



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

Master Minimum Equipment List (MMEL)

Revision: 5
Date: XX/XX/XXXX

Gulfstream Aerospace Gulfstream G280

****Two-Section MMEL****

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

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

Approved by the Aircraft Evaluation Division
Federal Aviation Administration (FAA)
Corporate Aviation Branch
AFS-120
800 Independence Avenue, S.W.
Washington, DC 20591

AED Email: 9-AVS-AFS-100@faa.gov

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DATE: XX/XX/XXXX

PAGE NO. I

AIRCRAFT:
Gulfstream G280

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46	Information Systems	46-1	5	XX/XX/XXXX
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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	10/16/2012	All pages.
1	08/15/2014	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, 21-3, 22-1, 23-2, 23-3, 23-5, 23-6, 23 7, 23-12, 23-15, 24-3, 25-12, 27-4, 27-5, 28 3, 29-2, 29-3, 30-5, 34 13, 52-4, 73-2.
2	01/15/2016	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, 21-3, 21-4, 22-3, 23-6, 23-8, 23-9, 23 10, 23-12, 23-15, 24-3, 24-5, 25-9, 26-1, 26-2, 27-3, 30-5, 34-2, 34-3, 34-13, 34-15, 38-1, 38-2, 46-2, 49-1, 49-2, 74-1, 77-1, 78-1. SECTION 2 2-1 thru 2-39.
3	10/31/2017	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, 23-5 thru 15, 24-1, 25-11, 30-1, 30-4, 31-1, 33 2, 33-3, 33-4, 33-5, 34-2, 34-5, 34-12, 34-14, 34-15, 38-1, 38-2, 45-1, 46-2. SECTION 2 2-7, 2-8, 2-9, 2-10, 2-11, 2-12.
4	11/24/2021	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Guidelines for (M) & (O) Procedures, 21-3, 21-5, 22-1 thru 3, 22-5, 22-7, 23-1 thru 8, 23-10 thru 15, 24-1 thru 5, 25-1, 25-4 thru 11, 25-13 thru 16, 26-2, 27-2 thru 4, 28-1 thru 3, 28-5, 29-1 thru 3, 30-1, 30-3 thru 5, 31-1 thru 3, 32-1, 33-1, 33-4 thru 5, 34-1 thru 8, 34-10, 34-12 thru 20, 35-2 thru 3, 46-1, 49-1 thru 2, 52-3, 73-1, 74-1, 79-1. SECTION 2 2-2, 2-4 thru 13, 2-15, 2-17 thru 18, 2-20 thru 39.
5	XX/XX/XXXX	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, 21-2 thru 4, 21-8, 22-1 thru 3, 23-10 thru 12, 24-2, 26-1, 27-1, 28-1 thru 2, 28-4, 30-2, 30-4 thru 5, 32-2, 34-2, 32-5 thru 6, 32-8, 32-10, 32-12 thru 13, 32-15 thru 17, 32-19 thru 22, 36-1, 38-2, 46-1, 49-2, 52-1 3, 73-2, 74-1. SECTION 2 2-1 thru 5, 2-7 thru 11, 2-14 thru 16.

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AIRCRAFT: Gulfstream G280	HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 5**. Effective above date, this is a revision to the Gulfstream Aerospace, Gulfstream G280 Master Minimum Equipment List (MMEL).

PAGE NO.	EXPLANATION OF CHANGE
Cover Page	Revised FOEB Chair and added Two-Part MMEL statement.
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.
General	Added expected CAS message under LRU Item title in Section 1.
1-1	Added NOTE regarding the use of CAS messages in Section 1.
ATA 22 Autoflight	
22-1	Item 22.3: Yaw Damper System, added (O).
22-2	Item 22.4: MACH Trim, added (O).
22-2	Item 22.6: Takeoff/Go-Around (TOGA) Buttons, deleted (O) from C/2/1 relief.
ATA 24 Electrical Power	
24-2	APU Starter/Generator, deleted relief. This is covered in item 49.5 APU Starter/Generator.
ATA 28 Fuel	
28-1	Item 28.3: Wing Interconnect Valve, revised step e).
28-4	Item 28.15: Jettison Valves, added "****".
ATA 30 Ice and Rain Protection	
30-2	Item 30.7: Engine Anti-Ice System, 1) Engine Anti-Ice Valves - Added (O).
ATA 32 Landing Gear	
32-2	Item 32.6: Emergency Extension Bottle Pressure Gauge, added NOTE.
ATA 34 Navigation	
34-6	Item 34.14: Adaptive Flight Display Units (DU) - Added step c).
34-8	Item 34.14: Adaptive Flight Display Units (DU), sub-item 16) AFD Databases - Added NOTE 2.

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AIRCRAFT: Gulfstream G280		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
ATA 34 Navigation		
34-12	Item 34.16: Terrain Awareness and Warning System (TAWS) – Deleted all reference to Class B and Class C TAWS Equipment Required.	
34-19	Item 34.24: Flight Management Systems (FMS) (CDU and Nav Computer Only) – Revised Step e) LPV to LPV/LP.	
34-20	Item 34.24: Flight Management Systems (FMS) (CDU and Nav Computer Only), 1) Navigation Database – Added Step e) and NOTE 2.	
34-21	Item 34.27: Charts Function, 1) Charts Databases – Added NOTE 2.	
ATA 36 Pneumatic		
36-1	Item 36.1: Isolation Valve, added (O).	
ATA 46 Information Systems		
46-1	Item 46.2: Integrated Flight Information System (IFIS) File Server Units (FSU), reinstated after deleted in previous revision.	
46-1	Item 46.3: Integrated Management System (IMS), reinstated after deleted in previous revision.	
ATA 49 Doors		
49-2	APU Starter/Generator, reordered proviso and added NOTE.	
ATA 52 Doors		
52-1	Item 52.1: Main Entry Door Hydraulic Operating System, added NOTE.	
52-1	Item 52.5: Main Entry Door Warning System, updated step a).	
52-3	Item 52.13: Internal Baggage Door Warning System, added step c).	
ATA 73 Engine Fuel and Control		
73-2	Item 73.6: Engine FADEC System, 1) System Faults, updated repair time for Long-Term Dispatch from 500 to 250 hours.	

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AIRCRAFT: Gulfstream G280		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
SECTION 2 CAS MESSAGES		
2-2	Statement Page: Revised.	
2-3 thru 2-16	Deleted CAS messages that do not meet the intent of Policy Letter 119, Revision 6 or moved CAS message to associated Section 1 LRU.	

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AIRCRAFT: Gulfstream G280		DEFINITIONS

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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AIRCRAFT: Gulfstream G280		PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Dynamic Regulatory System (DRS) website at <https://drs.faa.gov>.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: Gulfstream G280		GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate (STC) modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures.

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment List, published by Gulfstream Aerospace.
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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: Gulfstream G280	LRU COMPONENT RELIEF

SECTION ONE

LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

NOTE:

Section One of this document now contains the CAS messages that are associated with an LRU Item. CAS messages resulting from an LRU failure/fault no longer appear in Section Two, but instead will be listed directly under the Section One LRU Item. The associated CAS messages are boxed to distinguish them from the LRU item.

CAS messages appearing in Section One can be referenced to determine LRU Item dispatch relief.

Section One LRU Items may not always be associated with a CAS message.

Boxed items are potential CAS messages associated with failure of the listed item, not the item itself.

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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
1.	Ram Air Check Valve	C	1	0	(O) May be inoperative OPEN provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
2.	Automatic Temperature Control Cabin	C	1	0	May be inoperative provided Manual Temperature Control Cabin is operative.	
		C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
3.	Manual Temperature Control Cabin	C	1	0	May be inoperative provided Automatic Temperature Control Cabin is operative.	
		C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
4.	Automatic Temperature Control Cockpit	C	1	0	May be inoperative provided Manual Temperature Control Cockpit is operative.	
		C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
5.	Manual Temperature Control Cockpit	C	1	0	May be inoperative provided Automatic Temperature Control Cockpit is operative.	
		C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
6.	Air Conditioning Unit (Pack)	C	1	0	(O) May be inoperative provided airplane is operated unpressurized with the PACK switch selected OFF.	
	ACS Pack TEMP Low (Amber – Caution)					
	ACS Pack Turbine Hot (Amber – Caution)					

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
7.	Cabin Pressurization Control System					
	ACS Fail (Amber – Caution)					
1)	Automatic Mode	B	1	0	(O) May be inoperative provided: a) Manual Mode is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, and e) Airplane is operated in accordance with AFM Limitations.	
		B	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
2)	Manual Mode	B	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
8.	Outflow Valve	C	1	0	(M)(O) Except for extended over water operations, may be inoperative OPEN provided: a) Outflow valve is secured OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
9.	Nose Cooling Fan	C	2	1	May be inoperative provided AFM time limits are observed on the ground for compartment temperatures above normal.	
	Nose Fan Fail, L (Cyan – Advisory)					
	Nose Fan Fail, R (Cyan – Advisory)					
	Nose Temperature High (Cyan – Advisory)					
10.	Manifold Pressure Regulator Shutoff Valves (MPRSOV) (Post MOD G25-10022)	C	2	1	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Alternate Pressurization System is operative, b) Airplane is operated in icing conditions according to wing anti ice operation with AFM single source procedures, c) Airplane is operated in accordance with AFM Limitations (below 26,000 ft.) when in icing conditions, and d) Maximum cruise altitude is FL 410. 	
	(Pre or Post MOD G25-10022)	C	2	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations. 	
11.	Pack Inlet Valve (PIV)	C	1	0	(O) May be inoperative provided airplane is operated unpressurized. NOTE: Heating and cooling will not be available with the PIV failed.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
12.	High Stage Valve (HSV)	C	2	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, b) Airplane is not operated in icing conditions, and c) Airplane is operated in accordance with AFM Limitations.	
13.	Bleed Pressure High Warning System	C	2	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
14.	Cabin Duct Temp HI Warning System	C	1	0	(M)(O) May be inoperative provided: a) PACK switch is selected OFF, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	
15.	Cockpit Duct Temp HI Warning System	C	1	0	(M)(O) May be inoperative provided: a) PACK switch is selected OFF, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	
16.	Cabin Pressurization System	B	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
17.	Cockpit/Cabin Temperature Indicator	D	2	0	May be inoperative provided associated Automatic or Manual Temperature Control System is operative.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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21. Air Conditioning

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

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

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

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
22.	Safety Valve	C	1	0	(O) Except for extended over water operations, may be inoperative OPEN or CLOSED provided: a) Outflow Valve is verified OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	
23.	Defog System	C	1	0	May be inoperative provided windshield heating system is operative.	
24.	Defog Switch	D	1	0	May be inoperative provided windshield heating system is operative.	
25.	HI Flow Pushbutton	D	1	0		
26.	Air Flow "HI/LO" Switch Light (Light Function Only)	C	1	0		
27.	Cabin Temperature Remote Controller	D	-	0		
28.	Alternate Pressurization System	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
	ALTN PRESS Fail Close (Amber – Caution)					
	ALTN PRESS Fail Open (Amber – Caution)					

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<p>AIRCRAFT: Gulfstream G280</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
29.	Alternate Pressurization "ALTN PRESS" Light System (Light Function Only)	C	1	0		
30.	Ditch Pushbutton	C	1	0	May be inoperative provided the outflow valve can be controlled by Manual Cabin Pressure operation.	
31.	Dump Pushbutton	C	1	0	May be inoperative provided the outflow valve can be controlled by Manual Cabin Pressure operation.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flight Director System	C	2	0	May be inoperative provided approach minimums do not require its use.	
2.	Autopilot Computers (AP1, AP2)	A	2	1	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Automatic Cabin Pressurization System is operative, b) Contingency planned flight time with one engine inoperative does not exceed 1 hour at cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL 250, e) Airplane is operated in accordance with AFM Limitations for Mach Trim and Yaw Damper, and f) Repairs are made within 1 flight-day. NOTE: One AP is required for NAT HLA, RVSM, RNP, and PRNAV operations.	
3.	Yaw Damper System	C	2	1		
	Yaw Damper 1 Fail (Cyan – Advisory)					
	Yaw Damper 2 Fail (Cyan – Advisory)					
	Yaw Damper 1-2 Fail (Amber – Caution)	B	2	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
4.	MACH Trim	C	2	1		
	Mach Trim Fail (Amber – Caution)					
		B	2	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.	
5.	Control Wheel Autopilot Disconnect Buttons	C	2	1	May be inoperative on the non-flying pilot's side provided: <ol style="list-style-type: none"> a) Autopilot is not used below 1,500 ft. AGL, b) Airplane is piloted from the side with operative button when autopilot is engaged, and c) Approach minimums do not require the use of the autopilot. 	
		B	2	0	May be inoperative provided the autopilot is not used.	
6.	Takeoff/Go-Around (TOGA) Buttons	C	2	1	May be inoperative provided approach minimums do not require its use.	
		C	2	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Both power levers are operated manually for takeoff and go around, and b) Autopilot and Flight Director are not used below 500 ft. or MDA, whichever is higher. 	
					NOTE: Flight Director Takeoff and Go-Around Guidance are not available with both TOGA buttons inoperative.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
7.	Autothrottle System	C	2	0		
	A/T 1 Fail (Cyan – Advisory)					
	A/T 2 Fail (Cyan – Advisory)					
	A/T 1-2 Fail (Amber – Caution)					
	A/T 1-2 Fail – TQA (Amber – Caution)					
1)	Autothrottle Disconnect Switches (On Forward Side of Thrust Lever Knobs)	C	2	1	May be inoperative provided Autothrottle Engage/Disengage Switches operate normally.	
		C	2	0	May be inoperative provided Autothrottle is not used.	
2)	Autothrottle Engage/Disengage Switches (On Aft Side of Thrust Lever knobs)	C	2	1	May be inoperative provided Autothrottle Disconnect Switches operate normally.	
		C	2	0	May be inoperative provided Autothrottle is not used.	

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
8.	Pitch Synchronization Pushbutton	C	2	0		
9.	Alternate Autopilot Disconnect Switches					
1)	Pitch Trim Switch Autopilot Disconnect Function	C	2	1	May be Inoperative provided: a) Control Wheel Autopilot Disconnect Button is operative, and b) Autopilot Gang Bar Disconnect is operative.	

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10.	Autopilot Coupler (XFR)					
1)	Left Selection	C	1	0	May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed 1 hour at cruise from a suitable airport.	
2)	Right Selection	C	1	0	May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed 1 hour at cruise from a suitable airport.	
3)	Left and Right Selections	A	2	0	<p>(O) May be inoperative provided:</p> <ol style="list-style-type: none"> a) Automatic Cabin Pressurization System is operative, b) Contingency planned flight time with one engine inoperative does not exceed 1 hour at cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL 250, e) Airplane is operated in accordance with AFM Limitations, and f) Repairs are made within 1 flight-day. <p>NOTE: Each FCC provides mach trim compensation, yaw damper, autopilot, and Flight Director functions independent of the other FCC. Failure of the second coupler source after dispatch would result in the complete loss of these functions, and AFM Limitations apply.</p>	

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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
11.	Flight Control Panel, Altitude Guidance Modes					
1)	Vertical Navigation (VNAV) Mode Selector Switch	C	1	0	May be inoperative provided vertical navigation mode is considered inoperative and not used during autopilot operations.	
2)	Vertical Speed (VS) Mode Selector Switch	C	1	0	May be inoperative provided vertical speed mode is considered inoperative and not used during autopilot operations.	
3)	Flight Path Angle (FPA) Mode	C	1	0	May be inoperative provided flight path angle mode is considered inoperative and not used during autopilot operations.	
4)	Flight Level Change (FLC) Mode Selector Switch	C	1	0	May be inoperative provided flight level change mode is considered inoperative and not used during autopilot operations.	
12.	Flight Control Panel, Lateral Guidance Modes					
1)	BANK Mode Selector Switch	C	1	0	May be inoperative provided autopilot operations do not require bank selection.	
2)	Lateral Navigation (LNAV) Mode Selector Switch	C	1	0	May be inoperative provided LNAV mode autopilot operations are not required.	
3)	Heading/Track (HDG/TRK) Mode Switch	C	1	0	May be inoperative provided navigation operations do not require its use.	
4)	Approach (APPR) Mode Selector Switch	C	1	0	May be inoperative provided approach mode operations are not conducted.	

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4 Change Bar
13.	BARO Knob	C	2	0	May be inoperative provided barometric pressure can be set by the CCD in conjunction with AFD dropdown menu BARO SET dialog box for the ON side BARO Knob failure.
14.	Performance Management Systems (Performance and TOLD)	C	2	0	May be inoperative provided current Quick Reference Handbook is immediately available to the flightcrew.

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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. NOTE: VHF 1 is powered by the Emergency Bus.	
2.	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 operates 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 operates normally may be used.	
2)	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3.	Cockpit Speakers	C	2	0	Cockpit speakers may be inoperative provided the affected crewmember has available an operative headset.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
4.	Cockpit Voice Recorder					
	Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided:	
					a) Flight Data Recorder (FDR) is operative, and	
					b) Repairs are made within 3 flight-days.	
1) ***	Independent Power Source	C	1	0		
	Cockpit Voice Recorder (CVR) without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
1) ***	Independent Power Source	C	1	0		
	Cockpit Voice Recorder (CVR) Installed for an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
1) ***	Independent Power Source	C	1	0		

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
5. ***	Selective Call System (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
1)	Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
6.	Static Discharge Wick	C	-	-	Maximum of two may be damaged or missing provided not more than one is damaged or missing from each flight control group surface.	
7. ***	Automatic Cabin Briefing System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
8. ***	Flight Phone System	D	-	-		

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
9.	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 regulation may be inoperative.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of a headset is operative.	
10.	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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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
11.	Flight Deck Headsets/Headphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
	OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations. 	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
2)	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of the headset is operative.	
12.	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
13.	Headset Phone Jacks					
	HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
1)	Headset Phone Jack	C	2	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
1)	Headset Phone Jack	C	2	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
14.	High Frequency (HF) Communications 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 system operates normally, b) Alternate procedures are established and used, c) SATVOICE services are available as an LRCS over the intended route of flight, and d) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft. 	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
15.	Alerting System (Audio/Visual)					
1)	Passenger Configuration					
a)	Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided flight deck audio alerting system operates normally.	
					NOTE: Flight deck audio alerting must always be operative.	
b) ***	Flight Attendant Visual Alerting System	B	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operative, and c) Alternate procedures for contacting flight attendants are established and used. 	
					NOTE 1: Passenger to Attendant Call System is considered Non Essential Equipment and Furnishing (NEF).	
					NOTE 2: Any visual alerting system function(s) that is operative may be used.	
					(Continued)	

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
15.	Alerting System (Audio/Visual) (Cont'd)					
c) ***	Flight Attendant Audio Alerting System	B	-	0	<p>(O) May be inoperative provided:</p> <ol style="list-style-type: none"> a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operative, and c) Alternate procedures for contacting flight attendants are established and used. <p>NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).</p> <p>NOTE 2: Any visual alerting system function(s) that is operative may be used.</p>	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
16.	Radio Push-to-Talk (PTT) Switches	C	7	0	May be inoperative provided an operative Handheld Microphone is available to the crewmember on the side of the failed PTT switch.	
		C	7	2	May be inoperative as long as there is one operative at each cockpit crew position. NOTE: Each cockpit crew position has three radio PTT buttons; one on yoke, one on side console, and one on Cursor Control Device. The copilot has an additional PTT switch on the left horn of the yoke.	
17.	Seat Belt/No Smoke Cabin Chime	C	-	-	May be inoperative provided: a) Seat Belt/No Smoke signs are visible to all passengers, and b) A crewmember must advise passengers verbally to secure their seat belts and when smoking is permitted.	
18. ***	Satellite Communication System (SATCOM) <div>SATCOM Fail (Cyan – Advisory)</div>	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.	
19. ***	Yoke Mounted Microphone Holder	C	2	0	(O) May be damaged, torn, or missing provided affected microphone is secure or removed.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
20.	Emergency Locator Transmitter (ELT)					
1) ***	Survival Type ELTs	D	-	0	Any in excess of those required by 14 CFR may be inoperative or missing.	
2)	Fixed ELT	A	1	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	1	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		

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

Sequence No.	Item	1	2	3	4	Change Bar
21. ***	Crewmember Interphone System(s)	C	2	1		
	<div>Cabin Call (Cyan – Advisory)</div>					
1) ***	Passenger Configuration					
a) ***	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate communications procedures between the affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	
		C	1	0	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
b) ***	Cabin to Cabin Functions	B	-	-	(O) May be inoperative provided alternate communications procedures between the affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	
					(Continued)	

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
21. ***	Crewmember Interphone System(s) (Cont'd)					
b) ***	Cabin to Cabin Functions (Cont'd)	B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate communications procedures between the affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	
c) ***	Flight Deck to Ground Functions					
2)	All Other Aircraft/Operations	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
22. ***	Handset System(s)					
1) ***	Passenger Configuration					
a) ***	Flight Deck	C	-	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.	
					(Continued)	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
22. ***	Handset System(s) (Cont'd)					
1) ***	Passenger Configuration (Cont'd)					
a) ***	Flight Deck (Cont'd)					
		D	-	0	May be inoperative provided procedures do not require its use.	
b) ***	Cabin	B	-	0	(O) May be inoperative provided: a) 50% of cabin handsets operate normally, and b) Alternate communications procedures between the affected flight attendant station(s) are established and used.	
					NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement.	
					NOTE 2: Any handset(s) function(s) that operates normally may be used.	
23. ***	Datalink System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided routine procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
24. ***	Controller Pilot Data Link Communications (CPDLC)					
1) ***	ATN B1 (PM-CPDLC/Link 2000+)	D	1	0	(O) May be inoperative provided enroute operations do not require its use.	
2) ***	FANS 1/A (ADS-C/CPDLC)	D	1	0	(O) May be inoperative provided enroute operations do not require its use.	

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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.	Left Battery Heating System	A	1	0	(O) May be inoperative provided: a) Both generators are operative, b) APU is kept operating with its generator selected ON throughout the flight, c) Airplane is operated at or below FL 400, and d) Repairs are made within 1 flight-day. NOTE: If APU S/G is loaded, observe altitude and electrical load limitations.	
2.	Right Battery Heating System	A	1	0	(O) May be inoperative provided: a) Both generators are operative, b) APU is kept operating with its generator selected ON throughout the flight, c) Airplane is operated at or below FL 400, and d) Repairs are made within 1 flight-day. NOTE: If APU S/G is loaded, observe altitude and electrical load limitations.	
3.	DC External Power System	C	1	0	(O) May be inoperative provided both batteries are operative.	
4.	Main Batteries Voltage Display	C	2	1	May be inoperative provided associated battery ammeter is operative.	

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
5.	Engine Generator <div>GCU Fail, L (Amber – Caution)</div> <div>GCU Fail, R (Amber – Caution)</div>	A	2	1	May be inoperative provided: a) APU is kept operating with its generator selected ON throughout the flight, b) Contingency planned flight time does not exceed 1 hour from a suitable airport, c) Left and right batteries and STBY battery are operative, d) Inoperative generator switch is left in OFF, e) Airplane is operated at or below FL 400, and f) Repairs are made within 1 flight-day. NOTE 1: Observe APU altitude and electrical load limitations. NOTE 2: Windshield heat is not available unless OVRD is selected, provided the load of the remaining generator is within limits.	
6.	APU Starter/Generator				Deleted, Revision 5.	
7.	60 Hz AC Electrical Power System <div>60 HZ Inverter Fail (Cyan – Advisory)</div> <div>AC Inverter Fail (Cyan – Advisory)</div>	D	1	0	(M)(O) May be inoperative provided associated circuit breaker is pulled and collared.	
8. ***	50 Hz AC Electrical Power System	D	1	0	(M)(O) May be inoperative provided associated circuit breaker is pulled and collared.	

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
9.	Electrical Power System EICAS Displays					
1)	Main Generators Voltmeter	C	2	1	May be inoperative provided associated generator LOAD display is operative. NOTE 1: Observe during flight that generator load is more than 0%. NOTE 2: Observe on Synoptic electrical page associated main bus green color.	
2)	Main Generators Loadmeter	A	2	1	May be inoperative provided: a) Associated generator voltage indications are available, b) Non-affected generator and its readout are operative, c) Galley and Cabin Non-essential are disconnected manually in case of right generator loadmeter failure, d) Inverter 60 Hz is disconnected manually in case of left generator loadmeter failure, and e) Repairs are made within 1 flight-day. NOTE: Observe during flight that generator voltage is $28.5 \pm 0.5V$	
3)	Batteries Voltmeter	C	2	1	May be inoperative provided associated battery ammeter indications are available. NOTE 1: Battery Fail message is displayed. NOTE 2: Observe during flight that affected battery current is equal to or more than 0 amps.	
(Continued)						

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
9.	Electrical Power System EICAS Displays (Cont'd)					
4)	Batteries Ammeter	C	2	1	May be inoperative provided associated battery voltage indications are available. NOTE: Observe during flight that generator voltage is 28.5 ± 0.5 V.	
5)	APU Generator Voltmeter	C	1	0	May be inoperative provided APU generator ammeter indications are available. NOTE 1: When APU generator is connected to left or right side instead of failed engine generator: 1) Observe during flight that generator load is more than 0%, and 2) Observe on Synoptic electrical page associated main bus GREEN color. NOTE 2: When APU generator is operated as backup, observe on Synoptic electrical page Tie bus GREEN color.	
6)	APU Generator Loadmeter	C	1	0	(M) May be inoperative provided: a) Both Engine Driven Generators are operative, b) Contingency planned flight time does not exceed 1 hour from a suitable airport, and c) Associated circuit breaker is pulled and collared.	
7)	Ext DC Pwr Voltmeter	C	1	0		
8)	Ext DC Pwr Loadmeter	C	1	0		

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<p>AIRCRAFT: Gulfstream G280</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
--------------------------------------	--

24. Electrical Power

Sequence No.	Item	1	2	3	4 Change Bar
10.	APU GEN "ON/OFF" Switch Light (Light Function Only)	C	1	0	May be inoperative provided APU Generator operation is verified.
11.	BATT "ON" Switch Light (Light Function Only)	C	2	0	May be inoperative provided battery ammeter indications are available.
12.	GEN "ON/OFF" Switch Light (Light Function Only)	C	2	0	
13.	EXT PWR "AVAIL/ON" Switch Light (Light Function Only)	C	1	0	

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<p>AIRCRAFT: Gulfstream G280</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
1.	Passenger Seat(s)	D	-	-	May be inoperative provided: <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative seats do not affect the required number of flight attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent to outboard seats.</p>	
1)	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in full upright position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.	
(Continued)						

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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
1.	Passenger Seat(s) (Cont'd)					
2)	Armrests					
a)	Armrests with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to main airplane aisle, and c) If armrest is missing, seat is secured in full upright position.	
b)	Armrests without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to main aircraft aisle.	
3) ***	Swivel Mechanism	C	-	-	(M) May be inoperative and seat occupied provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to main airplane aisle, and c) Associated seat remains in takeoff position.	
(Continued)						

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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
1.	Passenger Seat(s) (Cont'd)					
4) ***	Divan High Back Seat(s)	C	-	-	May be inoperative and seat occupied provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to main airplane aisle, and c) Associated seat remains in takeoff position.	
5) ***	Divan Berthing Mechanism	C	-	-	(M) May be inoperative and seat occupied provided associated seat is secured in takeoff position.	
6) ***	Electrical/Electronic Systems/Components	C	-	-	(M) May be inoperative and seat occupied provided associated component(s) is deactivated.	

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2.	Emergency Medical Equipment					
1) ***	Automatic External Defibrillator (AED) and/or Associated Equipment	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 or removed.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
(Continued)						

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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
2.	Emergency Medical Equipment (Cont'd)					
2) ***	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete or removed provided: 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. 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.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	
(Continued)						

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2.	Emergency Medical Equipment (Cont'd)					
3) ***	First Aid Kit (FAK) and/or Associated Equipment	A	-	0	(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>	
***	Tamper Seals or Tags	D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
		C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	
3.	Overwater Survival Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
4.	"Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
5.	Cargo Restraint System	A	-	-	(M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: • Type Certificate (TC), • Supplemental Type Certificate (STC), • Airplane Flight Manual (AFM), • Airplane Flight Manual Supplement (AFMS), • Rotorcraft Flight Manual (RFM), • Rotorcraft Flight Manual Supplement (RFMS), • 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: a) Cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	Individual cargo areas may be inoperative provided: a) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) Weight and Balance (W&B) source document, and b) Repairs are made within 120 consecutive calendar-days.	

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<p>AIRCRAFT: Gulfstream G280</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
6.	Pilot Seats					
1)	Vertical Adjustment	C	-	-	(M)(O) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Seat is able to move Fore-Aft on its track.	
2)	Armrest(s)	C	-	-	(M)(O) May be inoperative provided: a) Armrest is secured in full up position, and b) Seat is acceptable to affected crewmember.	
3)	Recline Adjustment	C	-	-	(M)(O) May be inoperative provided: a) Seat is secured in a position acceptable to the affected crewmember, and b) Seat is able to move Fore-Aft on its track.	
4)	Lumbar Adjustment	C	-	-	May be inoperative provided the seat is acceptable to the affected crewmember.	
5)	Thigh Adjustment	C	-	-	May be inoperative provided the seat is acceptable to affected crewmember.	
6)	Seat Belt Inertial Reel	C	-	-	May be inoperative provided inertial reel lock handle engages and locks shoulder straps securely and is acceptable to affected crewmember.	
7)	Vertical Back Rest Adjustment	C	-	-	May be inoperative provided seat is acceptable to affected crewmember.	
8)	Fore and Aft Adjustment	C	2	0	(M)(O) May be inoperative provided seat is secured in a position acceptable to affected crewmember.	
9)	Headrests	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
7.	Rudder Pedal Adjustment	C	-	-	(M) May be inoperative provided a) Rudder pedals can be secured in a position acceptable to affected crewmember, and b) Position of Rudder Pedals permits full flight control movement.	
8. ***	Observer Seat					
1)	Primary Observer Seat (Including Associated Equipment)	A	-	-	May be inoperative provided: a) A passenger seat in passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
		A	-	-	May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to FAA inspector for performance of official duties, and c) Repairs are made within 2 flight-days.	
					NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.	
					NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
					(Continued)	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
8. ***	Observer Seat (Cont'd)					
2) ***	Observer Seat Not Required by 14 CFR (Including Associated Equipment)	D	-	0	NOTE: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
9. ***	Megaphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative megaphone 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.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative or missing provided proper installation and operation is verified at each preflight.	
10. ***	Crash Axe	D	-	-	Any in excess of those required by 14 CFR may be missing.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11. ***	Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/ Closets	C	-	-	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Procedures are established to secure the affected bin, compartment or closet in the closed position, b) Affected bin, compartment or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed. <p>NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p> <p>NOTE 2: Proviso is not intended to preclude crewmember inspections.</p> <p>(Continued)</p>	

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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
11. ***	Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/ Closets (Cont'd)	C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, d) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and f) Passengers are briefed that affected bin, compartment, or closet is not used. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	
(Continued)						

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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
11. ***	Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/ Closets (Cont'd)	C	-	-	(M) May be inoperative provided: a) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", b) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and c) Location placarding for any emergency equipment stored in affected bin, compartment, or closet is removed or obscured. NOTE: Use of this proviso may be dependent upon an operator's aircraft security program, as appropriate.	
1) ***	Storage Compartment Key Locks	D	-	-	(M) May be inoperative in the unlocked position provided doors can be secured by other means. NOTE: Storage Compartment Key Locks pertain to interior key locks only.	
12. ***	Galley/Cabin Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) Container is empty and access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
13.	Exterior Lavatory Door Ashtray	A	1	0	May be missing or inoperative for 10 days.	
14. ***	Baggage Compartment Shelves	D	-	-	May be removed or inoperative provided the shelves are in the down position.	
15.	Restraint Straps (Aft Coat Closet)	D	-	-	May be inoperative or removed provided the shelves are not used.	
16. ***	External Camera System	D	-	0		
17. ***	Emergency Vision Assurance System (EVAS)	D	-	0	May be inoperative or missing.	
18.	Reference Eye Locator	C	1	0	May be missing or damaged.	
19. ***	Passenger Under Seat Stowage Drawers	C	1	0	(O) May be inoperative, missing, or have broken latches provided: <ul style="list-style-type: none"> a) Drawer does not block an Emergency Exit, b) Drawer does not restrict any passenger from access to the main airplane aisle, and c) Affected drawer is emptied, secured, and placarded "DO NOT USE". 	
20. ***	Cabin Management System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
1)	CabinView System	D	1	0		
21. ***	Airplane Tow Bar	D	-	0	May be inoperative, damaged, missing, or removed.	
NOTE: Removal will require airplane W&B considerations.						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
22.	Non-Essential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not NEF items.	
23.	Baggage Compartment Heating Blankets	D	22	0	(M)(O) May be inoperative provided: a) System is deactivated by pulling and collaring associated CBs, and b) Cargo compartment contents do not require a temperature-controlled environment.	
24.	Flotation Devices	D	-	-	Any in excess of those required by 14 CFR may be inoperative. Inoperative equipment will be removed from airplane.	
25.	Crewmember Shoulder Harnesses	B	-	-	Any in excess of those required by flight deck crewmembers (including official observer in observer's seat) may be inoperative.	

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<p>AIRCRAFT: Gulfstream G280</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
26.	Portable Flashlight/ Flashlight Holder	C	-	0	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	
		D	-	0	Any in excess of those required by 14 CFR may inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

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<p>AIRCRAFT: Gulfstream G280</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.	Baggage Compartment					
1)	Baggage Compartment Smoke Detector System	C	1	0	(O) May be inoperative provided: a) Baggage compartment is not used, b) Internal baggage door remains CLOSED, and c) Airplane is operated in accordance with AFM Limitations.	
2)	Baggage Compartment Dump Valve	B	1	0	(O) May be inoperative provided: a) It is verified OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	
3)	Baggage Compartment Isolation Valve (Electrical Operation)	C	1	0	(O) May be inoperative provided: a) It is verified OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations. NOTE: The valve can be operated manually.	
2.	APU Bleed Leak Detector	C	1	0	May be inoperative provided APU bleed air is not used.	
	APU Bleed Loop Fail (Amber – Caution)					
	APU Fire Loop Fail (Amber – Caution)					

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
3.	Portable Fire Extinguishers	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 Seals or Tags	C	-	0	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
4.	Fire Extinguisher Thermal Discharge Disk	-	-	-	Deleted, Revision 4.	
5.	APU Fire Detection System	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) APU is not used, b) Associated circuit breaker is deactivated, c) APU Master Switch set to OFF, and d) Contingency planned flight time does not exceed 1 hour from a suitable airport. 	

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1. REPAIR CATEGORY
2. NO. INSTALLED
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
6. ***	Lavatory Smoke Detection System	C	-	-	(M)(O) Lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. <p>NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p> <p>NOTE 2: Lavatory smoke detection system is not required for all cargo operations.</p>	
7.	Wing Overheat Warning System	C	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Wing Anti-Ice is not used, and b) Airplane is not operated in known or forecast icing conditions. 	
8. ***	Galley Smoke Detection System	D	1	0		

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
1.	Aileron Trim System	B	1	0	(O) May be inoperative provided: a) Trim is in neutral position for takeoff, and b) Rudder trim system is operative.	
2.	Aileron Trim Position Indicator	C	1	0	May be inoperative provided: a) Aileron trim system is verified to be operative before each departure, and b) Aileron trim is properly set and checked visually before each departure.	
3.	Elevator Q-Feel Unit (or Indicator)	C	1	0	(M) May be inoperative provided: a) Q-Feel Unit is verified in the low speed position, and b) Airspeed remains at or below 250 KIAS.	
4.	Rudder Trim Position Indicator	C	1	0	May be inoperative provided Rudder Trim Control System operates normally.	
5.	Rudder Thrust Compensation Module (TCM) OVRD Warning Indicator (Light Function Only)	C	1	0	May be inoperative provided Rudder TCM OVRD is verified to be selected OFF before each flight.	
6.	Rudder Thrust Compensation Module (TCM) <div>Rudder TCM Fail (Cyan – Advisory)</div>	C	1	0	(O) May be inoperative provided: a) Rudder TCM switch is selected to OVRD, and b) TCM is confirmed inoperative prior to takeoff.	

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
7.	Horizontal Stabilizer Position Indicator	B	1	0	(O) May be inoperative provided: a) Horizontal Stabilizer system is operative, b) Stabilizer is visually verified to be set between the two takeoff reference marks 0 degrees and 10 degrees on the vertical stabilizer before every takeoff, c) Aircraft CONFIG TRIM warning system is operative, and d) Aircraft CONFIG TRIM warning message is extinguished for takeoff. NOTE: Correct takeoff trim setting may be found in Section V of the AFM in the HORIZONTAL STABILIZER TRIM SETTING FOR TAKEOFF chart.	
8.	Horizontal Stabilizer Trim Audio Signal	C	2	1		
		C	2	0	(O) May be inoperative provided: a) Horizontal stabilizer trim is operative, b) Aircraft CONFIG TRIM Warning is operative, and c) Horizontal stabilizer position indicator is operative.	
9.	Gust Lock	C	1	0	(O) May be inoperative provided: a) Ailerons Gust Lock handle is in "RELEASED" position, and b) Ailerons have "Freedom of Movement" as verified by observation using the Flight Controls Synoptic or by visual means.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
10.	Stick Shaker	B	2	1	(M)(O) May be inoperative provided: a) Remaining Stick Shaker is confirmed operative before takeoff, b) Affected Stick Shaker Fail L/R message is operative, c) Stick Pusher Fail message is operative, and d) Associated circuit breaker is pulled and collared.	
11.	Speed Brake Warning System	B	1	0	May be inoperative provided: a) Speed Brakes are verified to be operative before takeoff, b) Speed Brakes are verified retracted before takeoff, and c) AIRCRAFT CONFIG SPLR warning is operative.	
12.	Ground Spoiler Warning System	C	1	0	May be inoperative provided: a) Ground Spoilers are verified to be operative, b) Ground Spoilers are confirmed retracted before takeoff, and c) AIRCRAFT CONFIG SPLR warning is operative.	
13.	Ground Spoiler Inhibit (INHIB) Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided: a) Ground Spoilers are verified to be operative, b) Ground Spoilers are confirmed retracted before takeoff, and c) AIRCRAFT CONFIG SPLR warning is operative.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar														
14.	Automatic Ground Spoiler System	C	1	0	(O) May be inoperative provided the Speed Brake is operative. NOTE: The following Correction Factors apply for takeoff. Apply whichever is greater: <table><tr><td><u>Runway Condition</u></td><td><u>MAN Spoiler Factor</u></td></tr><tr><td>DRY</td><td>(+7%)</td></tr><tr><td>WET</td><td>(+600FT or 14%)</td></tr><tr><td>COMPACT SNOW</td><td>(+700FT or 12%)</td></tr><tr><td>ICE</td><td>(+1000FT or 15%)</td></tr><tr><td>STWTR-SLSH-WSNOW</td><td>(+500FT or +7%)</td></tr><tr><td>DRY SNOW</td><td>(+500FT or +8%)</td></tr></table> (Add the greater correction of Xft or Y%)	<u>Runway Condition</u>	<u>MAN Spoiler Factor</u>	DRY	(+7%)	WET	(+600FT or 14%)	COMPACT SNOW	(+700FT or 12%)	ICE	(+1000FT or 15%)	STWTR-SLSH-WSNOW	(+500FT or +7%)	DRY SNOW	(+500FT or +8%)	
<u>Runway Condition</u>	<u>MAN Spoiler Factor</u>																			
DRY	(+7%)																			
WET	(+600FT or 14%)																			
COMPACT SNOW	(+700FT or 12%)																			
ICE	(+1000FT or 15%)																			
STWTR-SLSH-WSNOW	(+500FT or +7%)																			
DRY SNOW	(+500FT or +8%)																			
15.	Flap Control Channels																			
1)	Primary Flap Channel	B	1	0	(O) May be inoperative provided Alternate Flap control is verified to be operative before each flight.															
2)	Alternate Flap Channel	B	1	0	(O) May be inoperative provided Primary Flap control is verified to be operative before each flight.															
16.	Flight Control Synoptic Display	C	1	0	May be inoperative provided the affected control surfaces are visually checked for full, free, and correct movement prior to each flight.															
17.	Stick Pusher	A	2	1	(O) May be inoperative provided: a) Angle of Attack indications is available on both PFDs, b) Alternate procedures are established and used, c) Repairs are made within 2 flight-days.															
18.	Horizontal Stabilizer Trim Switches	C	2	1	(O) May be inoperative provided: a) Both autopilots are operative, and b) Airplane is flown from the pilot position with the operative trim switch.															

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
1.	Wing Fuel Temperature Indication	C	1	0	(O) May be inoperative provided flight is conducted at a TAT at least 3 °C above fuel low temperature limitation. NOTE: Refer to AFM Section 01-28-00: FUEL for different types of fuels.	
2.	Pressure Fueling System	C	1	0		
3.	Wing Interconnect Valve	C	1	0	(M) May be inoperative provided: a) Both Standby Fuel Pumps are operative, b) Fuel Crossflow Valve is operative, c) Fuel Quantity Indicating System is operative, d) Wing Interconnect Valve is verified CLOSED and electrically deactivated, and e) Fuel Jettison valves are operative (Pre MOD G25-10084).	
4.	Wing Fuel Probes	C	7	6	(M)(O) May be inoperative provided: a) Center fuel tank has a minimum of 1,000 lbs available for dispatch, b) Associated FUEL LEVEL LOW message is operative, c) All other fuel components are operative, and d) Total fuel quantity is verified before departure.	

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
5.	<p>Fuselage Tanks (Forward, Center, Aft) Fuel Quantity Indicating Systems (Cockpit)</p> <div style="border: 1px solid black; padding: 2px; margin: 5px 0;">AFT Fuel QTY DGRAD (Cyan – Advisory)</div> <div style="border: 1px solid black; padding: 2px; margin: 5px 0;">Check Fuel Quantity (Amber – Caution)</div> <div style="border: 1px solid black; padding: 2px; margin: 5px 0;">CTR Fuel QTY DGRAD (Cyan – Advisory)</div> <div style="border: 1px solid black; padding: 2px; margin: 5px 0;">FWD Fuel QTY DGRAD (Cyan – Advisory)</div>	C	3	2	<p>(O) May be inoperative provided:</p> <ol style="list-style-type: none"> a) Forward and Center fuel quantity indicators are operative, b) Both Fuel Flow Indicating Systems are operative, c) Fuel reserves are increased by 10 percent, d) EICAS Fuel Total Indication is placarded inoperative, e) Total fuel quantity is verified before departure, f) Plan and record flight according to displayed quantity, g) Plan T/O and landing speed according to what remained in previous flight and refueled fuel, and h) Plane landing speed as if Aft tank is full. 	
6.	Standby Fuel Pump	A	2	1	<p>(M) May be inoperative provided:</p> <ol style="list-style-type: none"> a) Flight is limited to FL 250, b) Wing Interconnect valve is operative, c) Contingency planned flight does not exceed 1 hour from a suitable airport with the Right Standby Fuel Pump inoperative, d) APU is not operated if Right Standby Fuel Pump is inoperative, and e) Repairs are made within 1 flight-day. 	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
7.	Fuel Flow Indicating System	B	2	1	May be inoperative provided: a) All other engine indications are operative, b) All Fuel Quantity Indication Systems are operative, and c) ITT, N ₁ , and N ₂ Indicators are compared with those of the other engine.	
8.	Fuel Used Indicating System	C	1	0	May be inoperative provided: a) All other engine indications are operative, and b) All Fuel Tank Quantity Indication Systems are operative, c) ITT, N ₁ , and N ₂ Indicators are compared with those of the other engine.	
9.	Single Point Fueling Cap	B	1	0	May be missing or inoperative.	
10.	Pressure Defueling System	C	1	0		
11.	Fluid Quantity Measurement Computer (FQMC) Channels Fail Warning System	A	2	1	(O) May be inoperative provided: a) Both FQMC Channels are operative before each flight, and b) Repairs are made within 1 flight-day.	

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<p>AIRCRAFT: Gulfstream G280</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
--------------------------------------	--

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
12.	Fuel Level Low Warning System	B	1	0	May be inoperative provided: a) All fuel quantity systems are operative, and b) Crewmembers monitor fuel quantity during flight.	
13.	Refuel Pushbutton	C	1	0		
14.	Single Point Refueling Cap Chain	C	1	0	May be broken or missing.	
15. ***	Jettison Valves (Pre MOD G25-10084)	C	2	1	May be inoperative provided wing interconnect valve is operative.	
16.	Pressure Fueling System (Single Point Refueling)	D	1	0	(M) May be inoperative provided procedures are established to deactivate Pressure Refueling System.	
17.	Automatic Fueling System	D	1	0	NOTE: Automatic dual fuel shutoff will not be available without electrical power. Selecting Refuel Off on the SMC Fuel Synoptic Page will be required to terminate fueling.	
18.	Fuel Cap Chains	D	-	0		

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
19.	Fuel Crossflow Valve					
1)	Failed CLOSED	C	1	0	(O) May be inoperative provided: a) All Fuel Standby Pumps are operative, b) Wing Interconnect Valve is operative, c) Fuel Quantity Indicating System is operative, d) Wing Interconnect Valve is OPEN when either wing tank contains 1,000 lbs or less fuel, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Wing Interconnect Valve is OPEN.	
2)	Failed OPEN	C	1	0	(O) May be inoperative provided: a) All Fuel Standby Pumps are operative, b) Wing Interconnect Valve is operative, c) Fuel Quantity Indicating System is operative, d) Wing Interconnect Valve is OPEN when either wing tank contains 1,000 lbs or less fuel, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Wing Interconnect Valve is OPEN.	

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<p>AIRCRAFT: Gulfstream G280</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
--------------------------------------	--

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
20.	Refuel/Defuel Panel (RDP)	C	1	0		
21.	APU Fuel Shutoff Valve (SOV)	C	1	0	(M) May be inoperative provided: a) Valve is deactivated CLOSED, b) APU is considered inoperative, and c) Contingency planned flight time does not exceed 1 hour from a suitable airport.	

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<p>AIRCRAFT: Gulfstream G280</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.	Accumulator Pressure Gauges (EICAS)	C	2	0	(M) May be inoperative provided accumulator pressure is verified before each flight.	
2.	Accumulator Pressure Gauges (Remote)	C	2	0	(O) May be inoperative provided accumulator pressure is displayed on the EICAS Summary Page or Ground Maintenance Page synoptic.	
3.	Hydraulic Pump Pressure (EDP) Warning System Indications	C	2	1	May be inoperative provided: <ol style="list-style-type: none"> a) System Electric Motor Pump (EMP) is verified to be operative before each flight, and b) Spoilers, rudder, elevators, and brakes are cycled simultaneously to ensure NO message is turned ON before each flight. 	
4.	Electric Motor Pump (EMP) Warning Indications	C	2	1	May be inoperative provided: <ol style="list-style-type: none"> a) Hydraulic Pressure Indicator is operative, b) Hydraulic Quantity Indicator is operative, and c) Crewmembers monitor EMP operations. 	
5.	Hydraulic Level Low Warning Indications	A	2	1	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Hydraulic system is operative, b) Associated hydraulic filter bypass indicator is verified to be in the normal (recessed) position before each engine start, c) Verify fluid level by visual gauge, and d) Repairs are made within 1 flight-day. 	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
6.	Left Hydraulic System Filter Warning Indication(s) (EDP Press, EMP Press, Left Return)	A	3	1	(O) May be inoperative provided: a) Associated hydraulic system is operative, b) All Flight Control limits checked with EMP and EDP prior to departure, c) Hydraulic filter DPI confirmed in the up position, d) Right Hydraulic system must be operative, and e) Repairs are made within 1 flight-day.	
		C	3	1	(O) May be inoperative provided: a) Associated hydraulic system is operative, b) All Flight Control limits checked with EMP and EDP prior to departure, and c) Hydraulic filter DPI confirmed in the normal (depressed) position after the flight.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
7.	Right Hydraulic System Filter Warning Indication(s) (EDP Press, EMP Press, Right Return)	A	3	1	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Associated hydraulic system is operative, b) All Flight Control limits checked with EMP and EDP prior to departure, c) Hydraulic filter DPI confirmed in the up position, d) Left Hydraulic System must be operative, and e) Repairs are made within 1 flight-day. 	
		C	3	1	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Associated hydraulic system is operative, b) All Flight Control limits checked with EMP and EDP prior to departure, and c) Hydraulic filter DPI confirmed in the normal (depressed) position after the flight. 	
8.	Electric Motor Pump Auto Functions	C	2	0	May be inoperative provided affected pump switch is selected ON before each takeoff and approach/landing.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Forward Windshield Heating Systems	C	2	1	May be inoperative provided: <ol style="list-style-type: none"> a) Windshield defogging system is operative, b) Inoperative system is selected OFF, and c) Airplane is not operated in known or forecast icing conditions. 	
1)	High/Low Switch	C	1	0	One position of the switch may be inoperative provided other position of switch is operative.	
2.	Side Windows Heating Systems	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) Windshield defogging system is operative, and b) Front windshield heating systems are operative. 	
3.	Pitot Probe Heaters	B	3	1	Except for Part 135 operations, may be inoperative provided: <ol style="list-style-type: none"> a) Flight is conducted in day VMC only, b) Flight is not conducted in visible moisture of any form, and c) Airplane is not operated in known or forecast icing conditions. 	
4.	Angle of Attack Sensor Heating System	C	2	1	May be inoperative provided airplane is not operated in known or forecast icing conditions.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
5.	Ice Detection System	C	2	0	(O) May be inoperative provided the airplane is operated in accordance with AFM Limitations.	
	Ice Detector Fail, L (Amber - Caution)					
	Ice Detector Fail, R (Amber - Caution)					
	Ice Detector Fail, L-R (Amber - Caution)					
6.	Windshield Surface Seal Protection Systems	D	2	0	May be inoperative provided airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing.	
7.	Engine Anti-Ice System(s)					
	ENG A/I Fail On, L (Amber – Caution)					
	ENG A/I Fail On, R (Amber – Caution)					
	ENG A/I Fail On, L-R (Amber – Caution)					
1)	Engine Anti-Ice Valves	B	2	0	(O) May be inoperative CLOSED provided: <ol style="list-style-type: none"> a) Flight is not conducted in visible moisture, precipitation, or in known or forecast icing conditions, and b) Airplane is operated in accordance with AFM Limitations. 	
		B	2	0	(O) May be inoperative OPEN provided airplane is operated in accordance with AFM Limitations.	
2)	Automatic Function	C	2	0	(O) May be inoperative provided airplane is operated in accordance with alternate procedures.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
8.	Engine Anti-Ice TT2 Probe Heaters	C	2	1	May be inoperative provided:	
					a) Operations are not conducted in known or forecast icing conditions, and	
					b) One Ice Detection System is operative.	
9.	Probe Heat Warning Systems					
1)	Pitot Probe Heat Warning	B	3	0	Except for Part 135 operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
2)	Angle of Attack Sensor Heat Warning	B	2	0	Except for Part 135 operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
3)	TAT Probe Heat Warning	B	1	0	Except for Part 135 operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
10.	Drain Mast Heating System	C	1	0	(O) May be inoperative provided:	
					a) Associated galley service basin, ice drawer, and lavatory basin are not used,	
					b) Any ice or liquid is removed from the galley service drawer, and	
					c) Water tank is fully purged.	
11.	Anti-Ice Heater Switch Lights (Light Function Only)	B	5	0	(O) May be inoperative if system affected is verified operational when selected.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
12.	<p>Wing Anti-Ice Temperature Sensors</p> <div style="border: 1px solid black; padding: 2px; margin: 5px 0;">WAI Loop Fail, L (Amber – Caution)</div> <div style="border: 1px solid black; padding: 2px; margin: 5px 0;">WAI Loop Fail, R (Amber – Caution)</div> <div style="border: 1px solid black; padding: 2px; margin: 5px 0;">WAI Loop Fail, L-R (Amber – Caution)</div>	C	2	0	<p>May be inoperative provided:</p> <ol style="list-style-type: none"> a) Wing ANTI-ICE Switch is selected OFF, b) Operations are not conducted in know or forecast icing conditions, and c) One Ice Detection System is operative. 	<div style="border-left: 1px solid black; height: 100px; margin-left: 10px;"></div>
13.	TAT Sensor Heater	B	1	0	<p>(M) May be inoperative provided:</p> <ol style="list-style-type: none"> a) Heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in day VMC conditions only. 	<div style="border-left: 1px solid black; height: 100px; margin-left: 10px;"></div>
14.	Probes Heat “AUTO” Switch Light (Light Function Only)	C	1	0	<p>May be inoperative provided “OVRD” portion of light switch is operative.</p>	<div style="border-left: 1px solid black; height: 100px; margin-left: 10px;"></div>

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
15.	Wing Anti-Ice Protection System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
	WAI System Fail, L (Amber – Caution)					
	WAI System Fail, R (Amber – Caution)					
	WAI System Fail, L-R (Amber – Caution)					
	Wing TEMP Low, L (Amber – Caution)					
	Wing TEMP Low, R (Amber – Caution)					
	Wing TEMP Low, L-R (Amber – Caution)					
1)	Automatic Functions	C	2	0	(O) May be inoperative provided airplane is operated in accordance with alternate procedures.	
(Continued)						

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
15.	Wing Anti-Ice Protection System (Cont'd)					
2)	Wing Anti-Ice Crossover Valve (XOVER VLV) (Post MOD G25-10022)	C	1	0	(O) May be failed open provided airplane is operated in icing conditions according to wing anti-ice operation with single source procedures and AFM Limitations (below 26,000 ft.).	
		C	1	0	May be inoperative failed closed provided airplane is not operated in known or forecast icing conditions.	
3)	Wing Anti-Ice Valves (WAIV) (Post MOD G25-10022)	C	2	1	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Airplane is operated in icing conditions according to wing anti-ice operations with AFM single source procedures, and b) Airplane is operated in accordance with AFM Limitations (below 26,000 ft.). 	
	(Pre or Post MOD G25-10022)	C	2	0	May be inoperative failed CLOSED provided airplane is not operated in known or forecast icing conditions.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flight Data Recorder (FDR) System	C	-	0	Any in excess of those required by 14 CFR may be inoperative.	
	(Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR))	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ol style="list-style-type: none"> 1) FDR failure occurs after pushback but before takeoff, or 2) FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished before dispatch, and d) Repairs are made within 3 flight-days. 	
1)	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: <ol style="list-style-type: none"> a) CVR is operative, and b) Repairs are made within 20 calendar-days. 	
2)	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.	
(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
1.	Flight Data Recorder (FDR) System (Cont'd)					
	FDR INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
1)	FDR System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with 14 CFR.	
2.	Master Warning Lights System	A	2	1	May be inoperative provided: a) All remaining warning lights and indications are operative, and b) Repairs are made within 2 flight-days.	
3.	Master Caution Lights System	A	2	1	May be inoperative provided: a) All remaining warning lights, caution lights, and indications are operative, and b) Repairs are made within 3 flight-days.	
4.	Clocks	C	2	1	Any in excess of those required by 14 CFR may be inoperative.	
5. ***	Security System	D	-	-		
6.	Flight hours Recorder	C	1	0	May be inoperative provided the flightcrew records airplane flight time.	
7.	AOA Digital Readout	B	2	1	(O)	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
8.	Brake Temperature Monitoring System (BTMS)	C	1	0	May be inoperative provided brakes are checked to be cool to the touch prior to every takeoff.	
		C	1	0	May be inoperative provided airplane is operated in accordance with AFM Appendix on Brake Kinetic Energy and Carbon Brake Cooling.	
					NOTE: This item includes the BTMS displayed on the brakes synoptic page.	
9.	Electronic Checklists	C	1	0	May be inoperative provided the current AFM is carried on board the airplane.	
1) ***	Digital Voice Checklist	D	1	0		
10.	Verbal Aural Warning System	A	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) Associated warning message is operative, b) Associated aural tones are operative, c) Associated visual indications are operative, and d) Repairs are made within 2 flight-days. NOTE: Verbal Aural Warnings are ENGINE FIRE, APU FIRE, CONFIGURATION, and CABIN ALTITUDE.	
11.	ENGINE/FUEL DATA (Display on CDU)	D	-	0	Any or all parameters can be missing if available on DUs.	
12.	Plastic Guard Switch Covers	D	-	2	May be inoperative provided APU FIRE and EMER BUS BATT ON switch covers are installed and operative.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
1.	Nose Landing Gear (NLG) Towing Adapter	D	1	0	(M) Must be removed before takeoff if bent or damaged.	
2.	Parking Brake Warning System	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Crewmembers confirm operation of Parking Brake before each flight, and b) Crewmembers will ensure Parking Brake is released before taxi, takeoff, and landing. <p>NOTE: The Parking Brake is not meant to take the place of wheel chocks for maintaining the airplane in its parked position.</p>	
3.	Wheel De-Spin System	D	1	0	(O) May be inoperative provided appropriate AFM procedures are used.	
4.	Rudder Pedal Steering	B	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) All takeoff and landings are made from the left seat, b) Nose Wheel Steering Switch is ON, and c) Operational runway conditions: <ol style="list-style-type: none"> 1) Crosswind component does not exceed 10 knots for a DRY runway condition, and 2) Crosswind component does not exceed 5 knots for a WET runway condition. 	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
5.	Automatic Brake System	C	1	0	May be inoperative provided system is left in OFF position.	
6.	Emergency Extension Bottle Pressure Gauge	C	1	0	(M) May be inoperative provided bottle pre-charge pressure is verified before each flight. NOTE: Bottle pressure 2700-3000 PSI at 70 °F, increase or decrease 50 PSI for each 10 °F above or below 70 °F.	
		C	1	0	(O) May be inoperative provided pre charge bottle pressure is displayed on the EICAS Summary Page or Ground Maintenance Page synoptic.	
7.	Brake Accumulator Pressure Gauge	C	2	0	(M) May be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge.	
		C	2	0	(O) May be inoperative provided pre charge bottle pressure is displayed on the EICAS Summary Page, Ground Maintenance Page or Hydraulics Page synoptic.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System (Excluding EFIS and EICAS)	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' 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 Lights	C	-	-	May be inoperative provided lighting configuration is acceptable to flightcrew.	
3.	Baggage Compartment Lighting System (Interior/Exterior Pylon)	C	2	0		

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
4.	Landing Lights	C	2	1	May be inoperative between sunset and sunrise provided taxi lights are operative.	
		C	2	0	May be inoperative for other than night operations.	
***	LoPresti Boom Beam HID Landing Light (STC #ST02893AT)	C	2	0	May be inoperative for other than night operations.	
***	LoPresti Boom Beam HID Landing Light Ballasts (STC #ST02893AT)	C	6	3	May be inoperative provided all factory installed taxi lights are operative.	
***	LoPresti Boom Beam HID Landing Lighting Ballasts with LoPresti Boom Beam Taxi Lights Installed (STC #ST02893AT)	C	6	0	May be inoperative provided Boom Beam taxi lights are operative.	
1)	Pulse Light Function	D	1	0	May be inoperative provided both Landing Lights are operative.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
5.	Taxi Lights	C	2	0	May be inoperative between sunset and sunrise provided both landing lights are operative.	
		C	2	0	May be inoperative for other than night operations.	
***	LoPresti Boom Beam HID Taxi Light (STC #ST02893AT)	C	2	1		
		C	2	0	May be inoperative between sunset and sunrise provided landing lights are operative.	
6.	Strobe Lights (White)	B	3	0	May be inoperative for other than night operations provided the Beacon is operative.	
7.	Wing Inspection Lights	C	2	0	(O) May be inoperative provided: a) A portable lamp/light of adequate capacity for wing inspections is available for night operations in icing conditions, and b) Ground deicing procedures do not require their use.	
8. ***	Exterior Emergency Lighting System	C	1	0	May be inoperative for other than night operations.	
9. ***	Logo Lights	D	2	0		
10.	Pylon Light	D	1	0		
11.	Exterior Service Door Lights	D	-	0		

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Sequence No.	Item	1	2	3	4	Change Bar
12.	Dome/Floodlight(s)					
1)	Pedestal Floodlight	C	1	0		
2)	Dome Lights	C	2	0	May be inoperative for other than night operations.	
		C	2	1	For night operation, the left dome light must be operative.	
3)	Map Lights	C	2	0		
13.	Entry Lights	C	-	0		
14.	Boarding Lights	C	-	0		
15.	Lavatory Lights	C	-	0		
16.	Vanity Lights	C	-	0		
17.	Reading Lights	C	-	0		
18.	Crewmember Flashlight Holder/Charger Assemblies (Including Flashlight)	D	-	0	Relief moved to ATA 25-26, Rev 4.	
1)	Holder/Charger Assembly				Relief moved to ATA 25-26, Rev 4.	
2)	Flashlight				Relief moved to ATA 25-26, Rev 4.	

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Sequence No.	Item	1	2	3	4	Change Bar
19.	Wingtip Navigation Light Elements	C	10	6	Up to two LED elements may be inoperative per wingtip assembly provided: a) Only one of the three forward (inboard) LED elements is inoperative, and b) The outer most element (fifth element) is the inoperative element.	
		C	10	0	All LED elements may be inoperative provided airplane is not operated between sunset and sunrise.	
20.	Tail Navigation Light Elements	C	2	0	May be inoperative provided airplane is not operated between sunset and sunrise	
21.	Beacon (Recognition Light)	C	1	0	May be inoperative provided the navigation lights and strobe lights are operative.	
22.	Floor Accent Lighting System	D	2	0		
23.	Airstair Lights	D	5	0		

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
24.	Passenger Lighted Information Signs	C	-	-	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associate seat or lavatory is blocked and placarded "DO NOT OCCUPY". <p>NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.</p>	
		C	-	-	(O) May be inoperative and associated passenger seat or lavatory occupied provided: <ol style="list-style-type: none"> a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) is placed on or off. 	
1)	All Cargo, Supernumerary/Courier Area Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated signs are placed on or off.	
	The following pertains only to operations involving aircraft certified with 19 or less passenger seats, wherein certification or operating rules do not require a public address system or flight attendant					
2)	Passenger Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
25.	Refuel/Defuel Access Door Light	D	1	0		
26.	Refuel/Defuel Control Panel Light	D	1	0		
27.	Water Service Panel Light	D	1	0		
28.	Waste Service Panel Light	D	1	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
1.	VMO/MMO Aural Warning	B	2	1	May be inoperative provided both Mach/Airspeed Indicators are operative.	
2.	Airspeed Warning Clacker	C	2	1		
3. ***	Flight Information System	C	-	0		
4.	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, 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		
1)	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
2)	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
5.	Navigation System (VOR/ILS, ADF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	NAV 1 Fail (Cyan – Advisory)					
	NAV 2 Fail (Cyan – Advisory)					
	NAV 3 Fail (Cyan – Advisory)					
	NAV 1-2 Fail (Cyan – Advisory)					
	NAV 1-3 Fail (Cyan – Advisory)					
	NAV 2-3 Fail (Cyan – Advisory)					
	NAV 1-2-3 Fail (Cyan – Advisory)					

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
6.	Long Range Navigation System (IRS, GPS, and GNSSU)	C	-	-	May be inoperative except where enroute operations or approach minimums require the use of GPS or GNSSU.	
		C	-	-	As required by 14 CFR.	
		A	-	-	(M)(O) Two GPS may be inoperative provided: <ul style="list-style-type: none"> a) Aircraft filing codes are changed to reflect Non-RVSM (if operator does not hold a current LOA), Non-GPS enroute or approach capability, b) Pull and collar associated CBs, c) A manual POS INIT is entered to align the AHRS/IRS, d) Date and time are manually entered on STATUS page, e) On the TUNE page, NAV Tune is selected to AUTO (push VOR freq and select AUTO), f) VOR updates are enabled in FMS on the DEFAULT page, g) EPU status is monitored throughout flight, and h) Repairs are made within 7 consecutive calendar-days. <p>NOTE 1: FMS DR and VOR/DME ONLY messages may display. Monitor EPU to ensure RNP is not exceeded. Good DME coverage should keep EPU low. An available IRS will help EPU. Transponder and TCAS are unaffected except ADS-B OUT is failed.</p>	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
6.	Long Range Navigation System (IRS, GPS, and GNSSU) (Cont'd)	A	-	-	NOTE 2: If operator has a current LOA and can verify normal transponder operations (altitude and squawk), they may file in RVSM airspace provided other required RVSM equipment (ADCs etc.) are functional.	
1)	GNSSU (Wide Area Augmentation System (WAAS) or Satellite-Based Augmentation System (SBAS)) Function	D	2	0		
7.	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
8.	Weather Radar System	C	-	-	As required by 14 CFR.	
9.	Storm Scope	C	-	0		

1)	Lightning Detector	C	1	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10.	Radio Altimeter System	A	-	0	May be inoperative provided: a) Approach minimums are not dependent on its use, and b) Repairs are made within 2 flight-days.	
	<div>RAD ALT 1 Fail (Cyan – Advisory)</div>					
	<div>RAD ALT 2 Fail (Cyan – Advisory)</div>					
	<div>RAD ALT 1-2 Fail (Cyan – Advisory)</div>					
	<div>RAD ALT Fail (Cyan – Advisory)</div>					
11.	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over 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: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
12.	Automatic Direction Finding (ADF) Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	ADF Fail (Cyan – Advisory)					
	ADF 1 Fail (Cyan – Advisory)					
	ADF 2 Fail (Cyan – Advisory)					
	ADF 1-2 Fail (Cyan – Advisory)					
13.	Marker Beacon Receivers	C	-	-	May be inoperative provided approach minimums do not require its use.	
14.	Adaptive Flight Display Units (DU)	C	3	2	(M) Center AFD may be inoperative provided: <ul style="list-style-type: none"> a) Both Standby Multifunction Controllers (SMCs) are operative, b) Two Control Display Units (CDUs) are operative, c) Center AFD circuit breaker is verified pulled and collared. 	
1)	ILS/VOR Deviation Indicator	C	2	0	May be inoperative provided approach minimums do not require its use.	
2)	DH Set	C	2	0	May be inoperative provided approach minimums do not require its use.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
14.	Adaptive Flight Display Units (DU) (Cont'd)					
3)	Selected Heading	C	2	0		
a)	Heading Bug	C	4	0		
b)	Heading Readout	C	4	1	May be inoperative provided selected heading readout is displayed on at least one DU.	
4)	Selected Course Readout	C	2	0	May be inoperative provided navigation does not require its use.	
5)	Bearing Indicators	C	4	2	May be inoperative provided each bearing indicator (#1 and #2 needles) can be displayed on at least one DU.	
6)	Groundspeed/ Time to Go	C	2	0		
7)	Elapsed Time	C	2	0		
8)	TAS Indications	C	2	0		
9)	Speed Trend Vector	C	2	0	May be inoperative provided trend information is not displayed.	
10)	Mach Indicators	C	2	1	(M) May be inoperative provided: a) Associated Mach information is removed from the display, and b) Both VMO/MMO Aural Warnings are operative.	
11)	Vertical Speed Indications	C	2	1	May be inoperative for day VMC operations only.	
12)	Altitude Trend Vector	C	2	0		
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
14.	Adaptive Flight Display Units (DU) (Cont'd)					
13) ***	Graphical Weather <div>SXM GWS Fail (Cyan – Advisory)</div>	C	-	0		
14)	Map Data Menu Options (Airways, VORs, SUA, Etc.) <div>TFR Fail (Cyan – Advisory)</div>	C	-	0		
15)	Flight Path Vector	C	2	0	May be inoperative provided HUD Flight Director is not used.	
16)	AFD 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) It is repaired within 10 flight-days. NOTE 1: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR. NOTE 2: For flight with an out-of-date navigation database, refer to AFM Chapter 1, Limitations.	

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
15.	Traffic Alert and Collision 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.	
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) 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 (TA) 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.	
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Sequence No.	Item	1	2	3	4	Change Bar
15.	Traffic Alert and Collision Avoidance System II (TCAS II) (Cont'd)					
4)	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) ***	Airspace Selection Function	C	-	0		
16.	Terrain Awareness and Warning System (TAWS) Class A TAWS Equipment Required					
1)	GPWS <div>TAWS Fail (Cyan – Advisory)</div>	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1–4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
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34. Navigation

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

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
16.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
	Class A TAWS Equipment Required (Cont'd)					
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Terrain Displays	C	-	1		
	Terrain Fail (Cyan – Advisory)					
		B	-	0		
4) ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
	Class B TAWS Equipment Required				Deleted, Revision 5.	
	Class C TAWS Equipment Required				Deleted, Revision 5.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
17. ***	TLAF Surface Management System (SMS) <div style="border: 1px solid black; padding: 2px; display: inline-block;">SMS Fail (Cyan – Advisory)</div>	C	1	0		
18. ***	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.	
					(Continued)	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
18. ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out) (Cont'd)					
	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.	
		C	-	1	One may be operative.	
		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 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.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
19.	Integrated Standby Instrument (ISI)					
	<div>RSE Heading Fail (Amber – Caution)</div>					
		C	2	1	May be inoperative on copilot side.	
		C	2	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over the top conditions.	
1)	Remote Sensing Electronics (RSE) (Attitude and Air Data Function)	B	1	0	(M) May be inoperative provided: a) Airplane is operated in day VMC, b) Associated CB is pulled and collared, and c) Flaps are selected to 20 degrees for takeoff.	
					NOTE: With inoperative RSE, the loss of an additional air data source, with flaps not set at 20 degrees, will result in reduced rudder authority.	
2)	Heading Sensing Unit (HSU) (Standby Heading Source)	C	1	0	May be inoperative provided both Heading Reference Systems are operative.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
20. ***	Attitude Heading and Reference Systems (AHRS and IRS)	C	3	2		
	AHS 1 Fail (Cyan – Advisory)					
	AHS 2 Fail (Cyan – Advisory)					
	AHS 3 Fail (Cyan – Advisory)					
	AHS 1 Fail (Amber – Caution)					
	AHS 2 Fail (Amber – Caution)					
	AHS 1-2 Fail (Amber – Caution)					
	AHS 1-3 Fail (Amber – Caution)					
	AHS 2-3 Fail (Amber – Caution)					
	AHS 1 SEC PWR Fail (Cyan – Advisory)					
	AHS 2 SEC PWR Fail (Cyan – Advisory)					
	AHS 3 SEC PWR Fail (Cyan – Advisory)					
	AHS 1-2 SEC PWR Fail (Cyan – Advisory)					
	AHS 1-3 SEC PWR Fail (Cyan – Advisory)					
					(Continued)	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
20. ***	Attitude Heading and Reference Systems (AHRS and IRS) (Cont'd)	C	3	2		
	AHS 2-3 SEC PWR Fail (Cyan – Advisory)					
	AHS 1 Secondary Power (Cyan – Advisory)					
	AHS 2 Secondary Power (Cyan – Advisory)					
	AHS 3 Secondary Power (Cyan – Advisory)					
	AHS 1-2 Secondary PWR (Cyan – Advisory)					
	AHS 1-3 Secondary PWR (Cyan – Advisory)					
	AHS 2-3 Secondary PWR (Cyan – Advisory)					
	AHS SEC Power Fail (Cyan – Advisory)					
					(Continued)	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
20. ***	Attitude Heading and Reference Systems (AHRS and IRS) (Cont'd)	C	3	2		
1)	Attitude Heading and Reference Systems (AHRS)	A	2	1	(O) May be inoperative provided: a) Airplane is operated in Day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, and c) Repairs are made within 1 flight-day.	
2) ***	Inertial Reference System (IRS) (Third Attitude Heading Reference System)	C	1	0	May be inoperative provided: a) Affected system is not required for attitude or heading data, and b) 14 CFR does not require system for operations conducted. NOTE: With one operational AHRS and Standby data available, the AP and YD will remain operational.	
21. ***	Data Loader	D	1	0		
22.	Display Control Panel (DCP)	A	2	1	May be inoperative provided: a) Integrated Standby Instrument display is available on the operative DCP side, b) CCD on the failed DCP side is operative, and c) Repairs are made within 1 flight-day.	
23.	Display Select Panel (DSP)	B	2	1	May be inoperative provided: a) Standby/Menu button is operative on the failed DSP side, and b) CCD on the failed DSP side is operative.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
24.	<p>Flight Management System (FMS) (CDU and Nav Computer Only)</p> <div>FMS 1 Fail (Cyan – Advisory)</div> <div>FMS 2 Fail (Cyan – Advisory)</div> <div>FMS 3 Fail (Cyan – Advisory)</div> <div>FMS 1-2 Fail (Cyan – Advisory)</div> <div>FMS 1-3 Fail (Cyan – Advisory)</div> <div>FMS 2-3 Fail (Cyan – Advisory)</div> <div>FMS 1-2-3 Fail (Cyan – Advisory)</div>	B	-	0	<p>May be inoperative provided:</p> <ol style="list-style-type: none"> a) Affected system is not required for AHRS or IRS alignment, b) Long Range Navigation is not dependent on its use, c) Procedures do not require its use, d) Both Radio Tuning Controls on the DUs are operative, and e) WASS LPV/LP approach is not authorized when only one FMS is operating or selected as NAV source. <p>NOTE: Two systems are required for dispatch into NAT HLA or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, only require a single FMS.</p>	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
24.	Flight Management Systems (FMS) (CDU and Nav Computer Only) (Cont'd)					
1)	Navigation Database	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, e) Inhibit the SMS but do not pull any circuit breakers, and f) It is repaired within 10 flight-days. 	
					NOTE 1: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
					NOTE 2: For flight with an out-of-date navigation database, refer to AFM Chapter 1, Limitations.	
25. ***	Airborne Flight Information System (AFIS) (VHF and Satellite)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

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<p>AIRCRAFT: Gulfstream G280</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
--------------------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
26.	Cursor Control Devices (CCD)	C	2	0	Any or all functions may be inoperative provided inoperative function is available via other means such as the CDUs, SMCs, and other push-to-talk buttons.	
27.	Charts Function	D	-	0	May be inoperative provided current aeronautical charts are carried on board and are available to flightcrew.	
	TERM Charts Fail (Cyan - Advisory)					
	TERM Charts 1 Fail (Cyan - Advisory)					
	TERM Charts 2 Fail (Cyan - Advisory)					
	TERM Charts 1-2 Fail (Cyan - Advisory)					
1)	Charts Databases	A	-	0	<p>May be inoperative provided:</p> <ol style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days. <p>NOTE 1: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p> <p>NOTE 2: For flight with an out-of-date navigation database, refer to AFM Chapter 1, Limitations.</p>	

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TABLE KEY

1. REPAIR CATEGORY
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
28. ***	Head-Up Display System	C	1	0	May be inoperative provided landing weather minimums or operating procedures do not require its use.	
29. ***	Enhanced Vision System (EVS)	D	1	0		
1) ***	EVS Window Heat	D	1	0		
2) ***	Secondary (Non-HUD) EVS Display Repeater	D	1	0	May be inoperative provided procedures are not dependent on its use.	
30. ***	Synthetic Vision System	D	-	0		
	SVS Altitude Fault (Cyan – Advisory)					
	SVS Fail (Cyan – Advisory)					
	SVS Obstacle Fail (Cyan – Advisory)					
	SVS Runways Fail (Cyan – Advisory)					

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
31. ***	Non-Stabilized Magnetic Compass	B	1	0	May be inoperative provided any combinations of three Gyro or INS (IRU) Stabilized Compass Systems are operative.	
		B	1	0	May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems are operative, and b) Airplane is operated with Dual Independent Navigation Capability and under Position Radar Control ATC on the enroute portion of the flight.	
		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 accepted Free Gyro Navigation Techniques.	
32. ***	Cockpit Printer	D	1	0		
33. ***	Video Function	D	1	0	May be inoperative provided alternate procedures are established for the use of the EVS display function.	
34.	Terrain Server Function	C	-	0	NOTE: Synthetic Vision PFD synthetic terrain will not be available with a Terrain Server failure, but the SV PFD display, if installed, may be used without restriction.	

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<p>AIRCRAFT: Gulfstream G280</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
--------------------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
35.	Control Display Units (CDU)	C	-	1	(M) May be inoperative provided: a) FMS functions and Radio Tuning functions are operative on the remaining CDU, and b) RTSA is operative. NOTE: If 3 CDUs are installed, an inoperative CDU must be in the #3 position.	
36. ***	Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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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	1	0	As required by 14 CFR.	
1)	Automatic Oxygen Deployment System	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Manual deployment operates normally, b) Flight is conducted at or below FL 250, and c) Oxygen is available as required by 14 CFR. 	
2)	Manual Oxygen Deployment System	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Automatic deployment operates normally, b) Flight is conducted at or below FL 250, and c) Oxygen is available as required by 14 CFR. 	
3)	Personal Service Units (PSU)	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Associated seats are BLOCKED and placarded "DO NOT OCCUPY", b) Units are operative at all lavatory and flight attendant locations, and c) Oxygen is available as required by 14 CFR. 	
2.	Therapeutic Oxygen	C	-	-	As required by 14 CFR.	
3.	Lavatory Oxygen Drop Out Panel	C	-	0	May be inoperative provided lavatory is BLOCKED and placarded "DO NOT OCCUPY".	

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
4. ***	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
5.	Oxygen Service Panel Pressure Gauge	C	-	0	(M)(O) May be inoperative provided Oxygen Pressure Indication on EICAS is operative and monitored.	
6.	Passenger Oxygen ON Warning Light	C	1	0	May be inoperative provided pilot visually verifies passenger oxygen supply.	
		C	1	0	May be inoperative provided airplane is operated unpressurized.	
7.	Oxygen Cylinder Service Adaptor	D	1	0	May be inoperative, damaged, or missing.	
8.	Portable Oxygen Bottles or Units (Including Masks and Hoses)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained.	
(Continued)						

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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
8.	Portable Oxygen Bottles or Units (Including Masks and Hoses) (Cont'd)				NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations. NOTE 2: 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.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
9.	EICAS Oxygen Quantity Low Warning	C	1	0	May be inoperative provided associated EICAS Oxygen pressure indication is operative and monitored.	
10.	EICAS Oxygen Pressure Indications	C	-	0	(M)(O) May be inoperative provided: a) Oxygen Service Panel Pressure Gauge is operative and checked before dispatch, b) OXYGEN QUANTITY LOW EICAS warning is operative, and c) OXY MASK PRESS LOW EICAS warning is operative.	
11.	Oxygen Blow Out Disc	C	1	0	(O) May be damaged or missing.	

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
1.	Isolation Valve	C	1	0	(M)(O) May be inoperative provided: a) Both Bleed Air Systems are operative, b) Environmental Control System pack is operative, c) ALTN PRESS is operative, d) Isolation Valve is electrically deactivated, e) Isolation Valve is verified CLOSED, and f) Airplane is operated in accordance with AFM Limitations. NOTE: Isolation valve will have to be manually opened for engine start.	
2.	Bleed Air System Switch	C	6	0	(O) May be inoperative provided	
	Capsule Lights				Bleed Air System Indications are available on the Synoptic display.	
3.	Bleed Air Leak Detection System					
1)	Aft Compartment Environmental Control System Leak Detection Sensors	B	10	0	(O) May be inoperative provided: a) Bleed Valves are selected CLOSED, b) Pylon Leak Detection Loops are operative, c) PACK Valve is selected OFF, d) APU bleed is used for engines start only, e) Cross-Bleed Start procedure is not used for engine start in flight and on ground, f) Outflow Valve is verified fully OPEN, and g) Airplane is operated unpressurized. NOTE: Selecting PACK Valve OFF opens RAM AIR Valve.	
(Continued)						

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
3.	Bleed Air Leak Detection System (Cont'd)					
2)	Wing Anti-Ice Ducts Leak Detection Sensors	B	4	0	(O) May be inoperative provided: a) Wing Anti-Ice switches are selected OFF, b) Airplane is not operated into known or forecast icing conditions, and c) One Ice Detection System is operative.	
3)	Wing Root Bleed Leak Detection Sensors	B	2	0	(O) May be inoperative provided: a) Wing Anti-Ice switches are selected OFF, b) Airplane is not operated into known or forecast icing conditions, and c) One Ice Detection System is operative.	

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TABLE KEY

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

38. Water/Waste

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

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
3.	Lavatory External Service Cap	C	1	0	May be inoperative or missing provided: a) Waste Dump Valve and Waste Drain Valve are verified CLOSED before each flight, and b) No leakage can be detected after each servicing.	
4.	External Water Service Cap	C	1	0	May be inoperative or missing provided: a) Water valve is verified CLOSED before each flight, and b) No leakage can be detected after each servicing.	
5.	Lavatory Dump/Drain System <div style="border: 1px solid black; padding: 2px; display: inline-block;">Lavatory Flush OPEN (Amber – Caution)</div>	C	-	0	(M) May be inoperative provided: a) Waste Dump Valve and Waste Drain Valve are secured CLOSED and in LOCKED position, b) System is checked for leaks before every flight, c) No Environmental Control System (ECS) components are inoperative, and d) Aircraft is not operated above 25,000 ft. MSL.	

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
1.	Onboard Maintenance System (OMS)	D	1	0		
2. ***	Quick Access Recorder (QAR)	D	1	0		

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	Electronic Flight Bag (EFB) Systems					
1) ***	EFB System (Installed EFB System)	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
2) ***	Data Connectivity	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
3) ***	Power Supply/ Power Connection	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	-	May be inoperative provided procedures do not require its use.	
2. ***	Integrated Flight Information System (IFIS) File Server Units (FSU)	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE 1: Any function, program, or document which operates normally may be used. NOTE 2: Two File Server Units are required to meet the operational requirements of the current edition of FAA Advisory Circular (AC) 120-76 for paperless charts.	
3.	Integrated Management System (IMS)	D	1	0	May be inoperative.	

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AIRCRAFT:
Gulfstream G280

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)	C	1	0	(O) May be inoperative provided: a) Both engine driven generators are operative, and b) Contingency planned flight time does not exceed 1 hour from a suitable airport.	
2.	APU Air Inlet Door Actuator	C	1	0	(M)(O) May be inoperative provided: a) APU Air Inlet Door is verified fully CLOSED, b) Associated circuit breaker is OPENED and collared, c) Contingency planned flight time does not exceed 1 hour from a suitable airport, and d) Both engine driven generators are operative.	
		C	1	0	(O) May be inoperative provided: a) APU Air Inlet Door is fully OPEN, b) EICAS APU RPM and EGT are displayed prior to start, c) APU is operated throughout entire flight, and d) Airplane is operated in accordance with AFM Limitations.	
3.	APU Bleed Shutoff Valve	B	1	0	May be inoperative provided: a) APU is operated for electrical power only, and b) Repairs are made within 3 flight-days.	
4.	APU Bleed Air "ON" Switch Light (Light Function Only)	C	1	0	(O) May be inoperative provided APU parameters are monitored during switch select/deselect.	

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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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
5.	<p>APU Starter/Generator</p> <div>APU GCU Fail (Amber – Caution)</div> <div>APU Generator Fail (Amber – Caution)</div>	B	1	0	<p>(M) May be inoperative for electrical generation provided:</p> <ol style="list-style-type: none"> a) Contingency planned flight time does not exceed 1 hour from a suitable airport, b) Starter portion of the APU starter/generator is functional, c) Integrity of the starter/generator is determined safe for operation, d) Both engine driven generators are operative, e) APU generator switch is OFF, and f) Associated circuit breaker is pulled and deactivated. <p>NOTE: APU may be operated as a bleed air source. If APU GCU fails prior to engine start, external power must be used to provide electrical power for engine start.</p>	
		B	1	0	<p>(M) May be inoperative for APU Start provided:</p> <ol style="list-style-type: none"> a) Both engine driven generators are operative, b) APU Master Switch is selected OFF, c) Associated circuit breaker is pulled and collared, and d) Contingency planned flight time does not exceed 1 hour from a suitable airport. 	
6.	APU External Fire Warning Horn	C	1	0	May be inoperative provided APU operation is monitored from the cockpit.	
7.	APU START Indicator Light	C	1	0	May be inoperative provided APU start is monitored.	

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
8.	APU Hour Meter	C	1	0	May be inoperative provided APU hours are logged manually.	
9.	APU Cycle Counter	C	1	0	May be inoperative provided APU cycles are logged manually.	
10.	APU Master "ON" Light	C	1	0		
11.	APU EGT and RPM Indication	C	1	0	May be inoperative on ground.	
		C	1	0	May be inoperative in flight provided: a) APU is considered inoperative, b) Both engine driven generators are operative, and c) Contingency planned flight time does not exceed 1 hour from a suitable airport.	
12.	"APU Maintenance Required" Message	C	1	0	May be inoperative in flight provided: a) APU is considered inoperative, b) Both engine driven generators are operative, and c) Contingency planned flight time does not exceed 1 hour from a suitable airport.	

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
1.	Main Entry Door Hydraulic Operating System	C	1	0	(O) May be inoperative provided alternate procedures are used.	
					NOTE: If Main Entrance Door was manually closed, there will be no restricted damping to oppose the weight of the door during opening. Serious injury to personnel or damage to door and airplane could result if door is allowed to free fall to the open position.	
2.	Main Entry Door Hand Rail	C	1	0	May be inoperative provided it does not interfere with normal door operations.	
3.	Service Door Indication	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that associated system door is CLOSED, LATCHED, and LOCKED (if lockable).	
	Service Door (Cyan – Advisory)					
4.	External Baggage Door Warning System	C	1	0	(O) May be illuminated provided before each departure: <ul style="list-style-type: none"> a) Door is CLOSED, latched, and LOCKED, b) The “acknowledge” switch changes the indication from amber to white, and c) Internal baggage door is closed during the entire flight. 	
5.	Main Entry Door Warning System	B	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Ensure that both upper hooks and both lower hooks are in place over the locking pins, b) Inner handle is securely LOCKED, c) ACK DOOR switch is activated, and d) Main Entry Door CAS message is verified to be white. 	

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TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
6.	Emergency Exit Window Warning System	C	1	0	(O) May be inoperative provided a crewmember ensures Emergency Exit is secured before each flight.	
7.	Refueling Door Warning System	B	1	0	(O) May be inoperative provided a crewmember checks door is secure and LOCKED (if lockable) before each departure.	
8.	External Baggage Compartment Door Seal	C	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations. <p>NOTE: Pressure sensitive cargo is not carried in the baggage compartment.</p>	
9.	Main Entry Door Seals					
1)	Main Entry Door, Primary Door Seal	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) The primary seal does not interfere with the door operation, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations. 	
2)	Main Entry Door, Secondary Door Seal	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) The secondary seal does not interfere with the door operation, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations. 	

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TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
10.	Main Entry Door, Acoustic Seal Curtain	D	1	0		
11.	Hinged Door Flapper Sill	D	1	0	Flightcrew must verify flapper is CLOSED before entering or exiting the airplane.	
12. ***	Keyed Door, Panel, and Compartment Locks	C	-	-	(O) May be inoperative, damaged, or missing provided the associated door, compartment, or cover is verified to be secured before each departure.	
13.	Internal Baggage Door Warning System <div>Internal Baggage Door (Cyan – Advisory)</div>	C	1	0	(O) May be inoperative provided: a) Door is confirmed to be CLOSED and LOCKED by a crewmember after each use, b) Door is placarded "DO NOT ENTER at or above 40,000 ft." (Pre MOD G25-10066), and c) Door is placarded "DO NOT ENTER at or above 44,000 ft." (Post MOD G25-10066).	
14.	Main Entry Door Telescopic Tie Rods	C	2	1	(O) May be inoperative or missing provided only one person is allowed to stand on the door.	
15.	Lavatory Door	D	-	-	May be inoperative provided the affected door is secured OPEN or CLOSED for taxi, takeoff, and landing. NOTE: Includes pop-up panels, latches, locks, and handles.	

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TABLE KEY

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

71. Powerplant

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

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TABLE KEY

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Flow EICAS Indicators	B	2	1	May be inoperative provided: a) Associated N1 and N2 Indicating Systems are operative, b) Fuel Quantity Indicating Systems are operative, and c) Fuel Flow Indications are verified on the Flight Management System (FMS).	
2.	Fuel Pressure Low Warning Systems	B	2	1	(O) May be inoperative provided: a) Associated fuel boost pumps are operative, and b) Airplane is operated below FL 250.	
3.	Fuel Filter Impending Bypass Indication Systems	C	2	1	(M) May be inoperative provided fuel filter element on affected engine is replaced before the next flight and every 20 flight-hours thereafter.	
4.	Fuel Temperature Indicating System	C	-	-	May be inoperative provided the Fuel Tank Temperature Low Warning system is operative.	
		C	-	-	(O) May be inoperative provided: a) SAT gauge is operative and is used as a reference for fuel temperature, and b) Flight altitude is planned so as to remain above the freeze point of the fuel type used.	

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
5.	Fuel Used Indicating System	C	2	0	May be inoperative provided fuel remaining indications are operative.	
6.	Engine FADEC System					
1)	System Faults	A	-	-	(O) May be dispatched with system faults provided repairs are made in accordance with the times established in either the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-2-1G Light Maintenance Manual Chapter 5).	
	Engine MAINT LTD, L (Cyan – Advisory)					
	Engine MAINT LTD, R (Cyan – Advisory)					
	Engine MAINT LTD, L-R (Cyan – Advisory)					
	ENG Minor Fault, L (Cyan – Advisory)					
	Engine Minor Fault, R (Cyan – Advisory)					
	Engine Minor Fault, L-R (Cyan – Advisory)					
					NOTE: The repair time for Long-Term Dispatch messages (cyan L-R Engine MAINT LTD) is 250 hours. The repair time for Short-Term Dispatch messages (cyan L-R ENG Minor Fault) is 125 hours.	

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TABLE KEY

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

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
1.	Automatic Ignition Systems	C	2	1	May be inoperative provided Manual Ignition is operative.	
2.	Ignition (IGN) Indications	C	2	1	May be inoperative provided: <ol style="list-style-type: none"> a) Automatic Ignition System is operative during engine start, and b) Crew monitors engine start for normal indications. 	
3.	Engine Ignition Systems Channels <div>Engine IGN Fault, L (Cyan – Advisory)</div> <div>Engine IGN Fault, R (Cyan – Advisory)</div> <div>Engine IGN Fault, L-R (Cyan – Advisory)</div>	A	4	2	May be inoperative provided: <ol style="list-style-type: none"> a) One ignition channel is inoperative as indicated by the L or R Engine IGN Fault CAS message, and b) Repairs are made within 3 flight-days. 	
4.	CONT Ignition (IGN) “ON” Switch Light (Light Function Only)	C	1	0		

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TABLE KEY

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

76. Engine Control

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Synchronizer	C	1	0		
2.	FADECs Automatic Engine Control Functions					
1)	SYNC Functions	C	1	0		
2)	MACH HOLD Function	C	1	0		
3.	Engine Manual APR ON Switch Light (Light Function Only)	C	1	0		

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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.	ITT Digital Indications	C	2	1	May be inoperative provided: a) All other engine indications are operative, and b) Associated analog display is operative.	
2.	Engine Vibration Monitors	C	2	1	May be inoperative provided all other engine indications are operative.	
		C	2	0	May be inoperative provided: a) All other engine indicators are operative, and b) Operations are not conducted in known or forecast icing conditions.	
3.	Engine Event Recording System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
1.	Thrust Reverser System	D	2	0	<p>(M)(O) May be inoperative provided:</p> <ol style="list-style-type: none"> a) Affected Thrust Reverser is deactivated, stowed, and LOCKED in forward thrust position, and b) Airplane is operated in accordance with AFM Limitations and Procedures. <p>NOTE: Dispatch with one or both thrust reversers inoperative on an icy runway is prohibited. See AFM Supplement No. 8, CONTAMINATED RUNWAY OPERATIONS.</p>	

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Oil Level Low Warning Systems	C	2	0	(O) May be inoperative provided engine oil levels are verified adequate before each flight.	
2.	Oil Filter Impending Bypass Indication Systems	A	2	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Affected oil filter element is replaced, and b) Repairs are made within 3 flight-days. 	
3.	Remote Oil Level Indications (Refuel/Defuel Panel)	C	2	0	Any or all may be inoperative provided associated oil tank sight gauge is used to determine oil level.	

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<p>AIRCRAFT: Gulfstream G280</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Start/Crank Switch Lights (Light Function Only)	C	3	0		
2.	Starter Air Valves	C	2	1	(M)(O) May be inoperative provided: a) Valve is deactivated, and b) Alternate starting procedures are established and used to start affected engine.	

SECTION TWO

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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SECTION TWO MMEL RELIEF

Crew members must be trained and performing within their normal duties while completing any proviso actions listed in Section Two of this MMEL.

Operators may not include any relief listed in the MMEL which does not meet regulatory requirements of their operation (i.e., CAMP, operations specifications, 14 CFR specific area of operation etc.)

For more information on Section Two MMEL Relief, refer to the FAA MMEL Policy Letter (PL) 119, Two-Section MMELs, found on the FAA Dynamic Regulatory System (DRS) website at <https://drs.faa.gov>.

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
60 HZ Inverter Fail (Cyan – Advisory)		Relief combined with ATA 24.7, 60 Hz AC Electrical System, Revision 5.	
A/T 1 Fail (Cyan – Advisory)		Relief combined with ATA 22.7 Autothrottle System, Revision 5.	
A/T 2 Fail (Cyan – Advisory)		Relief combined with ATA 22.7 Autothrottle System, Revision 5.	
A/T 1-2 Fail (Amber – Caution)		Relief combined with ATA 22.7 Autothrottle System, Revision 5.	
A/T 1-2 Fail – TQA (Amber – Caution)		Relief combined with ATA 22.7 Autothrottle System, Revision 5.	
AC Inverter Fail (Cyan – Advisory)		Relief combined with ATA 24.7, 60 Hz AC Electrical System, Revision 5.	
ACS Fail (Amber – Caution)		Relief combined with ATA 21.7 Cabin Pressurization Control System, Revision 5.	
ACS Maintenance REQD (Cyan – Advisory)	B	Airplane may be dispatched provided the flightcrew reviews the OMS for active fault messages and logs faults in the maintenance log.	
ACS Pack TEMP Low (Amber – Caution)		Relief combined with ATA 21.6 Air Conditioning Unit (Pack), Revision 5.	
ACS Pack Turbine Hot (Amber – Caution)		Relief combined with ATA 21.6 Air Conditioning Unit (Pack), Revision 5.	
ADF Fail (Cyan – Advisory)		Relief combined with ATA 34.12, Automatic Direction Finding (ADF) Equipment, Revision 5.	
ADF 1 Fail (Cyan – Advisory)		Relief combined with ATA 34.12, Automatic Direction Finding (ADF) Equipment, Revision 5.	
ADF 2 Fail (Cyan – Advisory)		Relief combined with ATA 34.12, Automatic Direction Finding (ADF) Equipment, Revision 5.	
ADF 1-2 Fail (Cyan – Advisory)		Relief combined with ATA 34.12, Automatic Direction Finding (ADF) Equipment, Revision 5.	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
AFT Fuel QTY DGRAD (Cyan – Advisory)		Relief combined with ATA 28.11, Fluid Quantity Measurement Computer (FQMC) Channels Fail Warning System, Revision 5.	
AHS 1 Fail (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 2 Fail (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 3 Fail (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 1 Fail (Amber – Caution)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 2 Fail (Amber – Caution)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 1-2 Fail (Amber – Caution)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 1-3 Fail (Amber – Caution)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 2-3 Fail (Amber – Caution)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 1 SEC PWR Fail (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 2 SEC PWR Fail (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 3 SEC PWR Fail (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 1-2 SEC PWR Fail (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 1-3 SEC PWR Fail (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 2-3 SEC PWR Fail (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
AHS 1 Secondary Power (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 2 Secondary Power (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 3 Secondary Power (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 1-2 Secondary PWR (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 1-3 Secondary PWR (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS 2-3 Secondary PWR (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
AHS SEC Power Fail (Cyan – Advisory)		Relief combined with ATA 34.20, Attitude Heading and Reference Systems (AHRS and IRS), Revision 5.	
ALTN PRESS Fail Close (Amber – Caution)		Relief combined with ATA 21.28 Alternate Pressurization System, Revision 5.	
ALTN PRESS Fail Open (Amber – Caution)		Relief combined with ATA 21.28 Alternate Pressurization System, Revision 5.	
APU Bleed Loop Fail (Amber – Caution)		Relief combined with ATA 26.2 APU Bleed Leak Detector, Revision 5.	
APU Fire Loop Fail (Amber – Caution)		Relief combined with ATA 26.2 APU Bleed Leak Detector, Revision 5.	
APU GCU Fail (Amber – Caution)		Relief combined with ATA 49.5 APU Starter/Generator, Revision 5.	
APU Maintenance REQD (Cyan – Advisory)	C	Airplane may be dispatched.	
APU Oil Level Low (Cyan – Advisory)		Deleted, Revision 5.	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
BAS MAINT REQD, L (Cyan – Advisory)	B	Airplane may be dispatched.	
BAS MAINT REQD, R (Cyan – Advisory)	B	Airplane may be dispatched.	
BAS MAINT REQD, L-R (Cyan – Advisory)	B	Airplane may be dispatched.	
BATT Feeder Fail, L (Cyan – Advisory)	A	<p>Airplane may be dispatched provided:</p> <ol style="list-style-type: none">a) Both generators are operative,b) Left and right batteries and STBY battery are operative,c) Contingency planned flight time does not exceed 1 hour from a suitable airport,d) Airplane is operated at or below FL 400, ande) Repairs are made within 1 flight-day. <p>NOTE: L BATT Feeder Fail on the ground will prevent starting of the APU unless a ground power car is used.</p>	
BATT Feeder Fail, R (Cyan – Advisory)	A	<p>Airplane may be dispatched provided:</p> <ol style="list-style-type: none">a) Both generators are operative,b) APU is used for ground operations only,c) Left and right batteries and STBY battery are operative,d) Contingency planned flight time does not exceed 1 hour from a suitable airport,e) Airplane is operated at or below FL 400, andf) Repairs are made within 1 flight-day.	
BCS Maintenance REQD (Cyan – Advisory)	B	<p>Airplane may be dispatched.</p> <p>NOTE: Normal braking is available.</p>	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Cabin Call (Cyan – Advisory)		Relief combined with ATA 23.21 Crewmember Interphone System(s), Revision 5.	
Check Fuel Quantity (Amber – Caution)		Relief combined with ATA 28.5 Fuselage Tanks (Forward, Center, Aft) Fuel Quantity Indicating Systems (Cockpit), Revision 5.	
Check OMS (Cyan – Advisory)	D	Airplane may be dispatched.	
CTR Fuel QTY DGRAD (Cyan – Advisory)		Relief combined with ATA 28.11, Fluid Quantity Measurement Computer (FQMC) Channels Fail Warning System, Revision 5.	
ENG A/I Fail On, L (Amber – Caution)		Relief combined with ATA 30.7. Engine Anti-Ice System(s), Revision 5.	
ENG A/I Fail On, R (Amber – Caution)		Relief combined with ATA 30.7. Engine Anti-Ice System(s), Revision 5.	
ENG A/I Fail On, L-R (Amber – Caution)		Relief combined with ATA 30.7. Engine Anti-Ice System(s), Revision 5.	
Engine IGN Fault, L (Cyan – Advisory)		Relief combined with ATA 74.3 Engine Ignition Systems Channels, Revision 5.	
Engine IGN Fault, R (Cyan – Advisory)		Relief combined with ATA 74.3 Engine Ignition Systems Channels, Revision 5.	
Engine IGN Fault, L-R (Cyan – Advisory)		Relief combined with ATA 74.3 Engine Ignition Systems Channels, Revision 5.	
Engine MAINT LTD, L (Cyan – Advisory)		Relief combined with ATA 73.6 Engine FADEC System, 1) System Faults, Revision 5.	
Engine MAINT LTD, R (Cyan – Advisory)		Relief combined with ATA 73.6 Engine FADEC System, 1) System Faults, Revision 5.	
Engine MAINT LTD, L-R (Cyan – Advisory)		Relief combined with ATA 73.6 Engine FADEC System, 1) System Faults, Revision 5.	

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Item	1	2	Change Bar
ENG Minor Fault, L (Cyan – Advisory)		Relief combined with ATA 73.6 Engine FADEC System, 1) System Faults, Revision 5.	
ENG Minor Fault, R (Cyan – Advisory)		Relief combined with ATA 73.6 Engine FADEC System, 1) System Faults, Revision 5.	
ENG Minor Fault, L-R (Cyan – Advisory)		Relief combined with ATA 73.6 Engine FADEC System, 1) System Faults, Revision 5.	
Flap Maintenance REQD (Cyan – Advisory)	A	Airplane may be dispatched provided flightcrew ensures that Primary and Alternate Flap control is operative before each flight.	
FMS 1 Fail (Cyan – Advisory)		Relief combined with ATA 34.24 Flight Management System, Revision 5.	
FMS 2 Fail (Cyan – Advisory)		Relief combined with ATA 34.24 Flight Management System, Revision 5.	
FMS 3 Fail (Cyan – Advisory)		Relief combined with ATA 34.24 Flight Management System, Revision 5.	
FMS 1-2 Fail (Cyan – Advisory)		Relief combined with ATA 34.24 Flight Management System, Revision 5.	
FMS 1-3 Fail (Cyan – Advisory)		Relief combined with ATA 34.24 Flight Management System, Revision 5.	
FMS 2-3 Fail (Cyan – Advisory)		Relief combined with ATA 34.24 Flight Management System, Revision 5.	
FMS 1-2-3 Fail (Cyan – Advisory)		Relief combined with ATA 34.24 Flight Management System, Revision 5.	
FQMS Maintenance REQD (Cyan – Advisory)	B	Airplane may be dispatched.	

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Item	1	2	Change Bar
Fuel QTY COMP Fail (Cyan – Advisory)	A	Airplane may be dispatched provided: a) All fuel tank quantity indications are operative, b) All other fuel components are operative, c) Total fuel quantity is verified before departure, d) Fuel reserves are increased by 10%, and e) Repairs are made within 2 flight-days.	
FWD EQUIP Fan Fail, R (Cyan – Advisory)	A	Airplane may be dispatched provided: a) CKPT TEMP CONTROL is selected to MAN, b) CKPT TEMP is selected FULL COLD, and c) Repairs are made within 2 flight-days.	
FWD Fuel QTY DGRAD (Cyan – Advisory)		Relief combined with ATA 28.5, Fuselage Tanks (Forward, Center, Aft) Fuel Quantity Indicating Systems, (Cockpit) Revision 5.	
GCU Fail, L (Amber – Caution)		Relief combined with ATA 24.5, Engine Generator, Revision 5.	
GCU Fail, R (Amber – Caution)		Relief combined with ATA 24.5, Engine Generator, Revision 5.	
Gear BTL PRESS Low (Amber – Caution)	C	(O) Airplane may be dispatched provided: a) LANDING GEAR EMERGENCY BOTTLE pressure is checked prior to each takeoff, and b) LANDING GEAR EMERGENCY BOTTLE is verified to be at minimum pressure of 2700 PSI, decreased by 50 PSI for each 10 °F below 70 °F. NOTE: For post flight bottle temperature, the mid-point between the temperature at cruise altitude and the ambient temperature at the airport may be used until 30 minutes after landing. Use ambient temperature at the airport if more than 30 minutes have elapsed since landing.	

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Item	1	2	Change Bar
GFCI Fault (Cyan – Advisory)	C	Airplane may be dispatched provided: a) 60 Hz switch is selected OFF, and b) 60 Hz Inv circuit breaker (B1) is pulled and collared.	
Ice Detector Fail, L (Amber – Caution)		Relief combined with ATA 30.5 Ice Detection System, Revision 5.	
Ice Detector Fail, R (Amber – Caution)		Relief combined with ATA 30.5 Ice Detection System, Revision 5.	
Ice Detector Fail, L-R (Amber – Caution)		Relief combined with ATA 30.5 Ice Detection System, Revision 5.	
IMS Fail (Cyan – Advisory)	D	Airplane may be dispatched.	
INBD Brake ACCUM Low (Amber – Caution)	A	(O) Airplane may be dispatched provided: a) Accumulator pressure is within normal hydraulic system limits with either the EMPs or engines operating and verified on the EICAS Summary Page, Ground Maintenance Page, or Hydraulics Page synoptic, b) OUTBD Brake ACCUM Low message is not displayed, and c) Repairs are made within 1 flight-day.	
Internal Baggage Door (Cyan – Advisory)		Relief combined with ATA 52.13 Internal Baggage Door Warning System, Revision 5.	
Lavatory Flush Open (Amber – Caution)		Relief combined with ATA 38.5 Lavatory Dump/Drain System, Revision 5.	
Lavatory Rinse Open (Cyan – Advisory)	C	(O) Airplane may be dispatched provided: a) Flightcrew closes Manual Shutoff Valve, b) Associated system components are verified to not have leaks, and c) Flightcrew does not open Manual Shutoff Valve until repairs are made.	
		NOTE: Any portion of the system which operates normally may be used.	

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Item	1	2	Change Bar
Mach Trim Fail (Amber – Caution)		Relief combined with ATA 22.4 MACH Trim, Revision 5.	
NAV 1 Fail (Cyan – Advisory)		Relief combined with ATA 22. 34.5 Navigation System (VOR/ILS, ADF), Revision 5.	
NAV 2 Fail (Cyan – Advisory)		Relief combined with ATA 22. 34.5 Navigation System (VOR/ILS, ADF), Revision 5.	
NAV 3 Fail (Cyan – Advisory)		Relief combined with ATA 22. 34.5 Navigation System (VOR/ILS, ADF), Revision 5.	
NAV 1-2 Fail (Cyan – Advisory)		Relief combined with ATA 22. 34.5 Navigation System (VOR/ILS, ADF), Revision 5.	
NAV 1-3 Fail (Cyan – Advisory)		Relief combined with ATA 22. 34.5 Navigation System (VOR/ILS, ADF), Revision 5.	
NAV 2-3 Fail (Cyan – Advisory)		Relief combined with ATA 22. 34.5 Navigation System (VOR/ILS, ADF), Revision 5.	
NAV 1-2-3 Fail (Cyan – Advisory)		Relief combined with ATA 22. 34.5 Navigation System (VOR/ILS, ADF), Revision 5.	
No DU X/FMS Y GFP (Cyan – Advisory)	B	Airplane may be dispatched provided interface with the indicated FMS is available through any CDU.	
Nose Fan Fail, L (Cyan – Advisory)		Relief combined with ATA 21.9 Nose Cooling Fan, Revision 5.	
Nose Fan Fail, R (Cyan – Advisory)		Relief combined with ATA 21.9 Nose Cooling Fan, Revision 5.	
Nose Temperature High (Cyan – Advisory)		Relief combined with ATA 21.9 Nose Cooling Fan, Revision 5.	

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Item	1	2	Change Bar
Obstacle Fail (Cyan – Advisory)	B	Airplane may be dispatched.	
OUTBD Brake ACCUM Low (Amber – Caution)	A	(O) Airplane may be dispatched provided: <ul style="list-style-type: none"> a) Accumulator pressure is within normal hydraulic system limits with either the EMPs or engines operating and verified on the EICAS Summary Page, Ground Maintenance Page, or Hydraulics Page synoptic, b) INBD Brake ACCUM Low message is not displayed, and c) Repairs are made within 1 flight-day. 	
Pack Bleed Leak (Amber – Caution)	A	(O) Airplane may be dispatched provided: <ul style="list-style-type: none"> a) Automatic Cabin Pressurization System is operative, b) Airplane is operated at or below FL 250, c) ALTN PRESS is selected ON d) PACK switch selected OFF, e) “Pack Bleed Leak” CAS message is not displayed, and f) Repairs are made within one flight. <p>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.</p>	
	A	(O) Airplane may be dispatched provided: <ul style="list-style-type: none"> a) Airplane is operated unpressurized as follows: <ol style="list-style-type: none"> 1) Select CPCS MAN Mode, 2) Slew Outflow Valve full open, 3) Both Engine Bleeds ON, 4) PACK switch OFF, 5) “Pack Bleed Leak” CAS message is not displayed, and 6) If heat is desired, select ALTN PRESS. b) Monitor cabin differential to be nominally zero PSID, and c) Repairs are made within 1 flight-day. <p>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.</p>	

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Item	1	2	Change Bar
Pack Bleed Loop Fail (Amber – Caution)	A	<p>(O) Airplane may be dispatched provided:</p> <ol style="list-style-type: none">a) Automatic Cabin Pressurization System is operative,b) Airplane is operated at or below FL 250,c) ALTN PRESS is selected ONd) PACK switch selected OFF,e) “Pack Bleed Loop Fail” CAS message is not displayed, andf) Repairs are made within one flight. <p>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.</p>	
	A	<p>(O) Airplane may be dispatched provided:</p> <ol style="list-style-type: none">a) Airplane is operated unpressurized as follows: <ol style="list-style-type: none">1) Select CPCS MAN Mode,2) Slew Outflow Valve full open,3) Both Engine Bleeds ON,4) PACK switch OFF,5) “Pack Bleed Loop Fail” CAS message is not displayed, and6) If heat is desired, select ALTN PRESS.b) Monitor cabin differential to be nominally zero PSID, andc) Repairs are made within 1 flight-day. <p>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.</p>	
POL Boundaries Fail (Cyan – Advisory)	C	Airplane may be dispatched.	
PRED Windshear Fail (Cyan – Advisory)	D	Airplane may be dispatched.	
Printer Fault (Cyan – Advisory)	D	Airplane may be dispatched.	

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Item	1	2	Change Bar
RAD ALT 1 Fail (Cyan – Advisory)		Relief combined with ATA 34.10 Radio Altimeter System, Revision 5.	
RAD ALT 2 Fail (Cyan – Advisory)		Relief combined with ATA 34.10 Radio Altimeter System, Revision 5.	
RAD ALT 1-2 Fail (Cyan – Advisory)		Relief combined with ATA 34.10 Radio Altimeter System, Revision 5.	
RAD ALT Fail (Cyan – Advisory)		Relief combined with ATA 34.10 Radio Altimeter System, Revision 5.	
RSE Heading Fail (Amber – Caution)		Relief combined with ATA 34.19 Integrated Standby Instrument (ISI), Revision 5.	
RSE SSEC Disabled (Amber – Caution)	A	Airplane may be dispatched provided: <ol style="list-style-type: none"> a) Flightcrew reviews Section 5 of the AFM, Pitot-Static Position Error Calibration, for familiarity of the amount of standby altimeter error expected in flight, b) Operations are not conducted in RVSM airspace, and c) Repairs are made within 1 flight-day. 	
Rudder TCM Fail (Cyan – Advisory)		Relief combined with ATA 27.6 Rudder Thrust Compensation Module, Revision 5.	
Rudder Trim SW Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched.	
SATCOM Fail (Cyan – Advisory)		Relief combined with ATA 23.18 Satellite Communication System (SATCOM), Revision 5.	
Service Door (Cyan – Advisory)		Relief combined with ATA 52.3 Service Door Indication, Revision 5.	

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Item	1	2	Change Bar
SMS Fail (Cyan – Advisory)		Relief combined with ATA 34.17 TLAF Surface Management System (SMS), Revision 5.	
SUA Fail (Cyan – Advisory)	C	Airplane may be dispatched.	
SVS Altitude Fault (Cyan – Advisory)		Relief combined with ATA 34.30 Synthetic Vision System, Revision 5.	
SVS Fail (Cyan – Advisory)		Relief combined with ATA 34.30 Synthetic Vision System, Revision 5.	
SVS Obstacle Fail (Cyan – Advisory)		Relief combined with ATA 34.30 Synthetic Vision System, Revision 5.	
SVS Runways Fail (Cyan – Advisory)		Relief combined with ATA 34.30 Synthetic Vision System, Revision 5.	
SXM GWX Fail (Cyan – Advisory)		Relief combined with ATA 34.14.13) Adaptive Flight Display Units (DU), Revision 5.	
TAWS Fail (Cyan – Advisory)		Relief combined with ATA 34.16 Terrain Awareness and Warning System (TAWS), Revision 5.	
TERM Charts Fail (Cyan – Advisory)		Relief combined with ATA 34.27 Charts Function, Revision 5.	
TERM Charts 1 Fail (Cyan – Advisory)		Relief combined with ATA 34.27 Charts Function, Revision 5.	
TERM Charts 2 Fail (Cyan – Advisory)		Relief combined with ATA 34.27 Charts Function, Revision 5.	
TERM Charts 1-2 Fail (Cyan – Advisory)		Relief combined with ATA 34.27 Charts Function, Revision 5.	
Terrain Fail (Cyan – Advisory)		Relief combined with ATA 34.16 Terrain Awareness and Warning System (TAWS), Revision 5.	
TFR Fail (Cyan – Advisory)		Relief combined with ATA 34.14.14) Adaptive Flight Display Units (DU), Revision 5.	

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Item	1	2	Change Bar
WAI Loop Fail, L (Amber – Caution)		Relief combined with ATA 30.12 Wing Anti-Ice Temperature Sensors, Revision 5.	
WAI Loop Fail, R (Amber – Caution)		Relief combined with ATA 30.12 Wing Anti-Ice Temperature Sensors, Revision 5.	
WAI Loop Fail, L-R (Amber – Caution)		Relief combined with ATA 30.12 Wing Anti-Ice Temperature Sensors, Revision 5.	
WAI System Fail, L (Amber – Caution)		Relief combined with ATA 30.15 Wing Anti-Ice Protection System, Revision 5.	
WAI System Fail, R (Amber – Caution)		Relief combined with ATA 30.15 Wing Anti-Ice Protection System, Revision 5.	
WAI System Fail, L-R (Amber – Caution)		Relief combined with ATA 30.15 Wing Anti-Ice Protection System, Revision 5.	
Wing TEMP Low, L (Amber – Caution)		Relief combined with ATA 30.15 Wing Anti-Ice Protection System, Revision 5.	
Wing TEMP Low, R (Amber – Caution)		Relief combined with ATA 30.15 Wing Anti-Ice Protection System, Revision 5.	
Wing TEMP Low, L-R (Amber – Caution)		Relief combined with ATA 30.15 Wing Anti-Ice Protection System, Revision 5.	
Yaw Damper 1 Fail (Amber – Caution)		Relief combined with ATA 22.3 Yaw Damper System, Revision 5.	
Yaw Damper 2 Fail (Amber – Caution)		Relief combined with ATA 22.3 Yaw Damper System, Revision 5.	
Yaw Damper 1-2 Fail (Amber – Caution)		Relief combined with ATA 22.3 Yaw Damper System, Revision 5.	