System	C	-	-	May be inoperative provided: <ol style="list-style-type: none"> a) Cabin emergency lighting is operative, and b) Lighting configuration at dispatch is acceptable to the flightcrew. 	
3.	Passenger Lighted Information Sign	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
4.	Baggage Compartment Light System	C	1	0		

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DATE: XX/XX/XXXX

AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
5.	Anti-Collision Light System (Top and/or Bottom Strobes)	B	1	0	May be inoperative provided the airplane is not operated between sunset and sunrise.	
6.	Wing Tip Strobes	C	2	0		
7.	Strobe Lights (Tail Position Only)	C	1	0	May be inoperative provided: a) Wingtip Strobes are operative, and b) Tail Navigation Light is operative.	
		C	1	0	May be inoperative provided: a) Wingtip Strobes are operative, and b) Airplane is not operated sunset to sunrise if tail navigation light is inoperative.	
8.	Taxi Light System	C	1	0		
9.	Landing Light System	C	2	1	May be inoperative between sunset and sunrise provided taxi lights are operative.	
		C	2	0	May be inoperative provided the airplane is operated between sunrise and sunset.	
10	Wing Icing Detection Lights	C	2	0	May be inoperative provided: a) Primary Ice Detection system is operative, and b) Ground deicing procedures do not require their use.	
11.	Position Lights System	C	1	0	May be inoperative provided airplane is not operated between sunset and sunrise.	
12.	Emergency Exit Lighting System	C	1	0	May be inoperative for all cargo operations only.	

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PAGE NO. 33-3

DATE: XX/XX/XXXX

AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
13. ***	Floor Proximity Emergency Escape Path Marking System Lights				Deleted, Revision 6.	
14. ***	Pulselite Landing Light System	D	-	0	May be inoperative provided both Landing Lights operate normally.	
15. ***	Logo Lights	D	-	0		

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DATE: XX/XX/XXXX

AIRCRAFT:
Gulfstream G100, 1125, 1125 SP, 1125 SPX

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
1.	Mach/Airspeed Indicator					
	Mach Indicator	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) The airplane is not operated above FL 250, b) Overspeed warning is operative, and c) AFM limitations are observed. 	
2.	Mach/Airspeed Overspeed Warning System	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Both Mack Meters are operative, and b) The following airspeed limitations are observed and placarded in plain view of each pilot station: <ol style="list-style-type: none"> 1) Vmo – 350 KIAS below FL 250, or 2) Mmo – .81 Mach FL 250 and above. 	
3.	RAT/CABIN/FUEL TEMP Indicator					
	RAT Mode	C	1	0	May be inoperative provided SAT and TAS information is available.	
4.	Slip Indicator	B	2	1	One may be inoperative.	
5.	Vertical Navigation System	C	1	0		
6.	Flight Director System	C	2	0	May be inoperative provided landing weather minimums do not require its use.	

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PAGE NO. 34-2

DATE: XX/XX/XXXX

AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

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
7.	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
8.	Marker Beacon Receiver	C	1	0	May be inoperative provided approach procedures do not require its use.	
9.	Weather Radar	C	1	-	As required by 14 CFR.	
10.	Automatic Direction Finding (ADF) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
11.	Radio Magnetic Indicator (RMI)	C	-	0		
12.	AOA Indicator	C	1	0		
13.	Navigation Equipment (VOR/ILS, Loran, RNAV, Omega/VLF, INS, GPS, Doppler, FMS)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
14.	Radio Altimeter	A	1	0	(M)(O) May be inoperative provided: a) Associated circuit breaker is pulled and collared, b) GPWS is considered inoperative, c) TCAS is considered inoperative, d) Approach minimums are not dependent on its use, and e) Repairs are made within 2 flight-days.	

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DATE: XX/XX/XXXX

AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

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
15.	Multi-Function Display (MFD)					
1)	1125	C	1	0		
2)	1125 SPX	C	2	1	One may be inoperative provided both Primary Flight Displays (PFD) are operative.	
16.	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. 	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
1) ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit. 	
17.	Altitude Alerting System	A	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days. 	
		C	-	1		

(Continued)

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AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

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.	Altitude Alerting System (Cont'd)					
1)	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.	
2)	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.	
18.	Remote Tuning Unit (RTU)	C	2	1	One may be inoperative provided at least one FMS is operative.	
19. ***	Airborne Flight Information System	C	1	0		
20. ***	Maintenance Diagnostic System	C	1	0		
21.	Terrain Awareness and Warning System (TAWS)					
	Class A TAWS Equipment Required					
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
(Continued)						

Gulfstream G100, 1125, 1125 SP, 1125 SPX

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
21.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
1)	GPWS (Cont'd)					
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Glideslope Deviation (Mode 5)	C	-	1		
		B	-	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
e) ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
					(Continued)	

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DATE: XX/XX/XXXX

AIRCRAFT:
Gulfstream G100, 1125, 1125 SP, 1125 SPX

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
21.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Function	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Terrain Display	C	-	1		
		B	-	0		
4) ***	Runway Awareness & Advisory System (RAAS)	C	1	0		
	Class B TAWS Equipment Required					
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
(Continued)						

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DATE: XX/XX/XXXX

AIRCRAFT:
Gulfstream G100, 1125, 1125 SP, 1125 SPX

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
21.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
	Class B TAWS Equipment Required (Cont'd)					
1)	GPWS (Cont'd)					
c) ***	Modes 2, 4 & 5	C	3	0		
d)	Advisory Callout	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
e) ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Function	B	1	0		
3) ***	Terrain Display	C	-	0		
4) ***	Runway Awareness & Advisory System (RAAS)	C	1	0		
(Continued)						

Gulfstream G100, 1125, 1125 SP, 1125 SPX

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
21.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
	Class C TAWS Equipment					
1) ***	TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
22.	Air Data Computers (ADC)	C	2	1	(O) One may be inoperative except where enroute operations, including RVSM, RNP-5 and RNP-10 operations, require its use provided right side Flight Instruments are pneumatic.	
		C	2	1	(O) One may be inoperative except where enroute operations, including RVSM, RNP-5 and RNP-10 operations, require its use provided all Air Data instrumentation functions normally.	
23.	Non-Stabilized Magnetic Compass	B	1	0	May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.	
		B	1	0	May be inoperative provided: a) Any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.	
					(Continued)	

Gulfstream G100, 1125, 1125 SP, 1125 SPX

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
23.	Non-Stabilized Magnetic Compass (Cont'd)	B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operative and used in conjunction with approved Free Gyro navigation techniques.	
24.	Traffic Collision and Avoidance System I (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) It is not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
25.	Traffic Collision and Avoidance System II (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
(Continued)						

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AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

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
25.	Traffic Collision and Avoidance System II (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: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) ***	Airspace Selection Function	C	-	0		
26. ***	Moving Map Display	D	-	-		

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AIRCRAFT:
Gulfstream G100, 1125, 1125 SP, 1125 SPX

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
27. ***	Flight Management System (FMS)					
	Navigation Databases	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
28. ***	Navigation Management System					
	Navigation Databases	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

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
29. ***	Stormscope	D	-	-		
30. ***	Windshear Warning and Flight Guidance System (Reactive)				Relief combined with ATA 34-21.1.e), Windshear Mode (Reactive), Revision 6.	
31. ***	Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
32.	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out)	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.	
					NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		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.	
***	ADS-B Out Extended Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.	
					NOTE: Any ADS-B Out function that operates normally may be used.	
(Continued)						

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AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

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
32.	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out) (Cont'd)					
***	ADS-B Out Extended Squitter (Cont'd)					
		C	-	1	One may be inoperative.	
		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 Out function that operates normally may be used.	
***	ADS-B Out UAT	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.	
					NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		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 Out function that operates normally may be used.	
(Continued)						

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AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

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
32.	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out) (Cont'd)					
***	ADS-B In	C	-	0	(O) May be inoperative provided alternate procedures 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.	
33.	Cockpit Display and Traffic information (CDTI)	D	-	0	May be inoperative. NOTE 1: Surface CDTI data will not be available and must be supplemented with other means of deconfliction. NOTE 2: Cockpit Display Traffic Information (CDTI) display of data from other airplane systems may be used.	

34.	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	

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DATE: XX/XX/XXXX

AIRCRAFT:

Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
1.	Passenger Oxygen System	C	-	-	As required by 14 CFR.	
2.	Oxygen Blow Out Disc	C	1	0	(O) May be missing provided adequate oxygen is available for number of people on board including crew.	
3.	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. <p>NOTE: Inoperative PBEs, removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</p>	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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DATE: 11/30/2009

AIRCRAFT:
Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	Auxiliary Power Unit (APU)	B	1	0	May be inoperative provided APU is secured and other procedures do not require its use.	
1)	Speed System	C	1	0	May be inoperative provided the APU is not used.	
2)	Temperature System	C	1	0	May be inoperative provided the APU is not used.	
3)	Fire Protection System	C	1	0	May be inoperative provided the APU is not used.	
2. ***	APU Generator	B	1	0	(O) May be inoperative provided: a) Both engine-driven Generators are operative, and b) Other procedures do not require its use.	

AIRCRAFT: Gulfstream G100, 1125, 1125 SP, 1125 SPX	TABLE KEY 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
1.	Door Warning Light System	C	1	0	(O) May be inoperative provided a crewmember verifies by visual inspection before each departure that the door(s) is closed and locked.	

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AIRCRAFT:
Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
1.	N1 Indicator Digital Display	C	2	0	May be inoperative provided associated analog display is operative.	
2.	N2 Indicator Digital Display	C	2	0	May be inoperative provided associated analog display is operative.	
3.	ITT Indicator Digital Display	C	2	0	May be inoperative provided associated analog display is operative.	
4.	Automatic Power Reserve (APR) (SPX only)	C	1	0	(O) May be inoperative provided AFM is complied with.	
5.	Engine Synchronizer (ENG SYNC)	C	1	0		
6. ***	Liquid Crystal Display	A	2	1	One may be inoperative provided: a) Reversionary mode is operative and b) Repairs are made within 1 flight-day.	

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DATE: 11/30/2009

AIRCRAFT:
Gulfstream G100, 1125, 1125 SP, 1125 SPX

TABLE KEY

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
1.	Thrust Reversing System	C	2	0	(M) May be inoperative provided inoperative thrust reverser system(s) is secured in the forward thrust position.	