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

Master Minimum Equipment List (MMEL)

Revision: 11
Date: XX/XX/XXXX

Gulfstream Aerospace
GV, GV-SP, GV-SP (G550), GV-SP (G500 5000 Series)
GIV-X, GIV-X (G450), GIV-X (G350)

*** 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
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TABLE OF CONTENTS AND CONTROL PAGE

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
1	08/19/1998	HIGHLIGHTS OF REV., DEFINITIONS, 21-1, 21-2, 21-5, 21-6, 21-9, 22 1, 22-2, 23-1, 23-2, 23-3, 23-4, 24-1, 24-2, 24-3, 24-4, 24-5, 24-6, 25 1, 25 2, 25-3, 25-4, 25-5, 25-6, 26-1, 26-2, 26-3, 26-4, 26-5, 27-1, 28 2, 28 3, 28-4, 28-5, 29-1, 29-2, 30-1, 30-2, 30-3, 30-4, 31-1, 33-1, 33 2, 33 3, 33-4, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34 10, 34-11, 34-12, 34-13, 35-1, 38-1, 49-1, 49-2, 49-3, 49-4, 52-1, 71 1, 73-1, 73-2, 78-1, 79-1.
2	06/04/2001	21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 21-9, 22-1, 22-2, 23-1, 23-2, 23 3, 23-4, 23-5, 23-6, 23-7, 24-1, 24-2, 24-3, 24-4, 24-5, 24-6, 25-1, 25 2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 25-10, 25-11, 26-1, 26-2, 26-3, 26-4, 26-5, 27-1, 28-1, 28-2, 28-3, 28-4, 28-5, 29-1, 29-2, 30-1, 30 2, 30-3, 30-4, 31-1, 31-2, 32-1, 33-1, 33-2, 33-3, 33-4, 34-2, 34-3, 34 4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 34 15, 34-16, 35-1, 35-2, 36-1, 36-2, 36-3, 38-1, 49-1, 49-2, 49-3, 52-1, 73-1, 73-2, 78-1, 79-1, 80-1.
2a	11/09/2001	HIGHLIGHTS OF REV., DEFINITIONS, 34-2, 34-3, 34-4, 34-5, 34-6, 34 7, 34-8, 34-9, 34-11, 34-12, 34-13, 34-14, 34-15, 34-16.
3	08/11/2003	HIGHLIGHTS OF REV., DEFINITIONS, 22-1, 23-1, 23-2, 23-3, 23-4, 23 5, 23-6, 23-7, 24-1, 24-2, 24-5, 24-6, 25-2, 25-3, 25-4, 25-5, 25-10, 25-11, 25-12, 25-13, 25-14, 26-1, 26-3, 26-4, 26-5, 26-6, 27-1, 27-2, 28 1, 28-2, 28-5, 30-1, 30-2, 31-1, 31-2, 31-3, 32-1, 33-5, 33-6, 34-2, 34 3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34 14, 34-15, 34-16, 34-17, 34-18, 34-19, 34-20, 34-21, 34-22, 36-3, 38 1, 38-2, 49-1, 49-2, 49-3, 52-1, 73-2, 77-1, 77-2, 80-1, 80-2.
4	12/14/2004	HIGHLIGHTS OF REV., DEFINITIONS, 21-1, 21-2, 21-4, 21-5, 21-6, 22 1, 22-2, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 24-1, 24 5, 24-6, 25-3, 25-5, 25-6, 25-10, 25-11, 25-12, 25-13, 25-14, 26-1, 26 2, 26-3, 26-4, 26-5, 26-6, 27-1, 27-2, 28-1, 28-2, 28-3, 28-4, 28-5, 29 1, 30-1, 30-2, 30-3, 30-4, 31-1, 31-2, 31-3, 31-4, 32-1, 33-2, 33-3, 33 4, 33-5, 33-6, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 34-15, 34-16, 34-17, 34-18, 34-19, 34-20, 34 21, 34-22, 34-23, 34-24, 34-25, 36-1, 36-2, 36-3, 38-1, 38-2, 49-1, 49 2, 49-3, 49-4, 73-1, 73-2, 74-1, 77-1, 77-2, 79-1, 79-2, 80-1, 80-2, 80 3.
4a	06/02/2006	HIGHLIGHTS OF REV., DEFINITIONS, 23-2, 23-5, 23-6, 23-7, 23-8, 25 1, 25-3, 25-4, 25-5, 25-11, 25-12, 25-13, 25-14, 25-15, 25-16, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 34-15, 34-16, 34-17, 34-18, 34-19, 34-20, 34-21, 34-22, 34-23, 34-24, 34-25, 34 26.
4b	07/05/2006	HIGHLIGHTS OF REV., DEFINITIONS, 25-15, 25-16, 25-17.
5	06/18/2007	ISSUED IN ERROR, THEN RETRACTED.

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
6	07/27/2007	HIGHLIGHTS OF REV., DEFINITIONS, 21-1, 21-2, 21-3, 21-4, 21-5, 21 6, 21-7, 21-8, 21-9, 22-1, 22-2, 23-2, 23-3, 23-4, 23-5, 23-8, 23-9, 23 10, 23-11, 23-12, 24-1, 24-2, 24-3, 24-5, 24-6, 24-7, 25-4, 25-5, 25-6, 25-12, 25-13, 25-14, 25-15, 26-1, 26-3, 26-4, 26-5, 26-6, 27-1, 27-2, 27 3, 28-1, 28-2, 28-3, 28-4, 28-5, 28-6, 29-2, 30-1, 30-2, 30-3, 30-4, 30 5, 30-6, 31-1, 31-2, 31-3, 31-4, 33-1, 33-4, 33-6, 34-1, 34-2, 34-3, 34 4, 34-5, 34-6, 34-8, 34-10, 34-11, 34-14, 34-15, 34-20, 34-21, 34-22, 34-23, 34-25, 34-26, 34-28, 34-29, 35-1, 36-1, 36-2, 36-3, 45-1, 49-1, 49 2, 49-3, 49-4, 52-2, 71-1, 73-1, 73-2, 74-1, 77-1, 78-1, 79-1, 79-2, 80 1, 80-2.
7	02/04/2010	HIGHLIGHTS OF REV., DEFINITIONS, 21-3, 21-5, 21-6, 21-7, 21-8, 22 1, 22-2, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 23-11, 23-12, 24-1, 24-2, 24-3, 23-4, 24-5, 24-6, 24-7, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 25-10, 25-11, 25-12, 25-13, 25-14, 25 15, 25-16, 25-17, 25-18, 26-1, 26-2, 26-5, 27-1, 27-2, 28-1, 28-2, 28 3, 28-4, 28-6, 29-2, 30-1, 30-2, 30-3, 30-4, 30-5, 31-1, 31-2, 31-3, 31 4, 32-1, 32-2, 32-3, 33-1, 33-2, 33-3, 33-4, 33-5, 33-6, 33-7, 33-8, 34 1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-11, 34-12, 34-13, 34-14, 34-15, 34-17, 34-18, 34-19, 34-20, 34-21, 34-22, 34-23, 34-24, 34 25, 34-26, 34-27, 34-28, 34-29, 34-30, 34-31, 35-1, 35-2, 36-1, 36-2, 36-3, 36-4, 36-5, 38-2, 45-1, 46-1, 46-2,49-1, 49-2, 49-3, 52-1, 52-2, 71 1, 73-1, 73-2, 74-1, 77-1, 78-1, 79-1, 79-2, 80-1, 80-2, 80-3.
7a	11/08/2010	HIGHLIGHTS OF REV., DEFINITIONS, 22-1, 23-8, 23-9, 23-10, 23-12, 24-1, 24-6, 25-1, 25-5, 25-6, 25-7, 25-8, 25-13, 25-15, 25-16, 26-2, 30-2, 31-1, 31-2, 32-1, 32-2, 33-1, 33-2, 33-3, 33-6, 34-3, 34-4, 34-13, 34-14, 34-15, 34-16, 34-20, 34-21, 34-22,34-26, 34-27, 34-28, 34-33, 34-34, 35 2, 36-1, 36-2, 36-4, 38-1, 73-1, 73-2, 73-3.
8	11/07/2014	21-6, 22-2, 23-1, 23-2, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 23-13, 23-14, 23-15, 23-16, 23-17, 24-1, 24-4, 24-5, 24-6, 25-5, 25-6, 25-7, 25 13, 25-17, 27-3, 29-1, 29-2, 29-3, 30-3, 30-5, 31-3, 32-2, 32-3, 33-1, 33-4, 33-5, 34-6, 34-7, 34-19, 34-22, 34-23, 34-25, 34-27, 34-28, 34-29, 34-31, 34-35, 35-2, 36-2, 36-3, 38-1, 38-2, 52-1, 52-2, 74-1, 77-1, 79-1, Section Two, 2-1 thru 2-85, Section One.
8a	08/24/2015	TOC, Control Page, Highlights, 23-17, 25-18, 28-1, 28-2, 34-13, 34-14, 34-31, 52-2, 79-1, Section Two, 2-12, 2-26, 2-43, 2-64, 2-72, 2-83, 2-84.
9	12/18/2017	Section One – TOC, Control Page, Highlights, 21-7, 22-2, 23-1, 23-2, 23 4, 23-5, 23-8, 23-9, 23-11, 23-12, 24-1, 24-2, 24-3, 24-7, 24-8, 25-2, 25-4, 25-5, 25-8, 25-9, 25-12, 25-13, 25-14, 26-1, 26-4, 26-6, 27-2, 27-3, 28-1, 28-2, 28-3, 28-5,28-6, 29-1, 30-3, 30-5, 31-1, 31-2, 31-4, 33-1, 33 2, 33-5 thru 33-7, 34-5, 34-7, 34-9, 34-12 thru 34-14, 34-21 thru 34 24, 34-28 thru 34-32, 34-33 thru 34-35, 35-2, 36-1, 49-1, 49-3, 52 2, 74-1, 79-1, 79-2, 80-1, 80-2, Section Two: 2-3, 2-6, 2-11, 2-12, 2-41 thru 2-46, 2-48, 2-50, 2-52, 2-56, 2-61, 2-63, 2-64, 2-67, 2-73 thru 2-78, 2-82, 2-84.

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
10	07/05/2018	Section One – Cover Page, TOC, Control Page, Log of Revisions, Highlights of Change, Guidelines for M & O Procedures, 1-1, 21-7, 21-8, 22-2, 23-2, 23-3, 23-4, 23-5, 23-8, 23-9, 23-10, 24-1, 24-2, 24-3, 24-7, 25-1, 25-2, 25-3, 25-4, 25-7, 25-9, 25-10, 25-11, 25-12, 25-13, 26-1, 26-3, 26-4, 26-6, 27-1, 27-2, 27-3, 28-2, 28-3, 29-1, 30-4, 31-1, 31-4, 32-1, 32-2, 33-1, 33-2, 33-6, 34-5, 34-7, 34-12, 34-21, 34-28, 34-29, 34-30, 34-31, 34-32, 34-33, 34-34, 35-1, 35-2, 36-1, 36-2, 36-3, 38-1, 38-2, 49-1, 52-1, 52-2, 73-2, 74-1, 78-1, 79-1, 79-2, 80-1, 80-2, 80-3. Section Two – 2-2, 2-7, 2-12, 2-17, 2-18, 2-41, 2-47, 2-48, 2-55, 2-56, 2-61, 2-66, 2-82.
11	XX/XX/XXXX	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, 1-1, 21-6, 22-1 thru 2, 23-2 thru 15, 24-6 thru 7, 25-2 thru 16, 26-1 thru 3, 27-1 thru 2, 28-5 thru 6, 31-1 thru 31-3, 32-2 thru 3, 33-1, 33-5, 34-4, 34-6 thru 11, 34-15 thru 16, 34-21 thru 29, 35-1 thru 3, 38-1, 45-1, 46-1, 49-3, 52-2 thru 3, 74-1, 77-1, 78-1, 79-1, and 80-1. SECTION 2: 2-3, 2-5 thru 8, 2-10 thru 12, 2-16 thru 33, 2-36 thru 39, 2-42 thru 46, 2-48 thru 53, 2-55 thru 61.

EFFECTIVE ABOVE DATE, this is a Revision to the Gulfstream Aerospace GIV-X (G450/G350), GV, GV-SP (G550/G500, 5000 SERIES) Master Minimum Equipment List (MMEL).

PAGE NO.	EXPLANATION OF CHANGE
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	Changed all instances of MNPS to NAT HLA.
ATA 23 Communications	
23-2	Item 2, Cockpit Voice Recorder: Revised format.
23-3	Item 4, Emergency Locator Transmitter (ELT): Revised per PL 120, Revision 3.
23-4	Item 5, Crewmember Interphone System: Revised per PL 9, Revision 12.
23-5	Item 8, Passenger Address System: Revised per PL 9, Revision 12.
23-6	Item 12, Flight Deck Hand Microphone (OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE): Moved to after Item 11 because the items are related. Renumbered subsequent items.
23-7	Item 13, Flight Deck Headset Earphone/Headphone and Boom Microphone: Revised per PL 58, Revision 4.
23-8	Item 13, Flight Deck Headset Earphone/Headphone and Boom Microphone: Revised per PL 58, Revision 4.
23-9 thru 12	Item 15, Alerting System (Audio/Visual): Revised per PL 9, Revision 12.
23-13	Item 16, Handset Systems: Revised per PL 9, Revision 12.
23-14	Previous Item 22, Headset: Removed in Revision 11.
23-15	Item 23, Flight Deck Hand Microphone: Item moved to ATA 23-12 in Revision 11.
ATA 24 Electrical Power	
24-6 thru 7	Item 16, IRU Back Up Battery (GV): Added new proviso. Item 16, IRU Back Up Battery (GV-SP, GIV-X): Updated proviso.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 25 Equipment/Furnishings	
25-2	Item 2, Passenger Seat: Revised per PL 79, Revision 9.
25-3	Previous Item 3, Crewmember Shoulder Harness: Deleted in Revision 10, removed from MMEL in Revision 11. Renumbered subsequent items.
25-4	Item 4, Megaphone: Revised per PL 132, Revision 0.
25-5 thru 7	Item 7, Storage Bin/Cabin, Galley, and Lavatory Storage Compartment/Closet: Revised per PL 104, Revision 7.
25-8	Item 8, Cargo Restraint System: Revised per PL 100, Revision 3.
25-10	Item 13, Cockpit Smoke Vision System (CSVS): STC item deleted in Revision 11.
25-11	Item 19, Portable Flashlight/Flashlight Holder: Revised per PL 132, Revision 0.
25-12	Item 19, Portable Flashlight/Flashlight Holder: Revised per PL 132, Revision 0.
25-13	Item 21, Automated External Defibrillator (AED) and/or Associated Equipment: Revised per PL 132, Revision 0.
25-14	Item 22, Emergency Medical Kit (EMK) and/or Associated Equipment: Revised per PL 132, Revision 0.
25-15	Item 23, First Aid Kit (FAK) and/or Associated Equipment: Revised per PL 132, Revision 0.
ATA 26 Fire Protection	
26-1	Item 1, Portable Fire Extinguisher: Revised per PL 132, Revision 0.
26-2	Item 4, Cargo Compartment Smoke Detection System: Revised per PL 102, Revision 2. Item 5, Lavatory Smoke Detection System: Revised per PL 24, Revision 5.
26-3	Item 6, Lavatory Fire Extinguisher System: Revised per PL 24, Revision 5.
ATA 27 Flight Controls	
27-1	Item 6, Flap/Stabilizer Control Channel: Updated model applicability. Item 7, Single Speed Brake Indication System: Updated model applicability.
27-2	Items 9-12: Updated model applicability.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 31	Indicating/Recording Systems
31-1	Item 2, Flight Data Recorder (FDR) System: Revised per PL 87, Revision 10.
31-2	Item 2, Flight Data Recorder (FDR) System: Revised per PL 87, Revision 10.
ATA 33	Lights
33-2	Item 7, Wing Icing Detection Light: Revised item title per PL 72, Revision 4.
33-5	Previous Item 27, Cockpit Flashlight: Relief moved in Revision 10. This item has been removed from the MMEL in Revision 11. Renumbered subsequent items.
ATA 34	Navigation
34-4	Item 8.2), ADS-B Squitter Transmission: Removed per PL 76, Revision 7.
34-6 thru 9	Item 13, Enhanced Ground Proximity Warning System (EGPWS): Changed title from Terrain Awareness and Warning System (TAWS) IAW PL 54, Revision 10.
34-15	Item 22.14), APR Select: Revised item name. Item 22.16), AP Select: Revised item name.
34-21	Item 39.2), Secondary (non-HUD) EVS Display Repeater: Added NOTE.
34-22	Item 41, Electronic Flight Bag: Move to ATA 46 in Revision 7. Removed entry from MMEL in Revision 11. Renumbered subsequent items.
34-23	Item 44.1) a), Navigation Database: Revised per PL 98, Revision 1.
34-24	Item 47, Video Function: Added NOTE.
34-25	Item 48, Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out), Revised per PL 105, revision 4.
34-26	Item 48, Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out), Revised per PL 105, revision 4.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 35	Oxygen
35-1	Item 1, Passenger Oxygen System and Supply: Deleted, Revision 11. Replaced by STC Relief Approval Letter. Item 4, Portable Oxygen Bottle or Unit (Including Mask and Hose): Revised per PL 132, Revision 0.
35-2	Item 4, Portable Oxygen Bottle or Unit (Including Mask and Hose): Revised per PL 132, Revision 0. Item 6, Portable Protective Breathing Equipment (PBE): Revised per PL 132, Revision 0.
ATA 46	Information Systems
46-1	Item 1, Electronic Flight Bag (EFB) System: Revised per PL 121, Revision 1.
ATA 52	Doors
52-2	Item 10, Internal Baggage Door Warning System (GIV-X): Added “***”, as this system is optional. Item 11, Internal Baggage Door: Added new relief.
ATA 77	Engine Indicating
77-1	Item 2, Engine Vibration Monitor System: Previously Item 5, now is Item 2. Renumbered subsequent items.
ATA 78	Engine Exhaust
78-1	Item 1, Thrust Reversers: Removed (O) and added NOTE.
ATA 79	Engine Oil
79-1	Item 1, Low Oil Pressure Warning System: Revised Remarks or Exceptions.
ATA 80	Starting
80-1	Item 3, Start Valve Position Indication: Deleted second set of relief. Item 4, Start Valve Position Indicator Light: Deleted, Revision 11.

SECTION 2 CAS MESSAGES	
General	Removed all circuit breaker names and locations in Section 2 and replaced with the phrase “associated circuit breakers”.
2-3	ACS Fail, L-R (Amber – Caution) (GV-SP, GIV-X): Revised Dispatch Consideration.
2-10	APU Fire Bottle Discharge (Amber – Caution): Revised Dispatch Consideration.
2-11	APU Fire Detector Fail (Amber – Caution) (GV-SP, GIV-X): Revised Dispatch Consideration.
2-11	APU FIRE DET FAIL (Amber – Caution) (GV): Revised Dispatch Consideration.

Refer to the current FAA MMEL Policy Letter PL-25 for the most current list of definitions.

For FAA, insert Preamble from Policy Letter PL-34 for Part 125 and 135 certificate holders, or PL-36 for Part 91 operators.

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

SECTION ONE

LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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.	Cabin Altitude Indicator (Overhead Panel)	C	1	0	May be inoperative provided cabin altitude is available on EICAS Synoptic display.	
		C	1	0	May be inoperative provided: a) Cabin Pressure Selector Panel is operative, and b) Pressurization is operated in AUTO mode.	
		C	1	0	May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, and b) A chart is provided to crew to convert Cabin Differential Pressure to Cabin Altitude.	
		D	1	0	May be inoperative provided airplane is equipped with additional pneumatic three-in-one cabin pressurization monitoring instrument, and Cabin Altitude Indicator portion is fully operative.	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	

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2.	Cabin Differential Pressure Indicator	D	1	0	May be inoperative provided cabin differential pressure is available on EICAS Synoptic display.	
		C	1	0	May be inoperative provided: a) Cabin Pressure Selection Panel is operative, and b) Pressurization is operated in AUTO mode.	
		D	1	0	May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) A chart is provided to crew to convert Cabin Altitude to Cabin Differential Pressure.	
		D	1	0	May be inoperative provided airplane is equipped with additional pneumatic three-in-one cabin pressurization monitoring instrument, and Cabin Altitude Indicator portion is fully operative.	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
3.	Cabin Rate of Climb Indicator	D	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
4.	Automatic Pressurization Control System	B	2	0	(O) Except for ER operations, may be inoperative provided: a) Manual Pressurization Control System 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	2	0	(O) Except for ER operations, may be inoperative provided airplane is operated in unpressurized configuration.	
5.	Manual Pressurization Control System	C	1	0	May be inoperative provided both Automatic Pressurization Control Systems are operative.	
6.	Semi-Auto Pressurization Control System	C	1	0		
7.	Cabin Altitude Pressure Warning System	C	1	0	May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operative, b) Cabin Oxygen On Warning System is operative, and c) Airplane is operated in accordance with AFM Limitations.	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
8.	Pressurization Outflow Valve Position Indicator	C	1	0	May be inoperative provided all other components of the Cabin Pressure Control Panel and Cabin Pressure Indicator are operative.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
9.	Cockpit Zone Temperature Control System & Cabin Zone Temperature Control System	C	3	2		
		C	3	1	(O) May be inoperative provided: a) Ram Air is operative, and b) Airplane is operated in unpressurized configuration.	
1)	Automatic System	C	3	0	May be inoperative provided: a) Associated manual control system is operative, and b) Associated temperature indicator is operative.	
2)	Manual System	C	3	0	May be inoperative provided: a) Associated Automatic Control System is operative, and b) Associated temperature indicator is operative.	
10.	Cockpit/Cabin Zone Temperature Indicator (Overhead Panel)	D	3	0	May be inoperative provided associated Automatic Temperature Control System is operative.	
		D	3	0	May be inoperative provided associated zone temperature is available on EICAS Synoptic display.	
		D	3	0	May be inoperative provided associated Manual Temperature Control System is operative.	
11.	Duct Temperature Indicator (Overhead Panel)	D	3	0		

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
12.	Environmental Control System (ECS) Packs					
1)	Pressurized Configuration	C	2	1	Except for ER operations, may be inoperative provided: a) Inoperative ECS Pack is selected OFF, b) Bleed Air Isolation Valve is CLOSED and operative, c) Right Main TRU is operative, d) Airplane is operated at or below FL 410, and e) Autothrottle must be operative and engaged at or above FL 400.	
2)	Unpressurized Configuration	C	2	0	Except for ER operations, may be inoperative provided outflow valve is operative.	
13. ***	Three-In-One Cabin Pneumatic Pressurization Monitoring Instrument	C	1	0	May be inoperative provided primary Cabin Altitude and primary Cabin Differential Pressure Indicators are operative either in the overhead panel or on the Synoptic Display.	
14.	Air Conditioning System Pack Inlet Valve	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Affected Valve is CLOSED and deactivated electrically, b) Associated Air Conditioning Pack is selected OFF, and c) Airplane is operated in accordance with AFM Limitations.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
15.	Outflow Valve System	C	1	0	(M)(O) May be inoperative provided: a) Outflow valve is positioned to full OPEN position and electrically isolated, b) Airplane is operated in unpressurized configuration, and c) Extended overwater operations are not conducted.	
1)	AC Motor	C	2	1	May be inoperative provided: a) DC motor is operative, and b) Airplane is operated in accordance with AFM Limitations.	
16.	Pressure Relief Valve	C	1	0	May be inoperative provided: a) Cabin differential pressure and cabin altitude displays are operative, b) Selected cabin altitude is 1,000 ft. higher than normal cabin altitude for the cruise flight level, and c) Flightcrew monitors actual cabin differential pressure and maintains it at or below 9.5 psi.	|
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
17.	Cabin Pressure Indicator and Control Panel					
1)	Manual Light	C	1	0		
2)	Flight/Landing Switch (Light Function Only)	C	1	0		
3)	Fault/Manual Switch (Light Function Only)	C	1	0		
4)	Auto/Semi Switch (Light Function Only)	C	1	0		
18.	Selector Panel (Semi-Auto)	B	1	0	May be inoperative provided: a) Auto system (Cabin Pressure Control Panel) is operative, and b) Semi-auto mode is considered inoperative.	
19.	Remote Filter (Pressure Relief Valve PRV)	B	1	0		
20.	CPAM (Cabin Pressure Acquisition Module)	C	1	0	May be inoperative provided both auto systems are operative.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
21.	Ram Air System					
1)	Pressurized Configuration	C	1	0	May be inoperative provided: a) Automatic Pressurization Control System is operative, b) Manual Pressurization Control System is operative, c) Bleed Air Pressure Regulating and Shut-Off Systems are operative, and d) Airplane is operated in accordance with AFM Limitations and Procedures.	
2)	Unpressurized Configuration	C	1	0	(O) May be inoperative provided: a) Airplane is operated in unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations and Procedures.	
22.	PSU Fan	C	1	0	(O) May be inoperative provided: a) Ambient Temperature is 95 degrees F (35 degrees C) or cooler, b) TRU electrical loads are 50 percent or less, c) Right main TRU is operative, and d) Both Environmental Control System (ECS) Packs are operative.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
1.	Authothrottle System	C	2	0		
2.	Performance Management System (SmartPerf/TOLD)(GV)	C	2	0	May be inoperative provided Quick Reference Handbook is immediately available to the flightcrew.	
	(GV-SP, GIV-X)	C	2	0	May be inoperative provided Performance Handbook is immediately available to the flightcrew.	
3.	Control Wheel Autopilot Disconnect Button	C	2	1	May be inoperative provided: a) Autopilot is not utilized below 1,500 ft. AGL, b) Approach minimums do not require the use of the autopilot, and c) Airplane is piloted from the side with operative button.	|
4.	Autothrottle Disconnect Button (on Thrust Lever Handles)	C	2	1		
		C	2	0	May be inoperative provided Autothrottle is not used.	
5.	Autothrottle Engage/Disengage Switch (on Thrust Lever Stem)	C	2	1		
		C	2	0	May be inoperative provided Autothrottle is not used.	
6.	Touch Control Steering Switch (TCS)	D	2	0		

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
7.	Autopilot (Flight Guidance Computer (FGC)/Flight Director)	C	2	1	(O) Except for ER operations or where enroute operations or approach minimums require its use, may be inoperative provided airplane is operated in accordance with AFM Limitations in the event operative FGC fails and Yaw Damper is inoperative. NOTE: AP/FGC is required for NAT HLA, RVSM, RNP, and PRNAV operations.	| |
8.	Yaw Damper System	C	2	1	(O) Except for ER operations, may be inoperative provided airplane is operated in accordance with AFM Limitations.	
9.	Takeoff/Go-Around (TO/GA) Button (on Power Lever Handle)	C	2	1	May be inoperative provided approach minimums do not require its use.	
		C	2	0	(O) May be inoperative provided: 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 and Autothrottle are not available with both TO/GA switches inoperative. Missed approach if needed must be selected via the MCDU.	|
10.	Mach Trim System (GV-SP/GIV-X Only)	C	2	1		

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
1.	Communications System (VHF, UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures. NOTE: Comm 1 is powered by the Emergency Bus.	
1)	VHF Communication Control Panel					
a) ***	Frequency Transfer Light	C	-	0		
b) ***	Frequency Transfer Switch	C	-	0		
c) ***	Frequency Selector Knob	C	-	2		
d) ***	Frequency Indication	C	-	2		

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2.	Cockpit Voice Recorder (CVR)					|
1) ***	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.	|
a) ***	Independent Power Source	C	1	0		|
2) ***	Cockpit Voice Recorder (CVR) (Without Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	|
a) ***	Independent Power Source	C	1	0		|
3) ***	Cockpit Voice Recorder (CVR) (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.	|
a) ***	Independent Power Source	C	1	0		|
3. ***	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.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

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

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
5. ***	Crewmember Interphone System	C	2	1		|
1)	Passenger Configuration					
a)	Flight Deck to Cabin, Cabin to Flight Deck Function	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. NOTE: Any station function(s) that operate normally may be used.	|
2)	Flight Deck to Ground Function	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
6. ***	Interphone System	D	-	0		
7.	Cockpit Speaker	C	2	0	May be inoperative provided: a) Affected speaker is not required for aural warnings, and b) An operative headset is provided for each person on cockpit duty.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
8. ***	Passenger Address Systems (PA)					
1)	Passenger Configuration	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.	|
a)	Lavatory Speaker	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
2)	Cargo Configuration (Courier/Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating procedures are established and used.	|
		D	1	0	May be inoperative provided procedures do not require its use.	
a)	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
9. ***	Satellite Communication System	D	-	0	May be inoperative provided procedures do not require their use.	
10. ***	Prerecorded Passenger Announcement System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
11.	Flight Deck Hand Microphone HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	
12.	Flight Deck Hand Microphone OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	D	-	0	Any in excess of those required by regulations may be inoperative.	|
		C	-	0	May be inoperative provided associated boom microphone operates normally.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
13.	Flight Deck Headset Earphone/Headphone and Boom Microphone HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					|
1)	Headset Boom Microphone	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	|
		D	-	-	Any in excess of those required by regulation may be inoperative.	
2)	Headset Earphone/Headphone	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
13.	Flight Deck Headset Earphone/Headphone and Boom Microphone OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE (Cont'd)	D	-	-	Any of those required by regulation may be inoperative.	|
1)	Headset Boom Microphone	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
2)	Headset Earphone/Headphone	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
14.	Right Side Radio Frequency Management Unit (RFMU) (GV)	C	1	0	May be inoperative provided: a) Cross-side tuning function of the left RFMU is operative, b) Radio tuning function of both FMSs is operative, and c) Inoperative RFMU is selected OFF.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
15. ***	Alerting System (Audio/Visual)					|
1) ***	Passenger Configuration					
a) ***	Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided: a) Audio alerting system operates normally, and b) Audio alerting system differentiates between normal and emergency calls.	|
b) ***	Flight Deck Call Audio Alerting System	B	1	0	May be inoperative provided: a) Flight deck visual alerting system operates normally, and b) Flight deck visual alerting system differentiates between normal and emergency calls.	|
c) ***	Flight Attendant Visual Alerting System	B	1	0	(O) May be inoperative provided: a) PA system operates normally, and 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 operates normally. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used. (Continued)	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
15. ***	Alerting System (Audio/Visual) (Cont'd)					|
1) ***	Passenger Configuration (Cont'd)					
c) ***	Flight Attendant Visual Alerting System (Cont'd)	B	1	0	(O) May be inoperative provided: a) Audio alerting system operates normally, b) Audio alerting system differentiates between normal and emergency calls, and c) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used. (Continued)	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
15. ***	Alerting System (Audio/Visual) (Cont'd)					|
1) ***	Passenger Configuration (Cont'd)					
d) ***	Flight Attendant Audio Alerting System	B	-	0	(O) May be inoperative provided: a) PA system operates normally, and 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 operates normally. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used. (Continued)	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
15. ***	Alerting System (Audio/Visual) (Cont'd)					|
1) ***	Passenger Configuration (Cont'd)					
d) ***	Flight Attendant Audio Alerting System (Cont'd)	B	-	0	(O) May be inoperative provided: a) Visual alerting system operates normally, b) Visual alerting system differentiates between normal and emergency calls, and c) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
16.	Handset Systems					|
1)	Passenger Configuration					
a)	Flight Deck	C	-	0	(O) May be inoperative provided: a) Flight Deck to cabin communication operates normally, and b) Alternate procedures are established and used.	|
		D	-	0	May be inoperative provided procedures do not require its use.	|
b)	Cabin	B	-	-	(O) May be inoperative provided fifty percent of cabin handsets operate normally. NOTE 1: Any handset(s) function(s) that operate normally may be used.	| | | | | |
17.	Radio Tuning Function (GV-SP, GIV-X)				See item 34-45 MCDU for GV-SP, GIV-X Radio Tuning Function relief.	|
18.	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	|
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight. c) The ICAO flight plan is updated (as required) to notify ATC of the communication equipment status of the aircraft, and d) Alternate procedures are established and used.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
19.	NAVCOM Radio (GV-SP, GIV-X)	C	1	0	May be inoperative provided operations do not require its use.	|
20.	Audio Interface Unit (AIUs) (GV Only)	B	2	1	May be inoperative provided flight does not require use of HF radio.	|
21. ***	Datalink System (GV)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE 1: Data Link system is required for ADS-C and/or CPDLC operations. NOTE 2: Datalink must be operative whenever flights in RNP 4 airspace are conducted.	|
		D	-	0	May be inoperative provided routine procedures do not require its use. NOTE 1: Data Link system is required for ADS-C and/or CPDLC operations. NOTE 2: Datalink must be operative whenever flights in RNP 4 airspace are conducted.	
22.	Modular Radio Cabinet (MRC) Power Source (GV-SP, GIV-X)	A	2	1	May be inoperative provided: a) Associated Comm and Nav radios and opposite ATC are operative, and b) Repairs are made within 1 flight-day. NOTE: Dispatch is acceptable with a MRC 1 or MRC 2 failed and EICAS blue messages "APM FAIL" and "ASCB FAIL" displayed.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23.	Flight Deck Hand Microphone OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE				Item moved to ATA 23-12 in Revision 11.	|
24. ***	Communications Management Function/CMF (GV-SP, GIV-X)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE 1: CMF system is required for ADS-C and/or CPDLC operations. NOTE 2: CMF must be operative whenever flights in RNP 4 airspace are conducted.	
		D	-	0	May be inoperative provided routine procedures do not require its use. NOTE 1: CMF system is required for ADS-C and/or CPDLC operations. NOTE 2: CMF must be operative whenever flights in RNP 4 airspace are conducted.	
25. ***	Controller Pilot Data Link Communication (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.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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.	Engine Generator (GV, GV-SP)	B	2	1	(O) Except for ER operations, may be inoperative provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450, and c) Standby Electrical System is operative. NOTE 1: This relief only applies to airplanes not affected by AD 2017-20-08. NOTE 2: Crew must verify and abide by AD and AFM APU limitations.	
	(GIV-X)	B	2	1	(O) Except for ER operations, may be inoperative provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 370, c) Standby Electrical System is operative, and d) FSECU SPOST is performed manually prior to the first flight of the day for airplanes equipped with ASC 086 and dispatching with the left generator inoperative. NOTE 1: This relief only applies to airplanes not affected by AD 2017-20-08. NOTE 2: Crew must verify and abide by AD and AFM APU limitations.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
2.	APU Generator	B	1	0	(M) Except for ER operations, may be inoperative provided: a) Both Engine Generators are operative, and b) Standby Electrical System is operative.	
		C	1	0	(M) Except for ER operations, may be inoperative provided APU is not used.	
3.	Transformer-Rectifier Unit (TRU)	B	5	4	(M) May be inoperative provided: a) Both Generators are operative, b) Both essential TRUs are operative, c) Auxiliary TRU is operative, d) APU Generator is operative, e) Both Battery chargers are operative, f) Both Main Airplane Batteries are operative, and g) Associated circuit breaker is pulled and collared.	
4.	Battery Charger	B	2	1	(M) May be inoperative provided: a) Both Engine Generators are operative, b) APU Generator is operative, c) Associated circuit breaker(s) is pulled and collared, and d) Standby Electrical System is operative.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
5.	Main Airplane Battery	B	2	1	(M) May be inoperative provided: a) There are no other electrical power source failures, b) Associated Battery cables are disconnected and secured, and c) Associated circuit breakers are pulled and collared.	
		B	2	1	(M) May be inoperative provided: a) Airplane is operated in Day VMC only, b) Standby Electrical System is operative, c) Associated Battery cables are disconnected and secured, and d) Associated circuit breakers are pulled and collared.	
6.	Battery Ammeter (Overhead Panel)	C	2	0	May be inoperative provided: a) Associated voltmeter is operative, and b) Both battery charger fail messages are operative.	
		C	2	0	May be inoperative provided battery ammeter indications are available in EICAS.	
	(EICAS Indication)	C	2	0	May be inoperative provided the battery ammeters in overhead panel are operative.	
7.	Battery Voltmeter (Overhead Panel)	C	2	0	May be inoperative provided associated ammeter is operative.	
		C	2	0	May be inoperative provided Battery Voltmeter indications are available on EICAS.	
	(EICAS Indication)	C	2	0	May be inoperative provided Battery Ammeters indications are available on EICAS.	
		C	2	0	May be inoperative provided Battery Voltmeters in overhead panel are operative.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
8.	Electrical Power System EICAS Display					
1)	L Gen Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.	
2)	L Gen Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
3)	L Gen Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
4)	R Gen Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.	
5)	R Gen Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
6)	R Gen Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
7)	APU Voltmeter	C	1	0	May be inoperative if the frequency meter and loadmeter are operative.	
8)	APU Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
9)	APU Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
10)	Ext AC Pwr Voltmeter	D	1	0	May be inoperative provided: a) The frequency meter and loadmeter are operative, and b) External AC power is not used.	

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
8.	Electrical Power System EICAS Display (Cont'd)					
11)	Ext AC Pwr Frequency Meter	D	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
		D	1	0	May be inoperative if external AC power is not used.	
12)	Ext AC Loadmeter	D	1	0	May be inoperative if the frequency and voltmeter are operative.	
		D	1	0	May be inoperative if external AC power is not used.	
13)	Main, Essential, and AUX TRU Voltmeter	C	5	0	May be inoperative if loadmeters are operative.	
14)	Main, Essential, and AUX TRU Loadmeter (GV-SP, GIV-X)	C	5	0	Maybe inoperative if the voltmeters are operative.	
	(GV)	C	5	0	May be inoperative provided: a) Voltmeters are operative, and b) Airplane is operated in accordance with AFM Limitations.	
15)	Ext DC Pwr Voltmeter	D	1	0	May be inoperative if the loadmeter is operative.	
		D	1	0	May be inoperative if external DC power is not used.	
16)	Ext DC Pwr Loadmeter	D	1	0	May be inoperative if the voltmeter is operative.	
		D	1	0	May be inoperative if external DC power is not used.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
9.	Master Power Switch Light (Left, Right, APU, EXT)	C	4	3	May be inoperative provided associated AC loadmeter and voltmeter are operative and selected for monitoring on the AC Synoptic.	
10. ***	Battery Temperature Indicating System	D	1	0		
11.	Standby Electrical System	C	1	0	May be inoperative provided both engine driven generators and APU generator are operative.	
12.	External Power System	D	1	0		
13. ***	Low Battery Power Audible Warning System (Sonalert)	D	1	0		
14.	Ground Service Bus System	D	1	0		
15. ***	50Hz/60Hz AC Electrical Power System	D	-	0	(M) May be inoperative provided associated circuit breaker is pulled and collared.	
16.	IRU Back Up Battery (GV)	B	2	1	(M) May be inoperative provided that the affected battery is located in the #2 back up battery position powered by the Right Emergency Battery Pack.	|
		A	2	0	May be inoperative provided: a) Airplane is operated in Day VMC conditions, and b) Repairs are made within 1 flight-day.	|
		A	2	0	May be inoperative provided: a) All other components of the Electrical Power system are operative, and b) Repairs are made within 1 flight-day.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
16.	IRU Back Up Battery (GV-SP, GIV-X)	B	2	1	May be inoperative provided that the affected battery is located in the #2 and #3 IRU back up battery position powered by the Right Emergency Battery Pack.	|
		A	2	0	May be inoperative provided: a) Airplane is operated in Day VMC conditions, and b) Repairs are made within 1 flight-day. NOTE: EICAS message “IRU SEC PWR FAIL” will be displayed.	|
		A	2	0	May be inoperative provided: a) All other components of the Electrical Power system are operative, and b) Repairs are made within 1 flight-day.	|
17.	Standby Inverter	B	1	0	(O) May be inoperative provided: a) APU generator is operative, b) HMG is operative, c) No failure exists in the CPCS system prior to each takeoff, and d) Flightcrew briefs pilot responsibilities and actions in the event of a dual generator failure.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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.	Overwater Equipment	D	-	-	As required by 14 CFR.
2.	Passenger Seat				
1)	Passenger Seat (Includes All Configurations and Locations)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
2)	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in the taxi, takeoff, and landing (TTL) position.

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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.	Passenger Seat (Cont'd)					
3) ***	Under Seat Baggage Restraining System	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining system, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining system.	
4)	Armrest					
a)	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any Emergency Exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
b)	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
5)	Seat Belt/Air Bag Restraint System					|
a)	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	|
b) ***	Seat Belt/Air Bag Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
3.	Observer Seat(s)					|
1)	Primary Observer Seat (Including Associated Equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the 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 (safety belt and oxygen) is available, b) Seat is acceptable to the 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 condition 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).	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
3.	Observer Seat(s) (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).	|
4. ***	Megaphone	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 Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	|
5.	Flotation Device	D	-	-	Any in excess of those required by 14 CFR may be missing or inoperative. NOTE: Inoperative floatation device is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional device.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
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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
6. ***	"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 readable from each occupied passenger seat.	|
7. ***	Storage Bin/Cabin, Galley, and Lavatory Storage Compartment/Closet	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Associated bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Proviso is not intended to preclude crewmember inspections. (Continued)	| | | | |

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

25. Equipment/Furnishings

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

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

25. Equipment/Furnishings

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

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
8. ***	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), • 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 with 120 consecutive calendar-days.	|
		A	-	-	Individual cargo areas may be inoperative provided: a) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made with 120 consecutive calendar-days.	|

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
9. ***	Flight Attendant Seat Assembly (With Only One (1) Flight Attendant Seat)	D	1	0	May be inoperative provided: a) Affected seat is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	|
1)	All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.	
10. ***	Galley/Cabin Waste Receptacle Access Door/Cover	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the 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.	|
11. ***	Exterior Lavatory Door Ashtray					|
1)	Airplanes With Multiple Exterior Lavatory Door Ashtray Installed	A	-	-	Up to and including 50 percent may be missing or inoperative for 10 days.	
		A	-	-	More than 50 percent may be missing or inoperative for 3 days. NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.	|
2)	Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing or inoperative for 10 days.	

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GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
12. ***	External Camera System	D	1	0		|
13. ***	Cockpit Smoke Vision System (CSVS) STC No. ST00892LA				Deleted, Revision 5.	|
14.	Pilot Seat(s)					|
1)	Vertical Adjustment	C	-	-	(M) May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Fore-aft adjustment is operative.	
2)	Armrest	C	-	-	(M) May be inoperative provided: a) Affected armrest is in the upright position or removed, and b) Seat is acceptable to the affected crewmember.	
3)	Recline Adjustment	C	-	-	(M) May be inoperative provided: a) Seat is secured at a position acceptable to the affected crewmember, and b) Seat is able to move full Fore-Aft on its track.	
4)	Lumbar Support	C	-	-	May be inoperative provided seat is acceptable to the affected crewmember.	
5)	Thigh Support	C	-	-	May be inoperative provided seat is acceptable to the affected crewmember.	
15.	Rudder Pedal Adjustment	C	2	0	(M) May be inoperative provided: a) Adjustments can be secured in a position that suits individual pilot(s), and b) Position of pedal(s) permits normal full flight control movement.	|

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
16.	Keyed Lock	D	-	0	May be inoperative provided the associated access panel, door, compartment, or cap is verified secure before each departure.	|
17.	Airplane Ladder	C	-	0	(O) May be inoperative or removed.	|
1)	Ladder Hardware (Pit Pins, Lanyards, etc.)	D	-	0		
18. ***	Baggage Compartment Shelve					|
1) ***	Shelf Stowage Strap	D	-	0	May be inoperative or removed provided the shelves remain in the down position.	
2) ***	Shelf Support Strap	D	-	0	May be inoperative or removed provided the shelves remain in the stowed (up) position and are not used.	
19.	Portable Flashlight/ Flashlight Holder	C	-	-	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.	|

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
19.	Portable Flashlight/ Flashlight Holder (Cont'd)					|
		D	-	-	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 Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	|
20.	Non-Essential Equipment & Furnishings (NEF)					|
1) ***	Non-Essential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged or missing provided item(s) is deferred in accordance with operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flightcrew and included in appropriate operator's document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
21. ***	Automated External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, inoperative, or removed provided: 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. 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.	|
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	|
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
22. ***	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 Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
23. ***	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: 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. 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 Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	|
24. ***	Flightcrew Sleeping Facility – Crew Seat (Includes Crew Seat Recline Mechanism, Berthing Mechanism, Armrests, Swivel Mechanism, and Electrical/Electronic Systems/Components)	C	-	0	(M)(O) May be inoperative provided crew seat is secured in a position acceptable to the crewmember(s) who will occupy the crew seat. NOTE: All other equipment in the flightcrew sleeping facilities is covered by the NEF program.	|
		D	-	0	May be inoperative provided: a) Crew seat is not occupied, and b) Crew Rest is placarded "INOPERATIVE – DO NOT USE."	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
25.	Cabin Management System	D	1	0		|
1) ***	Cabin Power Bus Controller (043A1)	D	1	0		
2) ***	Advanced Cabin Server (428A4, 428A5)	D	2	0		
3) ***	GCMS Controller (179A5, 179A6)	D	2	0		
4) ***	I/O Concentrator (178A1, 178A2)	D	2	0		
5) ***	Aft I/O Concentrator (178A3, 178A4)	D	2	0		
6) ***	AVDS Node	D	4	0		
7) ***	Galley Touch Screen (502S2)	D	1	0		
8) ***	Vestibule Touch Screen (482S1)	D	1	0		
9) ***	Maintenance Server	D	1	0		
10) ***	Switching Node	D	25	0		

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: 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. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	|
***	Tamper Seal or Tag	C	-	0	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	|
2.	Wing Overheat Warning System	C	2	0	Except for ER operations, may be inoperative provided: a) Wing Anti-Ice is not used, and b) Airplane is not operated in known or forecast icing conditions.	
3.	APU Fire Detection System	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU is considered inoperative, and b) Associated circuit breakers are pulled and collared.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
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
4. ***	Cargo Compartment Smoke Detection System	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.	|
5. ***	Lavatory Smoke Detection System	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: 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 crewmember. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	|
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
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
6. ***	Lavatory Fire Extinguisher System	C	-	0	For each lavatory, the lavatory fire extinguisher system may be inoperative provided associated Lavatory Smoke Detection system operates normally.	|
		C	-	0	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed, and placarded, "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	|
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	
7. ***	Galley Smoke Detection System	D	-	0		
8. ***	Galley Fire Extinguishing System	D	-	0		
9.	Engine Fire Detection System	C	2	1	Except for ER operations, one complete loop (A or B) may be inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light.	
10. ***	Flame Detector	D	-	-		

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
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
11.	Electronic Equipment Rack Overheat Warning System	C	-	0		
12. ***	Passenger Compartment Closet Smoke Detector	D	-	0	May be inoperative provided door remains OPEN for visual check from crew stations.	
13. ***	Entranceway Baggage Compartment Smoke Detector	D	-	-	May be inoperative provided door remains OPEN for visual check from crew stations.	
14. ***	Cargo Compartment Fire Detection/Suppression System	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs) and/or fly away kits. NOTE 1: Operators MELs should define which items are approved for inclusion in the fly away kits and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection system (not suppression).	
15. ***	APU Fire Bottle	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) APU is considered inoperative, b) Both engine driven generators are operative, c) Standby electrical system is operative, and d) Associated circuit breakers are pulled and collared.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
1.	Rudder Limit Indication System	C	1	0	May be inoperative provided Single Rudder Indication System is operative.	
2.	Single Rudder Indication System	C	1	0	May be inoperative provided Rudder Limit Indication System is operative.	
3.	Automatic Ground Spoiler System	C	1	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.	
4.	Electric Elevator Trim System	C	1	0	(O) May be inoperative provided: a) Electric Elevator Trim remains OFF, b) Both Flap/Stabilizer Control Channels are operative, and c) Airplane is operated in accordance with AFM Limitations.	
5.	Control Wheel Elevator Trim Switch	C	2	1	(O) May be inoperative provided pilot flying has operative switch.	
6.	Flap/Stabilizer Control Channel (GV, GV-SP)	B	2	1	Channel may be inoperative provided: a) Electric Pitch Trim System is operative, and b) Alternate control is verified to be operative before each departure.	|
7.	Single Speed Brake Indication System (GV, GV-SP)	C	1	0	(O) May be inoperative provided Single Rudder Indication System is operative.	|
8. ***	Elevator Trim Actuator Heater System	C	2	0	(M) May be inoperative provided the associated circuit breaker(s) is pulled and collared.	
9. ***	Aileron Trim Actuator Heater (GV-SP, GV)	C	1	0	(M) May be inoperative provided the associated circuit breaker is pulled and collared.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
10.	Autopilot Elevator Servo	C	2	1	(M) May be inoperative provided the associated circuit breaker is pulled and collared.	|
11.	Autopilot Pitch Trim Servo	C	2	1	(M) May be inoperative provided the associated circuit breaker is pulled and collared.	|
12.	Autopilot Aileron Servo	C	2	1	(M) May be inoperative provided the associated circuit breaker is pulled and collared.	|
13.	Autopilot Yaw Damper Servo (GV-SP, GIV-X)	C	2	1	(M) May be inoperative provided the associated circuit breaker is pulled and collared.	
14.	Stall Barrier System	A	2	1	(M)(O) May be inoperative provided: a) Angle of Attack indication is available on both PFDs, b) Associated circuit breakers are pulled and collared, c) Alternate procedures are established and used, and d) Repairs are made within 2 flight-days.	|
15.	Flight Control Synoptic Display (GV)	C	1	0	May be inoperative provided the affected control surface is visually checked for full, free, and correct movement prior to each flight.	
	(GV-SP, GIV-X)	C	-	0	May be inoperative provided the affected control surface is visually checked for full, free, and correct movement prior to each flight.	
16.	Gust Lock	C	1	0	(O) May be inoperative provided flight controls are secured in an alternate manner.	
		C	1	0	(O) May be inoperative provided airplane is parked in sheltered area unaffected by atmospheric conditions.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Tank Temperature System (GV, GV-SP)	C	2	0	(O) May be inoperative provided: a) Total Air Temperature is used as an indication of fuel temperature, and b) Airplane is operated in accordance with AFM Limitations.	
	Fuel Tank Temperature System (GIV-X)	C	1	0	(O) May be inoperative provided: a) Total Air Temperature is used as an indication of fuel temperature, and b) Airplane is operated in accordance with AFM Limitations.	
2.	EICAS or Standby RFMU (GV)/MCDU (GV-SP, GIV-X) Fuel Quantity Indicating System	C	2	1	(M) May be inoperative provided: a) Associated Standby Fuel Quantity Indicating System or EICAS Fuel Quantity Indicating System is operative, and b) Either the primary or the standby fuel quantity indication displays Left and Right Fuel Quantity.	

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
2.	EICAS or Standby RFMU (GV)/MCDU (GV-SP, GIV-X) Fuel Quantity Indicating System (Cont'd)	C	2	1	(M)(O) Except for ER operations, either Left or Right Fuel Quantity display may be inoperative provided: a) Both tanks are completely filled using over wing refueling, b) Both fuel flow meters are operative, c) After takeoff, power is set by matching fuel flow indications on both engines, and d) Flightcrew maintains a log of fuel burned. NOTE 1: Failure to display either Left or Right Fuel Quantity exists in both the primary and secondary fuel quantity indications. NOTE 2: Total fuel indication will be invalid with an inoperative indicator. (Continued)	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
2.	EICAS or Standby RFMU (GV)/MCDU (GV-SP, GIV-X) Fuel Quantity Indicating System (Cont'd)	C	2	1	(M)(O) Except for ER operations, either Left or Right Fuel Quantity display may be inoperative provided: a) Affected tank is defueled before each refueling, b) Affected tank is fueled with a known quantity of fuel, c) Both fuel flow meters are operative, d) After takeoff, power is set by matching fuel flow indications on both engines, and e) Flightcrew maintains a log of fuel burned. NOTE 1: Failure to display either Left or Right Fuel Quantity exists in both the primary and secondary fuel quantity indications. NOTE 2: Total fuel indication will be invalid with an inoperative indicator.	
3.	Fuel Low Quantity Warning System	C	2	0	May be inoperative provided: a) Both Fuel Quantity Indicating Systems are operative, b) All Fuel Boost Pumps are operative, and c) Fuel Crossflow Valve is OPENED when either wing tank contains 2,000 lbs or less fuel.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

28. Fuel

Sequence No.	Item	1	2	3	4 Change Bar
4.	Fuel Boost Pump	C	4	3	Except for ER operations, may be inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, and a) Airplane is operated in accordance with AFM Limitations.
5.	Fuel Intertank Valve	C	1	0	(M) Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Crossflow Valve is operative, c) Fuel Quantity Indicating System is operative, and d) Intertank Valve is verified CLOSED and electrically deactivated.
6.	Heated Fuel Return System (HFRS) (GV, GV-SP)	C	2	0	May be inoperative provided: a) Flightcrew monitors fuel tank temperature, and b) Airplane is operated in accordance with AFM Limitations.
7.	Fuel Boost Pump Warning System	C	4	3	(O) Except for ER operations, may be inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, and c) Airplane is operated in accordance with AFM Limitations.

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
8.	Fuel Crossflow Valve					
1)	Failed CLOSED	C	1	0	(O) Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Fuel Intertank Valve is OPEN when either wing tank contains 2,000 lbs or less fuel, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.	|
2)	Failed OPEN	C	1	0	Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Airplane is operated in accordance with AFM Limitations, and e) Fuel tank temperature system must be operative. NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
9.	Pressure Fueling System (Single Point Refueling)	D	1	0	(M) May be inoperative provided procedures are established to deactivate Pressure Fueling System.	
10.	Ground Service Control Panel	D	1	0		
11.	Automatic Fueling System	D	1	0		
12.	Fuel Cap Chain	D	-	0		
13.	Single Point Refueling Cap	C	1	0	May be inoperative or missing provided the single point refueling receptacle is checked for leaks before every takeoff.	
14. ***	Mid Wing Ejector (MWE) System (GV, GV-SP Only)	C	2	0	May be inoperative provided the maximum fuel load for dispatch is limited to 9,000 lbs per tank for a total fuel load of 18,000 lbs.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	Brake Accumulator Pressure Gauge (Nose Wheel Well)	D	1	0		
2.	Auxiliary Hydraulic Pump Pressure Indication	C	1	0	May be inoperative provided cockpit Brake Accumulator pressure gauge is operative.	
3.	Power Transfer Unit (PTU) Hydraulic Pressure Indication	C	1	0	(O) May be inoperative provided: a) Left Hydraulic Pressure Indication is operative, b) PTU Hydraulic system is operative, and c) Before left engine start, HMG operational check is performed.	
4.	PTU Hydraulic Pump (Auto Mode)	C	1	0	May be inoperative provided manual mode is verified to be operative before every flight.	
5.	Auxiliary Hydraulic Pump (Auto Mode)	C	1	0	May be inoperative provided Auxiliary pump is selected ON for takeoff and landing.	
6.	Left Hydraulic System Quantity Gauge (Ground Service Control Panel – Aft Equipment Area)	D	1	0	(O) May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure.	
7.	Right Hydraulic System Quantity Gauge (Ground Service Control Panel – Aft Equipment Area)	D	1	0	(O) May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure.	
8.	Left Hydraulic System Quantity Indication (EICAS)	C	1	0	May be inoperative provided quantity is checked by reservoir indicator or Ground Service Control Panel Left Hydraulic Quantity gauges before each departure.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
9.	Right Hydraulic System Quantity Indication (EICAS)	C	1	0	May be inoperative provided quantity is checked by reservoir indicator or Ground Service Control Panel Right Hydraulic Quantity gauges before each departure.	
10.	Hydraulic Reservoir Temperature Sensor	C	2	0	NOTE: Accuracy of hydraulic quantity indication will be degraded during long flights in cold soak conditions. If Right Hydraulic System (R SYS) sensor has failed in flight, there is no protection against overheating R SYS pumps during Power Transfer Unit (PTU) operation. In flight, with either or both sensors failed, there is no warning of hot hydraulic system temperatures.	
11.	Hydraulic Reservoir Replenishing System	D	1	0	(M) May be inoperative provided hydraulic reservoirs are replenished as needed using approved servicing techniques.	
12.	Brake Accumulator Pressure Gauge (Cockpit Dial)	C	1	0	May be inoperative provided the Brake Synoptic Page Accumulator Pressure Indication is operative.	
		C	1	0	May be inoperative provided: a) Brake accumulator gauge in the nose wheel well is operative and checked before each takeoff, and b) Auxiliary hydraulic pump is on and running for every takeoff and landing.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
13.	Brake Synoptic Page Accumulator Pressure Indication	C	1	0	May be inoperative provided the Brake Accumulator Pressure Gauge (cockpit dial) is operative.	
		C	1	0	May be inoperative provided: a) Brake accumulator gauge in the nose wheel well is operative and checked before each takeoff, and b) Auxiliary hydraulic pump is on and running for every takeoff and landing.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cowl Anti-Ice Pressure Indication System	B	2	0	Except for ER operations, may be inoperative provided both EICAS Cowl Anti-Ice Indications are operative.	
		B	2	0	Except for ER operations, may be inoperative provided airplane is operated at greater than +10 degrees C SAT.	
		B	2	0	Except for ER operations, may be inoperative provided: a) Airplane is operated in VMC, and b) Airplane is not operated in visible moisture.	
2.	Wing Anti-Ice System	C	2	0	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
1)	Automatic Function	C	2	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.	
3.	Windshield Heat System	C	2	1	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
1)	Windshield Heat Sensor	D	4	2	One sensor may be inoperative for each Windshield Heat System.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
4.	Side Window Heat System	C	2	0		
1)	Side Window Heat Sensor	D	4	2	One Side Window Heat Sensor may be inoperative for each Side Window Heat System.	
		C	4	0		
5.	Anti-Ice Heater Switch Light	B	4	0	(M)(O) May be inoperative provided all other elements of the anti-ice heater indicating system are verified to operate normally.	
6.	Pitot Heater (GV, GV-SP)	B	4	3	(O) Except for ER operations, may be inoperative provided airplane is not operated in visible moisture and known or forecast icing conditions.	
	(GIV-X)	B	3	2	(O) Except for ER operations, may be inoperative provided airplane is not operated in visible moisture and known or forecast icing conditions.	
7.	Ice Detection System	C	2	0	(O) May be inoperative provided airplane is operated in accordance with alternate AFM procedures. NOTE: With Ice Detection Systems inoperative, automatic anti-ice is not available.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4 Change Bar
8.	Cowl Anti-Ice System	C	2	0	(M) Except for ER operations, may be inoperative provided: a) Affected Valve(s) are verified CLOSED, and b) Airplane is not operated in known or forecast icing conditions.
		C	2	1	(M) May be inoperative provided: a) Affected Valve is verified OPEN, b) All components of both HP Bleed Air Systems are operative, c) Both Environmental Control Systems (ECS) Packs are operative, d) Performance Computer is initialized with COWL ANTI-ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized, and e) Airplane is operated in accordance with AFM Limitations and Performance.
1)	Automatic Function	C	2	0	May be inoperative provided airplane is operated in accordance with alternate AFM procedures.
9.	Cowl Pressure Differential Indication System	C	1	0	May be inoperative provided Cowl Anti-Ice Pressure Indications are operative.

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
10. ***	Windshield Blower System	D	1	0	(M) May be inoperative provided the Surface Seal coating has been checked to be serviceable in accordance with the Maintenance Manual within the last 12 months or 500 flight-hours, whichever occurs first.	
		D	1	0	May be inoperative provided there is no precipitation falling on the departure and arrival airport at the time of taxi, takeoff, and landing.	
1)	Windshield Surface Seal Protection System	D	2	0	May be inoperative provided airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing.	
11.	Cabin Window Heat System	D	1	0	(M) May be inoperative provided: a) Cabin Window Heat switch is selected OFF, and b) Cabin Window Heat System circuit breakers are pulled and collared.	
a)	Cabin Window Heating Element	D	-	0	(M) May be inoperative provided the associated Window Heat circuit breakers are pulled and collared.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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.	Clock (Cockpit)	D	-	1		
2.	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	(Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR))	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	|
	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to 3 recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	|
	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	|

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
2.	Flight Data Recorder (FDR) System (Cont'd)					
	Flight Data Recorder (FDR) System (Operator Other Than a Holder of an Air Carrier of Commercial Operator Certificate)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
3.	Brake Temperature Monitoring System (BTMS)	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.	
4.	G Monitor System	D	1	0		
5.	Electronic Checklist (GV)	C	2	1	May be inoperative provided the checklist module in Fault Warning Computer (FWC) 1 is operative.	
	Electronic Checklist (GV-SP, GIV-X)	C	1	0	May be inoperative provided the current AFM is carried on board the airplane.	
6.	Data Acquisition Unit (DAU) Channel (GV)	B	4	3		
7. ***	Security System	D	1	0		
8. ***	Engine Cowl Open Indicating System	D	1	0	May be inoperative provided right engine cowl is visually confirmed CLOSED before starting APU on the ground.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
9.	Airplane Personality Module (APM) (GV-SP, GIV-X)	C	4	3		
10.	Plastic Guard Switch Cover	D	-	1	May be inoperative provided APU fire bottle switch cover is installed and operative.	
11.	Configuration Management System (GV-SP, GIV-X)	C	2	1		
12. ***	InfraRed Counter Measures System (IRCM) or Directional InfraRed Counter Measures System (DIRCM)	D	1	0		
13. ***	Quick Access Recorder (QAR)	D	1	0		
14. ***	XM Weather Receiver	D	1	0		
15.	Modular Avionics Unit (MAU) Channel (GV-SP, GIV-X)	A	6	5	(M)(O) May be inoperative provided: a) Failed channel is not MAU 1A or MAU 2B, b) No other failures exist in the Avionics System, c) Associated circuit breakers are pulled and collared, d) Alternate procedures are established and used, and e) Repairs are made within 2 flight-days.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
1.	Anti-Skid System	C	1	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.	
2.	Rudder Pedal Steering System	C	1	0	May be inoperative provided Nose Wheel Tiller Steering System is operative.	
3.	Variable Gain Nose Wheel Steering	C	1	0	(O) May be inoperative provided the fixed gain steering mode is operative.	
4.	Nose Wheel Steering Accessory Hardware (Torque Link Lanyard)	D	-	0	May be inoperative or missing.	
5.	Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheel Well)	B	1	0	May be inoperative provided Emergency Landing Gear Extension Bottle Pressure Cockpit CAS Indication (Summary Page) is operative and checked prior to each flight.	
6.	Emergency Landing Gear Extension Bottle Pressure Cockpit CAS Indication (Summary Page)	B	1	0	May be inoperative provided Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheel Well) is operative and checked prior to each flight.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
7.	Landing Gear Extension/Retraction System (Includes Dump Valve, Gear Handle, and Blow Down Bottle) (GIV-X)	A	1	0	(O) May be inoperative provided: a) Airplane is operated with the landing gear in the extended position, b) Landing gear handle remains in the down position, c) Ground lock pins are installed to ensure that all 3 landing gears are LOCKED down throughout flight, d) Both pilots use cockpit headsets, e) Operations are not conducted in known or forecasted icing conditions, f) Extended over water operations are prohibited, g) Flight is conducted in accordance with AFM Supplement No. GIV-2009-01, h) Category II operations are prohibited, i) EFVS operations below 200 ft. above touchdown zone elevation are prohibited, and j) Repairs are made within 1 flight-day.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
8.	Landing Gear Extension/Retraction System (Includes Dump Valve, Gear Handle, and Blow Down Bottle) (GV/GV-SP)	A	2	0	(O) May be inoperative provided: a) Airplane is operated with the landing gear in the extended position, b) Landing gear handle remains in the down position, c) Ground lock pins are installed to ensure that all 3 landing gears are LOCKED down throughout flight, d) Both pilots use cockpit headsets, e) Operations are not conducted in known or forecasted icing conditions, f) Extended over water operations are prohibited, g) Flight is conducted in accordance with AFM Supplement No. GV-2009-02, h) Category II operations are prohibited, i) EFVS operations below 200 ft. above touchdown zone elevation are prohibited, and j) Repairs are made within 1 flight-day.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System (Excluding EFIS and EICAS)	C	-	-	Individual lights may be inoperative provided: 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 member's eyes, c) Lighting configuration and intensity is acceptable to the flightcrew, d) Emergency flight deck lighting is operative, and e) Cockpit flood or flashlights can be utilized to illuminate the panel if required. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	|
1)	Inter Tank Valve Switchlight	C	1	0	May be inoperative if switch position is verified by the synoptic page and CAS.	
2)	Crossflow Valve Switchlight	C	1	0	May be inoperative if switch position is verified by the synoptic page and CAS.	
2.	Passenger Cabin Interior Illumination System	D	-	-	May be inoperative provided: a) Cabin emergency lighting is operative, b) Sufficient lighting is operative for crew to perform required duties, and c) Lighting configuration at dispatch is acceptable to flightcrew.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3.	Passenger Lighted Information Sign					
1)	Passenger Lighted Information Sign	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
4.	Position Light Bulb	C	6	3	May be inoperative provided one light bulb is operative at each position.	
		C	6	0	May be inoperative provided airplane is not operated sunset to sunrise.	
5.	Beacon Light	C	1	0	May be inoperative provided Strobes (Anti Collision Lights) are installed and operative.	
6.	Strobe (Anti-Collision Lights)	C	6	3	Bulbs may be inoperative provided one bulb is operative at each position (wingtip and tail).	
		C	6	2	May be inoperative provided: a) At least one bulb is operative at wingtip, and b) Airplane is not operated at night.	
7.	Wing Icing Detection Light (Airplanes With Wing Critical Surfaces Not Visible From Flight Deck)	C	2	0	May be inoperative provided ground deicing procedures do not require their use.	
8.	Landing Light	B	2	1	May be inoperative provided all three bulbs of the taxi light are operative.	
		C	2	0	May be inoperative provided airplane is not operated at night.	
9.	Taxi Light System	C	1	0		
1)	Individual Light Bulbs	C	3	0		

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
10. ***	Wing Tip Taxi Light System	C	2	0		
11. ***	Floor Proximity Emergency Escape Path Marking System Lights	C	-	-	One lamp in each of the solid red light assembly pairs and 2 lamps of the 5 lamp floodlight and exit sign emergency floor path lighting assemblies may be inoperative.	
12. ***	Pulse Light System (Identification Light)	D	-	0		
13. ***	Recognition Light System	D	1	0		
14. ***	Logo Light System	D	1	0		
15. ***	Ramp Light System	D	-	0		
16. ***	Flashlight Charging System	D	-	0		
17.	Aft Compartment Light (Boiler Room)	D	-	0		
18. ***	Cargo Compartment Light	D	1	0	May be inoperative provided no emergency equipment is carried in Cargo Compartment.	
		D	1	0	May be inoperative provided an operative flashlight is installed in Cargo Compartment.	
19. ***	Pylon Mounted Exterior Baggage Loading Light System	D	-	0		
20.	Wheel Well Light	D	3	0		

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
21.	Exterior Emergency Evacuation Lighting System	C	1	0	May be inoperative provided airplane is not operated at night.	
1)	Exterior Emergency Evacuation Lighting System Bulb	B	12	6	One bulb may be inoperative in each recess.	
22.	Service Door Light	D	-	0		
23.	Dim and Test Annunciator Channels	C	-	-	May be inoperative provided the switch capsule is not used in an emergency procedure where the actuation of the switch is not displayed elsewhere in the cockpit. NOTE: The following switches 1-4 may not be inoperative: 1. GPWS/Ground Spoiler Override, 2. Terrain Display (GV)/, Terrain Inhibit (GV-SP)(GIV-X), 3. CPCS Panel Flight/Landing (2), and 4. Door Safety.	
24.	Airstair Light	D	-	0	May be inoperative provided an alternate means (e.g., flashlight) is used to illuminate the airstairs.	
25.	Dome Light	D	-	0	May be inoperative provided an alternate means (e.g., flashlight) is used to illuminate the vestibule area.	
26.	Baggage Compartment Light	D	1	0	May be inoperative provided no emergency equipment is carried in the baggage compartment.	
		D	1	0	May be inoperative provided an operative flashlight is installed in baggage compartment.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
27. ***	Wing Tip Position Light LED Element Bank	C	4	2	One may be inoperative per wing tip.	|
		C	4	0	May be inoperative provided airplane is not operated sunset to sunrise.	
28. ***	Tail Position Light LED Element Bank	C	2	1		|
		C	2	0	May be inoperative provided airplane is not operated sunset to sunrise.	
29. ***	LoPresti Boom Beam HID Landing Light System STC No. ST02893AT/ LSM-500-126	C	2	0	May be inoperative provided airplane is not operated at night.	|
1) ***	LoPresti Boom Beam HID Landing Light Element	C	6	3	May be inoperative provided all factory installed taxi lights are operative.	
2) ***	LoPresti Boom Beam HID Landing Light Element with LoPresti Boom Beam Taxi Lights Installed	C	6	0	May be inoperative provided Boom Beam taxi lights are operative.	
30. ***	LoPresti Boom Beam HID Taxi Light System STC No. ST02893AT/ LSM-500-125	C	1	0	May be inoperative for night operations provided landing lights are operative.	|
1) ***	LoPresti Boom Beam HID Taxi Light Element	C	3	1	Up to 2 elements may be inoperative.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

34. Navigation

Sequence No.	Item	1	2	3	4 Change Bar
1.	Directional Compass Reference Sensor	B	3	2	(O) May be inoperative provided both PFD Heading Indicating Systems operate independently.
2.	Attitude Reference Sensor	B	3	2	(O) May be inoperative provided: a) Both PFD Attitude Indicating Systems operate independently, and b) Standby Attitude Indicator is operative.
3.	Standby Flight Display	C	-	0	Except for ER operations, may be inoperative provided not required by 14 CFR.
1) ***	Standby Attitude Indicator (Electro-Mechanical Gyro Horizon)	B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast VFR-on-Top Conditions
a) ***	Glideslope/Localizer Indicator	C	1	0	
2) ***	Standby Altimeter/Airspeed Indicator (combined unit)	C	1	0	May be inoperative provided airplane is operated in Day VMC only.

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
3.	Standby Flight Display (Cont'd)				
3) ***	3-in-1 Standby Attitude, Altitude, Airspeed Indicator Heading (Color Video Display) (GV Only)	C	-	0	Except for ER operations, the Attitude position indicator may be inoperative provided not required by 14 CFR.
		B	-	0	Attitude position indicator may be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast VFR-on-Top Conditions.
a) ***	Standby Air Data Unit (Altitude and Airspeed Function)	C	1	0	May be inoperative provided the airplane is operated in Day VMC only.
b) ***	Standby Heading Display	C	1	0	May be inoperative provided all three Heading Reference Systems are operative.
c) ***	Glideslope/Localizer Function	C	1	0	
d) ***	DME Display	C	-	0	
e) ***	FMS Navigation Function	C	1	0	

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
3.	Standby Flight Display (Cont'd)					
4) ***	4-in-1 Standby Attitude, Altitude, Airspeed Indicator Heading (Color Video Display) (GV-SP, GIV-X)	C	-	0	Except for ER operations, the Attitude position indicator may be inoperative provided not required by 14 CFR.	
		B	-	0	Attitude position indicator may be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast VFR-on-Top Conditions.	
a) ***	Standby Air Data Unit (Altitude and Airspeed Function)	C	1	0	May be inoperative provided the airplane is operated in Day VMC only.	
b) ***	Standby Heading Display	C	1	0	May be inoperative provided all three Heading Reference Systems are operative.	
c) ***	Glideslope/Localizer Function	C	1	0		
d) ***	DME Display	C	-	0		
e) ***	FMS Navigation Function	C	1	0		

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
4.	Weather Radar System	C	-	-	Except for ER operations, as required by 14 CFR.	
5.	VOR/ILS Navigation System	C	-	-	As required by 14 CFR and no relief may be provided to an inoperative systems or component if powered by an emergency bus.	
6.	Marker Beacon System (GV-SP, GIV-X)	C	3	0	May be inoperative provided approach procedures do not require its use.	
	(GV Only)	C	2	0	May be inoperative provided approach procedures do not require its use.	
7.	Automatic Direction Finding System	C	2	-	As required by 14 CFR.	
8.	ATC Transponder and Automatic Altitude Reporting System	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.	
		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.	|
9.	Distance Measuring Equipment (DME) System	D	-	-	Except where enroute operations or approach minimums require its use, any in excess of those required by 14 CFR may be inoperative.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
10.	Standby RMI (Electro-Mechanical) (GV)	C	1	0	May be inoperative provided all 3 IRSs are operative.	
1) ***	Standby Navigation Display (Color Video)	C	1	0	May be inoperative provided all 3 IRSs are operative.	
2) ***	DME Display	C	2	0		
3) ***	EBDI (Electronic Bearing/Distance Indicator) (GV-SP, GIV-X)	C	1	0	May be inoperative provided all 3 IRSs are operative.	
11.	Radio Altimeter System	C	2	0	May be inoperative provided: a) Landing weather minimums or operating procedures do not require its use, and b) Other systems affected (EGPWS, TCAS, Flight Director, Autopilot, Autothrottle, Altimeter Ground Awareness Display, Synthetic Vision Primary Flight Display) are considered.	
12.	Long Range Navigation System (IRS, GPS, and GNSSU)	C	-	-	May be inoperative except where operations require the use of the associated system. NOTE: IRS Navigation Function only. See Attitude Reference Sensors for IRS Attitude Function.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
13.	Enhanced Ground Proximity Warning System (EGPWS) Class A TAWS Equipment Required					|
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	|
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	|
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	|
c)	Glideslope Deviation(s) Mode 5	C	-	1		
		B	-	0		
d) ***	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
13.	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					| | |
1)	GPWS (Cont'd)					
e) ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
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 Display	C	-	1		
		B	-	0		

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
13.	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					| | |
4) ***	Runway Awareness & Advisory System (RAAS) Class B TAWS Equipment Required	C	1	0		
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	|
a)	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	|
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	|
c) ***	Modes 2, 4, & 5	C	3	0		
d) ***	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
13.	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					| | |
e) ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
3) ***	Terrain Display	C	-	0		
4) ***	Runway Awareness & Advisory System (RAAS) Class C TAWS Equipment	C	1	0		
1) ***	TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
14. ***	Lasertrak NDU (GV)	C	1	0	May be inoperative provided at least 1 flight Management System is operative.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
15.	Flight Management System (CDU & Nav Computer Only) (GV Only)	B	-	0	Except where enroute operations or approach minimums require its use, may be inoperative provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, c) Procedures do not require its use, and d) Both RFMUs are operative. NOTE: Two systems are required for dispatch into NAT HLA or RNP-10 airspace. One system is required in PRNAV, BRNAV, RNAV 1, and RNAV 2 airspace.	|
1)	Navigation Database	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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. ***	Navigation Management System (GV Only)	B	-	0	Except where enroute operations or approach minimums require its use, may be inoperative provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, c) Procedures do not require its use, and d) Both RFMUs are operative. NOTE: Two systems are required for dispatch into NAT HLA or RNP-10 airspace. One system is required in PRNAV, BRNAV, RNAV 1, and RNAV 2 airspace.	|
1)	Navigation Database	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	|
17. ***	Lightning Sensor System (LSS)	D	-	0		
18. ***	Stormscope	D	-	0		

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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.	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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.	Traffic Alert and Collision Avoidance System (TCAS I) (Cont'd)					
1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) ***	Airspace Selection Function (Above/Normal/Below)	C	-	0		
20. ***	Microwave Landing System (MLS)	D	-	-	As required by 14 CFR.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

34. Navigation

Sequence No.	Item	1	2	3	4 Change Bar
21.	Symbol Generator (GV)	C	3	2	(M)(O) May be inoperative provided: a) EFIS displays at pilot's and copilot's stations are operative from independent Symbol Generators, and b) Both EICAS displays are operative.
22.	Guidance Panel Digital Indications and Mode Select Indications				
1)	Speed Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
2)	Heading Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
3)	VS/FPA Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
4)	Altitude Select Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
5)	LNAV	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
6)	VNAV	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
7)	FLCH	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
8)	Manual Speed	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
22.	Guidance Panel Digital Indications and Mode Select Indications (Cont'd)					
9)	Bank Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
10)	BC Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
11)	Heading Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
12)	VS/FPA Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
13)	Alt Hold Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
14)	APR Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	|
15)	PFD Command L/R	C	1	0	(O) May be inoperative provided the associated value is available in the Primary Flight Display.	
16)	AP Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
23.	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.	|
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.	
24. ***	Display Unit (GV)	C	6	5	(M)(O) May be inoperative provided: a) Inoperative tube is located in the Copilot's Navigation Display Position (DU #5), b) Standby Attitude Indicator is operative, c) Standby RMI is operative, and d) Alternate procedures are developed for operation without the Copilot's Navigation displays.	

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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. ***	Display Unit (GV) (Cont'd)					
***	Display Unit (GV) For DU-885 Equipped Airplanes	C	6	5	(M)(O) May be inoperative provided: a) Inoperative tube is located in the Copilot's Navigation Display Position (DU #5), b) Standby Attitude Indicator is operative, c) Standby RMI is operative, d) Alternate procedures are developed for operation without the Copilot's Navigation displays, and e) Terminal charts for the origin, destination and alternate airports are verified to be current and onboard the aircraft.	
***	Display Unit Cooling Fan (GV) For DU-885 Equipped Airplanes	C	6	5	(M)(O) May be inoperative provided: a) Tube with inoperative fan is located in the Copilot's Navigation Display Position (DU #5), b) Standby Attitude Indicator is operative, c) Standby RMI is operative, d) Alternate procedures are developed for operation without the Copilot's Navigation displays, e) Terminal charts for the origin, destination and alternate airports are verified to be current and onboard the aircraft, and f) Associated circuit breaker is pulled and collared.	
	Display Unit (GV-SP, GIV-X)	C	4	3	(M)(O) May be inoperative provided: a) The unit is located in the DU #3 position, and b) The pilot in the left seat flies the airplane.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
25.	Standby Magnetic Compass System (Flux Valve) (GV)	C	1	0	May be inoperative provided all three Heading Reference systems are operative.	
***	Magnetometer (GV-SP, GIV-X)	C	1	0	May be inoperative provided all three IRSs are operative.	
26. ***	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 operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by 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, operate normally, and used in conjunction with accepted Free Gyro Navigation Techniques.	
27. ***	Head Up Display System	D	1	0	May be inoperative provided landing weather minimums or operating procedures do not require its use.	
28. ***	Airborne Flight Information System (AFIS)	D	-	0		
1)	AFIS Printer	D	-	0		
29.	Slip-Skid Indicator	B	2	1	May be inoperative provided: a) Third attitude indicator is installed and operative, and b) An operative slip indication is obtained by selecting another IRS source via the Display Controller.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
30. ***	Data Loader (GV)	D	1	0		
	Data Management Unit (DMU) (GV-SP, GIV-X)	D	-	0		
31.	Air Data Computers/Systems					
1)	Micro Air Data Computer (GV)	C	3	2	(M)(O) May be inoperative provided: a) Manual Pressurization Control System 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. NOTE 1: Two systems are required for operations in RVSM airspace. NOTE 2: For airplanes equipped with ADS-B (ASC 192 or ASC 214) if MADC 1 is the failed MADC, select ATC 2 and if MADC 2 is the failed MADC select ATC 1.	
		C	3	2	May be inoperative provided airplane is operated in unpressurized configuration. NOTE: For airplanes equipped with ADS-B (ASC 192 or ASC 214) if MADC 1 is the failed MADC, select ATC 2 and if MADC 2 is the failed MADC select ATC 1.	

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
31.	Air Data Computers/Systems (Cont'd)					
2)	Air Data System (ADS) (GV-SP, GIV-X)	C	3	2	(M) May be inoperative provided: a) Manual Pressurization Control System 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. NOTE 1: Two systems are required for operation in RVSM airspace. NOTE 2: If ADS 2 is failed, the WOW indications on the copilot's flight control synoptic will be crosshatched. Dispatch is still allowed if the WOW indications on the pilot's flight control synoptic are shown as valid.	
32. ***	Integrated Avionics Computer (IAC) (GV)	C	-	2	May be inoperative provided two bus controllers are operative for dispatch. NOTE: The FMS/PMS/Autothrottle function of the operative IACs may be inoperative as stated elsewhere in this section. The Autopilot is addressed in ATA 22.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
33.	Bus Controller (GV)	C	-	2		
34. ***	Airshow Controller System	D	-	0		
1) ***	Cockpit Airshow Display System	D	-	0		
2) ***	Cabin Airshow Display System	D	-	0		
35. ***	Windshear Warning and Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
36. ***	Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
37. ***	Cockpit Video Monitor	D	-	0		
38. ***	Heads Up Checklist	D	-	0		
39. ***	Enhanced Vision System (EVS)	D	1	0		
1) ***	EVS Window Heat	D	1	0		
2) ***	Secondary (Non-HUD) EVS Display Repeater	D	1	0	NOTE: If EVS video cannot be displayed on DU 3, EFVS approaches to landing and rollout are prohibited.	|
40.	Terrain Server Function/EGPWM Modules (GV-SP, GIV-X)	C	2	0	NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
41.	Advanced Graphics Module (AGM) (GV-SP, GIV-X)	C	4	3	(M)(O) May be inoperative provided: a) The inoperative AGM is located in the AGM 3 position, and b) Crew actions for subsequent failures are established.	|
	Advanced Graphics Module (AGM) (GV-SP, GIV-X) (ASC 904 - Cert Charlie and ASC 905 - Cert Charlie II and any later revision to the operating software)	C	4	3	(O) May be inoperative provided: a) The inoperative AGM is electronically switched to the AGM 3 position resulting in DU 3 Red Xing, and b) Crew actions for subsequent failures are established.	
42.	Cockpit Printer	D	1	0		|
43.	Cursor Control Device (GV-SP, GIV-X)	C	2	0	May be inoperative provided: a) Both Display Controllers, Weather Radar Controllers, and two MCDUs are operative, and b) Terminal charts for the origin, destination and alternate airports are verified to be current and onboard the aircraft.	|
***	Cursor Control Device (GV Only)	C	2	0	(M)(O) May be inoperative provided: a) Both Display Controllers are operative, and b) Terminal charts for the origin, destination and alternate airports are verified to be current and onboard the aircraft.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
44.	Multifunction Control Display Unit (MCDU) (GV-SP, GIV-X)	C	3	2	(M) May be inoperative provided: a) The FMS functions and Radio Tuning functions are operative on the remaining MCDUs, and b) The inoperative MCDU is located in the No. 2 position. NOTE: MCDU 3 has Backup Radio Tuning functions.	|
1)	Flight Management System (FMS) Function (GV-SP, GIV-X)	B	3	1	Except where enroute operations or approach minimums require its use, may be inoperative provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, and c) Procedures do not require its use. 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.	|
a)	Navigation Database	A	-	-	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	|

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
44.	Multifunction Control Display Unit (MCDU) (GV-SP, GIV-X) (Cont'd)					|
2)	Radio Tuning Function (GV-SP, GIV-X)	B	3	2		
45.	Advanced Graphics Module (AGM) Database (GV-SP, GIV-X)	C	-	0	(O) May be inoperative provided: a) Operations do not require its use, and b) Alternate procedures are developed and used.	|
46.	Charts Function (GV-SP, GIV-X, GV for DU-885 Equipped Airplanes)	D	2	0	May be inoperative provided current aeronautical charts are carried on board the airplane and available to the flightcrew.	|
1)	Charts Database	C	4	0	(O) May be inoperative provided: a) Operations do not require its use, and b) Alternate procedures are developed and used.	
47.	Video Function (GV-SP, GIV-X)	D	1	0	Any video presented on Display Units 1, 2, 3, and 4 may be inoperative. NOTE 1: Some Enhanced Flight Vision System (EVS) operations may require the use of the EVS video display. NOTE 2: If EVS video cannot be displayed on DU 3, EFVS approaches to landing and rollout are prohibited.	| | | | | |

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
48. ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out)	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	|
		C	-	1	One may be inoperative.	|
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out Extended Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	|
		C	-	1	One may be inoperative.	|
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	|

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
48. ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out) (Cont'd)					|
***	ADS-B Out UAT	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	|
		C	-	1	One may be inoperative.	|
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	|
***	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.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
49.	Right Side Display Controller (GV Only)	A	1	0	(M)(O) May be inoperative provided: a) The weather at the destination is forecast to be VFR (1,000 ft. ceiling and three miles visibility), b) An alternate airport is specified in the flight plan which has VFR weather forecast (1,000 ft. ceiling and three miles visibility), c) Both VOR and ADF navigation receivers are operative, d) Flight is conducted based on short range navigation sources only being available, e) Navigation suffix in the IFR flight plan clearly indicates that the airplane is not capable of any RNP required navigation capability, f) Flight is conducted in airspace where the availability of navigation by short range navigation receivers (VOR/ADF) is assured, g) One DBDI or Standby RMI or Secondary Navigation Display is operative, h) Associated circuit breaker is pulled and collared, i) Alternate procedures are established and used, and j) Repairs are made within 1 flight-day.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
49.	Right Side Display Controller (GV-SP, GIV-X)	A	1	0	(M)(O) May be inoperative provided: a) FMS is the navigation source on both PFDs, b) Destination and alternate airports have either LPV, GPS, or FMS overlay approaches available without NOTAM restrictions for airplanes not equipped with Enhanced Navigation Package, c) Destination and alternate airports have either LPV, GPS, FMS overlay, or ILS approach available without NOTAM restrictions for airplanes equipped with Enhanced Navigation Package, d) No other display system failures exist, e) Associated circuit breaker is pulled and collared, f) Alternate procedures are established and used, and g) Repairs are made within 2 flight-days.	|
50. ***	Synthetic Vision Primary Flight Display (SV-PFD) Functions	D	2	0		|
51. ***	DDA (Digital to Discrete Adapter) (GV Only)	D	2	0	May be inoperative provided approach minimums do not require its use.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
52. ***	GNSSU WAAS (Wide Area Augmentation System or SBAS – Space Based Augmentation System) Function	D	2	0	WAAS function may be inoperative provided enroute and approach procedures do not require its use.	|
1) ***	LPV Enable Switch (GV Only)	C	2	0	May be inoperative provided approach procedures do not require its use.	
53.	CAS Scroll Switch (GV-SP, GIV-X)	D	2	0	May be inoperative provided both CCDs are operative.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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 and Supply				Deleted, Revision 11.	|
2.	Cabin Oxygen ON Warning System	C	1	0	May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operative, and b) Cabin Altitude Pressure Warning System is operative.	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
3.	Oxygen Service Panel Pressure Gauge	D	2	0	May be inoperative provided associated cockpit gauge is operative and monitored.	
4. ***	Portable Oxygen Bottle or Unit (Including Mask and Hose)	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. 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.	|

(Continued)

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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 Oxygen Bottle or Unit (Including Mask and Hose) (Cont'd)				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 Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	|
5.	Oxygen Supply Warning System	C	2	0	May be inoperative provided associated cockpit gauge is operative and monitored.	
6. ***	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 until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBEs, removed from a certified location or removed from the aircraft are subject to 49 CFR dangerous goods regulations.	|
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
7. ***	Electronic Equipment Rack Oxygen Pressure Gauge	D	-	0	May be inoperative provided cockpit gauges are operative.	
8.	Cockpit Oxygen Pressure Indication	C	-	0	May be inoperative provided: a) Oxygen Service Panel Pressure Gauges are operative and checked before every takeoff, and b) Crew Oxygen Off and Passenger Oxygen Off messages are not displayed on the CAS prior to every takeoff.	
9.	Therapeutic Oxygen	D	-	-	May be inoperative or missing.	
10. ***	High Landing Field Elevation Passenger Oxygen Controller High Altitude Switch (GV-SP, GIV-X)	D	1	0	May be inoperative provided the maximum Landing Field Elevation does not exceed 14,500 ft.	|
1) ***	High Altitude Switch Light (GV-SP, GIV-X)	D	1	0	May be inoperative provided the switch position is verified to be depressed in whenever the Landing Field Elevation exceeds 14,500 ft.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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.	Bleed Air Systems (GV, GV-SP Only)					
1)	Pressurized Configuration	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified to be operative and selected OPEN, and d) Airplane is operated in accordance with AFM Limitations. NOTE: Autothrottle will be inoperative with Isolation Valve OPEN.	
2)	Unpressurized Configuration	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Airplane is not operated in forecast or known icing conditions, and c) Airplane is operated in accordance with AFM Limitations.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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.	Bleed Air System (GIV-X Only)					
1)	Pressurized Configuration	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified to be operative and selected OPEN, d) Airplane is not operated in forecast or known icing conditions, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Autothrottle will be inoperative with Isolation Valve OPEN.	
2)	Unpressurized Configuration	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Affected Valve(s) is verified CLOSED, b) Airplane is not operated in known or forecast icing conditions, and c) Airplane is operated in accordance with AFM Limitations. NOTE: Autothrottle will be inoperative with Isolation Valve OPEN.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
2.	Bleed Air Hot Warning System					
1)	Pressurized Configuration	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Associated Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified to be operative and selected OPEN, d) Airplane is not operated in known or forecast icing conditions, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Autothrottle will be inoperative with Isolation Valve OPEN.	
2)	Unpressurized Configuration	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Associated Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Airplane is not operated in forecast or known icing conditions, and c) Airplane is operated in accordance with AFM Limitations.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
3.	Isolation Valve	C	1	0	(M) May be inoperative provided: a) Both Bleed Air Systems are operative, b) Both Environmental Control System (ECS) Packs are operative, c) Isolation Valve is electrically deactivated, d) Isolation Valve is verified CLOSED, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Valve must be OPENED manually during left engine start.	
4.	Bleed Air System Switch Capsule Light	C	4	0	May be inoperative provided Bleed Air System indications are available on the Synoptic display.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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, b) Procedures are established to ensure that system is not serviced, and c) Passengers are advised of the inoperative water system.	
2.	Lavatory Waste System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded “INOPERATIVE - DO NOT ENTER”. NOTE: These provisos are not intended to prohibit inspections by crewmembers.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

38. Water/Waste

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

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
1.	Maintenance Data Acquisition Unit (MDAU) (GV)	D	1	0		|
2.	Central Maintenance Computer (CMC) (GV-SP, GIV-X)	C	1	0	May be inoperative provided all faults are recorded after each flight.	|
		C	1	0	May be inoperative or missing provided: a) All faults are recorded after each flight, and b) The CMC module is replaced with an Airflow Blockage Module (ABM) if the CMC module is removed from the MAU.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	Electronic Flight Bag (EFB) System					|
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.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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) Except for ER operations, may be inoperative provided: a) Both Engine Driven generators are operative, b) Standby Electrical System is operative, c) APU air inlet door is verified fully CLOSED, and d) Associated circuit breakers are pulled and collared.	
2.	APU EGT Indicator (EICAS and Overhead)	C	2	1		
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) APU is considered inoperative, b) Both Engine Driven generators are operative, c) Standby Electrical System is operative, and d) Associated circuit breakers are pulled and collared.	
3.	APU Tachometer (EICAS and Overhead)	C	2	1		
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) APU is considered inoperative, b) Both Engine Driven generators are operative, c) Standby Electrical System is operative, and d) Associated circuit breakers are pulled and collared.	
4.	APU “READY” Light System	C	1	0	May be inoperative provided the APU is operated in accordance with AFM Limitations.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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.	APU Remote Oil Quantity/Servicing System	C	1	0	May be inoperative provided oil is checked before every flight.	
6. ***	APU Oil Pressure Gauge	D	-	0		
7. ***	APU Oil Temperature Gauge	D	-	0		
8. ***	APU Fuel Pressure Gauge	D	-	0		
9.	APU Start Indicator Light	C	1	0		
10.	APU Air Load Control Valve	C	1	0	(M) May be inoperative provided valve is verified in CLOSED position.	
11.	APU External Fire Warning Alarm (Fire Warning Bell)	C	1	0	May be inoperative provided an APU operation is monitored in cockpit.	
12.	APU Air Inlet Door System	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU Air inlet door is secured fully CLOSED, b) APU is not operated, c) Both Engine Driven generators are operative, and d) Standby Electrical System is operative.	
13.	Bleed Air Augmentation Valve (GV, GV-SP)	C	1	0	(O) May be inoperative provided: a) APU starting is not attempted above FL 350, and b) APU is operated in accordance with AFM Limitations.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
14.	Surge Control Valve (GV, GV-SP)	C	1	0	Except for ER operations, may be inoperative provided: a) APU is restricted to ground use only at pressure altitude of 8,000 ft. or below, b) Both Engine Driven generators are operative, and c) Standby Electrical System is operative.	|
15.	Ignition System Channel (GV, GV-SP)	C	2	1		
16.	EGT Thermocouple System (GV, GV-SP)	C	2	1		
17.	Temperature Resistance Bulb (T2)	C	1	0		
18.	Inlet Pressure Transmitter (P2) (GV, GV-SP)	C	1	0		
19.	RPM Speed Sensor Channel (GV, GV-SP)	C	2	1		
20.	APU Hour Meter	C	1	0		
21.	Oil Temperature (GV, GV-SP)	C	1	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.	
22.	Deprime Solenoid (GV, GV-SP)	C	1	0	(M) May be inoperative provided airplane is operated in accordance with AFM Limitations.	
23.	Oil Heater (GV, GV-SP)	C	1	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.	
24. ***	APU Start/Engine Cowl Interrupt System	D	1	0		

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
1.	Door Warning Light System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
2. ***	Cargo Door Operating System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
3 ***	Cargo Door Warning Light System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
4. ***	Door Seal Pressure Indicator	D	1	0		
5.	Main Entry Door Normal Operating System	C	1	0	(O) May be inoperative provided: a) Alternate system is operative, and b) Main door is not CLOSED manually.	
6.	Main Entry Door Acoustic Curtain/Door System	D	-	-		
7.	Lavatory Door	D	-	-	(M) May be inoperative provided the affected door is secured OPEN or CLOSED for taxi, takeoff, and landing. NOTE: Includes pop-up panels, latches, locks, and handles.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
8.	Baggage Door Warning System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the baggage door is CLOSED and LOCKED.	
9.	Main Entry Door Warning System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the Main Entry Door is CLOSED and LOCKED.	
10. ***	Internal Baggage Door Warning System (GV, GV-SP)	C	1	0	(O) May be inoperative provided: a) Door is verified to be CLOSED and LOCKED by a crewmember after each use, and b) Door is placarded "DO NOT ENTER at or above 40,000 ft".	|
***	Internal Baggage Door Warning System (GIV-X)	C	1	0	(O) May be inoperative in the closed position provided the smoke detector is operative.	|
		C	1	0	(O) May be inoperative in the open position provided baggage compartment is empty.	
11.	Internal Baggage Door (GV, GV-SP)	C	1	0	May be inoperative provided airplane is operated at or below FL 400 and the baggage compartment is not used.	|
	Internal Baggage Door (GIV-X)	C	1	0	May be inoperative provided the baggage compartment is not used. NOTE: For GIV-X airplanes, the internal baggage door is not a secondary pressure bulkhead.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
12.	Interior Pocket Door	D	-	-	(M) May be inoperative provided the affected door is secured OPEN for taxi, takeoff, and landing. NOTE: Includes pop-up panels, latches, locks, and handles.	|
13.	Cabin Over Wing Exit Window Warning System	D	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the cabin exit window internal and external locking (T) handles in the over wing access panels are engaged in their LOCKED position.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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.	EPA Tank Ejector Pump	D	2	0	(M) May be inoperative provided maintenance procedures are established to drain tank: a) Before the first flight of each day, b) After three normal shutdowns, and c) After two false (wet) starts.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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 Indication System					
1)	EICAS	C	2	1	May be inoperative provided: a) Associated EPR, LP, and HP indicating systems are operative, and b) Fuel quantity indicating systems are operative.	
2)	RFMU (GV) MCDU (GV-SP, GIV-X)	C	2	1	May be inoperative provided: a) Associated EPR, LP, and HP indicating systems are operative, and b) Fuel quantity indicating systems are operative.	
2.	Fuel Low Pressure Warning System (EICAS)	C	2	1	May be inoperative provided: a) Associated Fuel Boost Pumps are operative, and b) Airplane is operated at or below FL 250.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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
3.	Engine FADEC System (GV, GV-SP)	A	2	0	(M)(O) Airplane may be dispatched with Blue “Engine Maintenance STD (###)” and/or “Engine Maintenance LTD” messages displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the BR 710-A1 Time Limits Manual (GV), chapter 5 or BR 710-C4 Time Limits Manual (GV-SP), chapter 5 (no extensions are authorized), and b) FADEC faults are reviewed by flightcrew before each takeoff.	
	Engine FADEC System (GIV-X)	A	2	0	(M)(O) Airplane may be dispatched with Blue “Engine Maintenance STD (###)” and/or “Engine Maintenance LTD” messages displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the Tay 611-8C Time Limits Manual, chapter 5 (no extensions are authorized), and b) FADEC faults are reviewed by flightcrew before each takeoff.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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.	Ignition System (Includes Igniter and/or Ignition Exciter)	A	4	3	May be inoperative provided: a) All 3 remaining ignition systems are operative, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 150 flight-hours.	
		A	4	2	May be inoperative provided: a) Each engine has an operative ignition system, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 10 flight-days.	I
2.	Ignition ON Indicator System	C	2	0	(M) May be inoperative provided both airstart ignition systems are verified to be operative before each flight.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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.	HP Tachometer Indication EICAS	C	2	1	May be inoperative on either engine provided associated LP, EPR, and Fuel Flow Indicating Systems (EICAS or Standby) are operative for affected engine. NOTE: Standby HP Indication may also be inoperative on both engines.	
2.	Engine Vibration Monitor System	B	1	0	May be inoperative provided: a) Both Ice Detection Systems are operative, b) Operations are not conducted in known or forecast icing conditions, and c) Crew reviews the Abnormal Procedures for engine vibration before each takeoff.	|
3.	Engine Vibration Monitor System Sensor					|
1)	Primary Sensor	C	2	0	May be inoperative provided associated secondary sensor system is operative.	
2)	Secondary Sensor	C	2	0	May be inoperative provided associated primary sensor system is operative.	
4.	Standby Engine Instruments Indicating System (RFMU) (GV)	C	1	0	May be inoperative provided: a) Associated EICAS indication is operative, and b) All channels of both DAUs are operative.	|
5.	Standby Engine Instruments on Multifunction Control Display (MCDU) (GV-SP, GIV-X)	C	1	0	May be inoperative provided associated EICAS indication is operative.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
1.	Thrust Reverser	C	2	0	(M) May be inoperative provided: a) Affected Thrust Reverser is deactivated, stowed, and LOCKED in forward thrust position, and b) Airplane is operated in accordance with AFM Limitation and Procedures. NOTE: The Thrust Reverser Fail Amber CAS may post and the flight control synoptic page may indicate the thrust reverser deployed during flight with the Thrust Reverser Locked out.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
1.	Low Oil Pressure Warning System	C	2	1	May be inoperative provided oil pressure indicators for both engines are operative.	|
2.	Engine Oil Replenishment System	D	1	0		
3.	Impending Oil Filter Bypass Indication	A	2	1	(M) May be inoperative provided: a) Associated oil filter bypass pop up indicator is verified in normal (recessed) position before each engine start, b) The oil filter is changed every flight-day or every15 flight-hours, whichever occurs first, | c) The Magnetic Chip Detectors are checked and verified to be free of all debris, d) Procedures are in place to ensure all other DND (Do Not Dispatch) messages are addressed before dispatch, and e) Repairs are made within 3 flight-days. | NOTE: An amber “Engine Maintenance” message will still be displayed on the Crew Alerting System.	
4.	Oil Quantity Indication System (EICAS/Ground Service Control Panel)	C	2	0	May be inoperative provided the engine oil quantity is verified on the engine oil quantity gauge before each engine start.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
5.	Oil Filter Pressure Switch Fault Indication	C	2	0	(M) May be inoperative provided: a) Associated oil filter bypass pop up indicator is verified in normal (recessed) position before each engine start, b) Oil filter fault is not displayed in MDAU (GV) or CMC (GV-SP, GIV-X), c) Fault is confirmed to be on the indication system, and d) Procedures are in place to ensure all other DND (Do Not Dispatch) messages are addressed before dispatch. NOTE: An amber “Engine Maintenance” message will still be displayed on the Crew Alerting System.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

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

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Starting System	C	2	0	(M)(O) May be inoperative provided: a) Airstart Ignition System is operative, b) Start Valve has not failed in OPEN position, c) Start Valve is manually OPENED and CLOSED for engine starting, d) Airstart Ignition, Engine Selector, and Start Switches are switched to OFF when engine has reached self-sustaining speed, and e) Engine start is accomplished in accordance with AFM Engine Start Valve Fails To Open Procedure.	
2.	Auto Start System	C	2	0	May be inoperative provided: a) Alternate start system is operative, and b) AFM procedures for alternate engine start are used to start engines.	
3.	Start Valve Position Indication	C	2	0	(M)(O) May be inoperative provided: a) Start Valve has not failed in OPEN position as verified by visual means through an access panel, b) Ignition ON indication is operative during engine start, and c) Start Valve is verified CLOSED following engine start by visual means.	|
4. ***	Start Valve Position Indicator Light				Deleted, Revision 11.	|

SECTION TWO

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

1. Section Two of the MMEL will list only Crew Alerting system (CAS) Messages meeting the following requirements:
   a) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.
   b) Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
   c) Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.

2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

Please refer to Policy Letter 119 for further guidance.

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
A/P TRIM PWR FAIL (Blue – Advisory) (GV)	B	(O) Airplane may be dispatched with one elevator trim servo inoperative provided the inoperative trim servo circuit breaker(s) is pulled and collared.	| |
A/T 1-2 FAIL (Blue – Advisory)	B	(O) Airplane may be dispatched provided affected A/T system is confirmed disengaged.	
A/T 1-2 TQA Power Fail (Blue – Advisory) (GV-SP, GIV-X)	B	(O) Airplane may be dispatched provided affected A/T system is confirmed disengaged.	
ACS Default Mode, L-R (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched.	
ACS DEFLT MODE, L-R (Blue – Advisory) (GV)	C	Airplane may be dispatched.	
ACS Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	B	Except for ER operations, airplane may be dispatched in the pressurized configuration with a single pack inoperative provided: a) Inoperative ECS Pack is selected OFF, b) Bleed Air Isolation Valve is CLOSED and OPERATIVE, c) Right Main TRU is operative, d) Airplane is operated in accordance with AFM Limitations, e) Airplane is operated at or below FL 410, and f) Autothrottles must be operative and engaged at or above FL 400.	
	B	Except for ER operations, airplane may be dispatched in the unpressurized configuration with both packs inoperative provided the outflow valve is operative.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ACS FAIL, L-R (Amber – Caution) (GV)	B	Except for ER operations, airplane may be dispatched in the pressurized configuration with a single pack inoperative provided: a) Inoperative ECS Pack is selected OFF, b) Bleed Air Isolation Valve is CLOSED and OPERATIVE, c) Right Main TRU is operative, d) Airplane is operated in accordance with AFM Limitations, e) Airplane is operated at or below FL 410, and f) Autothrottles must be operative and engaged at or above FL 400.	
	B	Except for ER operations, airplane may be dispatched in the unpressurized configuration with both packs inoperative provided the outflow valve is operative.	
ACS Maintenance, L-R (Blue – Advisory) (GV-SP, GIV-X)	C	(O) Except for ER operations, airplane may be dispatched provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, and d) Autopilot is operative.	
ACS MAINT REQD, L-R (Blue – Advisory) (GV)	C	(O) Except for ER operations, airplane may be dispatched provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, and d) Autopilot is operative.	
ADF 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched provided system is not required by 14 CFR.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ADM1-3 Probe Heat Fail (Blue – Advisory) (GV-SP)	A	(O) Except for ER operations, airplane may be dispatched with one probe heater inoperative provided: a) Airplane is not operated in visible moisture or known or forecast icing conditions, b) Flightcrew select ADS sources that are different and not associated with failed pitot heater element, and c) Repairs are made within 2 flight-days.	|
ADM2 Stby Probe Heat Fail (Blue – Advisory) (GV-SP)	A	(O) Except for ER operations, airplane may be dispatched with one probe heater inoperative provided: a) Airplane is not operated in visible moisture or known or forecast icing conditions, b) Flightcrew select ADS sources that are different and not associated with failed pitot heater element, and c) Repairs are made within 2 flight-days.	|
ADS 1-2 Probe Heat Fail (Blue – Advisory) (GIV-X)	A	(O) Except for ER operations, airplane may be dispatched with one probe heater inoperative provided: a) Airplane is not operated in visible moisture or known or forecast icing conditions, b) Flightcrew select ADS sources that are different and not associated with failed pitot heater element, and c) Repairs are made within 2 flight-days.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ADS 1-2-3 Fail (Blue – Advisory) (GV-SP, GIV-X)	B	(O) Airplane may be dispatched with a single air data system inoperative provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, e) Airplane is operated in accordance with AFM Limitations, f) Circuit breakers associated with ADS failure are pulled and collared, and g) Flightcrew selects operative and different ADS sources prior to departure. NOTE 1: Two systems are required for operation in RVSM airspace. NOTE 2: Transponder and Flight Director/Autopilot must use same ADC data for RVSM. NOTE 3: For ADS 1 Fail, expect the L Engine Backup Air Data advisory, associated Engine Maintenance LTD and SSEC 1 Disabled (Amber) message to post. NOTE 4: For ADS 2 Fail, expect the R Engine Backup Air Data advisory, associated Engine Maintenance LTD and SSEC 2 Disabled (Amber) message to post. NOTE 5: For ADS 3 Fail, expect the associated Engine Backup Air Data advisory, associated Engine Maintenance LTD and SSEC 3 Disabled (Amber) message to post.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ADS 3 Stby Probe Heat Fail (Blue – Advisory) (GIV-X)	A	(O) Except for ER operations, airplane may be dispatched with one probe heater inoperative provided: a) Airplane is not operated in visible moisture or known or forecast icing conditions, b) Flightcrew selects ADS sources that are different and not associated with failed pitot heater element, and c) Repairs are made within 2 flight-days. NOTE: Standby instruments and ADS 3 may be unreliable.	|
ADS-B Fail (Blue – Advisory) (GV-SP, GIV-X)	C	(O) Airplane may be dispatched provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
Aft Cabin Temp Fan Fail (Blue – Advisory) (GV-SP, GIV-X)	C	(O) Airplane may be dispatched provided: a) None of the following CAS messages are also posted: • Forward Cabin Temp Fan Fail, and • Cockpit Temp Fan Fail, b) Aft Cabin Temperature Manual mode is operative, c) Associated temperature indicator is operative, d) Associated circuit breaker is pulled and collared, and e) Flightcrew monitors aft cabin temperature and aft cabin duct temperature.	|
AFT CABIN TMP FAN FL (Blue – Advisory) (GV)	C	(O) Airplane may be dispatched provided: a) None of the following CAS messages are also posted: • Forward Cabin Temp Fan Fail, and • Cockpit Temp Fan Fail, b) Aft Cabin Temperature Manual mode is operative, c) Associated temperature indicator is operative, d) Associated circuit breaker is pulled and collared, and e) Flightcrew monitor aft cabin temperature and aft cabin duct temperature.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
AGM 1-2-3-4 DMU Charts Fail (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched provided: a) Current aeronautical charts are carried onboard the airplane and available to the flightcrew, and b) Airplane is operated in accordance with AFM Limitations.	
AGM 1-2-3-4 Fail (Blue – Advisory) (GV-SP, GIV-X)	B	(O) Airplane may be dispatched with one AGM inoperative provided: a) The inoperative AGM is electronically switched to the AGM 3 position resulting in DU3 red Xing, b) DU3 is dimmed to eliminate the Red X, and c) Crew actions for subsequent failures are established.	
AIU 1-2 FAIL (Blue – Advisory) (GV)	A	Airplane may be dispatched with one AIU inoperative provided: a) Operations do not require use of HF radio, and b) Repairs are made within 2 flight-days.	|
Alternate Pump Fail, L-R (Amber – Caution) (GV-SP)	B	(O) Except for ER operations, airplane may be dispatched with a single pump inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, d) Flightcrew comply with AFM, Section 3, Abnormal Procedures, Fuel Boost Pump Failure, and e) Airplane is operated in accordance with AFM Limitations.	
Alt FuelPump Fail, L-R (Amber – Caution) (GIV-X)	B	(O) Except for ER operations, airplane may be dispatched with a single pump inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, d) Flightcrew comply with AFM, Section 3, Abnormal Procedures, Fuel Boost Pump Failure, and e) Airplane is operated in accordance with AFM Limitations.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ALT PUMP FAIL, L-R (Amber – Caution) (GV)	B	(O) Except for ER operations, airplane may be dispatched with a single pump inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, d) Flightcrew comply with AFM, Section 3, Abnormal Procedures, Fuel Boost Pump Failure, and e) Airplane is operated in accordance with AFM Limitations.	
Antiskid Fail (Amber – Caution) (GV-SP, GIV-X)	B	(O) Airplane may be dispatched provided: a) ANTI-SKID is selected “OFF”, b) Anti-skid off braking procedures, AFM Section 3, Abnormal Procedures, Anti-Skid Failure are followed, c) No WOW Power Faults exist, d) If Auto mode of the AUX Hydraulic Pump is inoperative, AUX pump is selected ON for takeoff and landing, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Anti-Skid inoperative AFM performance penalties must be applied. Refer to AFM, Section 5, Performance, Reference Accelerate-Stop Distance.	
ANTISKID FAIL (Amber – Caution) (GV)	B	(O) Airplane may be dispatched provided: a) ANTI-SKID is selected “OFF”, b) Anti-skid off braking procedures, AFM Section 3, Abnormal Procedures, Anti-Skid Failure are followed, c) No WOW Power Faults exist, d) If Auto mode of the AUX Hydraulic Pump is inoperative, AUX pump is selected ON for takeoff and landing, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Anti-Skid inoperative AFM performance penalties must be applied. Refer to AFM, Section 5, Performance, Reference Accelerate-Stop Distance.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
AP 1-2 Fail (Amber – Caution) (GV-SP, GIV-X)	B	(O) Except for ER operations or where enroute operations or approach minimums require its use, Airplane may be dispatched with one Autopilot inoperative provided the airplane is operated in accordance with AFM Limitations in the event operative FGC fails and Yaw Damper is inoperative. NOTE: FGC is required for NAT HLA, RVSM, RNP, and PRNAV operations.	|
AP 1-2 Power Fail (Blue – Advisory) (GV-SP, GIV-X)	B	(O) Except for ER operations or where enroute operations or approach minimums require its use, Airplane may be dispatched with one inoperative provided airplane is operated in accordance with AFM Limitations in the event operative FGC fails and Yaw Damper is inoperative. NOTE: FGC is required for NAT HLA, RVSM, RNP, and PRNAV operations.	|
AP/Trim Fail (Blue – Advisory) (GV-SP, GIV-X)	B	(O) Airplane may be dispatched with one elevator trim servo inoperative provided the associated inoperative trim servo circuit breaker is pulled and collared.	|
APM 1-2-3-4 Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched with one APM inoperative.	
APU Fail (Amber – Caution) (GV-SP, GIV-X)	B	(O) Except for ER operations, airplane may be dispatched provided: a) Both Engine Driven generators are operative, b) Standby Electrical System is operative, and c) APU Air inlet door is verified fully CLOSED.	
APU FAIL (Amber – Caution) (GV)	B	(O) Except for ER operations, airplane may be dispatched provided: a) Both Engine Driven generators are operative, b) Standby Electrical System is operative, and c) APU Air inlet door is verified fully CLOSED.	
***APU Fire Bottle Discharge (Amber – Caution)	B	(O) Except for ER operations, airplane may be dispatched provided: a) APU is considered inoperative, b) Both engine driven generators are operative, c) Standby electrical system is operative, and d) Associated circuit breakers are pulled and collared.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
APU Fire Detector Fail (Amber – Caution) (GV-SP, GIV-X)	B	(O) Except for ER operations, airplane may be dispatched provided: a) APU is considered inoperative, and a) Associated circuit breakers are pulled and collared.	|
APU FIRE DET FAIL (Amber – Caution) (GV)	B	(O) Except for ER operations, airplane may be dispatched provided: a) APU is considered inoperative, and b) Associated circuit breakers are pulled and collared.	|
APU GCU Fail (Blue – Advisory) (GV-SP, GIV-X)	A	(O) Except for ER operations, airplane may be dispatched provided: b) Associated circuit breaker is pulled and collared, c) Both Engine Driven generators are operative as verified by reference to the AC synoptic and the absence of failure messages on CAS, d) Standby Electrical System is operative, and e) Repairs are made within 2 flight-days.	|
APU GCU FAIL (Blue – Advisory) (GV)	A	(O) Except for ER operations, airplane may be dispatched provided: a) Associated circuit breaker is pulled and collared, b) Both Engine Driven generators are operative as verified by reference to the AC synoptic and the absence of failure messages on CAS, c) Standby Electrical System is operative, and d) Repairs are made within 2 flight-days.	|
APU Generator Fail (Blue – Advisory) (GV-SP, GIV-X)	A	(O) Except for ER operations, airplane may be dispatched provided: a) Associated circuit breaker is pulled and collared, b) Both Engine Driven generators are operative as verified by reference to the AC synoptic and the absence of failure messages on CAS, c) Standby Electrical System is operative, and d) Repairs are made within 2 flight-days.	|
APU Generator Maint Reqd (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
APU GEN FAIL (Blue – Advisory) (GV)	A	(O) Except for ER operations, airplane may be dispatched provided: a) Associated circuit breaker is pulled and collared, b) Both Engine Driven generators are operative as verified by reference to the AC synoptic and the absence of failure messages on CAS, c) Standby Electrical System is operative, and d) Repairs are made within 2 flight-days.	|
APU GEN MAINT REQD (Blue – Advisory) (GV)	C	Airplane may be dispatched.	
APU Maintenance Required (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched.	
APU MAINT REQD (Blue – Advisory) (GV)	C	Airplane may be dispatched.	
APU Shutoff Valve Fail (Amber – Caution) (GV-SP, GIV-X)	B	(O) Except for ER operations, may be inoperative provided: a) Both Engine Driven generators are operative, b) Standby Electrical System is operative, and c) APU is not used.	
ATC 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched with any in excess of those required by 14 CFR inoperative. NOTE 1: Flight Director, Autopilot, and Transponder must use the same Air Data source for flight into RVSM airspace. NOTE 2: Transponder and altitude reporting capability must be operative for flight into RVSM airspace.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
BAROSET 1 Fail (Blue – Advisory) (GV-SP, GIV-X)	C	(O) Airplane may be dispatched provided: a) None of the following CAS messages are also posted: 1. ADS 2 Fail, 2. ADS 3 Fail, 3. BAROSET 2 Fail, and 4. BAROSET 3 Fail. b) Manual Pressurization Control System is operative, c) Cabin Altitude and Differential Pressure Indicators are operative, d) Cabin Rate of Climb Indicator is operative, e) Flightcrew select ADS sources that are independent and not associated with the BAROSET failure, f) Autopilot is operative, and g) Airplane is operated in accordance with AFM Limitations. NOTE 1: Two systems are required for operation in RVSM airspace. NOTE 2: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
BAROSET 2 Fail (Blue – Advisory) (GV-SP, GIV-X)	C	(O) Airplane may be dispatched provided: a) None of the following CAS messages are also posted: 1. ADS 1 Fail, 2. ADS 3 Fail, 3. BAROSET 1 Fail, and 4. BAROSET 3 Fail. b) Manual Pressurization Control System is operative, c) Cabin Altitude and Differential Pressure Indicators are operative, d) Cabin Rate of Climb Indicator is operative, e) Flightcrew select ADS sources that are independent and not associated with the BAROSET failure, f) Autopilot is operative, and g) Airplane is operated in accordance with AFM Limitations. NOTE 1: Two systems are required for operation in RVSM airspace. NOTE 2: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
BAROSET 3 Fail (Blue – Advisory) (GV-SP, GIV-X)	C	(O) Airplane may be dispatched provided: a) None of the following CAS messages are also posted: 1. ADS 1 Fail, 2. ADS 2 Fail, 3. BAROSET 1 Fail, and 4. BAROSET 2 Fail. b) Manual Pressurization Control System is operative, c) Cabin Altitude and Differential Pressure Indicators are operative, d) Cabin Rate of Climb Indicator is operative, e) Flightcrew select ADS sources that are independent and not associated with the BAROSET failure, f) Autopilot is operative, and g) Airplane is operated in accordance with AFM Limitations. NOTE 1: Two systems are required for operation in RVSM airspace. NOTE 2: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.	
BAS Default Mode, L-R (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched.	
BAS DEFLT MODE, L-R (Blue – Advisory) (GV)	C	Airplane may be dispatched.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
BAS Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	B	(O) Except for ER operations, airplane may be dispatched in the pressurized configuration with one Bleed Air System inoperative provided (GV-SP): a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF as follows: 1. Affected Bleed Air Valve is selected OFF, and 2. Associated circuit breakers are pulled and collared, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified to be operative and selected OPEN, and d) Airplane is operated in accordance with AFM Limitations. NOTE: Autothrottle will be inoperative with Isolation Valve OPEN.	
BAS Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	B	(O) Except for ER operations, airplane may be dispatched in the pressurized configuration with one Bleed Air System inoperative provided (GIV-X): a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF as follows: 1. Affected Bleed Air Valve is selected OFF, and 2. Associated circuit breakers are pulled and collared, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified to be operative and selected OPEN, d) Airplane is not operated in forecast or known icing conditions, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Autothrottle will be inoperative with Isolation Valve OPEN. (Continued)	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
BAS Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	B	(O) Except for ER operations, airplane may be dispatched in the unpressurized configuration with both Bleed Air Systems inoperative provided (GV-SP): a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF as follows: 1. Affected Bleed Air Valve is selected OFF, and 2. Associated circuit breakers are pulled and collared, b) Manual pressurization control is selected, c) Outflow valve is slewed to the full OPEN position, d) RAM Air is selected ON, e) Cabin differential pressure is monitored to be nominally zero psid during the flight, f) Airplane is not operated in known or forecast icing conditions, and g) Airplane is operated in accordance with AFM Limitations.		
BAS Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	B	(O) Except for ER operations, airplane may be dispatched in the unpressurized configuration with both Bleed Air Systems inoperative provided (GIV-X): a) Affected Valve(s) is verified CLOSED, b) Manual pressurization control is selected, c) Outflow valve is slewed to the full OPEN position, d) RAM Air is selected ON, e) Cabin differential pressure is monitored to be nominally zero psid during the flight, f) Airplane is not operated in forecast or known icing conditions, and g) Airplane is operated in accordance with AFM Limitations.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
BAS Fail, L-R (Amber – Caution) (GV)	B	(O) Except for ER operations, airplane may be dispatched in the pressurized configuration with one Bleed Air System inoperative provided (GV): a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF as follows: 1. Affected Bleed Air Valve is selected OFF, and 2. Associated circuit breakers are pulled and collared, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified to be operative and selected OPEN, and d) Airplane is operated in accordance with AFM Limitations. NOTE: Autothrottle will be inoperative with Isolation Valve OPEN.	|
BAS Fail, L-R (Amber – Caution) (GV)	B	(O) Except for ER operations, airplane may be dispatched in the unpressurized configuration with both Bleed Air Systems inoperative provided (GV): a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF as follows: 1. Affected Bleed Air Valve is selected OFF, and 2. Associated circuit breakers are pulled and collared, b) Manual pressurization control is selected, c) Outflow valve is slewed to the full OPEN position, d) RAM Air is selected ON, e) Cabin differential pressure is monitored to be nominally zero psid during the flight, f) Airplane is not operated in known or forecast icing conditions, and g) Airplane is operated in accordance with AFM Limitations.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
BAS Maintenance Reqd, L-R (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched.	
BAS MAINT REQD, L-R (Blue – Advisory) (GV)	C	Airplane may be dispatched.	
BATT CHGR FAIL, L-R (Amber – Caution) (GV)	A	(O) Airplane may be dispatched with one inoperative battery charger provided: a) Both Engine Generators are operative, b) APU Generator is operative, c) Associated circuit breaker on the Power Distribution Box is pulled and collared, d) Standby Electrical System is operative, e) Affected Battery is selected OFF, and f) Repairs are made within 2 flight-days.	
Battery Charger Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	A	(O) Airplane may be dispatched with one inoperative battery charger provided: a) Both Engine Generators are operative, b) APU Generator is operative, c) Associated circuit breaker on the Power Distribution Box is pulled and collared, d) Standby Electrical System is operative, e) Affected Battery is selected OFF, and f) Repairs are made within 2 flight-days.	
Brake Maintenance Reqd (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched.	
BRAKE MAINT REQD (Blue – Advisory) (GV)	C	Airplane may be dispatched.	
CAB PRESS SEMIAUTO (Blue – Advisory) (GV)	C	Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations.	
Cabin Pressure Semi-auto (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
CCD 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	B	(O) Airplane may be dispatched provided: a) Both Display Controllers, Weather Radar Controllers, and 2 MCDUs are operative, and b) Current terminal charts for the origin, destination and alternate airports are carried, or EFBs are carried, onboard the airplane and available to the flightcrew.	
CDU 1-2-3 FAIL (Blue – Advisory) (GV)	A	Except where enroute operations or approach minimums require its use, airplane may be dispatched provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, c) Procedures do not require its use, d) Both RFMUs are operative, and e) Repairs are made within 2 flight-days. NOTE: Two systems are required for dispatch into NAT HLA or RNP-10 airspace. One system is required in PRNAV, BRNAV, RNAV 1, and RNAV 2 airspace.	|
CHECKLIST MISMATCH (Blue – Advisory) (GV)	B	(O) Airplane may be dispatched provided: a) The checklist module in Fault Warning Computer (FWC) one is operative, and b) Current paper checklists are utilized.	
CKPT TEMP FAN FAIL (Blue – Advisory) (GV)	C	(O) Airplane may be dispatched provided: a) None of the following CAS messages are also posted: • Aft Cabin Temp Fan Fail. • Forward Cabin Temp Fan Fail. b) Cockpit Temperature Manual mode is operative, c) Associated temperature indicator is operative, d) Associated circuit breaker is pulled and collared, and e) Flightcrew monitor cockpit temperature and cockpit duct temperature.	|
CMC Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched provided all faults are recorded after each flight.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
CMF 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	B	(O) Airplane may be dispatched provided: a) Alternate procedures are established and used, and b) Flightcrew utilizes voice over VHF/HF to relay pertinent information to the air traffic management system.	
	B	(O) Airplane may be dispatched provided routine procedures do not require its use.	
CMS 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched with one system inoperative.	
Cockpit Temp Fan Fail (Blue – Advisory) (GV-SP, GIV-X)	C	(O) Airplane may be dispatched provided: a) None of the following CAS messages are also posted: • Aft Cabin Temp Fan Fail. • Forward Cabin Temp Fan Fail. b) Cockpit Temperature Manual mode is operative, c) Associated temperature indicator is operative, d) Associated circuit breaker is pulled and collared, and e) Flightcrew monitor cockpit temperature and cockpit duct temperature.	
Cockpit Voice Recorder Fail (Blue – Advisory) (GV-SP, GIV-X)	A	Airplane may be dispatched provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within 3 flight-days.	|
Without FDR Installed	A	Airplane may be dispatched provided repairs are made within 3 flight-days.	|
Not Air Carrier or Commercial	A	Airplane may be dispatched provided repairs are made in accordance with applicable 14 CFRs.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Cowl Valve Fail Open, L-R (Amber – Caution) (GV-SP, GIV-X)	B	(O) Airplane may be dispatched with 1 inoperative provided: a) Affected Valve is verified OPEN, b) All components of both HP Bleed Air Systems are operative, c) Both Environmental Control Systems (ECS) Packs are operative, d) Affected Cowl Anti-Ice switch is ON, e) Associated valve circuit breaker is pulled or in the OPEN position, f) Performance Computer is initialized with COWL ANTI-ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized, and g) Airplane is operated in accordance with AFM Limitations and Performance.	|
COWL VLV FL OP, L-R (Amber – Caution) (GV)	B	(O) Airplane may be dispatched with one inoperative provided: a) Affected Valve is verified OPEN, b) All components of both HP Bleed Air Systems are operative, c) Both Environmental Control Systems (ECS) Packs are operative, d) Affected Cowl Anti-Ice switch is ON, e) Associated valve circuit breaker is pulled or in the OPEN position, f) Performance Computer is initialized with COWL ANTI-ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized, and g) Airplane is operated in accordance with AFM Limitations and Performance.	|
CPAM Fail (Amber – Caution) (GV-SP, GIV-X)	B	Airplane may be dispatched provided both auto systems are operative.	
CPAM FAIL (Amber – Caution) (GV)	B	Airplane may be dispatched provided both auto systems are operative.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
CPCS 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	(O) Except for ER operations, airplane may be dispatched provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, e) Airplane is operated in accordance with AFM Limitations and Abnormal Procedures (for Taxi, Takeoffs, and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within 2 flight-days.	|
	A	(O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided: a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within 2 flight-days.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
CPCS 1-2 FAIL (Blue – Advisory) (GV)	A	(O) Except for ER operations, airplane may be dispatched provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, e) Airplane is operated in accordance with AFM Limitations and Abnormal Procedures (for Taxi, Takeoffs, and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within 2 flight-days.	|
	A	(O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided: a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within 2 flight-days.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
CPCS Channel 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	(O) Except for ER operations, airplane may be dispatched provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, e) Airplane is operated in accordance with AFM Limitations and Abnormal Procedures (for Taxi, Takeoffs, and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within 2 flight-days.	|
	A	(O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided: a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within 2 flight-days.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
CPCS CHNL 1-2 FAIL (Blue – Advisory) (GV)	A	(O) Except for ER operations, airplane may be dispatched provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, e) Airplane is operated in accordance with AFM Limitations and Abnormal Procedures (for Taxi, Takeoffs, and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within 2 flight-days.	|
	A	(O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided: a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within 2 flight-days.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
CPCS Control Panel Fail (Amber – Caution) (GV-SP, GIV-X)	A	(O) Except for ER operations, airplane may be dispatched provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, e) Airplane is operated in accordance with AFM Limitations (for Taxi, Takeoffs, and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within 2 flight-days.	|
	A	(O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided: a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within 2 flight-days.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
CPCS CONT PNL FAIL (Amber – Caution) (GV)	A	(O) Except for ER operations, airplane may be dispatched provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, e) Airplane is operated in accordance with AFM Limitations (for Taxi, Takeoffs, and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within 2 flight-days.	|
	A	(O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided: a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within 2 flight-days.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
CPCS Fail - Select Manual (Amber – Caution) (GV-SP, GIV-X)	A	(O) Except for ER operations, airplane may be dispatched provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, e) Airplane is operated in accordance with AFM Limitations (for Taxi, Takeoffs, and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within 2 flight-days.	|
	A	(O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided: a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within 2 flight-days.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
CPCS FAIL-SEL MAN (Amber – Caution) (GV)	A	(O) Except for ER operations, airplane may be dispatched provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, e) Airplane is operated in accordance with AFM Limitations (for Taxi, Takeoffs, and Landings – Max Cabin Pressure Differential 0.3 psi), and f) Repairs are made within 2 flight-days.	|
	A	(O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided: a) Manual pressurization is selected, b) The outflow valve is slewed to the full open position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, d) Cabin pressure is monitored to be nominally zero psid during the flight, and e) Repairs are made within 2 flight-days.	|
CPCS LAND ELEV FL (Blue – Advisory) (GV)	B	Airplane may be dispatched provided pressurization system is operated in the Semi mode.	
CPCS Landing Elevation Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched provided pressurization system is operated in the Semi mode.	
CPCS Maintenance Required (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched.	
CPCS MAINT REQD (Blue – Advisory) (GV)	C	Airplane may be dispatched.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
CPCS Select Panel Fault (Blue – Advisory) (GV-SP, GIV-X)	A	Airplane may be dispatched provided: a) Auto system (Cabin Pressure Control Panel) is operative, b) Semi-auto mode is considered inoperative, and c) Repairs are made within 2 flight-days.	|
CPCS SEL PNL FAULT (Blue – Advisory) (GV)	A	Airplane may be dispatched provided: a) Auto system (Cabin Pressure Control Panel) is operative, b) Semi-auto mode is considered inoperative, and c) Repairs are made within 2 flight-days.	|
CVR FAIL (Blue – Advisory) (GV)	A	Airplane may be dispatched provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	|
Without FDR Installed	A	Airplane may be dispatched provided repairs are made within 3 flight-days.	|
Not Air Carrier or Commercial	A	Airplane may be dispatched provided repairs are made in accordance with applicable 14 CFRs.	
Database Config (Blue – Advisory) (GV-SP, GIV-X)	A	Airplane may be dispatched 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) Repairs are made within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	|
DAU 1A FL DAU 1B FL DAU 2A FL DAU 2B FL (Blue – Advisory) (GV)	A	(O) Airplane may be dispatched with one failed DAU channel provided: a) Flightcrew selects operative channel via the display controller, and b) Repairs are made within 2 flight-days.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
DISP CTRL 2 FAIL (Blue – Advisory) (GV)	A	(O) Aircraft may be dispatched provided: a) The weather at the destination is forecast to be VFR (1,000 ft. ceiling and 3 miles visibility), b) An alternate airport is specified in the flight plan which has VFR weather forecast (1,000 ft. ceiling and 3 miles visibility), c) Both VOR and ADF navigation receivers are operative, d) Flight is conducted based on short range navigation sources only being available, e) Navigation suffix in the IFR flight plan clearly indicates that the airplane is not capable of any RNP required navigation capability, f) Flight is conducted in airspace where the availability of navigation by short range navigation receivers (VOR/ADF) is assured, g) One DBDI or Standby RMI or Secondary Navigation Display is operative, h) Alternate procedures are established and used, i) Flightcrew pull and collar associated Display Controller circuit breaker, j) Flightcrew prepare and display a TOLD (Takeoff and Landing Data) card prior to takeoff and prior to approach and landing (GV only), k) Flightcrew verify required approaches are available at the destination and alternate airports without being NOTAMed out of service or unusable, l) Pilot-Not-Flying (PNF) is prepared to announce approach minimums in the event the operative Display Controller fails enroute, and m) Repairs are made within 1 flight-day.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Display Controller 2 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	(O) Aircraft may be dispatched provided: a) FMS is the navigation source on both PFDs, b) Destination and alternate airports have either LPV, GPS, or FMS overlay approaches available without NOTAM restrictions for airplanes not equipped with Enhanced Navigation Package, c) Destination and alternate airports have either LPV, GPS, FMS overlay, or ILS approach available without NOTAM restrictions for airplanes equipped with Enhanced Navigation Package, d) No other display system failures exist, e) Flightcrew pull and collar associated Display Controller circuit breaker, f) Alternate procedures are established and used, g) Pilot-Not-Flying (PNF) is prepared to announce approach minimums in the event the operative Display Controller fails enroute, and h) Repairs are made within 1 flight-day.	|
DME 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched except where enroute operations or approach minimums require its use. Any in excess of those required by 14 CFR may be inoperative.	
EGPWM SYS 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched. NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction.	
Elevator Trim 1-2 Fail (Amber – Caution) (GV-SP, GIV-X)	B	(O) Airplane may be dispatched with electric elevator trim inoperative provided: a) Electric Elevator Trim remains OFF, b) Both Flap/Stabilizer Control Channels are operative (no messages on CAS), and c) Airplane is operated in accordance with AFM Limitations (Maximum Operating Limit Speed 0.80 Mach for GV-SP and Maximum Operating Limit Speed 0.75 Mach for GIV-X).	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ELEV TRIM INOP (Amber – Caution) (GV)	B	(O) Airplane may be dispatched with electric elevator trim inoperative provided: a) Electric Elevator Trim remains OFF, b) Both Flap/Stabilizer Control Channels are operative (no messages on CAS), and c) Airplane is operated in accordance with AFM Limitations (Maximum Operating Limit Speed 0.80 Mach).	
Engine Maintenance ###, L-R (Blue – Advisory) (GV-SP, GIV-X)	A	(O) Airplane may be dispatched with Blue “Engine Maintenance STD (###)” and/or “Engine Maintenance LTD” messages displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the BR 710-C4 Time Limits Manual (GV-SP) Chapter 5, or Tay 611-8C Time Limits Manual (GIV-X), Chapter 5 (no extensions are authorized), and b) FADEC faults are reviewed by flightcrew before each takeoff. NOTE: Blue “Engine Maintenance STD (###)” messages require maintenance action within 150 hours and Blue “Engine Maintenance LTD” messages required maintenance action within 500 hours.	
Engine Maintenance LTD, L-R (Blue – Advisory) (GV-SP, GIV-X)	A	(O) Airplane may be dispatched with Blue “Engine Maintenance STD (###)” and/or “Engine Maintenance LTD” messages displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the BR 710-C4 Time Limits Manual (GV-SP) Chapter 5, or Tay 611-8C Time limits Manual (GIV-X), Chapter 5 (no extensions are authorized), and b) FADEC faults are reviewed by flightcrew before each takeoff. NOTE: Blue “Engine Maintenance STD (###)” messages require maintenance action within 150 hours and Blue “Engine Maintenance LTD” messages required maintenance action within 500 hours.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ENG MAINT ###, L-R (Blue – Advisory) (GV)	A	(O) Airplane may be dispatched with Blue "Engine Maintenance STD (###)" and/or "Engine Maintenance LTD" messages displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the BR 710-A1 Time Limits Manual (GV), Chapter 5 (no extensions are authorized), and b) FADEC faults are reviewed by flightcrew before each takeoff. NOTE: Blue "Engine Maintenance STD (###)" messages require maintenance action within 150 hours and Blue "Engine Maintenance LTD" messages required maintenance action within 500 hours.	
ENG MAINT LTD, L-R (Blue – Advisory) (GV)	A	(O) Airplane may be dispatched with Blue "Engine Maintenance STD (###)" and/or "Engine Maintenance LTD" messages displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the BR 710-A1 Time Limits Manual (GV), Chapter 5 (no extensions are authorized), and b) FADEC faults are reviewed by flightcrew before each takeoff. NOTE: Blue "Engine Maintenance STD (###)" messages require maintenance action within 150 hours and Blue "Engine Maintenance LTD" messages required maintenance action within 500 hours.	
EPS Maintenance Reqd, L-R (Blue – Advisory) (GV-SP,GIV-X)	C	Airplane may be dispatched.	
EPS MAINT REQD, L-R (Blue – Advisory) (GV)	C	Airplane may be dispatched.	
EVS Fail (Amber – Caution) (GV-SP, GIV-X)	C	Airplane may be dispatched.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
EVS FAIL (Amber – Caution) (GV)	C	Airplane may be dispatched.	
EVS Maintenance Required (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched.	
EVS MAINT REQD (Blue – Advisory) (GV)	C	Airplane may be dispatched.	
EVS Window Heat Fail (Amber – Caution) (GV-SP, GIV-X)	C	Airplane may be dispatched.	
EVS WINDOW HEAT FAIL (Amber – Caution) (GV)	C	Airplane may be dispatched.	
FDAU FAIL (Blue – Advisory) (GV) (Operator is a Holder of an Air Carrier or Commercial Operator Certificate)	A	Airplane may be dispatched provided: a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless the FDR failure occurs after pushback but before takeoff, and c) Repairs are made within 3 flight-days.	|
FDAU FAIL (Blue – Advisory) (GV) (Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	Airplane may be dispatched provided repairs are made in accordance with applicable 14 CFRs.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
FDR SYS FAIL (Blue – Advisory) (GV) (Operator is a Holder of an Air Carrier or Commercial Operator Certificate)	A	Airplane may be dispatched provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but before takeoff, or 2. The 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 prior to dispatch, and d) Repairs are made within 3 flight-days.	|
(Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	Airplane may be dispatched provided repairs are made in accordance with applicable 14 CFRs.	
FDR System Fail (Blue – Advisory) (GV-SP, GIV-X) (Operator is a Holder of an Air Carrier or Commercial Operator Certificate)	A	Airplane may be dispatched provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but before takeoff, or 2. The 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 prior to dispatch, and d) Repairs are made within 3 flight-days.	|
(Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	Airplane may be dispatched provided repairs are made in accordance with applicable 14 CFRs.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
FGC 1-2 FAIL (Amber – Caution) (GV)	B	(O) Except for ER operations or where enroute operations or approach minimums require its use, airplane may be dispatched with one failed provided airplane is operated in accordance with AFM Limitations in the event the operative FGC fails and the Yaw Damper is inoperative. NOTE: FGC is required for NAT HLA, RVSM, RNP, and PRNAV operations.	|
Fire Detection Loop Fault (Amber – Caution) (GV-SP, GIV-X)	B	Except for ER operations, airplane may be dispatched with one complete loop (A or B) inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light.	
FIRE DET LOOP FALT (Amber – Caution) (GV)	B	Except for ER operations, airplane may be dispatched with one complete loop (A or B) inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light.	
Flap/Stab Maint Reqd A-B (Blue – Advisory) (GV-SP)	C	Airplane may be dispatched.	
Flap/Stab Maint Reqd (Blue – Advisory) (GIV-X)	C	Airplane may be dispatched.	
Flap/Stab System Fail A-B (Blue – Advisory) (GV-SP)	A	Airplane may be dispatched with one channel inoperative provided: a) Electric Pitch Trim System is operative, b) Alternate control is verified to be operative before each departure, and c) Repairs are made within 2 flight-days.	|
FLP/STB MX RQD A-B (Blue – Advisory) (GV)	C	Airplane may be dispatched.	
FLP/STB SYS FL A-B (Blue – Advisory) (GV)	A	Airplane may be dispatched with one channel inoperative provided: a) Electric Pitch Trim System is operative, b) Alternate control is verified to be operative before each departure, and c) Repairs are made within 2 flight-days.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
FMS/GPS Pos Monitor Unavail (Blue – Advisory) (GV-SP, GIV-X)	B	(O) Airplane may be dispatched provided: a) FMS position is checked against available sensors, and b) If errors encountered, affected GPS is de-selected as a position sensor and FMS position is updated.	
FMS 1-2-3 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	Airplane may be dispatched with two inoperative except where enroute operations or approach minimums require its use provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, c) Procedures do not require its use, and d) Repairs are made within 2 flight-days. 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.	|
FMS 1-2 FAIL (Blue – Advisory) (GV)	A	Airplane may be dispatched with two inoperative except where enroute operations or approach minimums require its use provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, c) Procedures do not require its use, d) Both RFMU's are operative (GV), and e) Repairs are made within 2 flight-days. 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.	|
Forward Cabin Temp Fan Fail (Blue – Advisory) (GV-SP, GIV-X)	C	(O) Airplane may be dispatched provided: a) None of the following CAS messages are also posted: • Aft Cabin Temp Fan Fail. • Cockpit Temp Fan Fail. b) Forward Temperature Manual mode is operative, c) Associated temperature indicator is operative, d) FWD CABIN SENSOR FAN, LEER D-9, is pulled and collared, and e) Flightcrew monitor forward cabin temperature and forward cabin duct temperature.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
FQMS Maintenance Required (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched.	
FQMS MAINT REQD (Blue – Advisory) (GV)	C	Airplane may be dispatched.	
FQSC Channel Fail, L-R (Blue – Advisory) (GV-SP, GIV-X)	B	(O) Except for ER operations, airplane may be dispatched with one channel inoperative provided: a) Both tanks are completely filled using overwing refueling, b) Both Fuel Flow Indicating Systems are operative, c) After takeoff, power is set by matching fuel flow indications on both engines, and d) Flightcrew maintains a log of fuel burned. NOTE 1: Do not pull Fuel Qty circuit breakers as this disables Fuel Level Low caution message. NOTE 2: Total Fuel indications will be INVALID with inoperative indicator.	
	B	(O) Except for ER operations, airplane may be dispatched with one channel inoperative provided: a) Affected tank is defueled before each refueling, b) Affected tank is fueled with a known quantity of fuel, c) Both fuel flow meters are operative, d) After takeoff, power is set by matching fuel flow indications on both engines, and e) Flightcrew maintains a log of fuel burned. NOTE: Total Fuel indications will be INVALID with inoperative indicator.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
FQSC CH FAIL, L-R (Blue – Advisory) (GV)	B	(O) Except for ER operations, airplane may be dispatched with one channel inoperative provided: a) Both tanks are completely filled using overwing refueling, b) Both Fuel Flow Indicating Systems are operative, c) After takeoff, power is set by matching fuel flow indications on both engines, and d) Flightcrew maintains a log of fuel burned. NOTE: Total Fuel indications will be INVALID with inoperative indicator.	
	B	(O) Except for ER operations, airplane may be dispatched with one channel inoperative provided: a) Affected tank is defueled before each refueling, b) Affected tank is fueled with a known quantity of fuel, c) Both fuel flow meters are operative, d) After takeoff, power is set by matching fuel flow indications on both engines, and e) Flightcrew maintains a log of fuel burned. NOTE: Total Fuel indications will be INVALID with inoperative indicator.	
Front Windshield Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	B	Except for ER operations, airplane may be dispatched with one inoperative provided airplane is not operated in known or forecast icing conditions.	
Front Windshield Fault, L-R (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched with one inoperative sensor in each Windshield Heat System.	
Fuel Crossflow Valve Open (Amber – Caution) (GV-SP, GIV-X)	B	(O) Except for ER operations, airplane may be dispatched with inoperative crossflow valve provided: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Fuel Tank Temperature System is operative, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Fuel Return Fail, L-R (Blue – Advisory) (GV-SP)	B	Airplane may be dispatched provided: a) Flightcrew monitors fuel tank temperature, and b) Airplane is operated in accordance with AFM Limitations.	
FUEL RETURN FL, L-R (Blue – Advisory) (GV)	B	Airplane may be dispatched provided: a) Flightcrew monitors fuel tank temperature, and b) Airplane is operated in accordance with AFM Limitations.	
FWD CAB TMP FAN FL (Blue – Advisory) (GV)	C	(O) Airplane may be dispatched provided: a) None of the following CAS messages are also posted: • Aft Cabin Temp Fan Fail. • Cockpit Temp Fan Fail. b) Forward Temperature Manual mode is operative, c) Associated temperature indicator is operative, d) Associated circuit breaker is pulled and collared, and e) Flightcrew monitor forward cabin temperature and forward cabin duct temperature.	
F WSHLD FAIL, L-R (Amber – Caution) (GV)	B	Except for ER operations, airplane may be dispatched with one inoperative provided airplane is not operated in known or forecast icing conditions.	
GCU Fail, L-R (Blue – Advisory) (GV-SP, GIV-X)	A	Except for ER Operations, airplane may be dispatched with one Engine Generator Control Unit (GCU) inoperative provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450, c) Standby Electrical System is operative, and d) Repairs are made within 2 flight-days. NOTE 1: This relief only applies to airplanes not affected by AD 2017-20-08. NOTE 2: Crew must verify and abide by AD and AFM APU limitations.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
GCU FAIL, L-R (Blue – Advisory) (GV)	A	Except for ER Operations, airplane may be dispatched with one Engine Generator Control Unit (GCU) inoperative provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450, c) Standby Electrical System is operative, and d) Repairs are made within 2 flight-days. NOTE 1: This relief only applies to airplanes not affected by AD 2017-20-08. NOTE 2: Crew must verify and abide by AD and AFM APU limitations.	|
Generator Fail, L-R (Blue – Advisory) (GV-SP, GIV-X)	A	(O) Except for ER Operations, airplane may be dispatched with one Engine Generator Control Unit (GCU) inoperative provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450 (GV-SP) or FL 370 (GIV-X), c) Standby Electrical System is operative, and d) Repairs are made within 2 flight-days. NOTE 1: This relief only applies to airplanes not affected by AD 2017-20-08. NOTE 2: Crew must verify and abide by AD and AFM APU limitations.	|
GEN FAIL, L-R (Blue – Advisory) (GV)	A	Except for ER Operations, airplane may be dispatched with one Engine Generator Control Unit (GCU) inoperative provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450, c) Standby Electrical System is operative, and d) Repairs are made within 2 flight-days. NOTE 1: This relief only applies to airplanes not affected by AD 2017-20-08. NOTE 2: Crew must verify and abide by AD and AFM APU limitations.	|
GPS 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched except where enroute operations or approach minimums require the use of GPS or GNSSU.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
GPS 1-2 FAIL (Blue – Advisory) (GV)	B	Airplane may be dispatched except where enroute operations or approach minimums require the use of GPS or GNSSU.	
GPWS 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	(O) Airplane may be dispatched provided: a) Alternate procedures are established and used, b) Pilot-Not-Flying (PNF) monitors flight progress with reference to radio altimeter data and situational awareness, c) PNF advises Pilot-Flying (PF) of adverse situations, d) Airplane is operated in accordance with AFM Limitations, and e) Repairs are made within 2 flight-days.	|
GPWS FAIL (Blue – Advisory) (GV)	A	(O) Airplane may be dispatched provided: a) Alternate procedures are established and used, b) Pilot-Not-Flying (PNF) monitors flight progress with reference to radio altimeter data and situational awareness, c) PNF advises Pilot-Flying (PF) of adverse situations, d) Airplane is operated in accordance with AFM Limitations, and e) Repairs are made within 2 flight-days.	|
HUD COMP Fan Fail (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched provided extended ground operations are avoided.	
HUD OHU Fan Fail (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched, provided: a) Extended ground operations are avoided, and b) Pilot selected HUD brightness is reduced.	
Hydraulic Temp Sen Fail, L-R (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched. NOTE: Accuracy of hydraulic quantity indication will be degraded during long flights in cold soak conditions. If Right Hydraulic System (R SYS) sensor has failed in flight, there is no protection against overheating R SYS pumps during Power Transfer Unit (PTU) operation. In flight, with either or both sensors failed, there is no warning of hot hydraulic system temperatures.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
HYD TMP SEN FL, L-R (Blue – Advisory) (GV)	B	Airplane may be dispatched. NOTE: Accuracy of hydraulic quantity indication will be degraded during long flights in cold soak conditions. If Right Hydraulic System (R SYS) sensor has failed in flight, there is no protection against overheating R SYS pumps during Power Transfer Unit (PTU) operation. In flight, with either or both sensors failed, there is no warning of hot hydraulic system temperatures.	
Ice Detect Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	B	(O) Airplane may be dispatched provided: a) Airplane is operated in accordance with alternate AFM procedures, b) Cowl Anti-Ice shall be selected ON manually any time visible moisture is present and SAT is +10 degrees C or less, and c) Wing Anti-Ice should be selected ON manually if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets, or windshield edges. NOTE: With Ice Detection Systems inoperative, automatic anti-ice is not available.	
ICE DETECT FL, L-R (Amber – Caution) (GV)	B	(O) Airplane may be dispatched provided: a) Airplane is operated in accordance with alternate AFM procedures, b) Cowl Anti-Ice shall be selected ON manually any time visible moisture is present and SAT is +10 degrees C or less, and c) Wing Anti-Ice should be selected ON manually if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets, or windshield edges. NOTE: With Ice Detection Systems inoperative, automatic anti-ice is not available.	
IRS 1-2-3 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	(O) Airplane may be dispatched with one IRS inoperative provided: a) Both PFD attitude indicating systems operate independently, b) Flightcrew ensure same IRS is NOT used as attitude source for both pilots, c) Standby Attitude Indicator is operative, and d) Repairs are made within 2 flight-days.	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
IRS 1-2-3 FAIL (Blue – Advisory) (GV)	A	(O) Airplane may be dispatched with one IRS inoperative provided: a) Both PFD attitude indicating systems operate independently, b) Flightcrew ensure same IRS is NOT used as attitude source for both pilots, c) Standby Attitude Indicator is operative, and d) Repairs are made within 2 flight-days.	|
IRS 1-2-3 ON DC (Blue – Advisory) (GV)	A	Airplane may be dispatched provided: a) Only one IRU/IRS is on Secondary Power, and b) Repairs are made within 1 flight-day.	|
IRU On Sec Pwr (Blue – Advisory) (GV-SP, GIV-X)	A	Airplane may be dispatched provided: a) Only one IRU/IRS is on Secondary Power, and b) Repairs are made within 1 flight-day.	|
IRU Sec Pwr 1-2-3 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	Airplane may be dispatched with one back-up battery inoperative provided: a) The affected battery is located in the #2 and #3 IRU back up battery position, and b) Repairs are made within 1 flight-day.	|
	A	Airplane may be dispatched with one back-up battery inoperative provided: a) Airplane is operated in Day VMC conditions, and b) Repairs are made within 1 flight-day.	|
	A	Airplane may be dispatched with one back-up battery inoperative provided: a) All other components of the Electrical Power system are operative, and b) Repairs are made within 1 flight-day.	|
LASERTRAK FAIL (Blue – Advisory) (GV)	B	Airplane may be dispatched provided at least one flight Management System is operative.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
L PSU Fan Fail (Blue – Advisory) (GV-SP, GIV-X)	B	(O) Airplane may be dispatched provided: a) Ambient Temperature is 95 degrees F (35 degrees C) or cooler, b) TRU electrical loads are 50 percent or less, c) Right main TRU is operative, d) Both Environmental Control System (ECS) Packs are operative, e) Flightcrew minimize ground operation time, and f) For ground operations longer than 15 minutes, flightcrew ensure main and baggage doors are closed, APU air is selected “ON” and outflow valve is fully OPEN.	
LX Fail (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched.	
Mach Trim 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched with one Mach Trim System inoperative.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
MADC 1-2-3 FAIL (Blue – Advisory) (GV)	B	(O) Airplane may be dispatched with one micro air data computer inoperative provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, e) Airplane is operated in accordance with AFM Limitations in Section 01-03-30, 01-03-40, and 01-21-10, f) Circuit breakers associated with the failed Micro Air Data Computer (MADC) are pulled and collared, and g) Flightcrew selects operative and different MADC sources prior to departure. NOTE 1: Two systems are required for operation in RVSM airspace. NOTE 2: For MADC 1 FAIL, expect the L Engine Backup Air Data advisory and associated Engine Maintenance message to post. NOTE 3: For MADC 2 FAIL, expect the R Engine Backup Air Data advisory and associated Engine Maintenance message to post. NOTE 4: For airplanes equipped with ADS-B, (ASC 192 or ASC 214) if MADC 1 is the failed MADC, select ATC 2 and if MADC 2 is the failed MADC select ATC 1.	
MADC 1-2-3 FAIL (Blue – Advisory) (GV) (Cont'd)	B	(O) Airplane may be dispatched with one micro air data computer inoperative provided airplane is operated in unpressurized configuration. NOTE: For airplanes equipped with ADS-B, (ASC 192 or ASC 214) if MADC 1 is the failed MADC, select ATC 2 and if MADC 2 is the failed MADC select ATC 1.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
MADC 1-3 PROBE FL (Blue – Advisory) (GV)	A	(O) Except for ER operations, airplane may be dispatched with one probe heater inoperative provided: a) Airplane is not operated in visible moisture or known or forecast icing conditions, b) Associated circuit breakers are pulled and collared, c) Flightcrew select MADC sources that are different and not associated with failed pitot heater element, and d) Repairs are made within 2 flight-days.	|
MADC 2-SBY PROBE FL (Blue – Advisory) (GV)	A	(O) Except for ER operations, airplane may be dispatched with one probe heater inoperative provided: a) Airplane is not operated in visible moisture or known or forecast icing conditions, b) L UPR PITOT HTR: POP A-6, and R UPR PITOT HTR: CPOP A-4 circuit breakers are pulled and collared, c) Flightcrew select MADC sources that are different and not associated with failed pitot heater element, and d) Repairs are made within 2 flight-days.	|
Main Fuel Pump Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	B	(O) Except for ER operations, airplane may be dispatched with one pump inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, d) Flightcrew comply with AFM, Section 3, Abnormal Procedures, Fuel Boost Pump Failure, and e) Airplane is operated in accordance with AFM Limitations.	
MAIN PUMP FAIL, L-R (Amber – Caution) (GV)	B	(O) Except for ER operations, airplane may be dispatched with one pump inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, d) Flightcrew comply with AFM, Section 3, Abnormal Procedures, Fuel Boost Pump Failure, and e) Airplane is operated in accordance with AFM Limitations.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
MAINT REQUIRED (Blue – Advisory) (GV)	C	Airplane may be dispatched.	
Main TRU Fault, L-R (Amber – Caution) (GV-SP, GIV-X)	A	(O) Airplane may be dispatched with one main TRU inoperative provided: a) Both Generators are operative, b) Both essential TRUs are operative, c) Auxiliary TRU is operative, d) APU Generator is operative, e) Both Battery chargers are operative, f) Both Main Airplane Batteries are operative, g) Associated circuit breaker on the Power Distribution Box is pulled and collared, and h) Repairs are made within 2 flight-days.	
MAU 1-2-3 Fan Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched with one failed fan provided: a) Performance of items affected by the indicated MAU are monitored during the flight, and b) Flightcrew references the appropriate matrix in AFM Section 03-16-80.	
MAU 1B-2A-3A-3B Fail (Amber – Caution) (GV-SP, GIV-X)	A	(O) Airplane may be dispatched with one channel inoperative provided: a) Failed channel is not MAU 1A or MAU 2B, b) No other failures exist in the Avionics System, c) Associated MAU circuit breakers are pulled and collared, d) Alternate procedures are established and used, e) Flightcrew discusses contingency procedures for next worse failures as described in GAC-OIS-09 Dispatch with MAU Channels Inoperative, and f) Repairs are made within 2 flight-days.	
MDAU FAIL (Blue – Advisory) (GV)	B	Airplane may be dispatched provided all faults are recorded after each flight.	
MDAU MEM 90% FULL (Blue – Advisory) (GV)	B	Airplane may be dispatched provided all faults are recorded after each flight.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
MN TRU FAULT, L-R (Amber – Caution) (GV)	A	(O) Airplane may be dispatched with one main TRU inoperative provided: a) Both Generators are operative, b) Both essential TRUs are operative, c) Auxiliary TRU is operative, d) APU Generator is operative, e) Both Battery chargers are operative, f) Both Main Airplane Batteries are operative, g) Associated TRU circuit breaker on the Power Distribution Box is pulled and collared, and h) Repairs are made within 2 flight-days.	|
MRC 1 Fail (Amber – Caution) (GV-SP, GIV-X)	A	Airplane may be dispatched with one MRC failed provided: a) Associated Comm and Nav radios and opposite ATC are operative, and b) Repairs are made within 1 flight-day. NOTE: EICAS blue messages “APM FAIL” and “ASCB FAIL” displayed. “ASCB FAIL” is only displayed in flight.	|
MRC 2 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	Airplane may be dispatched provided: a) Associated Comm and Nav radios and opposite ATC are operative, and b) Repairs are made within 1 flight-day. NOTE: With MRC 2 Fail, expect EICAS blue messages “APM FAIL” and “ASCB FAIL” displayed. “ASCB FAIL” will display inflight only.	|
NAV 2 Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched as required by 14 CFR.	
NAVCOM Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched provided operations do not require its use.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
NMS 1-2 FAIL (Blue – Advisory) (GV)	A	Except where enroute operations or approach minimums require its use, airplane may be dispatched provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, c) Procedures do not require its use, d) Both RFMUs are operative, and e) Repairs are made within 2 flight-days. NOTE: Two systems are required for dispatch into NAT HLA or RNP-10 airspace. One system is required in PRNAV, BRNAV, RNAV 1, and RNAV 2 airspace.	|
NMS FAIL (Blue – Advisory) (GV)	A	Except where enroute operations or approach minimums require its use, airplane may be dispatched provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, c) Procedures do not require its use, d) Both RFMUs are operative, and e) Repairs are made within 2 flight-days. NOTE: Two systems are required for dispatch into NAT HLA or RNP-10 airspace. One system is required in PRNAV, BRNAV, RNAV 1, and RNAV 2 airspace.	|
NWS Fixed Gain (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched provided Nose Wheel Tiller Steering System is operative.	
NWS FIXED GAIN (Blue – Advisory) (GV)	B	Airplane may be dispatched provided Nose Wheel Tiller Steering System is operative.	
Outflow Valve Fault (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched provided: a) DC motor is operative, and b) Airplane is operated in accordance with AFM Limitations.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
OUTFLOW VLV FAULT (Blue – Advisory) (GV)	B	Airplane may be dispatched provided: a) DC motor is operative, and b) Airplane is operated in accordance with AFM Limitations.	
Pitch Trim 1-2 Power Fail (Blue – Advisory) (GV-SP, GIV-X)	B	(O) Airplane may be dispatched with one inoperative Autopilot Pitch Trim Servo provided associated circuit breaker is pulled and collared.	|
RAAS 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	B		
RAD ALT 1-2 FAIL (Blue – Advisory) (GV)	B	Airplane may be dispatched provided: a) Landing weather minimums or operating procedures do not require its use, and b) Other systems affected (E/GPWS, TCAS, Flight Director, Autopilot, Autothrottle, Altimeter Ground Awareness Display, Synthetic Vision Primary Flight Display, HUD Flare Cue) are considered.	
Radio Altimeter 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched provided: a) Landing weather minimums or operating procedures do not require its use, and b) Other systems affected (E/GPWS, TCAS, Flight Director, Autopilot, Autothrottle, Altimeter Ground Awareness Display, Synthetic Vision Primary Flight Display, HUD Flare Cue) are considered.	
Rudder Steering Fail (Amber – Caution) (GV-SP, GIV-X)	B	Airplane may be dispatched provided: a) Nose Wheel Tiller Steering System is operative, and b) Left seat pilot performs the takeoff and landing task.	
RUDDER STRG FAIL (Amber – Caution) (GV)	B	Airplane may be dispatched provided: a) Nose Wheel Tiller Steering System is operative, and b) Left seat pilot performs the takeoff and landing task.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
SATCOM Call (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched provided procedures do not require their use.	
Service Door (Blue – Advisory) (GV-SP, GIV-X)	B	(O) Airplane may be dispatched provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
SERVICE DOOR (Blue – Advisory) (GV)	B	(O) Airplane may be dispatched provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
Side Windshield Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	B	Airplane may be dispatched.	
Single Rudder (Blue – Advisory) (GV)	B	Airplane may be dispatched provided the Rudder Limitation indication is operative.	
Single Speed Brake (Blue – Advisory) (GV-SP)	B	Airplane may be dispatched provided the Single Rudder indication is operative.	
SINGLE SPEED BRAKE (Blue – Advisory) (GV)	B	Airplane may be dispatched provided the Single Rudder indication is operative.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
STCK PUSH 1-2 FAULT (Amber – Caution) (GV)	A	(O) Airplane may be dispatched with one system inoperative provided: a) Angle of Attack (AOA) indication is available on both PFDs, b) Alternate procedures are established and used, c) The inoperative stall barrier system is electrically disabled by pulling and collaring the circuit breakers associated with the failed system, d) Crew procedures in the event the remaining stall barrier fails are discussed, e) If the remaining stall barrier fails the minimum speed shall be no less than V_{ref} (1.3 Vs) for all phases of flight (this minimum speed shall be cross referenced to a normalized AOA value of 0.59 as displayed on the PFD), f) Weather at departure and destination is considered, g) Consideration is given to delaying takeoff or approach and landing, if windshear is forecast until such conditions cease, or consideration is given to proceeding to alternate, and h) Repairs are made within 2 flight-days.	
STCK PUSH 1-2 FL (Amber – Caution) (GV)	A	(O) Airplane may be dispatched with one system inoperative provided: a) Angle of Attack (AOA) indication is available on both PFDs, b) Alternate procedures are established and used, c) The inoperative stall barrier system is electrically disabled by pulling and collaring the circuit breakers associated with the failed system, d) Crew procedures in the event the remaining stall barrier fails are discussed, e) If the remaining stall barrier fails the minimum speed shall be no less than V_{ref} (1.3 Vs) for all phases of flight (this minimum speed shall be cross referenced to a normalized AOA value of 0.59 as displayed on the PFD), f) Weather at departure and destination is considered, g) Consideration is given to delaying takeoff or approach and landing, if windshear is forecast until such conditions cease, or consideration is given to proceeding to alternate, and h) Repairs are made within 2 flight-days.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Stick Push 1-2 Fail (Amber – Caution) (GV-SP, GIV-X)	A	(O) Airplane may be dispatched with one system inoperative provided: a) Angle of Attack (AOA)indication is available on both PFDs, b) Alternate procedures are established and used, c) The inoperative stall barrier system is electrically disabled by pulling and collaring the Stall Barrier Valve and Stick Shaker circuit breakers associated with the failed system, d) Crew procedures in the event the remaining stall barrier fails are discussed, e) If the remaining stall barrier fails the minimum speed shall be no less than V_{ref} (1.3 Vs) for all phases of flight (this minimum speed shall be cross referenced to a normalized AOA value of 0.59 as displayed on the PFD), f) Weather at departure and destination is considered, g) Consideration is given to delaying takeoff or approach and landing, if windshear is forecast until such conditions cease, or consideration is given to proceeding to alternate, and h) Repairs are made within 2 flight-days.	
Stick Push 1-2 Fault (Amber – Caution) (GV-SP, GIV-X)	A	(O) Airplane may be dispatched with one system inoperative provided: a) Angle of Attack (AOA) indication is available on both PFDs, b) Alternate procedures are established and used, c) The inoperative stall barrier system is electrically disabled by pulling and collaring the Stall Barrier Valve and Stick Shaker circuit breakers associated with the failed system, d) Crew procedures in the event the remaining stall barrier fails are discussed, e) If the remaining stall barrier fails the minimum speed shall be no less than V_{ref} (1.3 Vs) for all phases of flight (this minimum speed shall be cross referenced to a normalized AOA value of 0.59 as displayed on the PFD), f) Weather at departure and destination is considered, g) Consideration is given to delaying takeoff or approach and landing, if windshear is forecast until such conditions cease, or consideration is given to proceeding to alternate, and h) Repairs are made within 2 flight-days.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
STICK PUSH UNAVAIL (Amber – Caution) (GV)	A	(O) Airplane may be dispatched with one system inoperative provided: a) Angle of Attack (AOA) indication is available on both PFDs, b) Alternate procedures are established and used, c) The inoperative stall barrier system is electrically disabled by pulling and collaring the Stall Barrier Valve and Stick Shaker circuit breakers associated with the failed system, d) Crew procedures in the event the remaining stall barrier fails are discussed, e) If the remaining stall barrier fails the minimum speed shall be no less than V_{ref} (1.3 Vs) for all phases of flight (this minimum speed shall be cross referenced to a normalized AOA value of 0.59 as displayed on the PFD), f) Weather at departure and destination is considered, g) Consideration is given to delaying takeoff or approach and landing, if windshear is forecast until such conditions cease, or consideration is given to proceeding to alternate, and h) Repairs are made within 2 flight-days.	
Stick Push Unavailable (Amber – Caution) (GV-SP, GIV-X)	A	(O) Airplane may be dispatched with one system inoperative provided: a) Angle of Attack (AOA) indication is available on both PFDs, b) Alternate procedures are established and used, c) The inoperative stall barrier system is electrically disabled by pulling and collaring the Stall Barrier Valve and Stick Shaker circuit breakers associated with the failed system, d) Crew procedures in the event the remaining stall barrier fails are discussed, e) If the remaining stall barrier fails the minimum speed shall be no less than V_{ref} (1.3 Vs) for all phases of flight (this minimum speed shall be cross referenced to a normalized AOA value of 0.59 as displayed on the PFD), f) Weather at departure and destination is considered, g) Consideration is given to delaying takeoff or approach and landing, if windshear is forecast until such conditions cease, or consideration is given to proceeding to alternate, and h) Repairs are made within 2 flight-days.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Stick Shake 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	Airplane may be dispatched with a single control column shaker inoperative provided: a) Angle of Attack (AOA) indication is available on both PFDs, b) Both stall barrier systems are operative, and c) Repairs are made within 2 flight-days.	|
STICK SHAKE 1-2 FL (Blue – Advisory) (GV)	A	Airplane may be dispatched with a single control column shaker inoperative provided: a) Angle of Attack (AOA) indication is available on both PFDs, b) Both stall barrier systems are operative, and c) Repairs are made within 2 flight-days.	|
Stuck MIC ACP 3 (Blue – Advisory) (GV-SP, GIV-X)	A	(O) Airplane may be dispatched with ACP 3 indicating stuck MIC provided: a) Pilot and Copilot ACPs are operative, b) Associated circuit breaker is pulled and collared, c) Affected ACP is not required as determined by the pilot in command, d) Flight Deck to cabin communication is operative, e) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, f) Alternate procedures are established and used, g) Required minimum safety equipment (safety belt and oxygen) is available, h) Seat is acceptable to the FAA inspector for performance of official duties, and i) 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 condition 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).	|

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
S WSHLD FAIL, L-R (Amber – Caution) (GV)	B	Airplane may be dispatched.	
TCAS Fail (Blue – Advisory) (GV-SP, GIV-X)	A	(O) Airplane may be dispatched provided: a) System is deactivated and secured by pulling and collaring associated circuit breaker, b) Enroute or approach procedures do not require its use, and c) Repairs are made within 2 flight-days.	|
TCAS FAIL (Blue – Advisory) (GV)	A	(O) Airplane may be dispatched provided: a) System is deactivated and secured by pulling and collaring associated circuit breaker, b) Enroute or approach procedures do not require its use, and c) Repairs are made within 2 flight-days.	|
Terrain 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched. NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction.	
Terrain Bus Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched. NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction.	
THROT QUAD 1-2 FL (Blue – Advisory) (GV)	B	Airplane may be dispatched. NOTE: With both Channel 1 and Channel 2 failed, the autothrottle system will be inoperative.	
Throttle Quadrant 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	B	Airplane may be dispatched. NOTE: With both Channel 1 and Channel 2 failed, the autothrottle system will be inoperative.	
VHF COM 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	C	Airplane may be dispatched with any in excess of those required by 14 CFR provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures. NOTE: Comm 1 is powered by the Emergency Bus.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
VHF COMM 1-2 FAIL (Blue – Advisory) (GV)	C	Airplane may be dispatched with any in excess of those required by 14 CFR provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures. NOTE: Comm 1 is powered by the Emergency Bus.	
WG A/I SYS FL, L-R (Amber – Caution) (GV)	B	Except for ER operations, airplane may be dispatched with wing anti-ice system inoperative provided airplane is not operated in known or forecast icing conditions. NOTE: Do not select affected side Wing Anti-Ice to ON.	
Windshear 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	(O) Airplane may be dispatched provided: a) At least one radio altimeter is operative, b) Alternate procedures are established and used, c) Flightcrew comply with AFM/AOM guidance in windshear situations and recommended procedures when encountering windshear, and d) Repairs are made within 2 flight-days. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	|
WINDSHEAR FAIL (Blue – Advisory) (GV)	A	(O) Airplane may be dispatched provided: a) At least one radio altimeter is operative, b) Alternate procedures are established and used, c) Flightcrew comply with AFM/AOM guidance in windshear situations and recommended procedures when encountering windshear, and d) Repairs are made within 2 flight-days. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	|
Wing Anti-Ice Sys Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	B	Except for ER operations, airplane may be dispatched with wing anti-ice system inoperative provided airplane is not operated in known or forecast icing conditions. NOTE: Do not select affected side Wing Anti-Ice to ON.	

AIRCRAFT:
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Yaw Damper 1-2 Fail (Amber – Caution) (GV-SP, GIV-X)	B	(O) Except for ER operations, airplane may be dispatched with one channel inoperative provided airplane is operated in accordance with AFM Limitations in the event the operative Yaw Damper fails.	
YD 1-2 FAIL (Amber – Caution) (GV)	B	(O) Except for ER operations, airplane may be dispatched with one channel inoperative provided airplane is operated in accordance with AFM Limitations in the event the operative Yaw Damper fails.	
YD 1-2 Power Fail (Blue – Advisory) (GIV-X)	B	(O) Airplane may be dispatched with one inoperative yaw damper system provided the associated circuit breaker is pulled and collared.	|
YD 1-2 Fail (Blue – Advisory) (GV-SP)	B	(O) Airplane may be dispatched with one inoperative yaw damper system provided the associated circuit breaker is pulled and collared.	|
50 HZ Power Fail, L-R (Blue – Advisory) (GV-SP, GIV-X)	C	(O) Airplane may be dispatched provided: a) Associated circuit breaker is pulled and collared, b) Flightcrew brief passengers on items that are inoperative with the failure of the power source for cabin entertainment, and c) Backup battery is available if EFB is used.	|
60 HZ Power Fail, L-R (Blue – Advisory) (GV-SP, GIV-X)	C	(O) Airplane may be dispatched provided: a) Associated circuit breaker is pulled and collared, b) Flightcrew brief passengers on items that are inoperative with the failure of the power source for cabin entertainment, and c) Backup battery is available if EFB is used.	|
60HZ PWR FAIL, L-R (Blue – Advisory) (GV)	C	(O) Airplane may be dispatched provided: a) Associated circuit breaker is pulled and collared, b) Flightcrew brief passengers on items that are inoperative with the failure of the power source for cabin entertainment, and c) Backup battery is available if EFB is used.	|