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 AFS-100 800 Independence Avenue, S.W. Washington, DC 20591

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

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

PAGE NO. I

REVISION NO. 11

DATE: XX/XX/XXXX

AIRCRAFT:

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

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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

PAGE NO. II

REVISION NO. 11

DATE: XX/XX/XXXX

AIRCRAFT:

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

LOG OF REVISIONS

5000 SERIES)

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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.			
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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.			

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

PAGE NO. III

REVISION NO. 11

DATE: XX/XX/XXXX

AIRCRAFT:

GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES) **LOG OF REVISIONS**

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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.			
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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

PAGE NO. IV

REVISION NO. 11

DATE: XX/XX/XXXX

AIRCRAFT:

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

LOG OF REVISIONS

5000 SERIES)

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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.
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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. V
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	HIGHLIGHTS OF CHANGE

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.		

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

PAGE NO. VI

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AIRCRAFT:

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

HIGHLIGHTS OF CHANGE

5000 SERIES)			
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.		

	ENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIA	TION ADMINISTRATION		
REVISION NO.			
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AIRCRAFT:			
GIV-X (G450/G3 5000 SERIES)	350), GV, GV-SP (G550/G500 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.		

Item 41, Electronic Flight Bag: Move to ATA 46 in Revision 7. Removed entry from

Item 48, Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out),

Item 48, Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out),

MMEL in Revision 11. Renumbered subsequent items.

Item 47, Video Function: Added NOTE.

Revised per PL 105, revision 4.

Revised per PL 105, revision 4.

Item 44.1) a), Navigation Database: Revised per PL 98, Revision 1.

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U.S. DEPAR	RTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST		
FEDERAL A	VIATION ADMINISTRATION	W. C. P. C. WII ALIMONI E GOIL MEINT EIGT		
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5000 SERIE	0/G350), GV, GV-SP (G550/G500 (S)	HIGHLIGHTS OF CHANGE		
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ATA	35 Oxygen			
35-1	Item 1, Passenger Oxygen System a STC Relief Approval Letter.	nd Supply: Deleted, Revision 11. Replaced by		
	Item 4, Portable Oxygen Bottle or Ur PL 132, Revision 0.	it (Including Mask and Hose): Revised per		
35-2	Item 4, Portable Oxygen Bottle or Ur PL 132, Revision 0.	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: Add	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 Sy	stem: 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.		

	ENT OF TRANSPORTATION TION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST	
REVISION NO.	11	PAGE NO. IX	
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AIRCRAFT: GIV-X (G450/G: 5000 SERIES)	350), GV, GV-SP (G550/G500	HIGHLIGHTS OF CHANGE	
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.		

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REVISION NO. 8 DATE: 11/07/2014	PAGE NO. X
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	DEFINITIONS

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

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REVISION NO. 8 DATE: 11/07/2014	PAGE NO. XI
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	PREAMBLE

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

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 10 DATE: 07/05/2018	PAGE NO. XII
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	GUIDELINES FOR (M) AND (O) PROCEDURES

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.

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

SECTION ONE

LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

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	TABLE KEY
AIRCRAFT:	1. REPAIR CATEGORY
GIV-X (G450/G350), GV, GV-SP (G550/G500	2. NO. INSTALLED
5000 SERIES)	3. NO. REQUIRED FOR DISPATCH
,	4. REMARKS OR EXCEPTIONS

21. Air Condit	tioning					
Sequence No.	Item	1	2	3	4	Change Bar
1.	. Cabin Altitude Indicator (Overhead Panel)	С	1	0	May be inoperative provided cabin altitude is available on EICAS Synoptic display.	
		С	1	0	May be inoperative provided: a) Cabin Pressure Selector Panel is operative, and b) Pressurization is operated in AUTO mode.	
		С	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.	
		С	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	

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	TABLE KEY
AIRCRAFT:	1. REPAIR CATEGORY
GIV-X (G450/G350), GV, GV-SP (G550/G500	2. NO. INSTALLED
5000 SERIES)	3. NO. REQUIRED FOR DISPATCH
,	4. REMARKS OR EXCEPTIONS

21. Air Condit Sequence No.	Item	1	2	3	4	Change
2.	Cabin Differential Pressure Indicator	D	1	0	May be inoperative provided cabin differential pressure is available on EICAS Synoptic display.	Bar
		С	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.	
		С	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
3.	Cabin Rate of Climb Indicator	D	1	0		

_	RTMENT OF TRANSPORTATI AVIATION ADMINISTRATION	OIN.	MASTER MINIMUM EQUIPMENT LIST				
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AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)				1. 2. 3.	E KEY REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS		
21. Air Con				•	_ Change		
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.		
		В	2	0	(O) Except for ER operations, may be inoperative provided airplane is operated in unpressurized configuration.		
5.	Manual Pressurization Control System	С	1	0	May be inoperative provided both Automatic Pressurization Control Systems are operative.		
6.	Semi-Auto Pressurization Control System	С	1	0			
7.	Cabin Altitude Pressure Warning System	С	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.		
		С	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.		
8.	Pressurization Outflow Valve Position Indicator	С	1	0	May be inoperative provided all other components of the Cabin Pressure Control Panel and Cabin Pressure Indicator are operative.		

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 21-4 DATE: XX/XX/XXXX AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES) PABLE 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 9. Cockpit Zone C 3 2 Temperature Control System & Cabin Zone Temperature Control System & Cabin Zone Temperature Control

21. Air Condit	21. Air Conditioning							
Sequence No.	Item	1	2	3	4	Change Bar		
9.	Cockpit Zone Temperature Control System & Cabin Zone Temperature Control System	С	3	2				
		С	3	1	(O) May be inoperative provided: a) Ram Air is operative, andb) Airplane is operated in unpressurized configuration.			
1)	Automatic System	С	3	0	May be inoperative provided: a) Associated manual control system is operative, and b) Associated temperature indicator is operative.			
2)	Manual System	С	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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TABLE KEY

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

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

				4.	REMARKS OR EXCEPTIONS	
21. Air Condi	tioning					
Sequence No.	Item	1	2	3	4	Change Bar
12.	Environmental Control System (ECS) Packs					
1)	Pressurized Configuration	С	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	С	2	0	Except for ER operations, may be inoperative provided outflow valve is operative.	
13. ***	Three-In-One Cabin Pneumatic Pressurization Monitoring Instrument	С	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	С	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. 	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 21-6 DATE: XX/XX/XXXX TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

				4.	REMARKS OR EXCEPTIONS	
21. Air Condi	tioning					
Sequence No.	Item	1	2	3	4	Change Bar
15.	Outflow Valve System	С	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	С	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	С	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. 	I
		С	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	

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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 Conditi	oning					
Sequence No.	Item	1	2	3	4	Change Bar
17.	Cabin Pressure Indicator and Control Panel					Баг
1)	Manual Light	С	1	0		
2)	Flight/Landing Switch (Light Function Only)	С	1	0		
3)	Fault/Manual Switch (Light Function Only)	С	1	0		
4)	Auto/Semi Switch (Light Function Only)	С	1	0		
18.	Selector Panel (Semi-Auto)	В	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)	В	1	0		
20.	CPAM (Cabin Pressure Acquisition Module)	С	1	0	May be inoperative provided both auto systems are operative.	

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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 Condit	tioning					
Sequence No.	Item	1	2	3	4	Change Bar
21.	Ram Air System					-
1)	Pressurized Configuration	С	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	С	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	С	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. 	

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TABLE KEY

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

- 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	С	2	0		Dui
2.	Performance Management System (SmartPerf/TOLD)(GV)	С	2	0	May be inoperative provided Quick Reference Handbook is immediately available to the flightcrew.	
	(GV-SP, GIV-X)	С	2	0	May be inoperative provided Performance Handbook is immediately available to the flightcrew.	
3.	Control Wheel Autopilot Disconnect Button	С	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.	I
4.	Autothrottle Disconnect Button (on Thrust Lever Handles)	С	2	1		
		С	2	0	May be inoperative provided Autothrottle is not used.	
5.	Autothrottle Engage/Disengage Switch (on Thrust Lever Stem)	С	2	1		
		С	2	0	May be inoperative provided Autothrottle is not used.	
6.	Touch Control Steering Switch (TCS)	D	2	0		

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AIRCRAFT: GIV-X (G450/ 5000 SERIES	/G350), GV, GV-SP (G550/G5	500	T	1. 2. 3.	E KEY REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS		
22. Autoflight	1	ı				Ohaman	
Sequence No.	Item	1	2		4	Change Bar	
7.	Autopilot (Flight Guidance Computer (FGC)/Flight Director)	С	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	С	2	1	(O) Except for ER operations, may be inoperative provided airplane is operated in accordance with AFM Limitations.		

С

С

С

2

1

Takeoff/Go-Around

(TO/GA) Button (on Power Lever Handle)

Mach Trim System

(GV-SP/GIV-X Only)

2

2

use.

May be inoperative provided

approach minimums do not require its

operated manually for takeoff

MDA, whichever is higher.

(O) May be inoperative provided:

a) Both power levers are

and go-around, andb) Autopilot and Flight Director are not used below 500 ft. or

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.

9.

10.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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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. Communi	cations					
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	С	-	0		
b) ***	Frequency Transfer Switch	С	-	0		
C) ***	Frequency Selector Knob	С	-	2		
d) ***	Frequency Indication	С	-	2		

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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. Communio	cations					
Sequence No.	Item	1	2	3	4	Change
2.	Cockpit Voice Recorder (CVR)					Bar
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	С	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	С	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	С	1	0		
3. ***	Selective Call System (SELCAL)	С	-	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	С	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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AIRCRAFT:	REPAIR CATEGORY
GIV-X (G450/G350), GV, GV-SP (G550/G500	2. NO. INSTALLED
5000 SERIES)	3. NO. REQUIRED FOR DISPATCH
,	4. REMARKS OR EXCEPTIONS

22 2						
23. Communi		Τ.	I .	I _	1.	Change
Sequence No.	Item	1	2	3	4	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, andb) Repairs are made within90 days.	ı
		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. 	I
4)	ELT Indicator Light	D	-	0		
5) ***	ELT Aural Alarm	D	-	0		

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11 PAGE NO. 23-4** DATE: XX/XX/XXXX TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 23. Communications Change Sequence No. Item 2 3 2 5. Crewmember Interphone C 1 *** System Passenger Configuration 1) Flight Deck to Cabin, C 1 (O) May be inoperative provided: a) Cabin to Flight Deck a) Crewmember interphone Function system not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.

C

D

D

С

2

2)

6.

7.

Flight Deck to Ground

Interphone System

Cockpit Speaker

Function

NOTE: Any station function(s) that operate normally may be

(O) May be inoperative provided alternate procedures are established

May be inoperative provided procedures do not require its use.

May be inoperative provided:

cockpit duty.

and

a) Affected speaker is not

b) An operative headset is

required for aural warnings,

provided for each person on

used.

and used.

0

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 23-5 DATE: XX/XX/XXXX AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES) PAGE NO. 23-5 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)

23. Communi Sequence No.	Item	1	2	3	4	Change Bar
8. ***	Passenger Address Systems (PA)					Баг
1)	Passenger Configuration	С	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	ı
					operate normally may be used.	İ
a)	Lavatory Speaker	С	-	-	(O) May be inoperative provided alternate procedures are established and used.	
2)	Cargo Configuration (Courier/Supernumerary Address System)	С	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	С	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. ***	<u> </u>	С	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 23-6 DATE: XX/XX/XXXX TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 5000 SERIES) 1. REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. Communio	cations					
Sequence No.	Item	1	2	3	4	Change Bar
11.	Flight Deck Hand Microphone HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	С	-	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.	
		С	-	0	May be inoperative provided associated boom microphone operates normally.	

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23. Communi Sequence No.	Item	1	2	3	4	Change
13.	Flight Deck Headset Earphone/Headphone and Boom Microphone HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE			3		<u>Bar</u>
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.	1
		D	-	-	Any in excess of those required by regulation may be inoperative.	
2)	Headset Earphone/Headphone	С	-	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)	

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AIRCRAFT:

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

5000 SERIES)

TABLE KEY

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

				4.	REMARKS OR EXCEPTIONS	
23. Communi	cations					
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	С	-	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)	С	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.	I

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 23-9 DATE: XX/XX/XXXX TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 5000 SERIES) 3. NO. REQUIRED FOR DISPATCH

	,			4.	REMARKS OR EXCEPTIONS
23. Communi	cations	ı			
Sequence No.	Item	1	2	3	4 Change Bar
15. ***	Alerting System (Audio/Visual)				
1) ***	Passenger Configuration				
a) ***	Flight Deck Call Visual Alerting System	В	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	В	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	В	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)

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11	PAGE NO. 23-10
DATE: XX/XX/XXXX	
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)					l
1)	Passenger Configuration (Cont'd)					
C) ***	Flight Attendant Visual Alerting System (Cont'd)	В	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)	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11	PAGE NO. 23-11
DATE: XX/XX/XXXX	
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. *** 1) ***	Alerting System (Audio/Visual) (Cont'd) Passenger Configuration (Cont'd)					I
d) ***	Flight Attendant Audio Alerting System	В	_	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)	

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DATE: XX/XX	/XXXX						
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. Communi	cations						
Sequence No.	Item	1	2	3	4 Change Bar		
15. *** 1) ***	Alerting System (Audio/Visual) (Cont'd) Passenger Configuration (Cont'd)						
d) ***	Flight Attendant Audio Alerting System (Cont'd)	В	-	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

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.

normally.

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11 PAGE NO. 23-13** DATE: XX/XX/XXXX TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 23. Communications Change Sequence No. Item 1 2 3 16. **Handset Systems** 1) **Passenger Configuration** С (O) May be inoperative provided: Flight Deck 0 a) a) Flight Deck to cabin communication operates normally, and b) Alternate procedures are established and used. D May be inoperative provided procedures do not require its use. Cabin (O) May be inoperative provided fifty b) В percent of cabin handsets operate normally. NOTE 1: Any handset(s) function(s) that operate normally may be used. 17. See item 34-45 MCDU for GV-SP. Radio Tuning Function (GV-SP, GIV-X) GIV-X Radio Tuning Function relief. 18. High Frequency (HF) D Any in excess of those required by Communication System 14 CFR may be inoperative. C (O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally,

b) SATVOICE services are

aircraft, and

intended route of flight.
c) The ICAO flight plan is

d) Alternate procedures are established and used.

available as a LRCS over the

updated (as required) to notify ATC of the communication equipment status of the

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DATE: XX/XX/XXXX

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. Communic	rations					
Sequence No.	Item	1	2	3	4	Change
19.	NAVCOM Radio (GV-SP, GIV-X)	C	1	0	May be inoperative provided operations do not require its use.	Bar
20.	Audio Interface Unit (AIUs) (GV Only)	В	2	1	May be inoperative provided flight does not require use of HF radio.	I
21. ***	Datalink System (GV)	С	-	0	(O) May be inoperative provided alternate procedures are established and used.	I
					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.	2. 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.	I
					NOTE: Dispatch is acceptable with a MRC 1 or MRC 2 failed and EICAS blue messages "APM FAIL" and "ASCB FAIL" displayed.	I

[a a a a a a a a									
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION					MASTER MINIMUM EQUIPMENT LIST				
REVISION NO. 11					PAGE NO. 23-15				
DATE: XX/XX	K/XXXX								
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)					E KEY REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS				
23. Commun	ications	ı		•					
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)	С	-	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.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION					MASTER MINIMUM EQUIPMENT LIS				
REVISION NO DATE: XX/XX					PAGE NO). 24-1			
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)					REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS				
24. Electrical	Power		ı	ı		Change			
1.	Engine Generator (GV, GV-SP)	1 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	Bar			

В

(GIV-X)

limitations.

phases of flight, b) Airplane is operated at or

below FL 370,

operative, and

inoperative provided:

(O) Except for ER operations, may be

a) APU Generator is used for all

c) Standby Electrical System is

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

NOTE 2: Crew must verify and abide by AD and AFM APU

2017-20-08.

limitations.

airplanes not affected by AD

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11 PAGE NO. 24-2** DATE: XX/XX/XXXX TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 24. Electrical Power Change Sequence No. Item 2 1 3 2. **APU Generator** В 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 (M) Except for ER operations, may be inoperative provided APU is not used. В 5 (M) May be inoperative provided: 3. Transformer-Rectifier a) Both Generators are Unit (TRU)

В

Battery Charger

4.

2

operative,

operative,

operative,

operative,

operative.

b) Both essential TRUs are

c) Auxiliary TRU is operative,d) APU Generator is operative,e) Both Battery chargers are

f) Both Main Airplane Batteries are operative, andg) Associated circuit breaker is pulled and collared.

a) Both Engine Generators are

b) APU Generator is operative,
c) Associated circuit breaker(s) is pulled and collared, and
d) Standby Electrical System is

(M) May be inoperative provided:

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION					MASTER MINIMUM EQUIPMENT LIST				
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DATE: XX/X	XX/XXXX								
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)					E KEY REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS				
24. Electric	al Power		1		Qt.				
Sequence No.	Main Airplane Battery	1 B	2 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. (M) May be inoperative provided:				
		Б	2	1	 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)	С	2	0	May be inoperative provided: a) Associated voltmeter is operative, and b) Both battery charger fail messages are operative.				
		С	2	0	May be inoperative provided battery ammeter indications are available in EICAS.				
	(EICAS Indication)	С	2	0	May be inoperative provided the				

С

С

С

С

2

2

2

2

Battery Voltmeter

(Overhead Panel)

(EICAS Indication)

7.

battery ammeters in overhead panel

May be inoperative provided

associated ammeter is operative.

May be inoperative provided Battery Voltmeter indications are available on

May be inoperative provided Battery Ammeters indications are available

May be inoperative provided Battery Voltmeters in overhead panel are

are operative.

EICAS.

on EICAS.

operative.

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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

				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	С	1	0	May be inoperative if the frequency and loadmeter are operative.
2)	L Gen Frequency Meter	С	1	0	May be inoperative if the voltmeter and loadmeter are operative.
3)	L Gen Loadmeter	С	1	0	May be inoperative if the voltmeter and frequency meter are operative.
4)	R Gen Voltmeter	С	1	0	May be inoperative if the frequency and loadmeter are operative.
5)	R Gen Frequency Meter	С	1	0	May be inoperative if the voltmeter and loadmeter are operative.
6)	R Gen Loadmeter	С	1	0	May be inoperative if the voltmeter and frequency meter are operative.
7)	APU Voltmeter	С	1	0	May be inoperative if the frequency meter and loadmeter are operative.
8)	APU Frequency Meter	С	1	0	May be inoperative if the voltmeter and loadmeter are operative.
9)	APU Loadmeter	С	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)

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 24-5 DATE: XX/XX/XXXX 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

24. Electrical	Power					Chema
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	С	5	0	May be inoperative if loadmeters are operative.	
14)	Main, Essential, and AUX TRU Loadmeter (GV-SP, GIV-X)	С	5	0	Maybe inoperative if the voltmeters are operative.	
	(GV)	С	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.	

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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

ooo certicoy				4. REMARKS OR EXCEPTIONS				
24. Electrical P	ower		1			Change		
Sequence No. 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.	Bar		
10. ***	Battery Temperature Indicating System	D	1	0				
11.	Standby Electrical System	С	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)	В	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.			
		Α	2	0	May be inoperative provided: a) Airplane is operated in Day VMC conditions, and b) Repairs are made within 1 flight-day.	I		
		Α	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.	I		

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 24-7 DATE: XX/XX/XXXX TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED

5000 SERIES)

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)	В	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.	I	
					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.	I
17.	Standby Inverter	В	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. 	

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11** PAGE NO. 25-1 DATE: XX/XX/XXXX TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 25. Equipment/Furnishings Change Sequence No. Item 1 2 3 As required by 14 CFR. 1. Overwater Equipment D 2. Passenger Seat 1) Passenger Seat D May be inoperative provided: (Includes All a) Seat does not restrict access Configurations and to any emergency exit, egress Locations) route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative

D

D

Positioning Controls for Taxi, Takeoff, and

Landing (TTL)

Electrical)

(Mechanical and/or

2)

seat belt or shoulder harness is considered

include the seat(s) behind and/or adjacent outboard

inoperative.

NOTE 2: Affected seat(s) may

(M) May be inoperative and seat

occupied provided seat is secured in

the taxi, takeoff, and landing (TTL)

May be inoperative and seat occupied provided seat back is immovable in the taxi, takeoff, and

landing (TTL) position.

seats.

position.

(Continued)

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11 PAGE NO. 25-2** DATE: XX/XX/XXXX TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 25. Equipment/Furnishings Change Sequence No. Item 2 3 2. Passenger Seat (Cont'd) 3) С (O) May be inoperative provided: Under Seat Baggage Restraining System 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 (M) May be inoperative or missing With Seat Positioning D a) Controls for Taxi, and seat occupied provided: Takeoff, and Landing a) Armrest does not restrict (TTL) and/or Other access to any Emergency Controls 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 D May be inoperative or missing and seat occupied provided it does not Controls for Taxi, Takeoff, and Landing restrict access to any emergency exit, egress route, or main aisle. (TTL) and/or Other Controls Seat Belt/Air Bag 5)

Restraint System

Seat Belt/Air Bags

Required by 14 CFR

Seat Belt/Air Bag Not

Required by 14 CFR

a)

b)

D

D

May be inoperative provided affected

seat is blocked and placarded "DO

disconnected provided seat belt

NOT OCCUPY".

operates normally.

(M) May be inoperative or

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

				т.	NEWANNO ON EXCEPTIONS	
	nt/Furnishings	1				
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.	l	
		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.	I
					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).	I

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 25-4 DATE: XX/XX/XXXX 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

Sequence No.	nt/Furnishings Item	1	2	3	4	Change
3.	Observer Seat(s) (Cont'd)					Bar
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).	I
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	С	-	-	(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.	I
				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.		

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 MASTER MINIMUM EQUIPMENT LIST PAGE NO. 25-5

DATE: XX/XX/XXXX

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

5000 SERIES)

TABLE KEY

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

25. Equipmen	nt/Furnishings					
Sequence No.	Item	1	2	3	4	Change Bar
6.	"Fasten Seat Belt While Seated" Sign or Placard	С	-	-	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	С			 (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)	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 25-6
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

				→.	REWARKS OR EXCEPTIONS	
25. Equipmer	nt/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)	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 25-7
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. Equipmen	nt/Furnishings					
Sequence No.	Item	1	2	3	4	Change Bar
7. ***	Storage Bin/Cabin, Galley, and Lavatory Storage Compartment/Closet (Cont'd)	С	-	-	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.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 25-8
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

				т.	NEWANNO ON EXCEPTIONS	
25. Equipmen	t/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.	

_	RTMENT OF TRANSPORTATI AVIATION ADMINISTRATION	ON			MASTER MINIMUM EQUIPMENT LIS
REVISION DATE: XX/					PAGE NO. 25-
AIRCRAFT GIV-X (G4! 5000 SERI	50/G350), GV, GV-SP (G550/G	500	T.	1. 2. 3.	E KEY REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS
25. Equipm	nent/Furnishings				
Sequence No.	Item	1	2	3	4 Chang 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	С	-	-	(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				generated on a night.
1)	Airplanes With Multiple Exterior Lavatory Door Ashtray Installed	Α	-	-	Up to and including 50 percent may be missing or inoperative for 10 days.
		А	-	-	More than 50 percent may be missing or inoperative for 3 days.
					NOTE: Crew lavatories are included in

1

Airplanes With Only One Exterior Lavatory Door Ashtray Installed

2)

the total aircraft exterior lavatory door ashtray count.

May be missing or inoperative for 10 days.

FEDERAL AV	IATION ADMINISTRATION			MASTER MINIMUM EQUIPMENT LIS						
REVISION NO DATE: XX/XX			PAGE NO. 25-1							
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					
25. Equipmer	nt/Furnishings									
Sequence No.	Item	1	2	3	4	Change Bar				
12. ***	External Camera System	D	1	0		I				
13. ***	Cockpit Smoke Vision System (CSVS) STC No. ST00892LA				Deleted, Revision 5.	 				
14.	Pilot Seat(s)					1				
1)	Vertical Adjustment	С	-	-	 (M) May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Fore-aft adjustment is operative. 					
2)	Armrest	С	-	-	 (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	С	-	-	 (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	С	-	-	May be inoperative provided seat is acceptable to the affected crewmember.					
5)	Thigh Support	С	-	-	May be inoperative provided seat is acceptable to the affected crewmember.					
15.	Rudder Pedal Adjustment	С	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.	l				

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	MASTER WINNINGW EQUIT WENT EIGT
REVISION NO. 11	PAGE NO. 25-11
DATE: XX/XX/XXXX	
	TABLE KEY
AIRCRAFT:	1. REPAIR CATEGORY
GIV-X (G450/G350), GV, GV-SP (G550/G500	2. NO. INSTALLED
5000 SERIES)	3. NO. REQUIRED FOR DISPATCH
,	4. REMARKS OR EXCEPTIONS

	t/Furnishings	_				Change
Sequence No.	Item	1	2	3	May be in a partition provided the	Bar
16.	Keyed Lock	D	-	0	May be inoperative provided the associated access panel, door, compartment, or cap is verified secure before each departure.	I
17.	Airplane Ladder	С	-	0	(O) May be inoperative or removed.	1
1)	Ladder Hardware (Pit Pins, Lanyards, etc.)	D	-	0		
18. ***	Baggage Compartment Shelve					I
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	С	-	-	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)	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 DATE: XX/XX/XXXX AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES) PAGE NO. 25-12 TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

25. Equipmer	nt/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	С	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
20.	Non-Essential Equipment & Furnishings (NEF)					I
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.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 DATE: XX/XX/XXXX AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 MASTER MINIMUM EQUIPMENT LIST PAGE NO. 25-13 TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED

3. NO. REQUIRED FOR DISPATCH

5000 SERIES)

	•			4.	REMARKS OR EXCEPTIONS	
25. Equipmer	nt/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	С	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11	PAGE NO. 25-14
DATE: XX/XX/XXXX	
	TABLE KEY
AIRCRAFT:	1. REPAIR CATEGORY
GIV-X (G450/G350), GV, GV-SP (G550/G500	2. NO. INSTALLED
5000 SERIES)	NO. REQUIRED FOR DISPATCH
,	

4. REMARKS OR EXCEPTIONS

	nt/Furnishings				1.	Change
Sequence No.	Item	1	2		4	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	С	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				MASTER MINIMUM EQUIPMENT LIST				
REVISION NO	D. 11				PAGE NO.	25-15		
DATE: XX/XX	/XXXX							
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				
<mark>25. Equipmen</mark> Sequence No.	t/Furnishings	1	2	3	4	Change		
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 			

D

С

С

D

Tamper Seal or Tag

Flightcrew Sleeping Facility – Crew Seat

(Includes Crew Seat

Recline Mechanism, Berthing Mechanism,

Armrests, Swivel

Mechanism, and

Electrical/Electronic Systems/Components)

24.

Any in excess of those required by 14 CFR may be incomplete or

(O) May be inoperative, damaged, or

(M)(O) May be inoperative provided

crew seat is secured in a position acceptable to the crewmember(s) who

NOTE: All other equipment in the

May be inoperative provided:

USE."

flightcrew sleeping facilities is

covered by the NEF program.

a) Crew seat is not occupied, and

"INOPERATIVE - DO NOT

b) Crew Rest is placarded

is verified at each preflight.

will occupy the crew seat.

missing provided proper FAK servicing

removed.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11	PAGE NO. 25-16

DATE: XX/XX/XXXX

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. Equipmen	5. 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						

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11	PAGE NO. 26-1
DATE: XX/XX/XXXX	
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 Prote					L	Change
Sequence No.	Item	1	2	3	4	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	С	-	0	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
2.	Wing Overheat Warning System	С	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	С	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. 	•

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 26-2
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

26. Fire Prote		T 4				Change
Sequence No.	Item	1	2	3	4	Bar
4. ***	Cargo Compartment Smoke Detection System	С	-	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.	
	Lavatory Smoke Detection System	С	-	-	(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.	1
					NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	ı
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	•

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION					MASTER MINIMUM EQUIPMENT L	.IST
REVISION NO. 11 DATE: XX/XX/XXXX					PAGE NO. 2	26-3
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)				1. 2. 3.	E KEY REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS	
26. Fire Prote	ction					
Sequence No.	Item	1	2	3		hange Bar
6. ***	Lavatory Fire Extinguisher System	С	-	0	For each lavatory, the lavatory fire extinguisher system may be	I

26. Fire Protec	26. Fire Protection									
Sequence No.	Item	1	2	3	4	Change Bar				
6.	Lavatory Fire Extinguisher System	С	-	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 	 				
		D	-	0	crewmembers. Any in excess of that required by 14 CFR may be inoperative.	1				
7. ***	Galley Smoke Detection System	D	-	0						
8. ***	Galley Fire Extinguishing System	D	-	0						
9.	Engine Fire Detection System	С	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	-	-						

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION					MASTER MINIMUM EQUIPMENT LIST			
REVISION NO. 11					PAGE NO. 26-4			
DATE: XX/X	X/XXXX							
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 Prot	ection							
Sequence No.	Item	1	2	3	4 Change Bar			
11.	Electronic Equipment Rack Overheat Warning System	С	-	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	С	-	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	С	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 			

d) Associated circuit breakers are pulled and collared.

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION

REVISION NO. 11 DATE: XX/XX/XXXX

TABLE KEY

AIRCRAFT: 1. REPAIR CATEGORY GIV-X (G450/G350), GV, GV-SP (G550/G500 2. NO. INSTALLED

5000 SERIES)

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

PAGE NO. 27-1

	27 .	Flight	Controls
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27. Flight Controls							
Sequence No.	Item	1	2	3	4	Change Bar	
1.	Rudder Limit Indication System	С	1	0	May be inoperative provided Single Rudder Indication System is operative.		
2.	Single Rudder Indication System	С	1	0	May be inoperative provided Rudder Limit Indication System is operative.		
3.	Automatic Ground Spoiler System	С	1	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.		
4.	Electric Elevator Trim System	С	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	С	2	1	(O) May be inoperative provided pilot flying has operative switch.		
6.	Flap/Stabilizer Control Channel (GV, GV-SP)	В	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.	I	
7.	Single Speed Brake Indication System (GV, GV-SP)	С	1	0	(O) May be inoperative provided Single Rudder Indication System is operative.	I	
8.	Elevator Trim Actuator Heater System	С	2	0	(M) May be inoperative provided the associated circuit breaker(s) is pulled and collared.		
9.	Aileron Trim Actuator Heater (GV-SP, GV)	С	1	0	(M) May be inoperative provided the associated circuit breaker is pulled and collared.	I	

	TMENT OF TRANSPORTATION TIATION ADMINISTRATION	ON			MASTER MINIMUM EQUIPMEN	T LIST
REVISION NO					PAGE NO). 27-2
DATE: XX/XX	A/XXXX					
AIRCRAFT: GIV-X (G450/ 5000 SERIES	(G350), GV, GV-SP (G550/G5 (S)	500	T	1. 2. 3.	E KEY REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS	
27. Flight Cor					I	Change
Sequence No.	Item	1	2		4	Bar
10.	Autopilot Elevator Servo	С	2	1	(M) May be inoperative provided the associated circuit breaker is pulled and collared.	1
11.	Autopilot Pitch Trim Servo	С	2	1	(M) May be inoperative provided the associated circuit breaker is pulled and collared.	I
12.	Autopilot Aileron Servo	С	2	1	(M) May be inoperative provided the associated circuit breaker is pulled and collared.	I
13.	Autopilot Yaw Damper Servo (GV-SP, GIV-X)	С	2	1	(M) May be inoperative provided the associated circuit breaker is pulled and collared.	
14.	Stall Barrier System	А	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, 	

Flight Control Synoptic

Display (GV)

(GV-SP, GIV-X)

Gust Lock

15.

16.

С

С

С

C

1

1

1

manner.

conditions.

c) Alternate procedures are established and used, andd) Repairs are made within

2 flight-days.

May be inoperative provided the

May be inoperative provided the

(O) May be inoperative provided

unaffected by atmospheric

airplane is parked in sheltered area

affected control surface is visually checked for full, free, and correct movement prior to each flight.

(O) May be inoperative provided flight controls are secured in an alternate

affected control surface is visually checked for full, free, and correct movement prior to each flight.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 DATE: XX/XX/XXXX AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES) PAGE NO. 28-1 TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

Item	1	2	3	4	Change Bar
Fuel Tank Temperature System (GV, GV-SP)	С	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)	С	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. 	
EICAS or Standby RFMU (GV)/MCDU (GV-SP, GIV-X) Fuel Quantity Indicating System	С	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. 	
	Fuel Tank Temperature System (GV, GV-SP) Fuel Tank Temperature System (GIV-X) EICAS or Standby RFMU (GV)/MCDU (GV-SP, GIV-X) Fuel Quantity Indicating	Fuel Tank Temperature System (GV, GV-SP) Fuel Tank Temperature System (GIV-X) EICAS or Standby RFMU (GV)/MCDU (GV-SP, GIV-X) Fuel Quantity Indicating	Fuel Tank Temperature System (GV, GV-SP) Fuel Tank Temperature System (GIV-X) EICAS or Standby RFMU (GV)/MCDU (GV-SP, GIV-X) Fuel Quantity Indicating	Fuel Tank Temperature System (GV, GV-SP) Fuel Tank Temperature System (GIV-X) EICAS or Standby RFMU (GV)/MCDU (GV-SP, GIV-X) Fuel Quantity Indicating	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. 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

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 28-2 DATE: XX/XX/XXXX 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 2. EICAS or Standby RFMU (GV)/MCDU (GV-SP, GIV-X) Fuel Quantity Indicating Quantity Indicating RFMU (GV) RFMU (GV-SP, GIV-X) Fuel Quantity Indicating RFMU (GV-SP, GIV-X) Fuel RFMU (GV-SP, GIV-X) Fuel Quantity Indicating RFMU (GV-SP, GIV-X) Fuel Quantity	
2. EICAS or Standby C 2 1 (M)(O) Except for ER operations, either Left or Right Fuel Quantity (GV-SP, GIV-X) Fuel Quantity Indicating a) Both tanks are completely	
RFMU (GV)/MCDU (GV-SP, GIV-X) Fuel Quantity Indicating either Left or Right Fuel Quantity display may be inoperative provided: a) Both tanks are completely	Change Bar
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)	

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DATE: XX/XX/XXXX	
	TABLE KEY
AIRCRAFT:	REPAIR CATEGORY
GIV-X (G450/G350), GV, GV-SP (G550/G500	2. NO. INSTALLED
5000 SERIES)	3. NO. REQUIRED FOR DISPATCH
,	4. REMARKS OR EXCEPTIONS
28. Fuel	

28. Fuel				1		
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)	С	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	С	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.	· 1

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11 PAGE NO. 28-4** DATE: XX/XX/XXXX TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 28. Fuel Change Sequence No. Item 2 3 **Fuel Boost Pump** C 4 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 (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

C

C

Heated Fuel Return

System (HFRS)

Fuel Boost Pump

Warning System

(GV, GV-SP)

6.

7.

2

4

deactivated.

May be inoperative provided:

inoperative provided:

operative,

temperature, and
b) Airplane is operated in accordance with AFM Limitations.

a) Flightcrew monitors fuel tank

(O) Except for ER operations, may be

a) Fuel Crossflow Valve is

b) Fuel Intertank Valve is operative, andc) Airplane is operated in accordance with AFM Limitations.

MASTER MINIMUM EQUIPMENT LIST

PAGE NO. 28-5

REVISION NO. 11 DATE: XX/XX/XXXX

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

maneuvers when Fuel Intertank Valve is OPEN.

4. REMARKS OR EXCEPTIONS

28. Fuel							
Item	1	2	3	4	Change Bar		
Fuel Crossflow Valve							
Failed CLOSED	С	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. 			
Failed OPEN	С	1	0	NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN. 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			
	Fuel Crossflow Valve Failed CLOSED	Fuel Crossflow Valve Failed CLOSED C	Fuel Crossflow Valve Failed CLOSED C 1	Fuel Crossflow Valve Failed CLOSED C 1 0	Fuel Crossflow Valve 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. 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		

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11 PAGE NO. 28-6** DATE: XX/XX/XXXX

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

- 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	С	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)	С	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.	Ι

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 10** PAGE NO. 29-1 DATE: 07/05/2018 TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 29. Hydraulic Power Change Sequence No. Item 2 3 1 **Brake Accumulator** D 1 0 1. Pressure Gauge (Nose Wheel Well) Auxiliary Hydraulic Pump C 1 May be inoperative provided cockpit 2. Pressure Indication Brake Accumulator pressure gauge is operative. 3. Power Transfer Unit C 1 0 (O) May be inoperative provided: a) Left Hydraulic Pressure (PTU) Hydraulic Pressure Indication Indication is operative, b) PTU Hydraulic system is operative, and c) Before left engine start, HMG operational check is performed. PTU Hydraulic Pump С May be inoperative provided manual 4. 1 mode is verified to be operative (Auto Mode) before every flight. Auxiliary Hydraulic Pump C 1 May be inoperative provided Auxiliary 5. (Auto Mode) pump is selected ON for takeoff and landing. D 6. Left Hydraulic System 1 (O) May be inoperative provided Quantity Gauge (Ground quantity is checked by reservoir indicator or using hydraulic quantity Service Control Panel indication on hydraulic synoptic Aft Equipment Area) before each departure.

7.

8.

Right Hydraulic System

Quantity Gauge (Ground

Service Control Panel -

Aft Equipment Area)

Left Hydraulic System

Quantity Indication

(EICAS)

D

C

1

1

(O) May be inoperative provided

quantity is checked by reservoir

before each departure.

each departure.

indicator or using hydraulic quantity indication on hydraulic synoptic

May be inoperative provided quantity is checked by reservoir indicator or

Ground Service Control Panel Left

Hydraulic Quantity gauges before

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 10 DATE: 07/05/2018 AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES) PAGE NO. 29-2 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) Right Hydraulic System Ground Service Control Panel Right Hydraulic Quantity gauges before each departure.

29. Hydraulic	Power	ı	1	1		Change
Sequence No.	Item	1	2	3	4	Change Bar
9.	Right Hydraulic System Quantity Indication (EICAS)	С	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	С	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)	С	1	0	May be inoperative provided the Brake Synoptic Page Accumulator Pressure Indication is operative.	
		С	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.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 10 PAGE NO. 29-3 DATE: 07/05/2018 TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

29. Hydraulic Power								
Item	1	2	3	4	Change Bar			
Brake Synoptic Page Accumulator Pressure Indication	С	1	0	May be inoperative provided the Brake Accumulator Pressure Gauge (cockpit dial) is operative. 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.				
	Item Brake Synoptic Page Accumulator Pressure	Brake Synoptic Page Accumulator Pressure Indication	Item12Brake Synoptic Page Accumulator Pressure IndicationC1	Item123Brake Synoptic Page Accumulator Pressure IndicationC10	Item			

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 10 DATE: 07/05/2018 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 Ra	in Protection					
Sequence No.	Item	1	2	3	4	Change Bar
1.	Cowl Anti-Ice Pressure Indication System	В	2	0	Except for ER operations, may be inoperative provided both EICAS Cowl Anti-Ice Indications are operative.	
		В	2	0	Except for ER operations, may be inoperative provided airplane is operated at greater than +10 degrees C SAT.	
		В	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	С	2	0	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
1)	Automatic Function	С	2	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.	
3.	Windshield Heat System	С	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.	

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AIRCRAFT:

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

5000 SERIES)

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

30. Ice and Rai	n Protection					
Sequence No.	Item	1	2	3	4	Change Bar
4.	Side Window Heat System	С	2	0		
1)	Side Window Heat Sensor	D	4	2	One Side Window Heat Sensor may be inoperative for each Side Window Heat System.	
		С	4	0		
5.	Anti-Ice Heater Switch Light	В	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)	В	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)	В	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	С	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.	

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 10 PAGE NO. 30-3** DATE: 07/05/2018 TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 30. Ice and Rain Protection Change Sequence No. Item 2 1 3 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 (M) May be inoperative provided: a) Affected Valve is verified OPEN. b) All components of both HP Bleed Air Systems are operative.

Automatic Function

Cowl Pressure

System

Differential Indication

1)

9.

C

С

2

1

c) Both Environmental Control Systems (ECS) Packs are

 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.

is operated in accordance with alternate AFM procedures.

May be inoperative provided Cowl

Anti-Ice Pressure Indications are

operative.

May be inoperative provided airplane

operative,

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 10 PAGE NO. 30-4** DATE: 07/05/2018 TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 30. Ice and Rain Protection Change Sequence No. Item 2 1 3 10. Windshield Blower D 1 0 (M) May be inoperative provided the Surface Seal coating has been System checked to be serviceable in accordance with the Maintenance Manual within the last 12 months or 500 flight-hours, whichever occurs first. 1 D May be inoperative provided there is no precipitation falling on the departure and arrival airport at the

D

D

D

2

1

Windshield Surface Seal

Protection System

Cabin Window Heat

Cabin Window Heating

System

Element

1)

a)

11.

time of taxi, takeoff, and landing.

5 NM of the airport of takeoff or

(M) May be inoperative provided:

selected OFF, and
b) Cabin Window Heat System circuit breakers are pulled and

(M) May be inoperative provided the

associated Window Heat circuit

breakers are pulled and collared.

collared.

a) Cabin Window Heat switch is

intended landing.

May be inoperative provided airplane

is not operated in precipitation within

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 DATE: XX/XX/XXXX 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

				4.	REMARKS OR EXCEPTIONS	
31. Indicating	/Recording Systems					
Sequence No.	Item	1	2	3	4	Change Bar
1. 2.	Clock (Cockpit) Flight Data Recorder (FDR) System	D 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. 	1
	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.	I
	FDR Recording Parameters Not Required by 14 CFR	А	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	l
					(Continued)	

_	TMENT OF TRANSPORTATI /IATION ADMINISTRATION	ON			MASTER MINIMUM EQUIPMENT LIST
REVISION N					PAGE NO. 31-2
DATE: XX/XX/XXXX AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)					E KEY REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS
31. Indicating	g/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)	С	-	1	Any in excess of those required by 14 CFR may be inoperative.
		Α	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.
3.	Brake Temperature Monitoring System (BTMS)	С	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)	С	2	1	May be inoperative provided the checklist module in Fault Warning Computer (FWC) 1 is operative.
	Electronic Checklist (GV-SP, GIV-X)	С	1	0	May be inoperative provided the current AFM is carried on board the airplane.
6.	Data Acquisition Unit (DAU) Channel (GV)	В	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.

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AIRCRAFT:

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

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

31. Indicating/F	Recording Systems					
Sequence No.	Item	1	2	3	4	Change Bar
9.	Airplane Personality Module (APM) (GV-SP, GIV-X)	С	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)	С	2	1	operative.	
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. 	

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REVISION NO. 11 PAGE NO. 32-1

DATE: XX/XX/XXXX

AIRCRAFT:

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

5000 SERIES)

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

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

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 32-2 DATE: XX/XX/XXXX TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

				4.	REMARKS OR EXCEPTIONS	
32. Landing G	iear					
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. 	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 32-3 DATE: XX/XX/XXXX TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH

5000 SERIES)				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. 			

_	RTMENT OF TRANSPORTATI AVIATION ADMINISTRATION	ON	MASTER MINIMUM EQUIPMENT LIST PAGE NO. 33-1						
REVISION DATE: XX/X									
AIRCRAFT GIV-X (G45 5000 SERIE	: 50/G350), GV, GV-SP (G550/G	500	T	1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
33. Lights		1 .			1.	Change			
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.	Bar			
1)	Inter Tank Valve Switchlight	С	1	0	May be inoperative if switch position is verified by the synoptic page and CAS.				
2)	Crossflow Valve Switchlight	С	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.				

MASTER MINIMUM EQUIPMENT LIST

PAGE NO. 33-2

REVISION NO. 11 DATE: XX/XX/XXXX

TABLE KEY

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

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

33 Lights

33. Lights						
Sequence No.	Item	1	2	3	4	Change Bar
3.	Passenger Lighted Information Sign					
1)	Passenger Lighted Information Sign	С	-	ı	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
4.	Position Light Bulb	С	6	3	May be inoperative provided one light bulb is operative at each position.	
		С	6	0	May be inoperative provided airplane is not operated sunset to sunrise.	
5.	Beacon Light	С	1	0	May be inoperative provided Strobes (Anti Collision Lights) are installed and operative.	
6.	Strobe (Anti-Collision Lights)	С	6	3	Bulbs may be inoperative provided one bulb is operative at each position (wingtip and tail).	
		С	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)	С	2	0	May be inoperative provided ground deicing procedures do not require their use.	
8.	Landing Light	В	2	1	May be inoperative provided all three bulbs of the taxi light are operative.	
		С	2	0	May be inoperative provided airplane is not operated at night.	
9.	Taxi Light System	С	1	0		
1)	Individual Light Bulbs	С	3	0		

MASTER MINIMUM EQUIPMENT LIST

REVISION NO. 11 DATE: XX/XX/XXXX **PAGE NO. 33-3**

AIRCRAFT:

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

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

				4.	REMARKS OR EXCEPTIONS
33. Lights					
Sequence No.	Item	1	2	3	4 Change Bar
10.	Wing Tip Taxi Light System	С	2	0	
11.	Floor Proximity Emergency Escape Path Marking System Lights	С	-	-	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	assembles may be inoperative.
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	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 DATE: XX/XX/XXXX

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

- 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	С	1	0	May be inoperative provided airplane is not operated at night.	Баг
1)	Exterior Emergency Evacuation Lighting System Bulb	В	12	6	One bulb may be inoperative in each recess.	
22.	Service Door Light	D	-	0		
23.	Dim and Test Annunciator Channels	С	-	-	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.	

MASTER MINIMUM EQUIPMENT LIST

REVISION NO. 11 DATE: XX/XX/XXXX PAGE NO. 33-5

AIRCRAFT:

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

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

					NEWANNO ON EXCELLIONS	
33. Lights						
Sequence No.	Item	1	2	3	4	Change Bar
27. ***	Wing Tip Position Light LED Element Bank	С	4	2	One may be inoperative per wing tip.	I
		С	4	0	May be inoperative provided airplane is not operated sunset to sunrise.	
28. ***	Tail Position Light LED Element Bank	С	2	1		I
		С	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	С	2	0	May be inoperative provided airplane is not operated at night.	l
1) ***	LoPresti Boom Beam HID Landing Light Element	С	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	С	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	С	1	0	May be inoperative for night operations provided landing lights are operative.	I
1)	LoPresti Boom Beam HID Taxi Light Element	С	3	1	Up to 2 elements may be inoperative.	

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

MASTER MINIMUM EQUIPMENT LIST

PAGE NO. 34-1

REVISION NO. 11

DATE: XX/XX/XXXX

TABLE KEY

- 1. REPAIR CATEGORY
 - 2. NO. INSTALLED
 - 3. NO. REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

5000 SERIES)

AIRCRAFT:

34. Navigation	on					
Sequence No.	Item	1	2	3	4	Change Bar
1.	Directional Compass Reference Sensor	В	3	2	(O) May be inoperative provided both PFD Heading Indicating Systems operate independently.	
2.	Attitude Reference Sensor	В	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	С	-	0	Except for ER operations, may be inoperative provided not required by 14 CFR.	
1) ***	Standby Attitude Indicator (Electro-Mechanical Gyro Horizon)	В	-	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	С	1	0		
2)	Standby Altimeter/Airspeed Indicator (combined unit)	С	1	0	May be inoperative provided airplane is operated in Day VMC only.	
					(Continued)	

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11 PAGE NO. 34-2** DATE: XX/XX/XXXX TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 34. Navigation Change Sequence No. 1 2 3 Item Standby Flight Display 3. (Cont'd) С 3) 3-in-1 Standby Attitude, Except for ER operations, the Attitude Altitude, Airspeed position indicator may be inoperative **Indicator Heading** provided not required by 14 CFR. (Color Video Display) (GV Only) В Attitude position indicator may be

С

C

C

С

С

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only.

operative.

(Continued)

Standby Air Data Unit

(Altitude and Airspeed

Standby Heading

Glideslope/Localizer

Function)

Display

Function

Function

DME Display

FMS Navigation

a) ***

b) ***

c)

d) ***

e)

inoperative provided:

 a) Operations are conducted in Day VMC only, and

b) Operations are not conducted into known or forecast VFR-on-Top Conditions.

May be inoperative provided the

airplane is operated in Day VMC

Heading Reference Systems are

May be inoperative provided all three

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11 PAGE NO. 34-3** DATE: XX/XX/XXXX TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 34. Navigation Change Sequence No. 1 2 3 Item Standby Flight Display 3. (Cont'd) С 4) 4-in-1 Standby Attitude, Except for ER operations, the Attitude Altitude, Airspeed position indicator may be inoperative **Indicator Heading** provided not required by 14 CFR. (Color Video Display) (GV-SP, GIV-X) В Attitude position indicator may be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted

С

C

C

С

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only.

operative.

Standby Air Data Unit

(Altitude and Airspeed

Standby Heading

Glideslope/Localizer

Function)

Display

Function

Function

DME Display

FMS Navigation

a) ***

b) ***

c)

d) ***

e) *** into known or forecast VFR-on-Top Conditions.

May be inoperative provided the

airplane is operated in Day VMC

Heading Reference Systems are

May be inoperative provided all three

MASTER MINIMUM EQUIPMENT LIST

REVISION NO. 11 DATE: XX/XX/XXXX **PAGE NO. 34-4**

AIRCRAFT:

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

- 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	С	-	-	Except for ER operations, as required by 14 CFR.
5.	VOR/ILS Navigation System	С	-	-	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)	С	3	0	May be inoperative provided approach procedures do not require its use.
	(GV Only)	С	2	0	May be inoperative provided approach procedures do not require its use.
7.	Automatic Direction Finding System	С	2	-	As required by 14 CFR.
8.	ATC Transponder and Automatic Altitude Reporting System	В	-	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	Α	-	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	-	ı	Except where enroute operations or approach minimums require its use, any in excess of those required by 14 CFR may be inoperative.

MASTER MINIMUM EQUIPMENT LIST

REVISION NO. 11 DATE: XX/XX/XXXX **PAGE NO. 34-5**

AIRCRAFT:

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

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

				- '-	NEWANIO ON EXCELLIONS
34. Navigation					
Sequence No.	Item	1	2	3	4 Change Bar
10.	Standby RMI (Electro-Mechanical) (GV)	С	1	0	May be inoperative provided all 3 IRSs are operative.
1)	Standby Navigation Display (Color Video)	С	1	0	May be inoperative provided all 3 IRSs are operative.
2)	DME Display	С	2	0	
3)	EBDI (Electronic Bearing/Distance Indicator) (GV-SP, GIV-X)	С	1	0	May be inoperative provided all 3 IRSs are operative.
11.	Radio Altimeter System	С	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)	С	-	-	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.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 34-6 DATE: XX/XX/XXXX

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

Enhanced Ground Proximity Warning System (EGPWS) Class A TAWS Equipment Required GPWS	1	2	3	4	Change Bar
Proximity Warning System (EGPWS) Class A TAWS Equipment Required					
Equipment Required					
GPWS		l			
	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	I
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.	I
Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	I
Glideslope Deviation(s) Mode 5	С	-	1		
	В	-	0		
Advisory Callouts	В	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	С	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
	Test Mode Glideslope Deviation(s) Mode 5	Test Mode A Glideslope Deviation(s) Mode 5 B Advisory Callouts B	Test Mode A 1 Glideslope Deviation(s) C - Mode 5 B - Advisory Callouts B -	Test Mode A 1 0 Glideslope Deviation(s) Mode 5 B - 0 Advisory Callouts B - 0	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. Test Mode A 1 0 May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days. Test Mode A 1 0 May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days. Glideslope Deviation(s) B - 0 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

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11 PAGE NO. 34-7** DATE: XX/XX/XXXX TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 34. Navigation Change Sequence No. Item 1 2 3 13. **Enhanced Ground Proximity Warning** System (EGPWS) (Cont'd) **GPWS** 1) (Cont'd) Windshear Mode В 1 (O) May be inoperative provided e) *** alternate procedures are established (Reactive) and used.

C

В

С

В

Terrain System -

(PDA) Functions

Terrain Display

Forward Looking Terrain

Premature Descent Alert

Avoidance (FLTA) and

2)

3) *** 1

1

1

0

NOTE: Operator's alternate

(O) May be inoperative provided:

 a) Alternate procedures are established and used, and
 b) Windshear Detection and Avoidance System (Predictive) operates

(O) May be inoperative provided

alternate procedures are established

normally.

and used.

(Continued)

procedures should include reviewing windshear avoidance and windshear recovery procedures.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 MASTER MINIMUM EQUIPMENT LIST PAGE NO. 34-8

DATE: XX/XX/XXXX

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

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

MASTER MINIMUM EQUIPMENT LIST

REVISION NO. 11 DATE: XX/XX/XXXX **PAGE NO. 34-9**

AIRCRAFT:

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

- 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)	С	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	В	1	0	
3)	Terrain Display	С	-	0	
4) ***	Runway Awareness & Advisory System (RAAS)	С	1	0	
	Class C TAWS Equipment				
1)	TAWS/GPWS	С	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)	С	1	0	May be inoperative provided at least 1 flight Management System is operative.

_	MENT OF TRANSPORTATION	_			MASTER MINIMUM EQUIPMEN	Γ LIST
REVISION NO DATE: XX/XX					PAGE NO.	34-10
AIRCRAFT:	G350), GV, GV-SP (G550/G	500	T	1. 2. 3.	REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS	
34. Navigatioı	1					
Sequence No.	Item	1	2	3	4	Change Bar
15.	Flight Management System (CDU & Nav Computer Only) (GV Only)	В	-	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	- 1

Α

1)

Navigation Database

RNP-10 airspace. One

BRNAV, RNAV 1, and RNAV 2 airspace.

a) Operations do not require its

navigation system required by

updated (as required) to notify

b) It is not used in a primary

c) Alternate procedures are developed and used,d) The ICAO Flight Plan is

ATC of the navigation equipment status of the

out-of-date navigation database is not authorized MMEL relief per 14 CFR.

May be inoperative provided:

14 CFR,

aircraft, and
e) Is repaired within
10 flight-days.

NOTE: An out-of-currency or

system is required in PRNAV,

	IENT OF TRANSPORTATION	ON			MASTER MINIMUM EQUIPMENT	LIST				
REVISION NO. 11 DATE: XX/XX/XXXX					PAGE NO. 34-11					
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)	В	-	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.	Bar				
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.	I				
17. ***	Lightning Sensor System (LSS)	D	-	0						
18. ***	Stormscope	D	-	0						

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 34-12 DATE: XX/XX/XXXX 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 B - 0 (M) May be inoperative provided: Avoidance System (TCAS I) NASTER MINIMUM EQUIPMENT LIST PAGE NO. 34-12 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
19.	Traffic Alert and Collision Avoidance System (TCAS I)	В	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	Bar
	Traffic Alert and Collision Avoidance System (TCAS II)	С	-	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. 	
		В	-	0	 (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. 	
		С	-	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)	

	TMENT OF TRANSPORTATION /IATION ADMINISTRATION	ON 			MASTER MINIMUM EQUIPMEN	T LIST		
REVISION N DATE: XX/XX					PAGE NO.	34-13		
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. Navigatio	n							
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)	С	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)	С	2	1	May be inoperative on the non-flying pilot side.			
		С	-	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)	С	-	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	В	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.			
5) ***	Airspace Selection Function (Above/Normal/Below)	С	-	0				

20. *** Microwave Landing System (MLS) D

As required by 14 CFR.

	RTMENT OF TRANSPORTAT AVIATION ADMINISTRATION				MASTER MINIMUM EQUIPMENT LIS	ST		
REVISION DATE: XX/			PAGE NO. 34-1					
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				
34. Navigat	ion				Cho	naa		
Sequence No. 21.	Symbol Generator (GV)	C C	3	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	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.			
2)	Heading Display	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.			
3)	VS/FPA Display	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.			
4)	Altitude Select Display	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.			
5)	LNAV	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.			
6)	VNAV	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.			
7)	FLCH	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.			
8)	Manual Speed	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.			

(Continued)

MASTER MINIMUM EQUIPMENT LIST

REVISION NO. 11 DATE: XX/XX/XXXX PAGE NO. 34-15

AIRCRAFT:

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

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

34. Navigatior	1					
Sequence No.	Item	1	2	3	4	Change Bar
22.	Guidance Panel Digital Indications and Mode Select Indications (Cont'd)					
9)	Bank Select	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
10)	BC Select	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
11)	Heading Select	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
12)	VS/FPA Select	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
13)	Alt Hold Select	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
14)	APR Select	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	I
15)	PFD Command L/R	С	1	0	(O) May be inoperative provided the associated value is available in the Primary Flight Display.	
16)	AP Select	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	l

_	TMENT OF TRANSPORTATI VIATION ADMINISTRATION	ON			MASTER MINIMUM EQUIPMENT	Γ LIST			
REVISION N DATE: XX/XX					PAGE NO.	34-16			
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. Navigatio	on								
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	С	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.				
2)	Visual Alert	С	-	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)	С	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)

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 DATE: XX/XX/XXXX					MASTER MINIMUM EQUIPMENT LIST PAGE NO. 34-17					
34. Naviga	tion									
Sequence No.	Item	1	2	3	4 Change Bar					
24. ***	Display Unit (GV) (Cont'd)									
***	Display Unit (GV) For DU-885 Equipped Airplanes	С	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	С	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) С

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.

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11 PAGE NO. 34-18** DATE: XX/XX/XXXX TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 34. Navigation Change Sequence No. Item 1 2 3 25. Standby Magnetic C 1 0 May be inoperative provided all three Heading Reference systems are Compass System (Flux Valve) (GV) operative. *** May be inoperative provided all three Magnetometer C 1 (GV-SP, GIV-X) IRSs are operative. Non-Stabilized Magnetic В 1 May be inoperative provided any 26. combinations of three Gyro or INS Compass (IRU) Stabilized Compass Systems are operative. May be inoperative provided: В 1 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. В 1 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. D 1 May be inoperative provided landing Head Up Display System weather minimums or operating procedures do not require its use. 28. Airborne Flight D 0 *** Information System (AFIS) 1) **AFIS Printer** D 0

В

Slip-Skid Indicator

29.

2

May be inoperative provided:

Controller.

a) Third attitude indicator is

installed and operative, and b) An operative slip indication is obtained by selecting another IRS source via the Display

FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 DATE: XX/XX/XXXX					MASTER MINIMUM EQUIPMENT LIST					
					PAGE NO. 34-19					
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)				1. 2. 3.	E KEY REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS					
34. Navigatio	n				Character					
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 					
		С	3	2	failed MADC, select ATC 2 and if MADC 2 is the failed MADC select ATC 1. 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)

IIS DEPART	MENT OF TRANSPORTAT	ION							
FEDERAL AVIATION ADMINISTRATION				MASTER MINIMUM EQUIPMENT LIST					
REVISION NO	O. 11				PAGE NO.	34-20			
DATE: XX/XX	X/XXXX								
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES) 34. Navigation				1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
Sequence No.	ltem	1	2	3	4	Change Bar			
2)	Air Data Computers/Systems (Cont'd) Air Data System (ADS) (GV-SP, GIV-X)	С	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				

С

Integrated Avionics

Computer (IAC)

(GV)

32.

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.

May be inoperative provided two bus

controllers are operative for dispatch.

function of the operative IACs may be inoperative as stated elsewhere in this section. The Autopilot is addressed in

NOTE: The FMS/PMS/Autothrottle

ATA 22.

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11** PAGE NO. 34-21 DATE: XX/XX/XXXX TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 34. Navigation Change Sequence No. Item 2 3 1 33. **Bus Controller** C 2 (GV) Airshow Controller D 34. 0 *** System 1) Cockpit Airshow Display D 0 System 2) Cabin Airshow Display 0 D System Windshear Warning and В (O) May be inoperative provided 35. alternate procedures are established Flight Guidance System (Reactive) and used. C (O) May be inoperative provided Windshear Detection 36. alternate procedures are established and Avoidance System and used. (Predictive) 37. Cockpit Video Monitor D 0 38. Heads Up Checklist D 0 **Enhanced Vision System** 0 39. D 1 (EVS) 1) **EVS Window Heat** D 1 0 2) Secondary (Non-HUD) D 1 0 NOTE: If EVS video cannot be **EVS Display Repeater** displayed on DU 3, EFVS approaches to landing and

С

2

Terrain Server

Modules

Function/EGPWM

(GV-SP, GIV-X)

40.

rollout are prohibited.

synthetic terrain will not be

available with dual Terrain

Server failures, but the full PFD may be used without

NOTE: Synthetic Vision PFD

restriction.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

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REVISION NO. 11 DATE: XX/XX/XXXX

TABLE KEY

AIRCRAFT:

1. REPAIR CATEGORY

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

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

					REMARKS OR EXCEPTIONS	
34. Navigation						
Sequence No.	Item	1	2	3	4	Change Bar
41.	Advanced Graphics Module (AGM) (GV-SP, GIV-X)	С	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. 	I
	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)	С	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)	С	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.	I
***	Cursor Control Device (GV Only)	С	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. 	

FEDERAL AVIATION ADMINISTRATION REVISION NO. 11					MASTER MINIMUM EQUIPMENT LIST				
					PAGE NO.	34-23			
DATE: XX/X	X/XXXX								
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)					1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
84. Navigation		1	1			Change			
Sequence No.	Item	1	2	3	4	Bar			
44.	Multifunction Control Display Unit (MCDU) (GV-SP, GIV-X)	С	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 				
1)	Flight Management	В	3	1	Tuning functions. Except where enroute operations or				
• ' /	System (FMS) Function (GV-SP, GIV-X)			'	 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.	I			
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. 	1			

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 MASTER MINIMUM EQUIPMENT LIST PAGE NO. 34-24

DATE: XX/XX/XXXX

AIRCRAFT: TABLE

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

- 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)					I
2)	Radio Tuning Function (GV-SP, GIV-X)	В	3	2		
45.	Advanced Graphics Module (AGM) Database (GV-SP, GIV-X)	С	-	0	 (O) May be inoperative provided: a) Operations do not require its use, and b) Alternate procedures are developed and used. 	1
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.	Ι
1)	Charts Database	С	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.	I
					NOTE 1: Some Enhanced Flight Vision System (EVS) operations may require the use of the EVS video display.	1
					NOTE 2: If EVS video cannot be displayed on DU 3, EFVS approaches to landing and rollout are prohibited.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION					MASTER MINIMUM EQUIPMENT LIST				
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AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)					1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
34. Navigatio	on								
Sequence No.	Item	1	2	3	4	Change Bar			
48. ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out)	В	-	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				
		С	_	1	operates normally may be used. One may be inoperative.	ı			
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and	-			

В

С

D

ADS-B Out Extended

Squitter

b) It is not required by 14 CFR.

operates normally may be

(O) May be inoperative provided prior

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

a) Enroute operations do not require its use, andb) It is not required by 14 CFR.

NOTE: Any ADS-B Out function that operates normally may be

to flight, authorization is obtained

NOTE: Any ADS-B function that

used.

used.

used.

(Continued)

One may be inoperative.

May be inoperative provided:

_	RTMENT OF TRANSPORTATI AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST						
REVISION	NO. 11		PAGE NO. 34-26						
DATE: XX/>	XX/XXXX								
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)				1. 2. 3.	E KEY REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS				
34. Navigati	ion								
Sequence No.	Item	1	2	3	4 Chang Bar				
48.	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out) (Cont'd)								
***	ADS-B Out UAT	В	-	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.				
		С	-	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	С	-	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

May be inoperative provided operations do not require its use.

used.

NOTE: Any ADS-B In function that operates normally may be

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 34-27 DATE: XX/XX/XXXX TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 5000 SERIES) 1. NO. REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 34-28
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500	REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

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.	I

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

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DATE: XX/XX/XXXX

TABLE KEY

- 1. REPAIR CATEGORY
 - 2. NO. INSTALLED
 - 3. NO. REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

AIRCRAFT:

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

34. Navigation	n					
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.	I
1)	LPV Enable Switch (GV Only)	С	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.	I

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

REVISION NO. 11 DATE: XX/XX/XXXX PAGE NO. 35-1

AIRCRAFT:

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

5000 SERIES)

- 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	С	1	0	May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operative, and b) Cabin Altitude Pressure Warning System is operative.	
		С	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)	

_	TMENT OF TRANSPORTATI VIATION ADMINISTRATION	ON			MASTER MINIMUM EQUIPMENT	LIST
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DATE: XX/XX/XXXX						-
			-	A DI I	E KEY	
AIRCRAFT: GIV-X (G450 5000 SERIES	//G350), GV, GV-SP (G550/G5 S)	500		1. 2. 3.	REPAIR CATEGORY	
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	С	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
5.	Oxygen Supply Warning System	С	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.	

Tamper Seal or Tag

С

NOTE: Inoperative PBEs, removed from a certified location or removed from the aircraft are subject to 49 CFR dangerous

goods regulations.

and servicing is verified at each

preflight.

(O) May be inoperative, damaged, or missing provided proper installation

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

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DATE: XX/XX/XXXX

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AIRCRAFT:

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

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

				4.	NEWANNO ON 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	С	-	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.	I
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.	I

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 10 DATE: 07/05/2018 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 C 2 1 (M) Except for ER operations, may be inoperative provided: a) Inoperative Bleed Control Valve is CI OSED and

Sequence No.	Item	1	2	3	4 Chang
1.	Bleed Air Systems (GV, GV-SP Only)				* Bar
1)	Pressurized Configuration	С	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
2)	Unpressurized Configuration	С	2	0	with Isolation Valve OPEN. (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.

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 10 PAGE NO. 36-2** DATE: 07/05/2018 TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 36. Pneumatic Change Sequence No. 1 2 3 Item 1. Bleed Air System (GIV-X Only) С 2 Pressurized (M) Except for ER operations, may be 1) Configuration 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

C

2

Unpressurized

Configuration

2)

forecast or known icing

NOTE: Autothrottle will be inoperative with Isolation Valve OPEN.

a) Affected Valve(s) is verified

b) Airplane is not operated in known or forecast icing

NOTE: Autothrottle will be inoperative with Isolation Valve OPEN.

(M)(O) Except for ER operations,

may be inoperative provided:

conditions, and
c) Airplane is operated in accordance with AFM Limitations.

CLOSED.

conditions, and
e) Airplane is operated in accordance with AFM Limitations.

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 10 PAGE NO. 36-3** DATE: 07/05/2018 TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 36. Pneumatic Change Sequence No. 1 2 3 Item 2. Bleed Air Hot Warning System С 2 Pressurized (M) Except for ER operations, may be 1) Configuration 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

C

2

2)

Unpressurized

Configuration

conditions, and
e) Airplane is operated in accordance with AFM Limitations.

NOTE: Autothrottle will be inoperative with Isolation Valve OPEN.

(M)(O) Except for ER operations,

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

may be inoperative provided:

conditions, and
c) Airplane is operated in accordance with AFM Limitations.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 10 PAGE NO. 36-4 DATE: 07/05/2018 TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

36. Pneumatio	:					
Sequence No.	Item	1	2	3	4	Change Bar
3.	Isolation Valve	С	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	С	4	0	May be inoperative provided Bleed Air System indications are available on the Synoptic display.	

_	TMENT OF TRANSPORTATI VIATION ADMINISTRATION	ON		MASTER MINIMUM EQUIPMENT LIST				
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DATE: XX/X					17.02 1.0.00			
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)			T	1. 2. 3.	E KEY REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS			
38. Water/Wa	aste	1						
Sequence No.	Item	1	2	3	4 Chan Bai			
1.	Potable Water System	С	-	-	 (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 			
		С	-	-	used. (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	С	-	-	 (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. 			
		С	-	-	(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.			

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11 PAGE NO. 38-2** DATE: XX/XX/XXXX TABLE KEY AIRCRAFT:

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

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	С	-	-	(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.			

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 DATE: XX/XX/XXXX 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)

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)	С	1	0	May be inoperative provided all faults are recorded after each flight.	l
		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.	

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DATE: XX/XX/XXXX

AIRCRAFT: TABLE KEY

1. REPAIR CATEGORY

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

2. NO. INSTALLED3. NO. REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

46. Information	on Systems					
Sequence No.	Item	1	2	3	4	Change Bar
1.	Electronic Flight Bag (EFB) System					
1)	EFB System (Installed EFB System)	С	-	-	(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	С	-	-	(O) May be inoperative provided alternate procedures are established and used.	I
		D	-	0	May be inoperative provided procedures do not require its use.	
3) ***	Power Supply/ Power Connection	С	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	-	May be inoperative provided procedures do not require its use.	1

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11** PAGE NO. 49-1 DATE: XX/XX/XXXX TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 49. Airborne Auxiliary Power Change Sequence No. Item 2 3 **Auxiliary Power Unit** C 1 0 (O) Except for ER operations, may be 1. inoperative provided: (APU) 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. APU EGT Indicator C 2 2. 1 (EICAS and Overhead) C 2 (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. C 2 3. **APU Tachometer** 1

(EICAS and Overhead)

APU "READY" Light

System

4.

C

C

1

2

(O) Except for ER operations, may be

generators are operative, c) Standby Electrical System is

d) Associated circuit breakers are pulled and collared.

May be inoperative provided the APU

a) APU is considered inoperative,b) Both Engine Driven

operative, and

is operated in accordance with

AFM Limitations.

inoperative provided:

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AIRCRAFT:

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

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

49. Airborne A	Auxiliary Power				
Sequence No.	Item	1	2	3	4 Change Bar
5.	APU Remote Oil Quantity/Servicing System	С	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	С	1	0	
10.	APU Air Load Control Valve	С	1	0	(M) May be inoperative provided valve is verified in CLOSED position.
11.	APU External Fire Warning Alarm (Fire Warning Bell)	С	1	0	May be inoperative provided an APU operation is monitored in cockpit.
12.	APU Air Inlet Door System	С	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)	С	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.

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11 PAGE NO. 49-3** DATE: XX/XX/XXXX TABLE KEY

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

1. REPAIR CATEGORY

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

49. Airborne A	uxiliary Power					
Sequence No.	Item	1	2	3	4	Change Bar
14.	Surge Control Valve (GV, GV-SP)	С	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)	С	2	1		
16.	EGT Thermocouple System (GV, GV-SP)	С	2	1		
17.	Temperature Resistance Bulb (T2)	С	1	0		
18.	Inlet Pressure Transmitter (P2) (GV, GV-SP)	С	1	0		
19.	RPM Speed Sensor Channel (GV, GV-SP)	С	2	1		
20.	APU Hour Meter	С	1	0		
21.	Oil Temperature (GV, GV-SP)	С	1	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.	
22.	Deprime Solenoid (GV, GV-SP)	С	1	0	(M) May be inoperative provided airplane is operated in accordance with AFM Limitations.	
23.	Oil Heater (GV, GV-SP)	С	1	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.	
24.	APU Start/Engine Cowl Interrupt System	D	1	0		

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MASTER MINIMUM EQUIPMENT LIST

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AIRCRAFT:

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

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

				→.	NEWANNO ON EXCEPTIONS
52. Doors					
Sequence No.	Item	1	2	3	4 Change Bar
1.	Door Warning Light System	С	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	С	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	С	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	С	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.

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

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TABLE KEY

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

AIRCRAFT:

5000 SERIES)

52. Doors						
Sequence No.	Item	1	2	3	4	Change Bar
8.	Baggage Door Warning System	С	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	С	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)	С	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".	1
***	Internal Baggage Door Warning System (GIV-X)	С	1	0	(O) May be inoperative in the closed position provided the smoke detector is operative.	I
		С	1	0	(O) May be inoperative in the open position provided baggage compartment is empty.	
11.	Internal Baggage Door (GV, GV-SP)	С	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)	С	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.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

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REVISION NO. 11 PAGE NO. 52-3

DATE: XX/XX/XXXX

AIRCRAFT:

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

5000 SERIES)

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

52.	Do	ors

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.	l
					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.	I

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION					MASTER MINIMUM EQUIPMENT LIST				
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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. Powerplai	nt								
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.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 7a DATE: 11/08/2010 TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

73. Engine Fue	el and Control					
Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Flow Indication System					
1)	EICAS	С	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)	С	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)	С	2	1	May be inoperative provided: a) Associated Fuel Boost Pumps are operative, and b) Airplane is operated at or below FL 250.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 73-2 DATE: XX/XX/XXXX AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES) 73. Engine Fuel and Control

73. Engine Fue	el 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.	

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AIRCRAFT:

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

- 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. 	1
2.	Ignition ON Indicator System	С	2	0	(M) May be inoperative provided both airstart ignition systems are verified to be operative before each flight.	

	RTMENT OF TRANSPORTATION VIATION ADMINISTRATION	ON			MASTER MINIMUM EQUIPMENT	Γ LIST
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AIRCRAFT: GIV-X (G450 5000 SERIE	0/G350), GV, GV-SP (G550/G5 S)	500	T.	1. 2. 3.	E KEY REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS	
77. Engine l	ndicating					
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	В	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					I

С

С

С

С

2

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1

1

May be inoperative provided

May be inoperative provided

May be inoperative provided:

operative.

May be inoperative provided

associated EICAS indication is

is operative, and

is operative.

operative.

operative.

associated secondary sensor system

associated primary sensor system is

a) Associated EICAS indication

b) All channels of both DAUs are

I

System Sensor

Primary Sensor

Secondary Sensor

Standby Engine Instruments Indicating

System (RFMU)

Standby Engine

Display (MCDU) (GV-SP, GIV-X)

Instruments on Multifunction Control

(GV)

1)

2)

4.

5.

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION **REVISION NO. 11** PAGE NO. 78-1 DATE: XX/XX/XXXX TABLE KEY AIRCRAFT: 1. REPAIR CATEGORY 2. NO. INSTALLED GIV-X (G450/G350), GV, GV-SP (G550/G500 3. NO. REQUIRED FOR DISPATCH 5000 SERIES) 4. REMARKS OR EXCEPTIONS 78. Engine Exhaust Change Sequence No. Item 1 2 3 С 2 1. Thrust Reverser 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

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

Procedures.

Locked out.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 MASTER MINIMUM EQUIPMENT LIST PAGE NO. 79-1

DATE: XX/XX/XXXX

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		1		1		Channa
Sequence No.	Item	1	2	3	4	Change Bar
1.	Low Oil Pressure Warning System	O	2	1	May be inoperative provided oil pressure indicators for both engines are operative.	I
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)	С	2	0	May be inoperative provided the engine oil quantity is verified on the engine oil quantity gauge before each engine start.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 79-2 DATE: XX/XX/XXXX 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	С	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. 	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION					MASTER MINIMUM EQUIPMEN	T LIST
REVISION NO. 11 DATE: XX/XX/XXXX					PAGE NO	D. 80-1
AIRCRAFT: GIV-X (G450/0 5000 SERIES	G350), GV, GV-SP (G550/G8)	500	T	1. 2. 3.	E KEY REPAIR CATEGORY NO. INSTALLED NO. REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS	
80. Starting						
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	Change Bar

С

С

Auto Start System

Start Valve Position

Start Valve Position

Indicator Light

Indication

2.

3.

2

2

in accordance with AFM Engine Start Valve Fails To

Open Procedure.

a) Alternate start system is operative, and

(M)(O) May be inoperative provided:

access panel, b) Ignition ON indication is

c) Start Valve is verified

and

Deleted, Revision 11.

 a) Start Valve has not failed in OPEN position as verified by visual means through an

operative during engine start,

CLOSED following engine start by visual means.

b) AFM procedures for alternate engine start are used to start

May be inoperative provided:

engines.

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	
REVISION NO. 11	PAGE NO. 2-1
DATE: XX/XX/XXXX	
AIRCRAFT:	CAS MESSAGE RELIEF
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	

SECTION TWO

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	
REVISION NO. 11	PAGE NO. 2-2
DATE: XX/XX/XXXX	
AIRCRAFT:	STATEMENT PAGE
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	

- 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.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 PAGE NO. 2-3 DATE: XX/XX/XXXX AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES) TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)			2. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
A/P TRIM PWR FAIL (Blue – Advisory) (GV)	В	servo inoper	may be dispatched with one elevator trim rative provided the inoperative trim servo er(s) is pulled and collared.	
A/T 1-2 FAIL (Blue – Advisory)	В		may be dispatched provided affected is confirmed disengaged.	
A/T 1-2 TQA Power Fail (Blue – Advisory) (GV-SP, GIV-X)	В		may be dispatched provided affected is confirmed disengaged.	
ACS Default Mode, L-R (Blue – Advisory) (GV-SP, GIV-X)	С	Airplane ma	y be dispatched.	
ACS DEFLT MODE, L-R (Blue – Advisory) (GV)	С	Airplane ma	y be dispatched.	
ACS Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	В	in the pressi inoperative particles in the pression of the pre	R operations, airplane may be dispatched urized configuration with a single pack provided: erative ECS Pack is selected OFF, d Air Isolation Valve is CLOSED and RATIVE, t Main TRU is operative, ane is operated in accordance with Limitations, ane is operated at or below FL 410, and throttles must be operative and engaged at love FL 400.	
	В	in the unpre	R operations, airplane may be dispatched ssurized configuration with both packs provided the outflow valve is operative.	I

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-4
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)			2. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
ACS FAIL, L-R (Amber – Caution) (GV)	В	in the press inoperative a) Inop b) Blee OPE c) Righ d) Airpl AFN e) Airpl f) Auto	R operations, airplane may be dispatched urized configuration with a single pack provided: erative ECS Pack is selected OFF, d Air Isolation Valve is CLOSED and RATIVE, t Main TRU is operative, ane is operated in accordance with Limitations, ane is operated at or below FL 410, and throttles must be operative and engaged at pove FL 400.	
	В	in the unpre	R operations, airplane may be dispatched ssurized configuration with both packs provided the outflow valve is operative.	
ACS Maintenance, L-R (Blue – Advisory) (GV-SP, GIV-X)	С	dispatched a) Man oper b) Cabi Indic c) Cab	for ER operations, airplane may be provided: ual Pressurization Control System is ative, n Altitude and Differential Pressure sators are operative, n Rate of Climb Indicator is operative, and pilot is operative.	
ACS MAINT REQD, L-R (Blue – Advisory) (GV)	С	dispatched a) Man oper b) Cabi Indic c) Cab	for ER operations, airplane may be provided: ual Pressurization Control System is ative, n Altitude and Differential Pressure sators are operative, n Rate of Climb Indicator is operative, and pilot is operative.	
ADF 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	В	Airplane ma required by	y be dispatched provided system is not 14 CFR.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-5
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	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. 	ı
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. 	I
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. 	I

	1
U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	
REVISION NO. 11	PAGE NO. 2-6
DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500	REPAIR CATEGORY DISPATCH CONSIDERATION

5000 SERIES)			2. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
ADS 1-2-3 Fail (Blue – Advisory) (GV-SP, GIV-X)	В	system inop a) Man oper b) Cab India c) Cab d) Auto e) Airpl AFM f) Circ pulle g) Fligh sour NOTE 1: Tv R\ NOTE 2: Tr mi NOTE 3: Fo Aii Ma (A NOTE 4: Fo Aii Ma (A NOTE 5: Fo Ba Ma	e may be dispatched with a single air data perative provided: qual Pressurization Control System is rative, in Altitude and Differential Pressure cators are operative, in Rate of Climb Indicator is operative, pilot is operative, lane is operated in accordance with I Limitations, quit breakers associated with ADS failure are ed and collared, and access prior to departure. The systems are required for operation in The systems are required for operation in The systems are required for RVSM. The ADS 1 Fail, expect the L Engine Backup or ADS 1 Fail, expect the L Engine Backup or Data advisory, associated Engine aintenance LTD and SSEC 1 Disabled mber) message to post. The ADS 2 Fail, expect the R Engine Backup or ADS 2 Fail, expect the R Engine Backup or ADS 3 Fail, expect the associated Engine aintenance LTD and SSEC 2 Disabled mber) message to post. The ADS 3 Fail, expect the associated Engine aintenance LTD and SSEC 3 Disabled mber) message to post.	

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION REVISION NO. 11	PAGE NO. 2-7
DATE: XX/XX/XXXX	
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)	`		2. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
ADS 3 Stby Probe Heat Fail (Blue – Advisory) (GIV-X)	A	dispatched value (a) Airplake (b) Flight (b) differ (c) Repare (c) NOTE: Stan	or ER operations, airplane may be with one probe heater inoperative provided: ane is not operated in visible moisture or on or forecast icing conditions, tcrew selects ADS sources that are tent and not associated with failed pitot er element, and airs are made within 2 flight-days. dby instruments and ADS 3 may be liable.	I
ADS-B Fail (Blue – Advisory) (GV-SP, GIV-X)	С	a) Alter and b) It is r	may be dispatched provided: nate procedures are established and used, not required by 14 CFR. ADS-B function that operates normally may sed.	
Aft Cabin Temp Fan Fail (Blue – Advisory) (GV-SP, GIV-X)	С	a) None poste	may be dispatched provided: e of the following CAS messages are also ed: forward Cabin Temp Fan Fail, and cockpit Temp Fan Fail, eabin Temperature Manual mode is ative, eciated temperature indicator is operative, eciated circuit breaker is pulled and collared, tcrew monitors aft cabin temperature and abin duct temperature.	I
AFT CABIN TMP FAN FL (Blue – Advisory) (GV)	С	a) None poste	may be dispatched provided: e of the following CAS messages are also ed: forward Cabin Temp Fan Fail, and cockpit Temp Fan Fail, eabin Temperature Manual mode is eative, eciated temperature indicator is operative, eciated circuit breaker is pulled and collared, tcrew monitor aft cabin temperature and aft in duct temperature.	I

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-8
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)	(000	0,000	2. DISPATCH CONSIDERATION				
CAS Messages							
AGM 1-2-3-4 DMU Charts Fail (Blue – Advisory) (GV-SP, GIV-X)	1 C	a) Curr the a b) Airpl	y be dispatched provided: ent aeronautical charts are carried onboard airplane and available to the flightcrew, and ane is operated in accordance with I Limitations.	Change Bar			
AGM 1-2-3-4 Fail (Blue – Advisory) (GV-SP, GIV-X)	В	inoperative a) The to th b) DU3 c) Crev	e may be dispatched with one AGM provided: inoperative AGM is electronically switched e AGM 3 position resulting in DU3 red Xing, is dimmed to eliminate the Red X, and v actions for subsequent failures are blished.				
AIU 1-2 FAIL (Blue – Advisory) (GV)	A	provided: a) Ope	rations do not require use of HF radio, and airs are made within 2 flight-days.	I			
Alternate Pump Fail, L-R (Amber – Caution) (GV-SP)	В	dispatched a) Fuel b) Fuel c) Both oper d) Fligh Abnomand e) Airpl	for ER operations, airplane may be with a single pump inoperative provided: Crossflow Valve is operative, Intertank Valve is operative, Fuel Low Quantity Warning Systems are ative, atcrew comply with AFM, Section 3, ormal Procedures, Fuel Boost Pump Failure, ane is operated in accordance with Limitations.				
Alt FuelPump Fail, L-R (Amber – Caution) (GIV-X)	В	dispatched a) Fuel b) Fuel c) Both oper d) Fligh Abnomand e) Airpl	for ER operations, airplane may be with a single pump inoperative provided: Crossflow Valve is operative, Intertank Valve is operative, Fuel Low Quantity Warning Systems are ative, atcrew comply with AFM, Section 3, formal Procedures, Fuel Boost Pump Failure, ane is operated in accordance with I Limitations.				

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11	PAGE NO. 2-9
DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	 REPAIR CATEGORY DISPATCH CONSIDERATION

GIV-X (G450/G350), GV, GV-SP (5000 SERIES)	(G55	0/G500	2. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
ALT PUMP FAIL, L-R (Amber – Caution) (GV)	В	dispatched a) Fuel b) Fuel c) Both opel d) Fligh Abn and e) Airp	for ER operations, airplane may be with a single pump inoperative provided: Crossflow Valve is operative, Intertank Valve is operative, Fuel Low Quantity Warning Systems are rative, Interew comply with AFM, Section 3, Formal Procedures, Fuel Boost Pump Failure, I ane is operated in accordance with I Limitations.	
Antiskid Fail (Amber – Caution) (GV-SP, GIV-X)	В	a) ANT b) Anti- Abn- follo c) No N d) If Au inop take e) Airp AFM NOTE: Anti pena	e may be dispatched provided: CI-SKID is selected "OFF", eskid off braking procedures, AFM Section 3, cormal Procedures, Anti-Skid Failure are wed, WOW Power Faults exist, ato mode of the AUX Hydraulic Pump is erative, AUX pump is selected ON for off and landing, and lane is operated in accordance with I LimitationsSkid inoperative AFM performance alties must be applied. Refer to AFM, cion 5, Performance, Reference elerate-Stop Distance.	
ANTISKID FAIL (Amber – Caution) (GV)	В	a) ANT b) Anti- Abn- follo c) No N d) If Au inop take e) Airp AFM NOTE: Anti pena	e may be dispatched provided: "I-SKID is selected "OFF", eskid off braking procedures, AFM Section 3, ormal Procedures, Anti-Skid Failure are wed, WOW Power Faults exist, ito mode of the AUX Hydraulic Pump is erative, AUX pump is selected ON for off and landing, and lane is operated in accordance with I LimitationsSkid inoperative AFM performance alties must be applied. Refer to AFM, cion 5, Performance, Reference elerate-Stop Distance.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-10
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)		2. DISPATCH CONSIDERATION	
CAS Messages			
Item	1	2	Change Bar
AP 1-2 Fail (Amber – Caution) (GV-SP, GIV-X)	В	(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)	В	(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.	1
AP/Trim Fail (Blue – Advisory) (GV-SP, GIV-X)	В	(O) Airplane may be dispatched with one elevator trim servo inoperative provided the associated inoperative trim servo circuit breaker is pulled and collared.	I
APM 1-2-3-4 Fail (Blue – Advisory) (GV-SP, GIV-X)	В	Airplane may be dispatched with one APM inoperative.	
APU Fail (Amber – Caution) (GV-SP, GIV-X)	В	 (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)	В	 (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)	В	 (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. 	I

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-11
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)	`		2. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
APU Fire Detector Fail (Amber – Caution) (GV-SP, GIV-X)	В	dispatched a) APU	is considered inoperative, and ociated circuit breakers are pulled and	I
APU FIRE DET FAIL (Amber – Caution) (GV)	В	dispatched a) APU	is considered inoperative, and ociated circuit breakers are pulled and	I
APU GCU Fail (Blue – Advisory) (GV-SP, GIV-X)	A	dispatched b) Asso c) Both verif abso d) Stan	for ER operations, airplane may be provided: pointed circuit breaker is pulled and collared, Engine Driven generators are operative as led by reference to the AC synoptic and the ence of failure messages on CAS, dby Electrical System is operative, and airs are made within 2 flight-days.	1
APU GCU FAIL (Blue – Advisory) (GV)	A	dispatched a) Asso b) Both verif abse c) Stan	for ER operations, airplane may be provided: pointed circuit breaker is pulled and collared, Engine Driven generators are operative as led by reference to the AC synoptic and the ence of failure messages on CAS, dby Electrical System is operative, and airs are made within 2 flight-days.	I
APU Generator Fail (Blue – Advisory) (GV-SP, GIV-X)	A	dispatched a) Asso b) Both verif abse c) Stan	for ER operations, airplane may be provided: pointed circuit breaker is pulled and collared, Engine Driven generators are operative as led by reference to the AC synoptic and the ence of failure messages on CAS, dby Electrical System is operative, and airs are made within 2 flight-days.	I
APU Generator Maint Reqd (Blue – Advisory) (GV-SP, GIV-X)	С	Airplane ma	y be dispatched.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-12
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)			2. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
APU GEN FAIL (Blue – Advisory) (GV)	Α	dispatched a) Asso b) Both verif abse c) Stan	or ER operations, airplane may be provided: pointed circuit breaker is pulled and collared, Engine Driven generators are operative as ed by reference to the AC synoptic and the ence of failure messages on CAS, dby Electrical System is operative, and airs are made within 2 flight-days.	I
APU GEN MAINT REQD (Blue – Advisory) (GV)	С	Airplane ma	y be dispatched.	
APU Maintenance Required (Blue – Advisory) (GV-SP, GIV-X)	С	Airplane ma	y be dispatched.	
APU MAINT REQD (Blue – Advisory) (GV)	С	Airplane ma	y be dispatched.	
APU Shutoff Valve Fail (Amber – Caution) (GV-SP, GIV-X)	В	provided: a) Both b) Stan	or ER operations, may be inoperative Engine Driven generators are operative, dby Electrical System is operative, and is not used.	
ATC 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	С	NOTE 1: Fli mu int NOTE 2: Tra mu	y be dispatched with any in excess of those 14 CFR inoperative. ght Director, Autopilot, and Transponder list use the same Air Data source for flight o RVSM airspace. ansponder and altitude reporting capability list be operative for flight into RVSM space.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11	PAGE NO. 2-13
DATE: XX/XX/XXXX AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	REPAIR CATEGORY 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.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-14
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

0000 0211120)			
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.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-15
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)			2. DISPATCH CONSIDERATION	
CAS Messages				
BAROSET 3 Fail (Blue – Advisory) (GV-SP, GIV-X)	C	a) None poster 1. A 2. A 3. B 4. B b) Manu opera c) Cabin Indica d) Cabin e) Fligh inder BAR(f) Autop g) Airpla Limit. NOTE 1: Two RV NOTE 2: Training mu	DS 1 Fail, DS 2 Fail, AROSET 1 Fail, and AROSET 2 Fail. Dal Pressurization Control System is ative, Altitude and Differential Pressure ators are operative, AROSET 2 Fail. Dal Pressurization Control System is ative, Altitude and Differential Pressure ators are operative, AROSET are operative, AROSET failure and Indicator is operative, AROSET failure, AROSET failure, AROSET failure and Indicator is operative, AROSET failure, AROSET failure and Indicator is operative, AROSET failure, AROSET failure and AROSET failure and AROSET failure, AROSET failure, AROSET 2 Fail. AROSET 3 Fail. AROSE	Change Bar
BAS Default Mode, L-R (Blue – Advisory) (GV-SP, GIV-X)	С	Airplane ma	y be dispatched.	
BAS DEFLT MODE, L-R (Blue – Advisory) (GV)	С	Airplane ma	y be dispatched.	

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	MASTER MINIMON EQUIPMENT EIST
REVISION NO. 11	PAGE NO. 2-16
DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	 REPAIR CATEGORY DISPATCH CONSIDERATION

5000 SERIES)		2. DISPATCH CONSI	DERATION	
CAS Messages				
Item	1	2	(Change Bar
BAS Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	В	O) Except for ER operations, airplane of dispatched in the pressurized configurations. Bleed Air System inoperative provided (a) Inoperative Bleed Control Valve deactivated electrically when as Bleed Air System is selected OF 1. Affected Bleed Air Valve is sund 2. Associated circuit breakers a collared, b) Opposite Engine Bleed Air System (c) Isolation Valve is verified to be described of the control of the	tion with one (GV-SP): is CLOSED and sociated Engine F as follows: elected OFF, are pulled and em is operative, operative and	
BAS Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	В	NOTE: Autothrottle will be inoperative we Valve OPEN. O) Except for ER operations, airplane of dispatched in the pressurized configurations. Bleed Air System inoperative provided of a linoperative Bleed Control Valve deactivated electrically when as Bleed Air System is selected OF 1. Affected Bleed Air Valve is sund 2. Associated circuit breakers a collared, b) Opposite Engine Bleed Air System is selected OPEN, d) Airplane is not operated in forecticing conditions, and e) Airplane is operated in accordant AFM Limitations. NOTE: Autothrottle will be inoperative we Valve OPEN.	may be tion with one (GIV-X): is CLOSED and sociated Engine F as follows: elected OFF, are pulled and em is operative, operative and ast or known	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-17
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)			z. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
BAS Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	В	dispatched in Bleed Air Sys a) Inoper deactir Bleed 1. Aff an 2. As co b) Manuaco Outflooposition d) RAM Ae Cabin nomin f) Airplar icing of g) Airplar	sociated circuit breakers are pulled and lared, all pressurization control is selected, w valve is slewed to the full OPEN	
BAS Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	В	dispatched in Bleed Air Sys a) Affecte b) Manua c) Outflo positio d) RAM A e) Cabin nomin f) Airplar icing c g) Airplar	r ER operations, airplane may be the unpressurized configuration with both tems inoperative provided (GIV-X): ed Valve(s) is verified CLOSED, all pressurization control is selected, w valve is slewed to the full OPEN on, Air is selected ON, differential pressure is monitored to be ally zero psid during the flight, ne is not operated in forecast or known onditions, and ne is operated in accordance with limitations.	

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	WASTER WIINIWOW EQUIPMENT LIST
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DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500	1. REPAIR CATEGORY
5000 SERIES)	2. DISPATCH CONSIDERATION

5000 SERIES)		2. DISPATCH CONSIDERATION	
CAS Messages			
Item	1	2	Change Bar
BAS Fail, L-R (Amber – Caution) (GV)	В	 (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 	
BAS Fail, L-R (Amber – Caution) (GV)	В	Valve OPEN. (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.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-19
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	1. REPAIR CATEGORY

5000 SERIES)	(000	707 0000	2. DISPATCH CONSIDERATION		
CAS Messages					
Item	1	2		Change Bar	
BAS Maintenance Reqd, L-R (Blue – Advisory) (GV-SP, GIV-X) BAS MAINT REQD, L-R	C		y be dispatched. y be dispatched.		
(Blue – Advisory) (GV)		7 p.a	aipiane may be dispateried.		
BATT CHGR FAIL, L-R (Amber – Caution) (GV)	A	battery charges a) Both b) APU c) Asso Distr d) Stange) Affect	may be dispatched with one inoperative ger provided: Engine Generators are operative, Generator is operative, ciated circuit breaker on the Power ibution Box is pulled and collared, dby Electrical System is operative, cted Battery is selected OFF, and airs are made within 2 flight-days.		
Battery Charger Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	A	battery charge a) Both b) APU c) Asso Distr d) Stan e) Affect	may be dispatched with one inoperative ger provided: Engine Generators are operative, Generator is operative, iciated circuit breaker on the Power ibution Box is pulled and collared, dby Electrical System is operative, eted Battery is selected OFF, and airs are made within 2 flight-days.		
Brake Maintenance Reqd (Blue – Advisory) (GV-SP, GIV-X)	С	Airplane ma	y be dispatched.		
BRAKE MAINT REQD (Blue – Advisory) (GV)	С	Airplane ma	y be dispatched.		
CAB PRESS SEMIAUTO (Blue – Advisory) (GV)	С		y be dispatched provided airplane is accordance with AFM Limitations.		
Cabin Pressure Semi-auto (Blue – Advisory) (GV-SP, GIV-X)	С		y be dispatched provided airplane is accordance with AFM Limitations.		

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	1. REPAIR CATEGORY

5000 SERIES)		2. DISPATCH CONSIDERATION		
CAS Messages				
Item CCD 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	1 B	a) Both Con b) Curr and carri	e may be dispatched provided: Display Controllers, Weather Radar trollers, and 2 MCDUs are operative, and ent terminal charts for the origin, destination alternate airports are carried, or EFBs are ed, onboard the airplane and available to lightcrew.	Change Bar
CDU 1-2-3 FAIL (Blue – Advisory) (GV)	A	minimums r provided: a) Affer aligr b) Long use, c) Prod d) Both e) Rep NOTE: Two HLA requ	re enroute operations or approach equire its use, airplane may be dispatched cted system is not required for IRS ament, g Range Navigation is not dependent on its redures do not require its use, a RFMUs are operative, and airs are made within 2 flight-days. systems are required for dispatch into NAT or RNP-10 airspace. One system is ired in PRNAV, BRNAV, RNAV 1, and av 2 airspace.	
CHECKLIST MISMATCH (Blue – Advisory) (GV)	В	(O) Airplane a) The Com	e may be dispatched provided: checklist module in Fault Warning sputer (FWC) one is operative, and ent paper checklists are utilized.	
CKPT TEMP FAN FAIL (Blue – Advisory) (GV)	С	a) Non post o / o F b) Cocc c) Asso d) Asso and e) Flight	e may be dispatched provided: e of the following CAS messages are also ed: Aft Cabin Temp Fan Fail. Forward Cabin Temp Fan Fail. kpit Temperature Manual mode is operative, ociated temperature indicator is operative, ociated circuit breaker is pulled and collared, atcrew monitor cockpit temperature and upit duct temperature.	1
CMC Fail (Blue – Advisory) (GV-SP, GIV-X)	В		y be dispatched provided all faults are er each flight.	

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	WASTER WINNINGW EQUIT WENT EIGT
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DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	 REPAIR CATEGORY DISPATCH CONSIDERATION

5000 SERIES)		2. DISPATCH CONSIDERATION			
CAS Messages					
CMF 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	B 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. (O) Airplane may be dispatched provided routine procedures do not require its use.	Change Bar		
CMS 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	В	Airplane may be dispatched with one system inoperative.			
Cockpit Temp Fan Fail (Blue – Advisory) (GV-SP, GIV-X)	С	 (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)	Α	Airplane may be dispatched provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within 3 flight-days.	I		
Without FDR Installed	Α	Airplane may be dispatched provided repairs are made within 3 flight-days.	I		
Not Air Carrier or Commercial	Α	Airplane may be dispatched provided repairs are made in accordance with applicable 14 CFRs.			

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	MASTER MINIMOM EQUIPMENT LIST
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DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500	1. REPAIR CATEGORY
5000 SERIES)	2. DISPATCH CONSIDERATION

5000 SERIES)		2. DISPATCH CONSIDERATION	
CAS Messages			
Item	1	2	Change Bar
Cowl Valve Fail Open, L-R (Amber – Caution) (GV-SP, GIV-X)	В	 (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)	В	 (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. 	I
CPAM Fail (Amber – Caution) (GV-SP, GIV-X)	В	Airplane may be dispatched provided both auto systems are operative.	
CPAM FAIL (Amber – Caution) (GV)	В	Airplane may be dispatched provided both auto systems are operative.	

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
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DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500	1. REPAIR CATEGORY
5000 SERIES)	2. DISPATCH CONSIDERATION

5000 SERIES)				
CAS Messages				
Item	1	2		Change Bar
CPCS 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	dispatched a) Man oper b) Cab India c) Cab d) Auto e) Airp AFN (for Pres f) Rep (O) Except dispatched a) Man b) The posi c) Both are sele d) Cab zero	for ER operations, airplane may be provided: ual Pressurization Control System is rative, in Altitude and Differential Pressure cators are operative, in Rate of Climb Indicator is operative, pilot is operative, lane is operated in accordance with I Limitations and Abnormal Procedures Taxi, Takeoffs, and Landings – Max Cabin issure Differential 0.3 psi), and issure Differential 0.4 psi), and is are made within 2 flight-days. For ER operations, airplane may be in unpressurized configuration provided: for ER operations is selected, foutflow valve is slewed to the full open tion, for engine bleeds and air conditioning packs is selected ON if available, or RAM Air is coted ON, for pressure is monitored to be nominally in pressure is monitored to be nominally in psid during the flight, and airs are made within 2 flight-days.	I

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-24
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	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. (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. 	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-25
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)			2. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
CPCS Channel 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	dispatched a) Man oper b) Cab India c) Cab d) Auto e) Airp AFM (for Pres f) Rep (O) Except dispatched a) Man b) The posi c) Both are sele d) Cab zero	for ER operations, airplane may be provided: ual Pressurization Control System is rative, in Altitude and Differential Pressure cators are operative, in Rate of Climb Indicator is operative, opilot is operated in accordance with a Limitations and Abnormal Procedures Taxi, Takeoffs, and Landings – Max Cabin sure Differential 0.3 psi), and airs are made within 2 flight-days. for ER operations, airplane may be in unpressurized configuration provided: for ER operations is selected, outflow valve is slewed to the full open tion, in engine bleeds and air conditioning packs selected ON if available, or RAM Air is cted ON, in pressure is monitored to be nominally psid during the flight, and airs are made within 2 flight-days.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-26
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

3000 SERIES)				
CAS Messages				
Item	1	2		Change Bar
CPCS CHNL 1-2 FAIL (Blue – Advisory) (GV)	A	dispatched p a) Manu opera b) Cabi Indic c) Cabi d) Auto e) Airpla AFM (for 1 Pres f) Repa (O) Except f dispatched i a) Manu b) The o posit c) Both are s select d) Cabi zero	ual Pressurization Control System is ative, n Altitude and Differential Pressure ators are operative, n Rate of Climb Indicator is operative, pilot is operative, ane is operated in accordance with Limitations and Abnormal Procedures faxi, Takeoffs, and Landings – Max Cabin sure Differential 0.3 psi), and airs are made within 2 flight-days. or ER operations, airplane may be n unpressurized configuration provided: ual pressurization is selected, outflow valve is slewed to the full open	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-27
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)			2. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
CPCS Control Panel Fail (Amber – Caution) (GV-SP, GIV-X)	A	dispatched a) Man oper b) Cab India c) Cab d) Auto e) Airp AFM Lanc 0.3 f) Rep (O) Except dispatched a) Man b) The posi c) Both are sele d) Cab zero	ual Pressurization Control System is rative, in Altitude and Differential Pressure cators are operative, in Rate of Climb Indicator is operative, in Pressure cators are operative, in Rate of Climb Indicator is operative, in policy is operative, in accordance with it is operated	

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

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	·
REVISION NO. 11	PAGE NO. 2-29
DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	REPAIR CATEGORY DISPATCH CONSIDERATION

5000 SERIES)			2. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
CPCS Fail - Select Manual (Amber – Caution) (GV-SP, GIV-X)	A	dispatched a) Man oper b) Cab India c) Cab d) Auto e) Airp AFM Lanc 0.3 f) Rep (O) Except dispatched a) Man b) The posi c) Both are sele d) Cab zero	ual Pressurization Control System is rative, in Altitude and Differential Pressure cators are operative, in Rate of Climb Indicator is operative, pollot is operative, lane is operated in accordance with I Limitations (for Taxi, Takeoffs, and dings – Max Cabin Pressure Differential posi), and lairs are made within 2 flight-days. For ER operations, airplane may be in unpressurized configuration provided: ual pressurization is selected, outflow valve is slewed to the full open	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-30
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)	(000	0,0,000	2. DI	ISPATCH	I CONSIDE	RATION	
CAS Messages							
Item	1	2					Change Bar
CPCS FAIL-SEL MAN (Amber – Caution) (GV)	Α	opera b) Cabir Indica c) Cabir d) Autor e) Airpla AFM Land 0.3 p	provided: ual Pressurative, in Altitude cators are of popilot is operational lane is operational Limitation dings – Ma posi), and	urization and Diffe operative Climb Inderative, erated in ns (for Talax ex Cabin	Control Systerential Pres	tem is sure erative, with , and fferential	ı
	A	b) The composition position po	in unpress ual pressu outflow va tion, n engine ble selected O cted ON, in pressure psid durin	surized courization in alve is sleads and DN if availing the flig	onfiguration is selected, wed to the fair conditionable, or RAI tored to be in	provided: full open oning packs M Air is nominally	I
CPCS LAND ELEV FL (Blue – Advisory) (GV)	В	Airplane may system is op	•	•	•	surization	
CPCS Landing Elevation Fail (Blue – Advisory) (GV-SP, GIV-X)	В	Airplane may system is op				surization	
CPCS Maintenance Required (Blue – Advisory) (GV-SP, GIV-X)	С	Airplane may	y be dispa	atched.			
CPCS MAINT REQD (Blue – Advisory) (GV)	С	Airplane may	y be dispa	atched.			

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-31
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)		2. DISPATCH CONSIDERATION			
CAS Messages					
Item	1	2		Change Bar	
CPCS Select Panel Fault (Blue – Advisory) (GV-SP, GIV-X)	A	a) Auto oper b) Sem	y be dispatched provided: system (Cabin Pressure Control Panel) is ative, i-auto mode is considered inoperative, and airs are made within 2 flight-days.	I	
CPCS SEL PNL FAULT (Blue – Advisory) (GV)	A	a) Auto oper b) Sem	y be dispatched provided: system (Cabin Pressure Control Panel) is ative, i-auto mode is considered inoperative, and airs are made within 2 flight-days.	I	
CVR FAIL (Blue – Advisory) (GV)	A	a) Fligh	y be dispatched provided: it Data Recorder (FDR) operates normally, airs are made within 3 flight-days.	I	
Without FDR Installed	Α	Airplane ma within 3 fligh	y be dispatched provided repairs are made it-days.	I	
Not Air Carrier or Commercial	Α		y be dispatched provided repairs are made ce with applicable 14 CFRs.		
Database Config (Blue – Advisory) (GV-SP, GIV-X)	A	a) Open b) It is required c) Alter d) The notification (e) Repare	y be dispatched provided: rations do not require its use, not used in a primary navigation system ired by 14 CFR, nate procedures are developed and used, ICAO flight plan is updated (as required) to y ATC of the navigation equipment status of aircraft, and airs are made within 10 flight-days. out-of-currency or out-of-date navigation	I	
DAU 1A FL DAU 1B FL DAU 2A FL DAU 2B FL	А	data 14 C (O) Airplane channel pro a) Fligh displ	base is not authorized MMEL relief per EFR. may be dispatched with one failed DAU vided: stcrew selects operative channel via the ay controller, and	ı	
(Blue – Advisory) (GV)		b) Kepa	airs are made within 2 flight-days.	l	

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	Wild El Chimannelli Eden Melar Eler
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DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	REPAIR CATEGORY DISPATCH CONSIDERATION

5000 SERIES)		2. DISPATOR 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. 	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-33
DATE. ANIANIANA	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	REPAIR CATEGORY DISPATCH CONSIDERATION

5000 SERIES)		2. DISPATCH CONSIDERATION			
CAS Messages					
Item	1	2		Change Bar	
Display Controller 2 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	a) FMS b) Dest LPV avail airpla Navi c) Dest LPV avail airpla Pack d) No o e) Fligh Cont f) Alter g) Pilot appr Disp	may be dispatched provided: is the navigation source on both PFDs, ination and alternate airports have either GPS, or FMS overlay approaches able without NOTAM restrictions for anes not equipped with Enhanced gation Package, ination and alternate airports have either GPS, FMS overlay, or ILS approach able without NOTAM restrictions for anes equipped with Enhanced Navigation tage, ther display system failures exist, atcrew pull and collar associated Display roller circuit breaker, nate procedures are established and used, Not-Flying (PNF) is prepared to announce oach minimums in the event the operative lay Controller fails enroute, and airs are made within 1 flight-day.		
DME 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	С	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)	В	NOTE: Synt	y be dispatched. hetic Vision PFD synthetic terrain will not be able with dual Terrain Server failures, but ull PFD may be used without restriction.		
Elevator Trim 1-2 Fail (Amber – Caution) (GV-SP, GIV-X)	В	trim inopera a) Electoric b) Both operocolor Airple AFM Speed	may be dispatched with electric elevator tive provided: tric Elevator Trim remains OFF, Flap/Stabilizer Control Channels are ative (no messages on CAS), and ane is operated in accordance with Limitations (Maximum Operating Limit ed 0.80 Mach for GV-SP and Maximum rating Limit Speed 0.75 Mach for GIV-X).		

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-34
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	1. REPAIR CATEGORY

5000 SERIES)				
CAS Messages	T 4			Change
ELEV TRIM INOP (Amber – Caution) (GV)	B	trim inopera a) Elec b) Both oper c) Airpl AFN	e may be dispatched with electric elevator tive provided: tric Elevator Trim remains OFF, Flap/Stabilizer Control Channels are ative (no messages on CAS), and ane is operated in accordance with Limitations (Maximum Operating Limit ed 0.80 Mach).	Bar
Engine Maintenance ###, L-R (Blue – Advisory) (GV-SP, GIV-X)	A	Maintenanc LTD" messa a) Repa (hou Limit Tay Cha b) FAD	e may be dispatched with Blue "Engine e STD (###)" and/or "Engine Maintenance ages displayed on EICAS provided: airs are made in accordance with times rs) established by the BR 710-C4 Time as Manual (GV-SP) Chapter 5, or 611-8C Time Limits Manual (GIV-X), oter 5 (no extensions are authorized), and EC faults are reviewed by flightcrew before a takeoff.	
		mes 150 mes	e "Engine Maintenance STD (###)" sages require maintenance action within hours and Blue "Engine Maintenance LTD" sages required maintenance action within hours.	
Engine Maintenance LTD, L-R (Blue – Advisory) (GV-SP, GIV-X)	A	Maintenanc LTD" messa a) Repa (hou Limit Tay Cha b) FAD	e may be dispatched with Blue "Engine e STD (###)" and/or "Engine Maintenance ages displayed on EICAS provided: airs are made in accordance with times rs) established by the BR 710-C4 Time as Manual (GV-SP) Chapter 5, or 611-8C Time limits Manual (GIV-X), oter 5 (no extensions are authorized), and EC faults are reviewed by flightcrew before a takeoff.	
		mes 150 mes	"Engine Maintenance STD (###)" sages require maintenance action within hours and Blue "Engine Maintenance LTD" sages required maintenance action within hours.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-35
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)	,000	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)	Α	 (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)	С	Airplane may be dispatched.		
EPS MAINT REQD, L-R (Blue – Advisory) (GV)	С	Airplane may be dispatched.		
EVS Fail (Amber – Caution) (GV-SP, GIV-X)	С	Airplane may be dispatched.		

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DATE: XX/XX/XXXX

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)	С	Airplane may be dispatched.	-
EVS Maintenance Required (Blue – Advisory) (GV-SP, GIV-X)	С	Airplane may be dispatched.	
EVS MAINT REQD (Blue – Advisory) (GV)	С	Airplane may be dispatched.	
EVS Window Heat Fail (Amber – Caution) (GV-SP, GIV-X)	С	Airplane may be dispatched.	
EVS WINDOW HEAT FAIL (Amber – Caution) (GV)	С	Airplane may be dispatched.	
FDAU FAIL (Blue – Advisory) (GV) (Operator is a Holder of an Air Carrier or Commercial Operator Certificate)	Α	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.	I
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.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-37
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	TABLE KEY 1. REPAIR CATEGORY

5000 SERIES)	ຸເປວວ	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. 	I
(Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	Α	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. 	I
(Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	Α	Airplane may be dispatched provided repairs are made in accordance with applicable 14 CFRs.	

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DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500	REPAIR CATEGORY DISPATCH CONSIDERATION

5000 SERIES)	(000	2. DISPATCH CONSIDERATION	
CAS Messages			
Item	1	2	Change Bar
FGC 1-2 FAIL (Amber – Caution) (GV)	В	(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.	ı
		NOTE: FGC is required for NAT HLA, RVSM, RNP, and PRNAV operations.	ı
Fire Detection Loop Fault (Amber – Caution) (GV-SP, GIV-X)	В	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)	В	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)	С	Airplane may be dispatched.	
Flap/Stab Maint Reqd (Blue – Advisory) (GIV-X)	С	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.	I
FLP/STB MX RQD A-B (Blue – Advisory) (GV)	С	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.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	1. REPAIR CATEGORY

5000 SERIES)		2. DISPATCH CONSIDERATION	
CAS Messages			
Item	1	2	Change Bar
FMS/GPS Pos Monitor Unavail (Blue – Advisory) (GV-SP, GIV-X)	В	 (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)	Α	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)	Α	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	-
Forward Cabin Temp Fan Fail (Blue – Advisory) (GV-SP, GIV-X)	С	HLA or RNP-10 airspace. RNP RNAV including PRNAV and BRNAV only require a single FMS. (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.	I

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REVISION NO. 11 DATE: XX/XX/XXXX AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES) TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)			2. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
FQMS Maintenance Required (Blue – Advisory) (GV-SP, GIV-X)	С	Airplane may	/ be dispatched.	
FQMS MAINT REQD (Blue – Advisory) (GV)	С	Airplane may	be dispatched.	
FQSC Channel Fail, L-R (Blue – Advisory) (GV-SP, GIV-X)	В	dispatched w a) Both refue b) Both opera c) After indica d) Flight NOTE 1: Do disa	Fuel Flow Indicating Systems are	
	В	dispatched v a) Affect b) Affect fuel, c) Both d) After indicate e) Flight	or ER operations, airplane may be with one channel inoperative provided: ted tank is defueled before each refueling, ted tank is fueled with a known quantity of fuel flow meters are operative, takeoff, power is set by matching fuel flow ations on both engines, and acrew maintains a log of fuel burned. Fuel indications will be INVALID with terative indicator.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)	(000	0/0300	2. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
FQSC CH FAIL, L-R (Blue – Advisory) (GV)	В	dispatched w a) Both refue b) Both opera c) After indica d) Fligh NOTE: Total inope (O) Except for dispatched w a) Affect b) Affect fuel, c) Both d) After indica e) Fligh NOTE: Total	Fuel Flow Indicating Systems are	
Front Windshield Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	В	with one ino	R operations, airplane may be dispatched perative provided airplane is not operated in ecast icing conditions.	
Front Windshield Fault, L-R (Blue – Advisory) (GV-SP, GIV-X)	С		y be dispatched with one inoperative sensor dshield Heat System.	
Fuel Crossflow Valve Open (Amber – Caution) (GV-SP, GIV-X)	В	dispatched v a) All Fu b) Fuel c) Fuel d) Fuel and e) Airpla AFM	or ER operations, airplane may be with inoperative crossflow valve provided: uel Boost Pumps are operative, Intertank Valve is operative, Quantity Indicating System is operative, Tank Temperature System is operative, ane is operated in accordance with Limitations. d uncoordinated maneuvers when Fuel cank Valve is OPEN.	

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AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500	REPAIR CATEGORY DISPATCH CONSIDERATION

5000 SERIES)		2. DISPATCH CONSIDERATION			
CAS Messages					
Item	1	2	Change Bar		
Fuel Return Fail, L-R (Blue – Advisory) (GV-SP)	В	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)	В	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)	С	 (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)	В	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)	Α	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.	I		

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)	(, , , , ,	2. DISPATCH CONSIDERATION		
CAS Messages					
Item	1	2		Change Bar	
GCU FAIL, L-R (Blue – Advisory) (GV)	A	with one Enginoperative particle (a) APU (b) Airpla (c) Stand (d) Repart (d) NOTE 1: This affect (d) NOTE 2: Creative particle (d) APU	R Operations, airplane may be dispatched gine Generator Control Unit (GCU) provided: Generator is used for all phases of flight, ane is operated at or below FL 450, dby Electrical System is operative, and airs are made within 2 flight-days. Its relief only applies to airplanes not ected by AD 2017-20-08. The work of the work of the control of the	_	
Generator Fail, L-R (Blue – Advisory) (GV-SP, GIV-X)	A	dispatched v (GCU) inope a) APU b) Airpla or FL c) Stand d) Repa NOTE 1: Thi affe	or ER Operations, airplane may be with one Engine Generator Control Unit erative provided: Generator is used for all phases of flight, ane is operated at or below FL 450 (GV-SP). 370 (GIV-X), dby Electrical System is operative, and airs are made within 2 flight-days. is relief only applies to airplanes not ected by AD 2017-20-08.		
GEN FAIL, L-R (Blue – Advisory) (GV)	A	Except for E with one Enginoperative panal APU b) Airplac) Standd) Repare	R Operations, airplane may be dispatched gine Generator Control Unit (GCU)		
GPS 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	В		y be dispatched except where enroute r approach minimums require the use of SSU.		

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	1. REPAIR CATEGORY

5000 SERIES)		2. DISPATCH CONSIDERATION			
CAS Messages					
Item	1	2	Change Bar		
GPS 1-2 FAIL (Blue – Advisory) (GV)	В	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)	С	Airplane may be dispatched provided extended ground operations are avoided.			
HUD OHU Fan Fail (Blue – Advisory) (GV-SP, GIV-X)	С	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)	В	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 Powe Transfer Unit (PTU) operation. In flight, with either or both sensors failed, there is no warning of hot hydraulic system temperatures.	r		

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
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DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500	REPAIR CATEGORY DISPATCH CONSIDERATION
(5000 SERIES)	Z. DISPATOR CONSIDERATION

5000 SERIES)		o, 0000	2. DISPATCH CONSIDERATION	
CAS Messages	ı			
Item	1	2		Change Bar
HYD TMP SEN FL, L-R (Blue – Advisory) (GV)	В	NOTE: Accu degr cond sens agail Tran eithe	y be dispatched. Iracy of hydraulic quantity indication will be aded during long flights in cold soak litions. If Right Hydraulic System (R SYS) or has failed in flight, there is no protection not overheating R SYS pumps during Power sfer Unit (PTU) operation. In flight, with or or both sensors failed, there is no warning of hydraulic system temperatures.	
Ice Detect Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	В	a) Airpl alter b) Cow time +10 c) Wing icing upor wing	may be dispatched provided: ane is operated in accordance with nate AFM procedures, I Anti-Ice shall be selected ON manually any visible moisture is present and SAT is degrees C or less, and g Anti-Ice should be selected ON manually if conditions are imminent or immediately detection of ice formation on the wings, lets, or windshield edges. Ice Detection Systems inoperative,	
ICE DETECT FL, L-R (Amber – Caution) (GV)	В	auto (O) Airplane a) Airpl alter b) Cow time +10 c) Wing icing upor wing NOTE: With	matic anti-ice is not available. may be dispatched provided: ane is operated in accordance with nate AFM procedures, I Anti-Ice shall be selected ON manually any visible moisture is present and SAT is degrees C or less, and I Anti-Ice should be selected ON manually if conditions are imminent or immediately indetection of ice formation on the wings, lets, or windshield edges. Ice Detection Systems inoperative, matic anti-ice is not available.	
IRS 1-2-3 Fail (Blue – Advisory) (GV-SP, GIV-X)	А	(O) Airplane inoperative and Both inde by Flight attitute.	may be dispatched with one IRS	I

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)		Z. BIOI ATOM CONCIDENTION	
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. 	ı
IRS 1-2-3 ON DC (Blue – Advisory) (GV)	Α	Airplane may be dispatched provided: a) Only one IRU/IRS is on Secondary Power, and b) Repairs are made within 1 flight-day.	I
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.	1
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.	I
	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.	I
LASERTRAK FAIL (Blue – Advisory) (GV)	В	Airplane may be dispatched provided at least one flight Management System is operative.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-47
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

ooo oeraeo)			
CAS Messages			
Item	1	2	Change Bar
L PSU Fan Fail (Blue – Advisory) (GV-SP, GIV-X)	В	 (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)	С	Airplane may be dispatched.	
Mach Trim 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	В	Airplane may be dispatched with one Mach Trim System inoperative.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-48
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)			2. DISPATCH CONSIDERATION		
CAS Messages					
Item	1	2		Change Bar	
MADC 1-2-3 FAIL (Blue – Advisory) (GV)	В	computer ino a) Manusopera b) Cabin Indica c) Cabin d) Autop e) Airpla AFM I and 0 f) Circui Air Da collare g) Flight source NOTE 1: Two RVS NOTE 2: For Bac Eng NOTE 3: For Bac Eng NOTE 4: For or A sele	may be dispatched with one micro air data perative provided: al Pressurization Control System is tive, Altitude and Differential Pressure stors are operative, Rate of Climb Indicator is operative, ilot is operative, ne is operated in accordance with Limitations in Section 01-03-30, 01-03-40, 1-21-10, the breakers associated with the failed Micromata Computer (MADC) are pulled and end, and crew selects operative and different MADC es prior to departure. Systems are required for operation in SM airspace. MADC 1 FAIL, expect the L Engine skup Air Data advisory and associated spine Maintenance message to post. MADC 2 FAIL, expect the R Engine skup Air Data advisory and associated spine Maintenance message to post. airplanes equipped with ADS-B, (ASC 192 ASC 214) if MADC 1 is the failed MADC, etct ATC 2 and if MADC 2 is the failed DC select ATC 1.		
MADC 1-2-3 FAIL (Blue – Advisory) (GV) (Cont'd)	В	computer ino unpressurize NOTE: For ai or AS select	may be dispatched with one micro air data perative provided airplane is operated in d configuration. Irplanes equipped with ADS-B, (ASC 192 C 214) if MADC 1 is the failed MADC, ATC 2 and if MADC 2 is the failed MADC ATC 1.		

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	MASTER MINIMOM EQUIPMENT LIST
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DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500	REPAIR CATEGORY DISPATCH CONSIDERATION
15000 SERIES)	Z. BISI / II STI SSI ISIBEI / I I I I I

5000 SERIES)	•	2. DISPATCH CONSIDERATION	
CAS Messages			
Item	1	2	Change Bar
MADC 1-3 PROBE FL (Blue – Advisory) (GV)	Α	 (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. 	l
MADC 2-SBY PROBE FL (Blue – Advisory) (GV)	Α	 (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. 	I
Main Fuel Pump Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	В	 (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)	В	 (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. 	

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	MASTER MINIMOM EQUIPMENT LIST
REVISION NO. 11	PAGE NO. 2-50
DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500	1. REPAIR CATEGORY
5000 SERIES)	2. DISPATCH CONSIDERATION

5000 SERIES)		2. DISPATCH CONSIDERATION	
CAS Messages			
Item	1	2	Change Bar
MAINT REQUIRED (Blue – Advisory) (GV)	С	Airplane may be dispatched.	
Main TRU Fault, L-R (Amber – Caution) (GV-SP, GIV-X)	Α	 (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)	В	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)	Α	 (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)	В	Airplane may be dispatched provided all faults are recorded after each flight.	
MDAU MEM 90% FULL (Blue – Advisory) (GV)	В	Airplane may be dispatched provided all faults are recorded after each flight.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-51
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)			2. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
MN TRU FAULT, L-R (Amber – Caution) (GV)	A	inoperative p a) Both b) Both c) Auxil d) APU e) Both f) Both g) Asso	may be dispatched with one main TRU provided: Generators are operative, essential TRUs are operative, iary TRU is operative, Generator is operative, Battery chargers are operative, Main Airplane Batteries are operative, ciated TRU circuit breaker on the Power bution Box is pulled and collared, and airs are made within 2 flight-days.	
MRC 1 Fail (Amber – Caution) (GV-SP, GIV-X)	Α	provided: a) Asso ATC b) Repa	y be dispatched with one MRC failed ciated Comm and Nav radios and opposite are operative, and airs are made within 1 flight-day. AS blue messages "APM FAIL" and "ASCB " displayed. "ASCB FAIL" is only displayed ght.	1
MRC 2 Fail (Blue – Advisory) (GV-SP, GIV-X)	Α	a) Asso ATC b) Repa NOTE: With "APN	y be dispatched provided: ciated Comm and Nav radios and opposite are operative, and airs are made within 1 flight-day. MRC 2 Fail, expect EICAS blue messages of FAIL" and "ASCB FAIL" displayed. B FAIL" will display inflight only.	1
NAV 2 Fail (Blue – Advisory) (GV-SP, GIV-X)	В	Airplane ma	y be dispatched as required by 14 CFR.	
NAVCOM Fail (Blue – Advisory) (GV-SP, GIV-X)	В	Airplane may require its us	y be dispatched provided operations do not se.	

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U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	MASTER MINIMOM EQUIPMENT LIST
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DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
	1. REPAIR CATEGORY
GIV-X (G450/G350), GV, GV-SP (G550/G500	2. DISPATCH CONSIDERATION

5000 SERIES)		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)	В	Airplane may be dispatched provided Nose Wheel Tiller Steering System is operative.	
NWS FIXED GAIN (Blue – Advisory) (GV)	В	Airplane may be dispatched provided Nose Wheel Tiller Steering System is operative.	
Outflow Valve Fault (Blue – Advisory) (GV-SP, GIV-X)	В	Airplane may be dispatched provided: a) DC motor is operative, and b) Airplane is operated in accordance with AFM Limitations.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	1. REPAIR CATEGORY

5000 SERIES)	(.,	2. DISPATCH CONSIDERATION		
CAS Messages					
OUTFLOW VLV FAULT (Blue – Advisory) (GV)	B	a) DC r b) Airpl	y be dispatched provided: notor is operative, and ane is operated in accordance with Limitations.	Change Bar	
Pitch Trim 1-2 Power Fail (Blue – Advisory) (GV-SP, GIV-X)	В	Autopilot Pit	may be dispatched with one inoperative ch Trim Servo provided associated circuit ulled and collared.	I	
RAAS 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	В				
RAD ALT 1-2 FAIL (Blue – Advisory) (GV)	В	a) Land proce b) Othe Direc Grou Prim	y be dispatched provided: ling weather minimums or operating edures do not require its use, and er systems affected (E/GPWS, TCAS, Flight etor, Autopilot, Autothrottle, Altimeter end Awareness Display, Synthetic Vision eary Flight Display, HUD Flare Cue) are idered.		
Radio Altimeter 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	В	a) Land proce b) Othe Direc Grou Prim	y be dispatched provided: ling weather minimums or operating edures do not require its use, and er systems affected (E/GPWS, TCAS, Flight etor, Autopilot, Autothrottle, Altimeter end Awareness Display, Synthetic Vision ary Flight Display, HUD Flare Cue) are idered.		
Rudder Steering Fail (Amber – Caution) (GV-SP, GIV-X)	В	a) Nose	y be dispatched provided: Wheel Tiller Steering System is operative, seat pilot performs the takeoff and landing		
RUDDER STRG FAIL (Amber – Caution) (GV)	В	a) Nose and	y be dispatched provided: Wheel Tiller Steering System is operative, seat pilot performs the takeoff and landing		

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	MASTER MINIMOM EQUIPMENT LIST
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DATE: XX/XX/XXXX	
AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	 REPAIR CATEGORY DISPATCH CONSIDERATION

5000 SERIES)			2. DISPATCH CONSIDERATION		
CAS Messages					
Item	1	2		Change Bar	
SATCOM Call (Blue – Advisory) (GV-SP, GIV-X)	С	Airplane ma require their	y be dispatched provided procedures do not ruse.		
Service Door (Blue – Advisory) (GV-SP, GIV-X)	В	crewmembe	e may be dispatched provided a er verifies by visual inspection before each nat the associated door is CLOSED and		
SERVICE DOOR (Blue – Advisory) (GV)	В	crewmembe	e may be dispatched provided a er verifies by visual inspection before each nat the associated door is CLOSED and		
Side Windshield Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	В	Airplane ma	y be dispatched.		
Single Rudder (Blue – Advisory) (GV)	В	•	y be dispatched provided the Rudder adication is operative.		
Single Speed Brake (Blue – Advisory) (GV-SP)	В	Airplane ma indication is	y be dispatched provided the Single Rudder operative.		
SINGLE SPEED BRAKE (Blue – Advisory) (GV)	В	Airplane ma indication is	y be dispatched provided the Single Rudder operative.		

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)	•		2. DISPATCH CONSIDERATION	
CAS Messages		<u>.</u>		
Item	1	2		Change Bar
STCK PUSH 1-2 FAULT (Amber – Caution) (GV)	A	(O) Airplane inoperative panal Angle both b) Alterror c) The indisable break d) Crew barrie e) If the speed phase cross 0.59 f) Weat consi	e of Attack (AOA) indication is available on PFDs, nate procedures are established and used, noperative stall barrier system is electrically led by pulling and collaring the circuit ters associated with the failed system, procedures in the event the remaining stall er fails are discussed, remaining stall barrier fails the minimum dishall be no less than V _{ref} (1.3 Vs) for all less of flight (this minimum speed shall be referenced to a normalized AOA value of as displayed on the PFD), ther at departure and destination is dered, ideration is given to delaying takeoff or	Bar
STCK PUSH 1-2 FL	A	until s given h) Repa	pach and landing, if windshear is forecast such conditions cease, or consideration is to proceeding to alternate, and irs are made within 2 flight-days. may be dispatched with one system	I
(Amber – Caution) (GV)		inoperative p a) Angle both	rovided: of Attack (AOA) indication is available on PFDs,	I
		c) The i disab break	nate procedures are established and used, noperative stall barrier system is electrically led by pulling and collaring the circuit ers associated with the failed system, procedures in the event the remaining stall	
		e) If the speed phase cross 0.59	er fails are discussed, remaining stall barrier fails the minimum dishall be no less than V _{ref} (1.3 Vs) for all less of flight (this minimum speed shall be referenced to a normalized AOA value of less displayed on the PFD),	I
		consi g) Cons appro until s	her at departure and destination is dered, ideration is given to delaying takeoff or each and landing, if windshear is forecast such conditions cease, or consideration is	
			to proceeding to alternate, and irs are made within 2 flight-days.	1

S. DEPARTMENT OF TRANSPORTATION	
	MASTER MINIMUM EQUIPMENT LIST
DERAL AVIATION ADMINISTRATION	
VISION NO. 11	PAGE NO. 2-56
TE: XX/XX/XXXX	
RCRAFT:	TABLE KEY
/-X (G450/G350), GV, GV-SP (G550/G500	1. REPAIR CATEGORY
00 SERIES)	2. DISPATCH CONSIDERATION

5000 SERIES)			2. DISPATCH CONSIDERATION	
CAS Messages				
Item	1	2		Change Bar
Stick Push 1-2 Fail (Amber – Caution) (GV-SP, GIV-X)	A	inoperative parameters and an angle both by Alternoise disable valve asso disable cross of the constant of the	may be dispatched with one system provided: e of Attack (AOA)indication is available on PFDs, nate procedures are established and used, noperative stall barrier system is electrically pled by pulling and collaring the Stall Barrier e and Stick Shaker circuit breakers ciated with the failed system, procedures in the event the remaining stall er fails are discussed, remaining stall barrier fails the minimum d shall be no less than V _{ref} (1.3 Vs) for all es of flight (this minimum speed shall be referenced to a normalized AOA value of as displayed on the PFD), ther at departure and destination is idered, dideration is given to delaying takeoff or each and landing, if windshear is forecast such conditions cease, or consideration is in to proceeding to alternate, and airs are made within 2 flight-days.	
Stick Push 1-2 Fault (Amber – Caution) (GV-SP, GIV-X)	A	(O) Airplane inoperative particle potential inoperative particle potential inoperative particle potential inoperative particle pa	may be dispatched with one system	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	 REPAIR CATEGORY DISPATCH CONSIDERATION

5000 SERIES)	•	2. DISPATCH CONSIDERATION	
CAS Messages			
Item	1	2 C	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. 	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-58
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	1. REPAIR CATEGORY

5000 SERIES)	(0,000	2. DISPATCH CONSIDERATION		
CAS Messages					
Item	1	2		Change Bar	
Stick Shake 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	column sha a) Ang both b) Both	by be dispatched with a single control ker inoperative provided: e of Attack (AOA) indication is available on PFDs, stall barrier systems are operative, and airs are made within 2 flight-days.	 	
STICK SHAKE 1-2 FL (Blue – Advisory) (GV)	A	column sha a) Ang both b) Both	ly be dispatched with a single control ker inoperative provided: le of Attack (AOA) indication is available on PFDs, la stall barrier systems are operative, and lairs are made within 2 flight-days.	 	
Stuck MIC ACP 3 (Blue – Advisory) (GV-SP, GIV-X)	A	stuck MIC p a) Pilot b) Asso c) Affer the p d) Fligh e) A pa mad perfo f) Alter g) Req and h) Sear perfo i) Rep NOTE 1: Th oc FA eq fur co NOTE 2: Th mi ott	e may be dispatched with ACP 3 indicating rovided: and Copilot ACPs are operative, ociated circuit breaker is pulled and collared, octed ACP is not required as determined by oilot in command, at Deck to cabin communication is operative, assenger seat in the passenger cabin is e available to an FAA inspector for the ormance of official duties, anate procedures are established and used, uired minimum safety equipment (safety belt oxygen) is available, a is acceptable to the FAA inspector for ormance of official duties, and airs are made within 2 flight-days. These provisos are intended to provide for cupancy of the above seats by an anathom of the above seats by an anathom of the inspector determines the notitional and the inspector determines the notition to be acceptable. The pilot in command will determine if the nimum safety equipment is functional for ner persons authorized to occupy any server seat(s).	 	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 11 DATE: XX/XX/XXXX	PAGE NO. 2-59
AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	TABLE KEY 1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

5000 SERIES)	•	2. DISPATCH CONSIDERATION		
CAS Messages				
Item	1	2 Change Bar		
S WSHLD FAIL, L-R (Amber – Caution) (GV)	В	Airplane may be dispatched.		
TCAS Fail (Blue – Advisory) (GV-SP, GIV-X)	Α	 (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)	Α	 (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)	В	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)	В	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)	В	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)	В	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)	С	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.		

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: GIV-X (G450/G350), GV, GV-SP (G550/G500	1. REPAIR CATEGORY

5000 SERIES)		2. DISPATCH CONSIDERATION			
CAS Messages					
Item	1	2		Change Bar	
VHF COMM 1-2 FAIL (Blue – Advisory) (GV)	С	required by Emergency Battery Direc required for	y be dispatched with any in excess of those 14 CFR provided it is not powered by the AC Bus, Emergency DC Bus, Battery Bus, ot Bus, or the DC Transfer Bus and not emergency procedures. m 1 is powered by the Emergency Bus.		
WG A/I SYS FL, L-R (Amber – Caution) (GV)	В	with wing an is not operat	R operations, airplane may be dispatched ti-ice system inoperative provided airplane ed in known or forecast icing conditions. ot select affected side Wing Anti-Ice to ON.		
Windshear 1-2 Fail (Blue – Advisory) (GV-SP, GIV-X)	A	a) At lea b) Alter c) Fligh wind	may be dispatched provided: ast one radio altimeter is operative, nate procedures are established and used, tcrew comply with AFM/AOM guidance in shear situations and recommended edures when encountering windshear, and airs are made within 2 flight-days.	I	
		revie	rator's alternate procedures should include wing windshear avoidance and windshear very procedures.		
WINDSHEAR FAIL (Blue – Advisory) (GV)	A	a) At lea b) Alter c) Fligh wind proce	may be dispatched provided: ast one radio altimeter is operative, nate procedures are established and used, tcrew comply with AFM/AOM guidance in shear situations and recommended edures when encountering windshear, and airs are made within 2 flight-days.	I	
		revie	rator's alternate procedures should include wing windshear avoidance and windshear very procedures.		
Wing Anti-Ice Sys Fail, L-R (Amber – Caution) (GV-SP, GIV-X)	В	with wing an	R operations, airplane may be dispatched ti-ice system inoperative provided airplane ed in known or forecast icing conditions.		
		NOTE: Do n	ot select affected side Wing Anti-Ice to ON.		

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT:	TABLE KEY
GIV-X (G450/G350), GV, GV-SP (G550/G500 5000 SERIES)	 REPAIR CATEGORY DISPATCH CONSIDERATION

5000 SERIES)		2. DISPATCH CONSIDERATION		
CAS Messages				
Item	1	2	Change Bar	
Yaw Damper 1-2 Fail (Amber – Caution) (GV-SP, GIV-X)	В	(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)	В	(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)	В	(O) Airplane may be dispatched with one inoperative yaw damper system provided the associated circuit breaker is pulled and collared.	I	
YD 1-2 Fail (Blue – Advisory) (GV-SP)	В	(O) Airplane may be dispatched with one inoperative yaw damper system provided the associated circuit breaker is pulled and collared.	I	
50 HZ Power Fail, L-R (Blue – Advisory) (GV-SP, GIV-X)	С	 (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. 	I	
60 HZ Power Fail, L-R (Blue – Advisory) (GV-SP, GIV-X)	С	 (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. 	I	
60HZ PWR FAIL, L-R (Blue – Advisory) (GV)	С	 (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. 	I	