



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

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# Master Minimum Equipment List (MMEL)

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Revision: 5  
Date: XX/XX/XXXX

## **Gulfstream Aerospace GVI (G650), GVI (G650ER)**

\*\*\* 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  
Corporate Aviation Branch  
AFS-100  
800 Independence Ave., 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	
REVISION NO. 5 DATE: XX/XX/XXXX			PAGE NO. I	
AIRCRAFT: GVI (G650), GVI (G650ER)			<b>TABLE OF CONTENTS AND CONTROL PAGE</b>	
SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	--	5	XX/XX/XXXX
--	Table of Contents and Control Page	I	5	XX/XX/XXXX
--	Log of Revisions	II thru III	5	XX/XX/XXXX
--	Highlights of Change	IV thru VII	5	XX/XX/XXXX
--	Definitions	VIII	5	XX/XX/XXXX
--	Preamble	IX	5	XX/XX/XXXX
--	Guidelines for (M) and (O) Procedures	X	5	XX/XX/XXXX
Section One	Line Replaceable Unit (LRU) Component Relief	1-1	5	XX/XX/XXXX
21	Air Conditioning	21-1 thru 8	1a	11/06/2014
22	Autoflight	22-1 thru 4	5	XX/XX/XXXX
23	Communications	23-1 thru 12	5	XX/XX/XXXX
24	Electrical Power	24-1 thru 6	4	09/01/2021
25	Equipment/Furnishings	25-1 thru 18	5	XX/XX/XXXX
26	Fire Protection	26-1 thru 4	5	XX/XX/XXXX
27	Flight Controls	27-1 thru 5	5	XX/XX/XXXX
28	Fuel	28-1 thru 5	5	XX/XX/XXXX
29	Hydraulic Power	29-1 thru 4	1a	11/06/2014
30	Ice and Rain Protection	30-1 thru 5	5	XX/XX/XXXX
31	Indicating/Recording Systems	31-1 thru 3	5	XX/XX/XXXX
32	Landing Gear	32-1 thru 2	5	XX/XX/XXXX
33	Lights	33-1 thru 6	5	XX/XX/XXXX
34	Navigation	34-1 thru 21	5	XX/XX/XXXX
35	Oxygen	35-1 thru 3	4	09/01/2021
36	Pneumatic	36-1 thru 2	5	XX/XX/XXXX
38	Water/Waste	38-1 thru 3	5	XX/XX/XXXX
45	Central Maintenance System	45-1 thru 2	4	09/01/2021
46	Information Systems	46-1	4	09/01/2021
49	Airborne Auxiliary Power	49-1 thru 3	4	09/01/2021
52	Doors	52-1 thru 4	4	09/01/2021
71	Powerplant	71-1	1a	11/06/2014
73	Engine Fuel and Control	73-1	4	09/01/2021
74	Ignition	74-1	1a	11/06/2014
77	Engine Indicating	77-1	1a	11/06/2014
78	Engine Exhaust	78-1	4	09/01/2021
79	Engine Oil	79-1 thru 2	5	XX/XX/XXXX
80	Starting	80-1 thru 3	4	09/01/2021
Section Two	Crew Alerting System (CAS) Message Relief	2-1	5	XX/XX/XXXX
--	Statement Page	2-2	5	XX/XX/XXXX
--	CAS Messages	2-3 thru 40	5	XX/XX/XXXX

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX		PAGE NO. II
AIRCRAFT: GVI (G650), GVI (G650ER)		<b>LOG OF REVISIONS</b>
REV NO.	DATE	PAGE NO.
Original	10/01/2012	Original Issue.
1	04/04/2014	Cover, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, 21-1, 21-2, 21-4, 21-5, 21-6, 21-7, 21-8, 22-2, 23-1, 23-2, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 23-11, 23-14, 23-15, 23-16, 23-17, 24-2, 24-3, 24-4, 24-5, 25-5, 25-6, 25-12, 25-13, 26-1, 26-4, 27-1, 27-2, 27-3, 27-4, 28-1, 28-3, 28-4, 29-1, 29-2, 29-3, 29-4, 30-1, 30-2, 30-4, 31-3, 32-1, 32-2, 34-1, 34-2, 34-6, 34-14, 34-15, 34-17, 34-20, 35-2, 38-1, 38-2, 52-1, 52-2, 52-3, 52-4, 73-1.
1a	11/06/2014	Cover, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, 34-4, 34-5.
1b	09/12/2015	Cover, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, Preamble, 22-2, 23-1, 23-10, 23-15, 23-17, 24-1, 24-2, 24-5, 24-6, 25-3, 25-4, 25-8, 25-14, 25-15, 25-16, 25-18, 26-1, 26-4, 27-1, 27-2, 27-3, 27-4, 28-1, 30-2, 30-3, 30-4, 30-5, 31-1, 31-2, 32-2, 34-1, 34-2, 34-3, 34-5, 34-6, 34-7, 34-12, 34-6, 45-1, 45-2, 52-3, 73-2, 79-1.  New Section Two: 2-1 thru 2-55.
2	07/12/2016	Cover, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Guidelines for (M) & (O) Procedures, 23-1, 23-2, 23-4, 23-5, 23-9, 23-10, 23-12, 24-1, 24-2, 24-5, 24-7, 25-2, 25-3, 25-5, 25-6, 25-8, 25-12, 25-13, 26-1, 26-2, 26-3, 27-1, 27-2, 27-3, 27-4, 30-5, 32-2, 33-1, 33-2, 33-3, 33-4, 33-6, 33-7, 34-1, 34-2, 34-3, 33-4, 33-6, 33-7, 34-1, 34-2, 34-3, 34-5, 34-12, 34-13, 34-14, 34-19, 35-1, 35-2, 36-1, 45-1, 45-2, 49-1, 52-1, 52-3, 52-4.  Section Two: 2-3 thru 2-21, 2-24 thru 2-27, 2-29, 2-31 thru 2-45, 2-47 thru 2-55.
3	01/07/2020	Cover, Log of Revisions, Control Page, Highlights of Change, 27-2.  Section Two: 2-51.
4	09/01/2021	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 22-2, 23-2 thru 4, 23-7 thru 8, 23-11 thru 12, 24-1 thru 2, 24-5 thru 6, 25-3 thru 11, 25-13 thru 17, 25-19, 26-1 thru 2, 26-4, 27-1 thru 5, 28-6, 30-3 thru 5, 31-1, 33-3 thru 4, 33-6, 34-2 thru 5, 34-12 thru 21, 35-1 thru 3, 38-1 thru 2, 45-1 thru 2, 46-1, 49-1, 52-1 thru 4, 73-1, 78-1, 79-2, and 80-1 thru 3.  Section Two: 2-1 thru 3, 2-5 thru 8, 2-10 thru 12, 2-16 thru 20, 2-22 thru 25, 2-27, 2-29, 2-32 thru 34, 2-37 thru 42.

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. III

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**LOG OF REVISIONS**

REV NO.	DATE	PAGE NO.
5	XX/XX/XXXX	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 22-3 thru 4, 23-1 thru 2, 23-4 thru 5, 23-10, 23-12, 25-1 thru 3, 25-5 thru 7, 25-13 thru 14, 26-3 thru 4, 27-1 thru 3, 28-1, 30-3, 31-1, 32-1 thru 2, 33-1, 33-5, 34-1 thru 2, 34-6 thru 9, 34-12, 34-15, 34-19 thru 20, 36-2, 38-1, 38-3, 79-2.  Section Two: 2-3, 2-8, 2-12, 2-18 thru 19, 2-22, 2-25, 2-29, 2-31 thru 32, 2-34 thru 35, 2-37 thru 39.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX	PAGE NO. IV
AIRCRAFT: GVI (G650), GVI (G650ER)	<b>HIGHLIGHTS OF CHANGE</b>

EFFECTIVE ABOVE DATE, this is a revision to the Gulfstream Aerospace GVI (G650), GVI (G650ER) 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.
ATA 22 Autoflight	
22-3 thru 4	Item 9, Guidance Panel: New relief.
ATA 23 Communications	
23-1	Item 1, Communications Systems (VHF, UHF): Revised Number Required for Dispatch. Revised NOTE.
23-1 thru 2	Item 2, Cockpit Voice Recorder (CVR): Revised per PL 29, Revision 5.
23-4	Item 5, Crewmember Interphone System: Revised per PL 9, Revision 12.
23-5	Item 8, Passenger Address (PA) System: Revised per PL 9, Revision 12.
23-10	Item 14, Handset Systems: Revised per PL 9, Revision 12.
23-12	Item 19, Modular Radio Cabinet: Revised title and number installed.  Item 21, Push-To-Talk Switch: New relief.
ATA 25 Equipment/Furnishings	
25-1 thru 3	Item 2, Passenger Seats: Revised per PL 79, Revision 9.
25-5	Item 5, Megaphones: Revised per PL 132, Revision 0.
25-6 thru 7	Item 8, Storage Bins/Cabin, Galley and Lavatory Storage Compartment/Closets: Revised per PL 104, Revision 7.
25-13 thru 14	Item 20, Portable Flashlight / Flashlight Holder: Revised per PL 132, Revision 0.
ATA 26 Fire Protection	
26-3	Item 6, Lavatory Fire Extinguisher Systems: Revised per PL 24, Revision 5.
26-4	Item 14, Cargo Compartment Fire Detection/Suppression Systems: Deleted in Revision 4. Removed from MMEL in Revision 5.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX		PAGE NO. V
AIRCRAFT: GVI (G650), GVI (G650ER)		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
ATA 27 Flight Controls		
27-2	Item 6, Inboard Spoiler Pair: Revised Remarks or Exceptions.  Item 7, Backup Flight Control Unit (BFCU): Revised Remarks or Exceptions.  Item 8. 2), Control Wheel Position Sensors, BFCU RVDTs: Revised Remarks or Exceptions.	
27-3	Item 9. 2), Control Column Position Sensors, BFCU RVDTs: Revised Remarks or Exceptions.  Item 10. 2), Rudder Pedal Position Sensors, BFCU RVDTs: Revised Remarks or Exceptions.	
ATA 28 Fuel		
28-1	Item 1, Fuel Tank Temperature System: Revised Remarks or Exceptions.  Item 2, EICAS or MCDU Fuel Quantity Indicating Systems: Deleted, Revision 5.  Item 3, Fuel Quantity Signal Conditioner (FQSC) Channel: Revised item title.  Item 4, Fuel Low Level Gauging Probes: Revised item title and Remarks or Exceptions.	
ATA 30 ICE AND Rain Protection		
30-3	Item 7, Cowl Anti-Ice Systems: Revised Remarks or Exceptions.	
ATA 31 Indicating/Recording Systems		
31-1	Item 2, Flight Data Recorder System: Revised per PL 87, Revision 10.	
ATA 32 Landing Gear		
32-1	Item 4, Tire Pressure Monitoring System: Revised Remarks or Exceptions.  Item 8, Landing Gear Extension/Retraction System: Revised AOM reference.	
ATA 33 Lights		
33-5	Item 19, Cargo Compartment Light: Deleted in Revision 5. See ATA 33-27, Baggage Compartment Lights for relief.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX		PAGE NO. VI
AIRCRAFT: GVI (G650), GVI (G650ER)		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
ATA 34	Navigation	
34-1	Item 2.1), Inertial Reference System (IRS 1-2-3): Revised Remarks or Exceptions.	
34-2	Item 3, Standby Multi-Function Controllers (SMC): Revised Remarks or Exceptions.	
34-6	Item 10, Radio Altimeter Systems: Revised Remarks or Exceptions.	
34-7 thru 9	Item 12, Enhanced Ground Proximity Warning System (EGPWS): Revised title.	
34-12	Item 17. 12), VS/FPA Select: Revised item title.	
34-15	Item 24, Air Data Systems: Added (M) for pulling circuit breakers.	
34-20	Item 39: Removed C relief.	
ATA 36	Pneumatics	
36-2	Item 2, Bleed Air Hot Warning System: Deleted, Revision 5.	
ATA 38	Water/Waste	
38-3	Item 1, Potable Water Systems: Changed relief from C to D.  Item 6, Water Line Heaters: New relief.  Item 7, Drain Mast Heaters: New relief.	
ATA 79	Engine Oil	
79-2	Item 5, Oil Filter Differential Pressure Transducer: Revised title and NOTE.	
SECTION 2: CAS Messages		
2-8	ADS-B In Fail (Blue – Advisory): New CAS message. ADS-B Out Fail (Blue – Advisory): New CAS message.	
2-12	ATC ADS-B Transmitter Fail (Blue – Advisory): Revised Dispatch Consideration.	
2-18	Check L-R SFD Pitch (Amber – Caution): Revised Dispatch Consideration. Check L-R SFD Roll (Amber – Caution): Revised Dispatch Consideration.	
2-19	CMS 1-2 Fail (Amber – Caution): Deleted in Revision 4. Removed from MMEL in Revision 5.	
2-22	Database Config (Blue – Advisory): Revised Dispatch Consideration.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX		PAGE NO. VII
AIRCRAFT: GVI (G650), GVI (G650ER)		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
SECTION 2: CAS Messages (Continued)		
2-25	Flaps Maintenance Required (Blue – Advisory): Revised Dispatch Consideration.	
2-29	GPS 1-2 Fail (Blue – Advisory): Revised Dispatch Consideration.	
2-31	IRS 1-2-3 Fail (Blue – Advisory): Revised Dispatch Consideration.	
2-32	L PSU Fan Fail (Blue – Advisory): Revised Dispatch Consideration.	
2-34	Outflow Valve Fault (Blue – Advisory): Revised Dispatch Consideration.	
2-35	Refuel System Fail (Blue – Advisory): Revised Dispatch Consideration.  SATCOM Fail (Blue – Advisory): Revised Dispatch Consideration.	
2-37	SMC 2 Fail (Blue – Advisory): Revised Dispatch Consideration.  Spoiler Panel Fail (Amber – Caution) (For airplanes with ASC-135/FCC v10.1 or subsequent): Revised Dispatch Consideration.	
2-38	SURF Unavailable (Blue – Advisory): New CAS message.	
2-39	VSA Unavailable (Blue – Advisory): New CAS message.  Wing Anti-Ice Sys Fail, L-R (Amber – Caution): Revised Dispatch Consideration.	



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX	PAGE NO. VIII
AIRCRAFT: GVI (G650), GVI (G650ER)	<b>DEFINITIONS</b>

Refer to the current FAA MMEL Policy Letter (PL) 25, MMEL and MEL Definitions, found on the FAA Dynamic Regulatory System (DRS) website.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX	PAGE NO. IX
AIRCRAFT: GVI (G650), GVI (G650ER)	<b>PREAMBLE</b>

Insert Preamble from Policy Letter PL-34 for Part 135 certificate holders, or PL-36 for Part 91 operators.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX	PAGE NO. X
AIRCRAFT: GVI (G650), GVI (G650ER)	<b>GUIDELINES FOR (M) AND (O) PROCEDURES</b>

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

Guidelines for (M) & (O) Procedures should be based on the Maintenance and Operational Procedures Manual for the Minimum Equipment List, published by Gulfstream Aerospace.
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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX	PAGE NO. 1-1
AIRCRAFT: GVI (G650), GVI (G650ER)	<b>LRU COMPONENT RELIEF</b>

## SECTION ONE

# LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

REVISION NO. 1a

PAGE NO. 21-1

DATE: 11/06/2014

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cabin Altitude Indicator (Overhead Panel)	C	1	0	May be inoperative provided cabin altitude is available on EICAS Synoptic display.	
		C	1	0	May be inoperative provided: a) Cabin Pressure Selector Panel is operative, and b) Pressurization is operated in AUTO mode.	
		C	1	0	May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, and b) A chart is provided to crew to convert Cabin Differential Pressure to Cabin Altitude.	
					NOTE: See AOM Section 10-01-00, Figure 10.	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	

REVISION NO. 1a

PAGE NO. 21-2

DATE: 11/06/2014

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Cabin Differential Pressure Indicator	D	1	0	May be inoperative provided cabin differential pressure is available on EICAS Synoptic display.	
		C	1	0	May be inoperative provided: a) Cabin Pressure Selection Panel is operative, and b) Pressurization is operated in AUTO mode.	
		D	1	0	May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) A chart is provided to crew to convert Cabin Altitude to Cabin Differential Pressure.	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
3.	Cabin Rate of Climb Indicator	D	1	0		

REVISION NO. 1a

PAGE NO. 21-3

DATE: 11/06/2014

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Automatic Pressurization Control Systems	B	2	0	(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Manual Pressurization Control System is operative,</li> <li>b) Cabin Altitude and Differential Pressure Indicators are operative,</li> <li>c) Cabin Rate of Climb Indicator is operative,</li> <li>d) Auto Pilot is operative, and</li> <li>e) Airplane is operated in accordance with AFM Limitations.</li> </ol>	
		B	2	0	(O) Except for ER operations, may be inoperative provided airplane is operated in unpressurized configuration.	
5.	Manual Pressurization Control System	C	1	0	May be inoperative provided both Automatic Pressurization Control Systems are operative.	
6.	Semi-Auto Pressurization Control System	C	1	0		
7.	Cabin Altitude Pressure Warning System	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cabin Altitude and Differential Pressure Indicators are operative,</li> <li>b) Cabin Oxygen On Warning System is operative, and</li> <li>c) Airplane is operated in accordance with AFM Limitations.</li> </ol>	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	

REVISION NO. 1a

PAGE NO. 21-4

DATE: 11/06/2014

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
8.	Pressurization Thrust Recovery Outflow Valve Position Indicator	C	1	0	May be inoperative provided all other components of the Cabin Pressure Control Panel and Cabin Pressure Indicator are operative.	
9.	Cockpit Zone Temperature Control Systems & Cabin Zone Temperature Control Systems	C	3	2		
		C	3	1	(O) May be inoperative provided: a) Ram Air is operative, and b) Airplane is operated in unpressurized configuration.	
1)	Automatic System	C	3	0	May be inoperative provided: a) Associated manual control system is operative, and b) Associated temperature indicator is operative.	
2)	Manual System	C	3	0	May be inoperative provided: a) Associated automatic control system is operative, and b) Associated temperature indicator is operative.	
10.	Cockpit/Cabin Temperature Indicators (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.	



REVISION NO. 1a

PAGE NO. 21-5

DATE: 11/06/2014

AIRCRAFT: GVI (G650), GVI (G650ER)	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
11.	Duct Temperature Indicators (Overhead Panel)	D	3	0	May be inoperative provided associated Duct Temperature is available on EICAS Synoptic display.	
12.	Environmental Control System (ECS) Packs					
1)	Pressurized Configuration	C	2	1	Except for ER operations, may be inoperative provided: a) Inoperative ECS Pack is selected OFF, b) Bleed Air Isolation Valve is CLOSED and OPERATIVE, and c) Airplane is operated in accordance with AFM Limitations.	
2)	Unpressurized Configuration	C	2	0	Except for ER operations, may be inoperative provided: a) Thrust Recovery Outflow Valve is operative, b) Rear baggage compartment is not used (empty), and c) Internal baggage door remains OPEN.	
13.	Air Conditioning System Pack Inlet Valves	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Affected Valve is CLOSED and deactivated electrically b) Associated Air Conditioning Pack is selected OFF, and c) Airplane is operated in accordance with AFM Limitations.	

REVISION NO. 1a

PAGE NO. 21-6

DATE: 11/06/2014

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
14.	Thrust Recovery Outflow Valve System (TROV)	C	1	0	(M)(O) May be inoperative provided: a) Outflow valve is positioned to full OPEN position and electrically isolated, b) Airplane is operated in unpressurized configuration, and c) Extended overwater operations are not conducted.	
1)	AC Motors	C	2	1	May be inoperative provided: a) DC motor is operative, and b) Airplane is operated in accordance with AFM Limitations.	
15.	Pressure Relief Valve	C	1	0	(O) May be inoperative provided: a) Cabin differential pressure and cabin altitude displays are operative, b) Selected cabin altitude is 1,000 ft. higher than normal cabin altitude for the cruise flight level, and c) Flightcrew monitors actual cabin differential pressure and maintains it at or below 9.5 psi.	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	

REVISION NO. 1a

PAGE NO. 21-7

DATE: 11/06/2014

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
16.	Cabin Pressure Indicator and Control Panel					
1)	Manual Light	C	1	0		
2)	Flight/Landing Switch (Light Function Only)	C	1	0		
3)	Fault/Manual Switch (Light Function Only)	C	1	0		
4)	Auto/Semi Switch (Light Function Only)	C	1	0		
17.	Semi Mode CPCS (SMC)	B	1	0	May be inoperative provided: a) Auto system (Cabin Pressure Control Panel) is operative, and b) Semi mode is considered inoperative.	
18.	Remote Filter (Pressure Relief Valve PRV)	B	1	0		
19.	CPAM (Cabin Pressure Acquisition Module)	C	1	0	May be inoperative provided both auto systems are operative.	

REVISION NO. 1a

PAGE NO. 21-8

DATE: 11/06/2014

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
20.	Ram Air System					
1)	Pressurized Configuration	C	1	0	May be inoperative provided: a) Automatic Pressurization Control System is operative, b) Manual Pressurization Control System is operative, c) Bleed Air Pressure Regulating and Shut-Off Systems are operative, and d) Airplane is operated in accordance with AFM Limitations and Procedures.	
2)	Unpressurized Configuration	C	1	0	(O) May be inoperative provided: a) Airplane is operated in unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations and Procedures.	
21.	PSU Fan	C	1	0	(P) May be inoperative provided: a) Ambient Temperature is 95 °F (35 °C) or cooler, b) TRU electrical loads are 50% or less, c) Right main TRU is operative, and d) Both Environmental Control System (ECS) Packs are operative.	

REVISION NO. 5

PAGE NO. 22-1

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autothrottle Systems	C	2	0		
2.	Performance Management Systems (SmartPerf/TOLD)	C	2	0	May be inoperative provided Performance Handbook is immediately available to the flightcrew.	
3.	Control Wheel Autopilot Disconnect Buttons	C	2	1	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Autopilot is not utilized below 1,500 ft. AGL,</li> <li>b) Approach minimums do not require the use of the autopilot, and</li> <li>c) Airplane is piloted from the side with operative button.</li> </ol>	
4.	Autothrottle Disconnect Buttons (on Thrust Lever Handles)	C	2	1		
		C	2	0	May be inoperative provided Autothrottle is not used.	
5.	Autothrottle Engage/Disengage Switches (on Thrust Lever Stem)	C	2	1		
		C	2	0	May be inoperative provided Autothrottle is not used.	
6.	Touch Control Steering Switches (TCS)	D	2	0		

REVISION NO. 5

PAGE NO. 22-2

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Flight Guidance Computers (FGC)/Autopilots (Flight Directors)	C	2	1	(M)(O) Except for ER operations may be inoperative provided: a) Enroute operations or approach minimums do not require its use, and b) Airplane is operated in accordance with AFM Limitations.  NOTE: FGC/AP is required for NAT HLA, RVSM, RNP, and PRNAV operations.	
8.	Takeoff/Go-Around (TOGA) Buttons (On Power Lever Handles)	C	2	1	May be inoperative provided approach minimums do not require its use.	
		C	2	0	(O) May be inoperative provided: a) Both power levers are operated manually for takeoff and go-around, and b) Autopilot and Flight Director are not used below 500 ft. or MDA, whichever is higher.  NOTE: Flight Director Takeoff and Go-Around guidance and Autothrottle are not available with both TO/GA switches inoperative. Missed approach if needed must be selected via the MCDU.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 22-3

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
9.	Guidance Panel (GP)					
1)	Speed CHG Knob	C	1	0	May be inoperative provided: a) Auto Speeds are available, and b) MAN Speed is not selected.	
2)	Heading Knob	C	1	0	May be inoperative provided: a) Heading SYNC button is operative, and b) Navigation operations do not require its use.	
3)	VS/FPA CHG Knob or Mode Select Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
4)	Altitude Hold Button	C	1	0	May be inoperative provided: a) The Altitude knob is operative, and b) The Altitude Alerting System is operative.	
5)	LNAV Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
6)	VNAV Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
7)	FLCH Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
8)	MAN Speed Mode Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
9)	Low Bank Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
(Continued)						

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 22-4

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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## 22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
9.	Guidance Panel (GP) (Cont'd)					
10)	BC Button	C	1	0	May be inoperative provided: a) Approach Mode is not required for operation, and b) Navigation operations do not require its use.	
11)	Heading Mode Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
12)	APR Button	C	1	0	May be inoperative provided: a) Approach Mode is not required for operation, and b) Navigation operations do not require its use.	
13)	PFD CMD Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
14)	AP Select	C	1	0	Except for ER operations, may be inoperative provided: a) Enroute operations or approach minimums do not require its use, and b) Airplane is operated in accordance with AFM Limitations.  NOTE: AP Select is required for NAT HLA, RVSM, RNP and PRNAV operations.	
15)	CRS/SYNC Button	C	2	1	May be inoperative provided: a) Operative Course knob is on the same side as the PFD CMD button, and b) Navigation operations do not require its use.	



REVISION NO. 5

PAGE NO. 23-1

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Communications Systems (VHF, UHF)	D	-	1	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: No. 1 VHF COMM must be operative – powered by the emergency bus.	
1)	VHF Communication Control Panels					
a) ***	Frequency Transfer Light	C	-	0		
b) ***	Frequency Transfer Switch	C	-	0		
c) ***	Frequency Selector Knob	C	-	2		
d) ***	Frequency Indication	C	-	2		
2.	Cockpit Voice Recorder (CVR)					
1)	Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within 3 flight-days.	
a) ***	Independent Power Source	C	1	0		
(Continued)						

REVISION NO. 5

PAGE NO. 23-2

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Cockpit Voice Recorder (CVR)(Cont'd)					
2)	Cockpit Voice Recorder (CVR) Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
a) ***	Independent Power Source	C	1	0		
3)	Cockpit Voice Recorder (CVR) (Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
a) ***	Independent Power Source	C	1	0		
3. ***	Selective Call System (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
1) ***	Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 23-3

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**23. Communications**

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

REVISION NO. 5

PAGE NO. 23-4

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
5. ***	Crewmember Interphone System	C	2	1		
1)	Passenger Configuration					
a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	C	1	0	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
					NOTE: Any station function(s) that operate normally may be used.	
b)	Flight Deck to Ground Function	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
6. ***	Interphone Systems	D	-	0		
7.	Cockpit Speakers	C	2	0	May be inoperative provided: a) Affected speaker is not required for aural warnings, and b) An operative headset is provided for each person on cockpit duty.	

REVISION NO. 5

PAGE NO. 23-5

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)**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 System (PA)					
1)	Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by FAR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.	       
					NOTE: Any station function(s) that operate normally may be used.	   
a)	Lavatory Speakers	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
2)	Cargo Only Configuration (Courier Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
a)	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
9. ***	Satellite Communication Systems	D	-	0	May be inoperative provided procedures do not require their use.	
10. ***	Prerecorded Passenger Announcement Systems	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

REVISION NO. 5

PAGE NO. 23-6

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**23. Communications**

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

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
12.	Flight Deck Headsets Earphones/Headphones and Boom Microphones HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
2)	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
					(Continued)	

REVISION NO. 5

PAGE NO. 23-8

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
12.	Flight Deck Headsets Earphones/Headphones and Boom Microphones OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	D	-	-	Any in excess of those required by regulation may be inoperative.	
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
2)	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	



REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 23-9

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
13. ***	Alerting Systems (Audio/Visual)					
1) ***	Passenger Configuration					
a) ***	Flight Deck Call Visual Alerting System	D	1	0	May be inoperative provided the flight deck audio alerting system is operative.  NOTE: The flight deck audio alerting must always be operative.	
b) ***	Flight Attendant Visual Alerting System	D	1	0	(O) May be inoperative provided: a) PA system is operative, and b) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to Attendant Call System (excluding wheelchair accessible lavatory call system required by 14 CFR) is considered a Non-Essential Equipment and Furnishings (NEF).  NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
c) ***	Flight Attendant Audio Alerting System	C	-	0	(O) May be inoperative provided alternate procedures for contacting flight attendants are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

REVISION NO. 5

PAGE NO. 23-10

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
14.	Handset Systems					
1)	Passenger Configuration					
a)	Flight Deck	C	-	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
b)	Cabin	B	-	-	(O) May be inoperative provided: a) Fifty Percent of cabin handsets operate normally, and b) Alternate communications procedures between the flight attendant's station and cockpit are established and used.	
					NOTE: Any handset(s) function(s) that operate normally may be used.	
15.	Radio Tuning Functions				See item 34-36 MCDU for Radio Tuning Function relief.	

REVISION NO. 5

PAGE NO. 23-11

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
16.	High Frequency (HF) Communication Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: <ul style="list-style-type: none"> <li>a) Aircraft SATVOICE system operates normally,</li> <li>b) SATVOICE services are available as a LRCS over the intended route of flight,</li> <li>c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and</li> <li>d) Alternate procedures are established and used.</li> </ul>	
17.	NAV/COM Radio	C	1	0	May be inoperative provided operations do not require its use.	
18.	Datalink System (CMF)	C	2	0	(O) May be inoperative provided alternate procedures are established and used. <p>NOTE 1: CMF is required for ADS-C and/or CPDLC operations.</p> <p>NOTE 2: CMF must be operative whenever flights in RNP 4 airspace are conducted.</p>	
		D	2	0	May be inoperative provided routine procedures do not require its use. <p>NOTE 1: CMF is required for ADS-C and/or CPDLC operations.</p> <p>NOTE 2: CMF must be operative whenever flights in RNP 4 airspace are conducted.</p>	

REVISION NO. 5

PAGE NO. 23-12

DATE: XX/XX/XXXX

AIRCRAFT:

GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
19.	Modular Radio Cabinet (MRC)	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.	
20. ***	Controller Pilot Data Link Communications (CPDLC)				NOTE: Dispatch is acceptable with a MRC 1 or MRC 2 failed and EICAS blue messages "APM Fail" and "ASCB Fail" displayed.	
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.	
21.	Push-To-Talk Switch	C	4	2	May be inoperative provided each pilot has at least one PTT Switch available.	

REVISION NO. 4

PAGE NO. 24-1

DATE: 09/01/2021

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Generators	B	2	1	Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) APU Generator is used for all phases of flight,</li> <li>b) Airplane is operated at or below FL 450, and</li> <li>c) RAT is operative.</li> </ul> <p>NOTE: This relief only applies to airplanes not affected by AD 2017-20-08. Crew must verify applicability of the AD and AFM APU Limitations.</p>	
2.	APU Generator	B	1	0	(M) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both Engine Generators are operative, and</li> <li>b) RAT is operative.</li> </ul>	
		C	1	0	(M) Except for ER operations, may be inoperative provided APU is not used.	
3.	Transformer - Rectifier Units (TRUs)	B	5	4	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Both Generators are operative,</li> <li>b) Both essential TRUs are operative,</li> <li>c) Auxiliary TRU is operative,</li> <li>d) APU Generator is operative,</li> <li>e) Both Battery chargers are operative,</li> <li>f) Both Main Airplane Batteries are operative,</li> <li>g) Associated circuit breaker is pulled and collared, and</li> <li>h) Alternate cabin, galley, and lavatory lighting procedures are established and used.</li> </ul>	

REVISION NO. 4

PAGE NO. 24-2

DATE: 09/01/2021

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
4.	Right Main Airplane Battery Charger	B	1	0	(M) May be inoperative provided: a) Both Engine Generators are operative, b) APU Generator is operative, c) Associated circuit breaker is pulled and collared, and d) RAT is operative.	
5.	Right Main Airplane Battery	B	1	0	(M)(O) May be inoperative provided: a) Both engine driven generators are operative, b) Right Main Battery cables are disconnected and secured, c) Associated circuit breaker is pulled and collared, d) All TRUs are operative, and e) RAT is operative.  NOTE: APU start in flight shall NOT be attempted prior to RAT deployment in the event both engine driven generators fail.	
6.	Battery Ammeters (Overhead Panel)	C	2	0	May be inoperative provided: a) Associated voltmeter is operative, and b) Both battery charger fail messages are operative.	
		C	2	0	May be inoperative provided battery ammeter indications are available in EICAS.	
7.	Battery Voltmeters	C	2	1	May be inoperative provided associated ammeter is operative.	
		C	2	1	May be inoperative provided Battery Voltmeter indication is available on EICAS.	

REVISION NO. 4

PAGE NO. 24-3

DATE: 09/01/2021

AIRCRAFT:  
GVI (G650), GVI (G650ER)**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
8.	Electrical Power System EICAS Displays					
1)	L Gen Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.	
2)	L Gen Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
3)	L Gen Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
4)	R Gen Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.	
5)	R Gen Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
6)	R Gen Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
7)	APU Voltmeter	C	1	0	May be inoperative if the frequency meter and loadmeter are operative.	
8)	APU Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
9)	APU Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
10)	Ext AC Pwr Voltmeter	D	1	0	May be inoperative when external power is not used.	
11)	Ext AC Pwr Frequency Meter	D	1	0	May be inoperative when external power is not used.	
12)	Ext AC Loadmeter	D	1	0	May be inoperative when external power is not used.	
(Continued)						

REVISION NO. 4

PAGE NO. 24-4

DATE: 09/01/2021

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
8.	Electrical Power System EICAS Displays (Cont'd)					
13)	Main and Essential TRU Voltsmeters	C	4	0	May be inoperative if loadmeters are operative.	
14)	Main and Essential TRU Loadmeters	C	4	0	May be inoperative if the voltmeters are operative.	
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 in use.	
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 in use.	
17)	Battery Ammeters	C	2	0	May be inoperative provided the battery ammeters in overhead panel are operative.	
18)	Battery Voltmeters	C	2	0	May be inoperative provided battery voltmeters in overhead panel are operative.	
9.	Master Power Switch Lights (L GEN, R GEN, APU GEN, EXT PWR)	C	4	3	May be inoperative provided associated AC loadmeter and voltmeter are operative and selected for monitoring on the AC Synoptic.	
10. ***	Battery Temperature Indicating System	D	1	0		



REVISION NO. 4

PAGE NO. 24-5

DATE: 09/01/2021

AIRCRAFT: GVI (G650), GVI (G650ER)	<b>TABLE KEY</b> 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 <span style="float: right;">Change Bar</span>
11.	External Power System	D	1	0	
12.	Ground Service Bus System	D	1	0	
13.	60Hz AC Electrical Power Systems	D	2	0	(M)(O) May be inoperative provided: a) Associated circuit breaker is pulled and collared, and b) Flightcrew will brief passengers on items that are inoperative.
14.	IRU Back Up Batteries (Forward and Aft Emergency Avionics Battery)	B	2	1	(M) May be inoperative provided: a) Affected battery is located in the aft position (#2 IRU and #3 IRU back up battery position), b) All other components of the electrical system are operative, and c) All three IRSs and both AHRS are operational.  NOTE 1: EICAS message "IRU Sec Pwr 2 - 3 Fail" will be displayed. Each MAIN AC BUS can be powered by the L GEN, R GEN and APU.  NOTE 2: IRU No. 1 is powered by the Fwd Emerg Batt or by the L ESS DC BUS. Only one IRS is required for the flight controls to remain in Normal Mode.
15.	Remote Interface Unit (RIU) Channel (SSPC Controller Fault L-R)	C	4	3	One channel of a single RIU may be failed provided: a) Remaining RIU (PRI or SEC SSPC) is operational, and b) All other components of the electrical system are operative.

REVISION NO. 4  
DATE: 09/01/2021

PAGE NO. 24-6

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
---	--

#### 24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
16.	SSPC Power Tile 4	C	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated circuit breakers are pulled and collared,</li> <li>b) 60 Hz switch is selected OFF,</li> <li>c) Provisions are made for cabin and cockpit outlets loss of 60 Hz power, and</li> <li>d) Flightcrew will brief the passengers on the items that are inoperative with the failure of the power source for cabin entertainment.</li> </ol> <p>NOTE: EICAS message "SSPC Pwr Tile 4 Fault" and "L-R 60 Hz Power Fail" will be displayed.</p>	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 25-1

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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## 25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
1.	Overwater Equipment	D	-	-	As required by 14 CFR.	
2.	Passenger Seats					
1)	Passenger Seats (Includes All Configurations and Locations)	D	-	-	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and</li> <li>b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".</li> </ul> <p>NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative.</p> <p>NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p> <p>NOTE 3: Inoperative seats do not affect the required number of flight attendants.</p>	
2)	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the taxi, takeoff, and landing (TTL) position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in the taxi, takeoff, and landing (TTL) position.	
(Continued)						

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

## 25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2.	Passenger Seats (Cont'd)					
3) ***	Underseat Baggage Restraining System	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining system, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining system.	
4)	Armrests					
a)	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
b)	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
					(Continued)	

REVISION NO. 5

PAGE NO. 25-3

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Passenger Seats (Cont'd)					
5)	Seat Belt/Air Bag Restraint Systems					
a)	Seat Belt/Air Bag Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
b) ***	Seat Belt/Air Bag Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
3.	Crewmember Shoulder Harnesses	B	-	-	Any in excess of those required by flight deck crewmembers (including official observer in observer's seat) may be inoperative.	

REVISION NO. 5

PAGE NO. 25-4

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Observer Seat(s)					
1)	Primary Observer Seat (Including Associated Equipment)	A	-	-	May be inoperative provided: <ul style="list-style-type: none"> <li>a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and</li> <li>b) Repairs are made within 2 flight-days.</li> </ul>	
		A	-	-	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Required minimum safety equipment (safety belt and oxygen) is available,</li> <li>b) Seat is acceptable to the FAA inspector for performance of official duties, and</li> <li>c) Repairs are made within 2 flight-days.</li> </ul> <p>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.</p> <p>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).</p>	
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).	

REVISION NO. 5

PAGE NO. 25-5

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
5. ***	Megaphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ol style="list-style-type: none"> <li>a) Inoperative megaphone remains in a certified location until removed from the aircraft at the next suitable maintenance facility,</li> <li>b) Location placarding is removed or obscured, and</li> <li>c) Required distribution is maintained.</li> </ol>	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
6.	Flotation Devices	D	-	-	Any in excess of those required by 14 CFR may be missing or inoperative.  NOTE: Inoperative equipment will be removed from airplane.	
7. ***	"Fasten Seat Belt While Seated" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 25-6

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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## 25. Equipment/Furnishings

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



REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 25-7

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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## 25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
8. ***	Storage Bins/Cabin, Galley and Lavatory Storage Compartment/Closets (Cont'd)	C	-	-	<p>(M)(O) May be inoperative provided:</p> <ol style="list-style-type: none"> <li>a) For non-retractable doors, affected door is removed,</li> <li>b) For retractable doors, affected door is removed or secured in retracted (fully open) position,</li> <li>c) Affected bin, compartment, or closet is prominently placarded "DO NOT USE",</li> <li>d) Affected bin, compartment, or closet is not used for storage of any items, except those permanently affixed,</li> <li>e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and</li> <li>f) Passengers are briefed that affected bin, compartment, or closet is not used.</li> </ol> <p>NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p> <p>NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.</p> <p>(Continued)</p>	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 25-8

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
8. ***	Storage Bins/Cabin, Galley and Lavatory Storage Compartment/Closets (Cont'd)	C	-	-	(M) 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 Locks	D	-	0	(M) May be inoperative in unlocked position provided doors can be secured by other means.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 25-9

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
9. ***	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 within 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.	

REVISION NO. 5

PAGE NO. 25-10

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
10. ***	Flight Attendant Seat Assembly (With <b>only</b> One Flight Attendant Seat)	D	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Flight attendant is not required by 14 CFR,</li> <li>b) Affected seat is not occupied, and</li> <li>c) Folding type seat stows automatically or is secured in the retracted position.</li> </ul> <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p>	
1)	All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.	

REVISION NO. 5

PAGE NO. 25-11

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
11. ***	Galley/Cabin Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) 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.	
12.	Exterior Lavatory Door Ashtrays					
1)	Airplanes with multiple exterior lavatory door ashtrays installed	A	-	-	Up to and including 50 % may be missing or inoperative for 10 days.	
		A	-	-	More than 50 % may be missing or inoperative for 3 days.	
					NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.	
2)	Airplanes with only one exterior lavatory door ashtray installed	A	1	-	May be missing or inoperative for 10 days.	
13. ***	External Camera System	D	1	0		
14.	Emergency Vision Assurance System (EVAS)	D	2	0	May be inoperative or removed.	

REVISION NO. 5

PAGE NO. 25-12

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
15.	Pilot Seat(s)					
1)	Vertical Adjustment	C	-	-	(M) May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Fore-Aft adjustment is operative.	
2)	Armrest	C	-	-	(M) May be inoperative provided: a) Affected armrest is in the upright position or removed, and b) Seat is acceptable to the affected crewmember.	
3)	Recline Adjustment	C	-	-	(M) May be inoperative provided: a) Seat is secured at a position acceptable to the affected crewmember, and b) Seat is able to move full Fore Aft on its track.	
4)	Lumbar Support	C	-	-	May be inoperative provided seat is acceptable to the affected crewmember.	
5)	Thigh Support	C	-	-	May be inoperative provided seat is acceptable to the affected crewmember.	
6)	Fore-Aft Adjustment	B	-	-	(M)(O) May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Seat position permits full rudder pedal movement.	
16.	Rudder Pedal Adjustment	C	2	0	(M) May be inoperative provided: a) Adjustments can be secured in a position that suits individual pilot(s), and b) Position of pedal(s) permits normal full flight control movement.	

REVISION NO. 5

PAGE NO. 25-13

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
17.	Keyed Locks	D	-	0	May be inoperative provided the associated access panel, door, compartment, or cap is verified secure before each departure.	
18.	Airplane Ladders	C	-	0	(O) May be inoperative or removed.	
1)	Ladder Hardware (Pip Pins, Lanyards, etc.)	D	-	0		
19. ***	Baggage Compartment Shelves					
1) ***	Shelf Stowage Straps	D	-	0	May be inoperative or removed provided the shelves remain in the down position.	
2) ***	Shelf Support Straps	D	-	0	May be inoperative or removed provided the shelves remain in the stowed (up) position and are not used.	
20.	Portable Flashlight/ Flashlight Holder	C	-	-	May be inoperative or removed provided: <ol style="list-style-type: none"> <li>a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available,</li> <li>b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and</li> <li>c) Location placarding is removed or obscured.</li> </ol>	
(Continued)						

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 25-14

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
20.	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 Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
21.	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.	



REVISION NO. 5

PAGE NO. 25-15

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**25. Equipment/Furnishings**

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

REVISION NO. 5

PAGE NO. 25-16

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
23. ***	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete or removed provided: a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.  NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	

REVISION NO. 5

PAGE NO. 25-17

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
24. ***	First Aid Kit (FAK) and/or Associated Equipment	A	-	0	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: <ul style="list-style-type: none"> <li>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,</li> <li>b) Location placarding is removed or obscured, and</li> <li>c) Repairs or replacements are made within one flight.</li> </ul> <p>NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</p>	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	

REVISION NO. 5

PAGE NO. 25-18

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
25.	Cabin Management System	D	1	0		
1) ***	Cabin Power Bus Controller (043A1)	D	1	0		
2) ***	Advanced Cabin Server (428A4, 428A5)	D	2	0		
3) ***	GCMS Controllers (179A5, 179A6)	D	2	0		
4) ***	I/O Concentrators (178A1, 178A2)	D	2	0		
5) ***	Aft I/O Concentrators (178A3, 178A4)	D	2	0		
6) ***	AVDS Nodes	D	6	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 Nodes	D	25	0		
26. ***	Flightcrew Rest Facilities and Equipment	C	-	0	(O) May be inoperative provided appropriate adjustments to flightcrew FDP times are applied.	
		C	-	0	May be inoperative provided operations do not require their use.	
27. ***	Underwater Acoustic Beacon (UAB)	D	-	0	May be inoperative or missing provided device is not required by 14 CFR.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 26-1

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ol style="list-style-type: none"> <li>a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility,</li> <li>b) Location placarding is removed or obscured, and</li> <li>c) Required distribution is maintained.</li> </ol> <p>NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</p>	
***	Tamper Seals or Tags	C	-	0	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
2.	Wing Overheat Warning System	C	2	0	Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Wing Anti-Ice is not used, and</li> <li>b) Airplane is not operated in known or forecast icing conditions.</li> </ol>	
3.	APU Fire Detection System	C	1	0	(M) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) APU is not used,</li> <li>b) Both engine driven generators are operative,</li> <li>c) RAT is operative, and</li> <li>d) Associated circuit breakers are pulled and collared.</li> </ol>	

REVISION NO. 5

PAGE NO. 26-2

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	Cargo Compartment Smoke Detection Systems	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.  NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.	
5. ***	Lavatory Smoke Detection Systems					
1)	Passenger Configuration	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	
2)	Cargo Configuration	D	-	0		

REVISION NO. 5

PAGE NO. 26-3

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
6. ***	Lavatory Fire Extinguisher Systems					
1)	Passenger Configuration	C	-	0	For each lavatory, the lavatory fire extinguisher system may be inoperative provided Lavatory Smoke Detector system is operative.	
		C	-	0	(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: <ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER", and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p>	
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	
7. ***	Galley Smoke Detection Systems	D	-	0		
8. ***	Galley Fire Extinguishing Systems	D	-	0		

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 26-4

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
---	--

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
9.	Engine Fire Detection Systems	C	2	1	Except for ER operations, one complete loop (A or B) may be inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light.	
10. ***	Flame Detectors	D	-	0		
11.	Electronic Equipment Rack Overheat Warning System	C	-	0		
12. ***	Passenger Compartment Closet Smoke Detectors	D	-	-	May be inoperative provided door remains OPEN for visual check from crew stations.	
13. ***	Entranceway Baggage Compartment Smoke Detectors	D	-	-	May be inoperative provided door remains OPEN for visual check from crew stations.	



REVISION NO. 5

PAGE NO. 27-1

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Automatic Ground Spoiler System	C	1	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.	
2.	Control Wheel Pitch Trim Switches	C	2	1	(O) May be inoperative provided: a) Pilot-flying has operative switch, and b) Backup Pitch Trim Switch is operative.	
3.	Autopilot Pitch Servos	C	2	1	(M) May be inoperative provided the associated circuit breaker is pulled and collared.  NOTE: FGC/AP is required for NAT HLA, RVSM, RNP and PRNAV operations.	
4.	Autopilot Roll Servos	C	2	1	(M) May be inoperative provided the associated circuit breaker is pulled and collared.  NOTE: FGC/AP is required for NAT HLA, RVSM, RNP, and PRNAV operations.	
5.	Single FCC Channel	A	4	3	(M) May be inoperative provided: a) Failed channel is in the FCC Channel 1A or Channel 2B position, b) Inoperative channel circuit breaker is pulled and collared, and c) Repairs are made within 5 flight-days.	

REVISION NO. 5

PAGE NO. 27-2

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)**TABLE KEY**

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

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Inboard Spoiler Pair (For airplanes with ASC 135/FCC v10.1 or subsequent)	A	1	0	(M)(O) May be inoperative provided: a) Associated circuit breakers are pulled and collared, b) Repairs are made within 1 flight-day, c) Maximum cruise altitude is limited to 43,000 ft., d) Anti-skid is operative, e) 20 degrees flaps are used for takeoff, f) Rated EPR power is used for takeoff, and g) Steep Approach Mode is not required.	
					NOTE: "Spoiler Panel Fail" amber CAS message will be displayed.	
7.	Backup Flight Control Unit (BFCU)	A	1	0	(M) May be inoperative provided: a) Associated circuit breaker is pulled and collared, and b) Repairs are made within 10 flight-days.	
8.	Control Wheel Position Sensors					
1)	FCC RVDTs	A	8	7	May be inoperative provided repairs are made within 10 flight-days.	
2)	BFCU RVDTs	A	2	0	(M) May be inoperative provided: a) Associated circuit breaker is pulled and collared, and b) Repairs are made within 10 flight-days.	
9.	Control Column Position Sensors					
1)	FCC RVDTs	A	8	7	May be inoperative provided repairs are made within 10 flight-days.	
(Continued)						

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 27-3

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
9.	Control Column Position Sensors (Cont'd)					
2)	BFCU RVDTs	A	2	0	(M) May be inoperative provided: a) Associated circuit breaker is pulled and collared, and b) Repairs are made within 10 flight-days.	
10.	Rudder Pedal Position Sensors					
1)	FCC RVDTs	A	4	3	May be inoperative provided repairs are made within 10 flight-days.	
2)	BFCU RVDTs	A	1	0	(M) May be inoperative provided: a) Associated circuit breaker is pulled and collared, and b) Repairs are made within 10 flight-days.	
11.	Speed Brake Handle Position Sensors	A	4	3	May be inoperative provided repairs are made within 10 flight-days.	
12.	Stick Shakers	A	2	1	(M) May be inoperative provided: a) Associated circuit breaker is pulled and collared, b) Flightcrew briefs the remaining operative stall warning indications prior to each takeoff and approach, and c) Repairs are made within 3 flight-days.  NOTE 1: For IRS dispatch relief, see ATA 34 NAVIGATION, Item 2. 1) Attitude Reference Sensors (IRS 1-2-3).  NOTE 2: For AHRS dispatch relief, see ATA 34 NAVIGATION, Item 2. 2) Attitude Heading Reference System (AHRS 1-2).	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 27-4

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
13.	FCC Fan Modules	A	2	1	May be inoperative provided repairs are made within 10 flight-days.	
14.	Roll Trim Motor	A	1	0	<p>(M)(O) May be inoperative provided:</p> <ol style="list-style-type: none"> <li>a) Roll Motor Control switch is selected OFF,</li> <li>b) Associated circuit breaker is pulled and collared,</li> <li>c) Before each flight, with the flight controls powered, the crew verifies roll trim functionality and when trim is centered that full aileron authority is available,</li> <li>d) There are no other associated flight control malfunctions,</li> <li>e) Repairs are made within 5 flight-days.</li> </ol> <p>NOTE: Roll trim will be available in Normal and Alternate flight control modes, but unavailable in Direct or Backup modes.</p>	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 27-5

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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## 27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
15.	Electric Backup Hydraulic Actuator (EBHA) EB Mode (For Airplanes with ASC 102/FCC v8.2 or Subsequent and REU 35 or Subsequent)					
1)	Outboard Spoiler EB Mode	A	2	1	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Remaining outboard spoiler actuator EB mode is operative,</li> <li>b) All other components of the flight control system are operative,</li> <li>c) No "FCS Maintenance Required" (Amber – Caution) CAS message is displayed, and</li> <li>d) Repairs are made within 5 flight-days.</li> </ul>	
2)	Aileron EB Mode	A	2	1	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Remaining aileron actuator EB mode is operative,</li> <li>b) All other components of the flight control system are operative,</li> <li>c) No "FCS Maintenance Required" (Amber – Caution) CAS message is displayed, and</li> <li>d) Repairs are made within 5 flight-days.</li> </ul>	
3)	Elevator EB Mode	A	2	1	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Remaining elevator actuator EB mode is operative,</li> <li>b) All other components of the flight control system are operative,</li> <li>c) No "FCS Maintenance Required" (Amber – Caution) CAS message is displayed, and</li> <li>d) Repairs are made within 5 flight-days.</li> </ul>	

REVISION NO. 5

PAGE NO. 28-1

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Tank Temperature System	C	2	0	(O) May be inoperative provided: a) Total Air Temperature (PROG pg 3 > AIR DATA) is used as an indication of fuel temperature, b) Airplane is operated in accordance with AFM Limitations, and c) Both Fuel Low Level Gauging Probes are operative.	     
2.	EICAS or MCDU Fuel Quantity Indicating Systems				Deleted, Revision 5.	 
3.	Fuel Quantity Signal Conditioner (FQSC) Channel	C	2	1	One channel may be inoperative provided both fuel flow meters are operative.	 
4.	Fuel Low Level Gauging Probes	C	2	0	(O) May be inoperative provided: a) Both FQSC Channels are operative, b) Fuel Level Low caution not present, c) All Fuel Boost Pumps are operative, d) Fuel Crossflow Valve is OPENED when either wing tank contains 2,000 lbs or less fuel, and e) Both Fuel Tank Temperature Sensors are operative.	         

REVISION NO. 5

PAGE NO. 28-2

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**28. Fuel**

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

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 28-3

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**28. Fuel**

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



REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 28-4

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
9.	Fuel Crossflow Valve (Cont'd)					
2)	Failed OPEN	C	1	0	(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) All Fuel Boost Pumps are operative,</li> <li>b) Fuel Intertank Valve is operative,</li> <li>c) Fuel Quantity Indicating System is operative,</li> <li>d) Airplane is operated in accordance with AFM Limitations,</li> <li>e) Fuel tank temperature system must be operative, and</li> <li>f) Flightcrew monitors fuel tank temperature.</li> </ul> <p>NOTE 1: Heated Fuel Return will be inoperative.</p> <p>NOTE 2: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.</p>	
10.	Pressure Fueling System (Single Point Refueling)	D	1	0	(M) May be inoperative provided procedures are established to deactivate Pressure Fueling System. <p>NOTE: Maximum over wing fuel load is approximately 43,650 lbs (19,840 kg)/6,476 gal (24,512 lit).</p>	

REVISION NO. 5

PAGE NO. 28-5

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
11.	Ground Service Control Panel (Next to Refueling Port)	D	1	0	NOTE: Airplane can be pressure refueled using the SMCs.	
12.	Automatic Fueling System	D	1	0	NOTE: Both tanks can be filled using over wing refueling. Maximum over wing fuel load is approximately 43,650 lbs (19,840 kg)/6,476 gal (24,512 lit).	
13.	Fuel Cap Chains	D	-	0		
14.	Single Point Refueling Cap	C	1	0	May be inoperative or missing provided the single point refueling receptacle is checked for leaks before every takeoff.	
15.	SMC REFUEL Control Menu	D	1	0	May be inoperative provided the Ground Service Control Panel is operational.	

REVISION NO. 1a

PAGE NO. 29-1

DATE: 11/06/2014

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Brake Accumulator Pressure Gauges (Nose Wheelwell)	D	2	0	May be inoperative provided: a) Cockpit Brake Accumulator Pressure Indicator (BAPI) is operative, and b) Brake Synoptic Page Accumulator Indication is operative.	
2.	Auxiliary Hydraulic Pump Pressure Indication	C	1	0	May be inoperative provided: a) Cockpit Brake Accumulator Pressure Indicator (BAPI) is operative, and b) Prior to engine start, Auxiliary Pump operation and pressure must be verified on the BAPI (inboard parking brake pressure).	
3.	Power Transfer Unit (PTU) Hydraulic Pressure Indication	C	1	0	(O) May be inoperative provided: a) Left Hydraulic Pressure Indication is operative, and b) PTU Hydraulic system is operative.	
4.	PTU Hydraulic Pump (Auto Mode)	C	1	0	May be inoperative provided: a) Manual mode is verified to be operative before every flight, and b) Manual mode is selected on for each takeoff and landing.	
5.	Auxiliary Hydraulic Pump (Auto Mode)	C	1	0	May be inoperative provided Auxiliary pump is selected ON for takeoff and landing.	

REVISION NO. 1a

PAGE NO. 29-2

DATE: 11/06/2014

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
6.	Left Hydraulic System Quantity Indicator (Fluid Quantity Indicator - Aft Equipment Area)	D	1	0	(O) May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure.	
7.	Right Hydraulic System Quantity Indicator (Fluid Quantity Indicator - Aft Equipment Area)	D	1	0	(O) May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure.	
8.	Left Hydraulic System Quantity Indication (EICAS)	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Quantity is checked by reservoir indicator or Ground Service Control Panel Left Hydraulic Quantity indicator before each departure,</li> <li>b) PTU is manually selected on for takeoff and landing, and</li> <li>c) Only one quantity indicating system is failed.</li> </ol> <p>NOTE: System pressure must be present for an accurate reading.</p>	

REVISION NO. 1a

PAGE NO. 29-3

DATE: 11/06/2014

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
9.	Right Hydraulic System Quantity Indication (EICAS)	C	1	0	May be inoperative provided: a) Quantity is checked by reservoir indicator or Ground Service Control Panel Right Hydraulic Quantity indicator before each departure, and b) Only one quantity indicating system is failed.  NOTE: System pressure must be present for an accurate reading.	
10.	Left Hydraulic Reservoir Temperature Sensors	C	2	0	(M) May be inoperative provided quantity is checked by reservoir indicator before each departure.  NOTE: System pressure must be present for an accurate reservoir indication reading. With both sensors failed, EICAS quantity will not be temperature compensated.	
11.	Right Hydraulic Reservoir Temperature Sensors	C	2	0	(M) May be inoperative provided quantity is checked by reservoir indicator before each departure.  NOTE: System pressure must be present for an accurate reservoir indication reading. With both sensors failed, EICAS quantity will not be temperature compensated.	
12.	Hydraulic Reservoir Replenishing System	D	1	0	(M) May be inoperative provided hydraulic reservoirs are replenished as needed using approved servicing techniques.	

REVISION NO. 1a

PAGE NO. 29-4

DATE: 11/06/2014

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
13.	Brake Accumulator Pressure Gauge (cockpit Brake Accumulator Pressure Indicator (BAPI))	C	1	0	May be inoperative provided the Brake Synoptic Page Accumulator Indication is operative.	
14.	Brake Synoptic Page Accumulator Pressure Indication	C	1	0	May be inoperative provided Brake Accumulator Pressure Indicator (BAPI) is operative.	
15.	Brake Accumulator Pressure Transducer (inboard or outboard)	C	2	1	One may be inoperative provided: a) Brake system page brake pressure indications are operative, and b) BAPI is operative.	

REVISION NO. 5

PAGE NO. 30-1

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cowl Anti-Ice Pressure Indication Systems	B	2	0	(M) Except for ER operations, may be inoperative provided that with the affected engine running and affected Cowl Anti-Ice selected ON, the affected valve is verified OPEN.  NOTE: Cowl Anti-Ice operation can be verified by the hot air discharge from the engine nacelle Cowl Anti-Ice Exhaust port.	
		B	2	0	Except for ER operations, may be inoperative provided airplane is operated at greater than +10 °C SAT.	
		B	2	0	Except for ER operations, may be inoperative provided: a) Airplane is operated in VMC, and b) Airplane is not operated in visible moisture.	
2.	Wing Anti-Ice Systems	C	2	0	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
1)	Automatic Functions	C	2	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.	

REVISION NO. 5

PAGE NO. 30-2

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**30. Ice and Rain Protection**

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



REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 30-3

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Cowl Anti-Ice Systems	C	2	0	(M) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected Valve(s) are verified CLOSED,</li> <li>b) The switch for the affected valve(s) is selected to the OFF position, and</li> <li>c) Airplane is not operated in known or forecast icing conditions.</li> </ol>	   
1)	Cowl Anti-Ice Required	C	2	1	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected Valve is verified OPEN,</li> <li>b) All components of both HP Bleed Air Systems are operative,</li> <li>c) Both Environmental Control Systems (ECS) Packs are operative,</li> <li>d) Performance Computer is initialized with COWL + WING ANTI ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized,</li> <li>e) Cowl and Wing Anti-Ice switches selected ON, and</li> <li>f) Airplane is operated in accordance with AFM Limitations and Performance.</li> </ol> <p>NOTE: "Cowl Anti-Ice HI, L-R" amber caution and "Cowl Anti-Ice Miscompare" blue advisory CAS messages may post with sustained high engine power settings, e.g., during takeoff.</p>	
(Continued)						

REVISION NO. 5

PAGE NO. 30-4

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Cowl Anti-Ice Systems (Cont'd)					
2)	Cowl Anti-Ice Not Required	C	2	1	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected Valve is verified OPEN,</li> <li>b) All components of both HP Bleed Air Systems are operative,</li> <li>c) Both Environmental Control Systems (ECS) Packs are operative,</li> <li>d) Performance Computer is initialized with COWL + WING ANTI-ICE selected OFF for either takeoff or landing when COWL ANTI-ICE valve is pressurized,</li> <li>e) Speeds are manually boxed in SMC,</li> <li>f) Prior to takeoff, airplane flap, ground spoiler, and anti-skid configuration is verified correct, and</li> <li>g) Airplane is operated in accordance with AFM Limitations and Performance.</li> </ol>	
8.	Cowl Pressure Differential Indication System	C	1	0	May be inoperative provided Cowl Anti-Ice Pressure Indications are operative.	
9.	Windshield Surface Seal Protection Systems	D	2	0	May be inoperative provided airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing.	

REVISION NO. 5

PAGE NO. 30-5

DATE: XX/XX/XXXX

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
---	--

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
10.	Cabin Window Heat System	D	1	0	(M) May be inoperative provided:	
					a) Cabin Window Heat switch is selected OFF, and	
					b) Associated circuit breakers are pulled and collared.	
1)	Cabin Window Heating Elements	D	-	0	(M) May be inoperative provided the associated circuit breakers are pulled and collared.	

REVISION NO. 5

PAGE NO. 31-1

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Clocks (Cockpit)	D	2	1		
2.	Flight Data Recorder (FDR) System					
	(Holder of an Air Carrier or Commercial Operator Certificate)	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: <ol style="list-style-type: none"> <li>a) Cockpit Voice Recorder (CVR) is operative,</li> <li>b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ol style="list-style-type: none"> <li>1. The FDR failure occurs after pushback but before takeoff, or</li> <li>2. The FDR repair was attempted but was not successful,</li> </ol> </li> <li>c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished before dispatch, and</li> <li>d) Repairs are made within 3 flight-days.</li> </ol>	
(Continued)						

REVISION NO. 5

PAGE NO. 31-2

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Flight Data Recorder (FDR) System (Cont'd)					
	FDR Recording Parameters required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: <ol style="list-style-type: none"> <li>a) Cockpit Voice Recorder (CVR) is operative, and</li> <li>b) Repairs are made within 20 calendar-days.</li> </ol>	
	FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.	
	Flight Data Recorder (FDR) Systems (Operator Other Than a Holder of an Air Carrier of Commercial Operator Certificate)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
3.	Brake Temperature Monitoring System (BTMS)	C	1	0	May be inoperative provided airplane is operated in accordance with AFM Appendix on Brake Kinetic Energy and Carbon Brake Cooling.	

REVISION NO. 5

PAGE NO. 31-3

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
4.	G Monitor System	D	1	0		
5.	Electronic Checklists	C	1	0	May be inoperative provided the current AFM is carried on board the airplane.	
6. ***	Security Systems	D	1	0		
7.	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.	
8.	Airplane Personality Module (APM)	C	4	3		
9.	Plastic Guard Switch Covers	D	-	1	May be inoperative provided APU fire bottle switch cover is installed and operative.	
10.	Configuration Management Systems (CMS)	C	2	1		
11. ***	InfraRed Counter Measures System (IRCM) or Directional InfraRed Counter Measures System (DIRCM)	D	1	0		
12. ***	Quick Access Recorder (QAR)	D	1	0		
13. ***	XM Weather Receiver	D	1	0		

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 32-1

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Rudder Pedal Steering System	C	1	0	May be inoperative provided: a) Nose Wheel Tiller Steering System is operative, and b) Left seat pilot performs the takeoff and landing tasks.	
2.	Variable Gain Nose Wheel Steering	C	1	0	(O) May be inoperative provided the fixed gain steering mode is operative.	
3.	Nose Wheel Steering Accessory Hardware (Torque Link Lanyards)	D	-	0	May be inoperative or missing.	
4.	Tire Pressure Monitoring System	D	1	0	(M) May be inoperative provided: a) Tire pressures are checked before each flight, and b) Associated SSPC is pulled and collared.	   
5.	Nose Wheel Tire Pressure Monitoring Harness	D	1	0	(M) May be inoperative provided harness is deactivated and secured.	
		D	1	0	(M) May be inoperative provided harness is removed.	
6.	Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheelwell)	B	1	0	May be inoperative provided Emergency Landing Gear Extension Bottle Pressure Cockpit Indication (2/3 SUMMARY or 2/3 HYDRAULIC Synoptic Display Page) is operative and checked prior to each flight.	
7.	Emergency Landing Gear Extension Bottle Pressure Cockpit Indication	B	1	0	May be inoperative provided Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheel well) is operative and checked prior to each flight.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 32-2

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
8.	Landing Gear Extension/Retraction System (Includes Dump Valve, Gear Handle and Blow Down Bottles)	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Airplane is operated with the landing gear in the extended position,</li> <li>b) Landing gear handle remains in the down position,</li> <li>c) Ground lock pins are installed to ensure that all three landing gears are LOCKED down throughout flight,</li> <li>d) Both pilots use cockpit headsets,</li> <li>e) Operations are not conducted in known or forecast icing conditions,</li> <li>f) Extended over water operations are prohibited,</li> <li>g) Flight is conducted in accordance with G650 AOM,</li> <li>h) Category II operations are prohibited,</li> <li>i) EFVS operations below 200 ft. above touchdown zone elevation are prohibited, and</li> <li>j) Repairs are made within 1 flight-day.</li> </ul>	
9. ***	Automatic Brake System	C	1	0	May be inoperative provided system is left in OFF position.	



REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 33-1

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems (Excluding EFIS and EICAS)	C	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> <li>a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li>b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers' eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the flightcrew.</li> </ol> <p>NOTE 1: Individual button/switch lights and/or annunciation/indications are excluded from this relief.</p> <p>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>	
2.	Passenger Cabin Interior Illumination Systems	D	-	-	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cabin emergency lighting is operative,</li> <li>b) Sufficient lighting is operative for crew to perform required duties, and</li> <li>c) Lighting configuration at dispatch is acceptable to flightcrew.</li> </ol>	

REVISION NO. 5

PAGE NO. 33-2

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
3.	<p>Passenger Lighted Information Signs</p> <p>The following pertains only to operations involving aircraft certified with 19 or less passenger seats, wherein certification or operating rules do not require a public address system or flight attendant.</p>					
1)	Passenger Lighted Information Sign	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
2)	Internal Baggage Door Placard "DO NOT OPEN" Lighted Sign	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Procedures are established and used to alert crew members and passengers that airplane altitude is above 40,000 ft., and</li> <li>b) Passengers are briefed that internal baggage compartment door must remain closed above 40,000 ft.</li> </ol>	
		C	1	0	(O) May be inoperative provided airplane is operated at or below 40,000 ft.	

REVISION NO. 5

PAGE NO. 33-3

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Beacon Light LED Element Banks	C	2	0	May be inoperative provided airplane is not operated at night.	
		C	2	0	May be inoperative provided Strobes are installed and operative.	
		C	2	1	One Element Bank may be inoperative.	
5.	Wing-tip Strobes (Anti-Collision Lights) LED Element Banks (per wing-tip)	C	6	4	One of three forward facing and one of three outboard facing banks may be inoperative at each wingtip position.	
		C	6	2	May be inoperative provided: <ol style="list-style-type: none"> <li>a) At least one bank is operative at each wing-tip, and</li> <li>b) Airplane is not operated at night.</li> </ol>	
6.	Tail Position Strobes (Anti-Collision Light) LED Element Banks	C	9	6	One of three aft facing, one of three left facing and one of three right facing banks may be inoperative.	
		C	9	0	May be inoperative provided airplane is not operated at night.	
7.	Wing-tip Position Light LED Element Banks (Per Wing-tip)	C	2	1		
		C	2	0	May be inoperative provided airplane is not operated sunset to sunrise.	

REVISION NO. 5

PAGE NO. 33-4

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
8.	Tail Position Light LED Element Banks	C	2	1		
		C	2	0	May be inoperative provided airplane is not operated sunset to sunrise.	
9.	Wing Inspection Lights	C	2	0	May be inoperative provided ground deicing procedures do not require their use.	
10.	Landing Lights	B	2	1	May be inoperative provided all three LED clusters of the taxi light are operative.	
		C	2	0	May be inoperative provided airplane is not operated at night.	
11.	Taxi Light System	C	1	0		
1)	Individual LED Light Cluster	C	3	0		
12.	Wing-tip Recognition Lights and Taxi Lights System	D	4	0		
13. ***	Floor Proximity Emergency Escape Path Marking System Lights	C	-	-	(M) Individual lights may be inoperative provided it is verified that FAA-approved minimum acceptable light levels are complied with.	
14.	Pulse Light Systems (Identification Lights)	D	-	0		
15.	Logo Lights System	D	1	0		
16. ***	Ramp Lights Systems	D	-	0		
17. ***	Flashlight Charging Systems	D	-	0		

REVISION NO. 5

PAGE NO. 33-5

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
18.	Aft Compartment Lights (Boiler Room)	D	-	0		
19. ***	Cargo Compartment Light				Deleted, Revision 5. See ATA 33-27.	
20.	Pylon Mounted Exterior Baggage Loading Light Systems	D	-	0		
21.	Wheel Well Lights	D	3	0		
22.	Exterior Emergency Evacuation Lighting System	C	1	0	May be inoperative provided airplane is not operated at night.	
23.	Service Door Lights	D	-	0		
24.	Dim and Test Annunciator Channels	C	-	-	May be inoperative provided the switch capsule is not used in an emergency procedure where the actuation of the switch is not displayed elsewhere in the cockpit.  NOTE: The following switches 1–4 may not be inoperative: 1. GPWS/Ground Spoiler Override, 2. TERRAIN Inhibit, 3. CPCS Panel Flight/Landing (2), and 4. Door Safety.	

REVISION NO. 5

PAGE NO. 33-6

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
25.	Airstair Lights	D	-	0	May be inoperative provided an alternate means (e.g., flashlight) is used to illuminate the airstair.	
26.	Dome Light	D	-	0	May be inoperative provided an alternate means (e.g., flashlight) is used to illuminate the vestibule area.	
27.	Baggage Compartment Lights	D	3	0	May be inoperative provided no emergency equipment is carried in the baggage compartment.	
		D	3	0	May be inoperative provided an operative flashlight is installed in baggage compartment.	

REVISION NO. 5

PAGE NO. 34-1

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Directional Compass Reference Sensors (IRS 1-2-3)	B	3	2	(O) May be inoperative provided: a) Both PFD Heading Indicating Systems operate independently, and b) Airplane is operated in accordance with AFM Limitations.	
2.	Attitude Reference Sensors Inertial					
1)	Inertial Reference System (IRS 1-2-3)	A	3	2	(O) May be inoperative provided: a) Repairs are made within 1 flight-day, b) Both PFD Attitude Indicating Systems operate independently, i.e., flightcrew will ensure same IRS is not used as attitude source for both pilots, c) Standby Multi-Function Controller (SMC) Attitude Indicators are operative, and d) Both AHRS sensors are operative.	     
2)	Attitude Heading Reference System (AHRS 1-2)	A	2	1	(M)(O) May be inoperative provided: a) Repairs are made within 1 flight-day, b) Both PFD Attitude Indicating Systems operate independently, and c) All three Attitude Reference Sensors (IRS 1-2-3) are operative.	

REVISION NO. 5

PAGE NO. 34-2

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Standby Multi-Function Controllers (SMC)	A	2	1	(M)(O) Right SMC may be inoperative provided: <ol style="list-style-type: none"> <li>a) FMS is the navigation source on both PFDs,</li> <li>b) Destination and alternate airports have either LPV, GPS, FMS overlay, or ILS approach available without NOTAM restrictions,</li> <li>c) No other display system failures exist,</li> <li>d) Associated circuit breaker is pulled and collared,</li> <li>e) Alternate procedures are established and used, and</li> <li>f) Repairs are made within 1 flight-day.</li> </ol>	
1)	Secondary Flight Displays (SFD)	C	2	0	Except for ER operations, the Attitude position indicator may be inoperative provided not required by 14 CFR.	
		B	2	0	Attitude position indicator may be inoperative provided: <ol style="list-style-type: none"> <li>a) Operations are conducted in Day VMC only, and</li> <li>b) Operations are not conducted into known or forecast over-the-top conditions.</li> </ol>	
(Continued)						



REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 34-3

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Standby Multi-Function Controllers (SMC) (Cont'd)					
1)	Secondary Flight Displays (SFD) (Cont'd)					
		C	2	1	(M) One may be inoperative provided: a) Both PFD Attitude Indicating Systems operate independently, and b) All three Attitude Reference Sensors (IRS 1-2-3) are operative.	
a)	Standby Air Data System (ADS 4) (Altitude and Airspeed Function)	C	1	0	(M) Airplane may be dispatched provided: a) Associated circuit breakers are pulled and collared, b) None of the following CAS messages are also displayed: • ADS 1 Fail Advisory, • ADS 2 Fail Advisory, • ADS 3 Fail Advisory, c) Airplane is operated in day VMC only, d) Both Engine Generators are operative, and e) APU Generator is operative.  NOTE 1: With ADS STBY circuit breaker pulled, the associated "ADS STBY Fail" cyan CAS message will post. Refer to specific CAS in Section 2 for more info.	
(Continued)						

REVISION NO. 5

PAGE NO. 34-4

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Standby Multi-Function Controllers (SMC) (Cont'd)					
1)	Secondary Flight Displays (SFD) (Cont'd)					
a)	Standby Air Data System (ADS 4) (Altitude and Airspeed Function) (Cont'd)	C	1	0	NOTE 2: If "FCS Maintenance Required" cyan CAS message posts, check active CMC faults to ensure they are related to the inoperative ADS.	
b)	Standby Heading Display	C	2	0	May be inoperative provided all three Heading Reference Systems are operative.	
c)	NAV 1/Glideslope/ Localizer Function	C	1	0		
d)	DME Displays	C	-	0		
4.	Weather Radar Systems	C	-	-	Except for ER operations, may be inoperative except where required by 14 CFR.	
5.	VOR/ILS Navigation Systems	C	-	-	May be inoperative unless 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 Systems	C	2	0	May be inoperative provided approach procedures do not require its use.	

REVISION NO. 5

PAGE NO. 34-5

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Automatic Direction Finding System	C	1	-	As required by 14 CFR.	
8.	ATC Transponder and Automatic Altitude Reporting Systems	B	2	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Operations do not require its use, and</li> <li>b) Before flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.</li> </ol>	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
1) ***	Elementary and Enhanced Downlink Airplane Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Operations do not require its use, and</li> <li>b) Repairs are made before completion of the next heavy maintenance visit.</li> </ol>	
9.	Distance Measuring Equipment (DME) Systems	D	2	0	Except where enroute operations or approach minimums require its use, any in excess of those required by 14 CFR may be inoperative.	

REVISION NO. 5

PAGE NO. 34-6

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
10.	Radio Altimeter Systems	C	2	1	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Remaining Radio Altimeter test results are satisfactory prior to dispatch,</li> <li>b) Landing weather minimums or operating procedures do not require its use,</li> <li>c) Other systems affected (EGPWS, TCAS, Autothrottle, Altimeter Ground Awareness Display, Synthetic Vision Primary Flight Display and automatic cowl/wing anti-icing) are considered,</li> <li>d) Approach capability at destination and alternate airports must be assessed, and</li> <li>e) Steep Approach Mode is not required.</li> </ul>	
11.	Long Range Navigation Systems (IRS, GPS and GNSSU)	C	-	-	May be inoperative except where operations require the use of IRS, GPS, or GNSSU.	
		C	-	-	As required by 14 CFR.	
					NOTE 1: IRS Navigation Function only. See Attitude Reference Sensors for IRS Attitude Function.	
					NOTE 2: IRS navigation capability required for RNP AR operations.	
1)	GNSSU WAAS (Wide Area Augmentation System or SBAS – Space Based Augmentation System) Function	C	2	0	WAAS function may be inoperative provided enroute and approach procedures do not require its use.	

REVISION NO. 5

PAGE NO. 34-7

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)**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
12.	Enhanced Ground Proximity Warning System (EGPWS)					
	Class A TAWS Equipment Required					
1)	GPWS	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1–4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
***		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
(Continued)						

REVISION NO. 5

PAGE NO. 34-8

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
12.	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					
e) ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided: a) At least one radio altimeter is valid, b) Alternate procedures are established and used, and c) Flightcrew comply with AFM/AOM guidance in windshear situations and recommended procedures when encountering windshear.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) is operative.	
(Continued)						

REVISION NO. 5

PAGE NO. 34-9

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
12.	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3) ***	Terrain Displays	C	-	1		
		B	-	0		
4) ***	Runway Awareness & Advisory System (RAAS)	C	2	0		
13. ***	Lightning Sensor Systems (LSS)	D	-	0		
14. ***	Stormscope	D	-	0		
15.	Traffic Alert and Collision Avoidance System (TCAS II)	B	1	0	(M) May be inoperative provided system is deactivated and secured, and enroute or approach procedures do not require its use.	
1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: <ol style="list-style-type: none"> <li>a) TA and RA visual display is operative on the flying pilot side, and</li> <li>b) TA and RA audio function is operative on the flying pilot side.</li> </ol>	
(Continued)						

REVISION NO. 5

PAGE NO. 34-10

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
15.	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) ***	Airspace Selection Function	C	-	0		
16. ***	Microwave Landing Systems (MLS)	D	-	-	As required by 14 CFR.	



REVISION NO. 5

PAGE NO. 34-11

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
17.	Guidance Panel Digital Indications and Mode Select Indications					
1)	Speed Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
2)	Heading Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
3)	VS/FPA Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
4)	Altitude Select Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
5)	LNAV	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
6)	VNAV	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
7)	FLCH	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
8)	Manual Speed	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
9)	Bank Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
(Continued)						

REVISION NO. 5

PAGE NO. 34-12

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
17.	Guidance Panel Digital Indications and Mode Select Indications (Cont'd)					
10)	BC Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
11)	Heading Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
12)	VS/FPA Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
13)	Alt Hold Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
14)	Approach	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
15)	PFD Command	C	1	0	(O) May be inoperative provided the associated value is available in the Primary Flight Display.	
16)	AP Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	

REVISION NO. 5

PAGE NO. 34-13

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
18.	Altitude Alerting System	A	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Autopilot with altitude hold and altitude capture operates normally,</li> <li>b) Enroute operations (i.e., RVSM) do not require its use,</li> <li>c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and</li> <li>d) Repairs are made within 3 flight-days.</li> </ul>	
1)	Aural Alert	C	-	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Visual alert operates normally, and</li> <li>b) Autopilot with altitude hold and altitude capture operates normally.</li> </ul>	
2)	Visual Alert	C	-	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Aural alert operates normally, and</li> <li>b) Autopilot with altitude hold and altitude capture operates normally.</li> </ul>	

REVISION NO. 5

PAGE NO. 34-14

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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.	Display Units	C	4	3	(M)(O) May be inoperative provided: a) The unit is located in the DU 3 position, and b) The pilot in the left seat flies the airplane.	
20.	Magnetometers	C	2	0	May be inoperative provided all three IRSs are operative.	
21. ***	Head Up Display System	D	1	0	May be inoperative provided landing weather minimums or operating procedures do not require its use.	
22.	Slip-Skid Indicators	B	2	1	May be inoperative provided: a) Both SMCs are installed and operative, and b) An operative slip indication is obtained by selecting another IRS source via the SMC.	
		B	2	0	May be inoperative provided airplane is operated during day VMC conditions.	
23.	Data LAN Management Unit (DLMU)	C	1	0		

REVISION NO. 5

PAGE NO. 34-15

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
24.	Air Data Systems (ADS 1-2-3)	C	3	2	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated circuit breakers are pulled and collared,</li> <li>b) An operative ADS is selected for use,</li> <li>c) Standby ADS (ADS 4) is operational,</li> <li>d) Manual Pressurization Control System is operative,</li> <li>e) Cabin Altitude and Differential Pressure Indicators are operative,</li> <li>f) Cabin Rate of Climb Indicator is operative,</li> <li>g) Autopilot is operative, and</li> <li>h) Airplane is operated in accordance with AFM Limitations.</li> </ul> <p>NOTE 1: With ADS circuit breakers pulled, the associated "ADS 1-2-3 Fail" cyan CAS message will post. Refer to specific CAS in Section 2 for more information.</p> <p>NOTE 2: If "FCS Maintenance Required" cyan CAS message posts, check active CMC faults to ensure they are related to the inoperative ADS.</p>	
		C	3	2	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated circuit breakers are pulled and collared,</li> <li>b) An operative ADS is selected for use</li> <li>c) Airplane is operated in unpressurized configuration, and</li> <li>d) Standby ADS (ADS 4) is operational.</li> </ul>	
(Continued)						

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 34-16

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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### 34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
24.	Air Data Systems (ADS 1-2-3) (Cont'd)	C	3	2	<p>NOTE 1: With ADS circuit breakers pulled, the associated "ADS 1-2-3 Fail" cyan CAS message will post. Refer to specific CAS in Section 2 for more information.</p> <p>NOTE 2: If "FCS Maintenance Required" cyan CAS message posts, check active CMC faults to ensure they are related to the inoperative ADS.</p>	
25. ***	Cabin Management System					
1) ***	CabinView System	D	-	0		
26.	Windshear Warning and Flight Guidance System (Reactive)	C	1	0		
27. ***	Windshear Detection and Avoidance System (Predictive)	C	-	0		
28. ***	Cockpit Video Monitors	D	-	0		
29. ***	Heads Up Checklist	D	-	0		

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 34-17

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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### 34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
30. ***	Enhanced Vision System (EVS)	D	1	0	NOTE: With EVS inoperative or with one or more EVS SSPCs pulled or tripped a blue "Landing Gear System Fault" CAS message may be displayed.	
1) ***	EVS Window Heat	D	1	0		
2) ***	Secondary (non-HUD) EVS Display Repeater	D	1	0		
31.	Terrain Server Function/EGPWM Modules	C	2	0	NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction.	
32.	Advanced Graphics Module (AGM)	C	4	3	(M)(O) May be inoperative provided: a) Inoperative AGM is located in the AGM 3 position, and b) Crew actions for subsequent failures are established.	
		C	4	3	(O) May be inoperative provided: a) 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.	
					NOTE: Guidance for out-of-date databases can be found in the AFM.	
33.	Advanced Graphics Module (AGM) Databases (Does Not Include Charts)				Deleted, Revision 4.	

AIRCRAFT:		TABLE KEY			
GVI (G650), GVI (G650ER)		1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
<b>34. Navigation</b>					
Sequence No.	Item	1	2	3	4
34.	Cockpit Printer	D	1	0	
35.	Cursor Control Devices	C	2	0	(M)(O) May be inoperative provided: a) Both Standby Multi-Function Controllers (SMCs) are operative, b) Current terminal charts for the origin, destination and alternate airports are carried onboard the airplane and available to the flightcrew, and c) Both CAS Scroll switches must be operative.
36.	Multi-Function Control Display Units (MCDU)	C	3	2	(M) May be inoperative provided: a) The FMS functions and Radio Tuning functions are operative on the remaining MCDUs, b) All Display Units are operative, and c) The inoperative MCDU is located in the No. 2 position.  NOTE: MCDU 1 has Standby Engine instruments. MCDU 3 has Backup Radio Tuning functions.
1)	Flight Management System (FMS) Function	B	3	1	Except where enroute operations or approach minimums require its use, may be inoperative provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, and c) Procedures do not require its use.  NOTE: Two systems are required for dispatch into NAT HLA or RNP-10 airspace. RNP RNAV including PRNAV and BRNAV only require a single FMS.

(Continued)



REVISION NO. 5

PAGE NO. 34-19

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
36.	Multi-function Control Display Units (MCDU) (Cont'd)					
a)	Navigation Databases	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Operations do not require its use,</li> <li>b) It is not used in a primary navigation system required by 14 CFR,</li> <li>c) Alternate procedures are developed and used,</li> <li>d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and</li> <li>e) Is repaired within 10 flight-days.</li> </ul> <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	
2)	Radio Tuning Functions	B	3	2		
37.	Charts Function on Display Units	D	2	0	May be inoperative provided current aeronautical charts are carried onboard the airplane and available to the flightcrew. <p>NOTE: Guidance for out-of-date databases can be found in the AFM.</p>	
38.	Video Function on Display Units	D	1	0		

REVISION NO. 5

PAGE NO. 34-20

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

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

REVISION NO. 5

PAGE NO. 34-21

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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
39.	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out) (Cont'd)					
***	ADS-B In	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use.  NOTE: Any ADS-B function that operates normally may be used.	
40. ***	Synthetic Vision Primary Flight Display (SV-PFD) Functions	D	2	0		
41.	CAS Scroll Switches	D	2	0	May be inoperative provided both CCDs are operative.	

REVISION NO. 4

PAGE NO. 35-1

DATE: 09/01/2021

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Passenger Oxygen System and Supply	B	-	-	As required by 14 CFR.	
2.	Cabin Oxygen ON Warning Systems	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cabin Altitude and Differential Pressure Indicators are operative, and</li> <li>b) Cabin Altitude Pressure Warning System is operative.</li> </ol>	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
3.	Oxygen Service Panel Pressure Gauges	D	2	0	May be inoperative provided associated cockpit gauge is operative and monitored.	
4.	Portable Oxygen Bottles or Units (Including Masks and Hoses)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ol style="list-style-type: none"> <li>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,</li> <li>b) Location placarding is removed or obscured, and</li> <li>c) Required distribution is maintained.</li> </ol>	
(Continued)						

REVISION NO. 4

PAGE NO. 35-2

DATE: 09/01/2021

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Portable Oxygen Bottles or Units (Including Masks and Hoses) (Cont'd)				NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.  NOTE 2: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
5.	Oxygen Supply Warning System	C	2	0	May be inoperative provided associated cockpit gauge is operative and monitored.	

REVISION NO. 4

PAGE NO. 35-3

DATE: 09/01/2021

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ol style="list-style-type: none"> <li>a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility,</li> <li>b) Location placarding is removed or obscured, and</li> <li>c) Required distribution is maintained.</li> </ol> <p>NOTE: Inoperative PBEs, removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</p>	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
7. ***	Electronic Equipment Rack Oxygen Pressure Gauges	D	-	0	May be inoperative provided cockpit gauges are operative.	
8.	Cockpit Oxygen Pressure Indications	C	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Oxygen Service Panel Pressure Gauges are operative and checked before every takeoff, and</li> <li>b) Crew Oxygen Off and Passenger Oxygen Off messages are not displayed on the CAS prior to every takeoff.</li> </ol>	
9.	Passenger Oxygen Control Panel ALT SELECT (High Alt) Switch	C	1	0	May be inoperative provided airplane is operated from airports no higher than 14,500 ft. in accordance with AFM Limitations.	
10.	Therapeutic Oxygen	D	-	-	May be inoperative or missing.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 36-1

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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.	HP Bleed Air Systems					
1)	Pressurized Configuration	C	2	1	(M) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF,</li> <li>b) Opposite Engine Bleed Air System is operative,</li> <li>c) Isolation Valve is verified operative and selected OPEN, and</li> <li>d) Airplane is operated in accordance with AFM Limitations.</li> </ol>	
2)	Unpressurized Configuration	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF,</li> <li>b) Airplane is not operated in forecast or known icing conditions,</li> <li>c) Rear baggage compartment is not used (empty),</li> <li>d) Internal baggage door remains OPEN, and</li> <li>e) Airplane is operated in accordance with AFM Limitations.</li> </ol>	

REVISION NO. 5

PAGE NO. 36-2

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Bleed Air Hot Warning Systems				Deleted, Revision 5.	
1)	Pressurized Configuration					
2)	Unpressurized Configuration					
3.	Isolation Valve	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Both Bleed Air Systems are operative,</li> <li>b) Both Environmental Control System (ECS) Packs are operative,</li> <li>c) Isolation Valve is electrically deactivated,</li> <li>d) Isolation Valve is verified CLOSED, and</li> <li>e) Airplane is operated in accordance with AFM Limitations.</li> </ol> <p>NOTE: Valve must be OPENED manually during left engine start.</p>	
4.	Bleed Air System Switch Capsule Lights	C	4	0	May be inoperative provided Bleed Air System indications are available on the Synoptic display.	



REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 38-1

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Potable Water Systems	C	2	-	(M) Individual components may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated components are deactivated or isolated,</li> <li>b) Associated system components are verified not to have leaks, and</li> <li>c) Passengers are advised of the inoperative water system.</li> </ol> <p>NOTE: Any portion of system which operates normally may be used.</p>	
		D	2	-	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) System is drained, and</li> <li>b) Procedures are established to ensure that system is not serviced.</li> </ol>	
2.	Lavatory Waste Systems	C	-	-	(M) Individual components may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated components are deactivated or isolated, and</li> <li>b) Associated system components are verified not to have leaks.</li> </ol> <p>NOTE: Any portion of system which operates normally may be used.</p>	
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated components are deactivated or isolated to prevent leaks, and</li> <li>b) Associated lavatory door(s) is secured CLOSED and placarded "INOPERATIVE – DO NOT ENTER".</li> </ol> <p>NOTE: These provisos are not intended to prohibit inspections by crewmembers.</p>	

REVISION NO. 5

PAGE NO. 38-2

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**38. Water/Waste**

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

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 38-3

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Water Line Heaters	D	-	-	(M)(O) Individual components may be inoperative provided: <ol style="list-style-type: none"> <li>a) Inoperative components are deactivated or isolated,</li> <li>b) Inoperative components are verified to not have leaks, and</li> <li>c) One of the following resolutions has been accomplished or verified: <ol style="list-style-type: none"> <li>1) Unaffected potable water system is selected via GCMS, or</li> <li>2) Affected heater has operative redundant backup, or</li> <li>3) Consideration is given to affected water line enclosure temperature.</li> </ol> </li> </ol> <p>NOTE: Gulfstream Tech Ops may be able to provide amplifying information on individual water line locations.</p>	
7.	Drain Mast Heaters	C	4	0	(M) Individual components may be inoperative provided: <ol style="list-style-type: none"> <li>a) Water system is drained and purged,</li> <li>b) Inoperative components are deactivated or isolated, and</li> <li>c) Procedures are established to ensure the system is not serviced.</li> </ol>	

REVISION NO. 4

PAGE NO. 45-1

DATE: 09/01/2021

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**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.	Central Maintenance Computer (CMC)	C	1	0	May be inoperative provided all faults are recorded after each flight.	
		C	1	0	(M) 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.	
2. ***	Aircraft Health and Trend Monitoring System (AHTMS)					
1) ***	Aircraft Health and Trend Monitoring Unit (AHTMU)	D	1	0	(M) May be inoperative provided associated circuit breaker is pulled and collared.	
2) ***	Remote Data Concentrator (RDC)	D	1	0	(M) May be inoperative provided associated circuit breaker is pulled and collared.	
(Continued)						

REVISION NO. 4

PAGE NO. 45-2

DATE: 09/01/2021

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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**45. Central Maintenance System**

Sequence No.	Item	1	2	3	4 <span style="float: right;">Change Bar</span>
2. ***	Aircraft Health and Trend Monitoring System (AHTMS) (Cont'd)				
3) ***	Wireless Data Networking Unit (WDNU)	D	1	0	(M) May be inoperative provided associated circuit breaker is pulled and collared.

REVISION NO. 4

PAGE NO. 46-1

DATE: 09/01/2021

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**46. Information Systems**

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

REVISION NO. 4

PAGE NO. 49-1

DATE: 09/01/2021

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Auxiliary Power Unit (APU)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Both Engine Driven Generators are operative,</li> <li>b) RAT is operative</li> <li>c) APU air inlet door is secured fully CLOSED (confirm visually), and</li> <li>d) Associated circuit breakers are pulled and collared.</li> </ol>	
2.	APU EGT Indicators (EICAS and Overhead)	C	2	1		
		C	2	0	Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) APU is not operated,</li> <li>b) Both Engine Driven Generators are operative, and</li> <li>c) RAT is operative.</li> </ol>	
3.	APU Tachometers (EICAS and Overhead)	C	2	1		
		C	2	0	Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) APU is not operated,</li> <li>b) Both Engine Driven Generators are operative, and</li> <li>c) RAT is operative.</li> </ol>	
4.	APU "READY" Light System	C	1	0	May be inoperative provided the APU is operated in accordance with AFM Limitations.	
5.	APU Remote Oil Quantity/Servicing System	C	1	0	May be inoperative provided oil is checked before every flight.	
6. ***	APU Oil Pressure Gauges	D	-	0		
7. ***	APU Oil Temperature Gauges	D	-	0		

REVISION NO. 4

PAGE NO. 49-2

DATE: 09/01/2021

AIRCRAFT: GVI (G650), GVI (G650ER)	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
8. ***	APU Fuel Pressure Gauges	D	-	0		
9.	APU Start Indicator Light	C	1	0		
10.	APU Air Load Control Valve	C	1	0	(M) May be inoperative provided valve is verified in CLOSED position.	
11.	APU External Fire Warning Alarm (Fire Warning Bell)	C	1	0	May be inoperative provided an APU operation is monitored in cockpit.	
12.	APU Air Inlet Door System	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU Air inlet door is secured fully CLOSED, b) APU is not operated, c) Both Engine Driven Generators are operative, and d) RAT is operative.	
13.	Surge Control Valve	C	1	0	(O) 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) RAT is operative.	
14.	Ignition System Channels	C	2	1		
15.	EGT Thermocouple System	C	2	1		
16.	Temperature Resistance Bulb (T2)	C	1	0		
17.	Inlet Pressure Transmitter (P2)	C	1	0		
18.	RPM Speed Sensor Channels	C	2	1		



REVISION NO. 4  
DATE: 09/01/2021

PAGE NO. 49-3

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
19.	APU Hour Meter	C	1	0		
20.	Oil Temperature	C	1	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.	
21. ***	APU Start/Engine Cowl Interrupt System	D	1	0		
22.	Deprime Solenoid	C	1	0	(M) May be inoperative provided airplane is operated in accordance with AFM Limitations.	

REVISION NO. 4

PAGE NO. 52-1

DATE: 09/01/2021

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
1.	External/Service Door Warning Light System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED/LATCHED: <ul style="list-style-type: none"> <li>• Emergency Entry Switch (Main Entry Door)</li> <li>• Engine Access (Left Engine),</li> <li>• Engine Access (Right Engine),</li> <li>• External Air,</li> <li>• External Power,</li> <li>• Forward Cowl (Left Engine),</li> <li>• Forward Cowl (Right Engine),</li> <li>• Fuel Drain Valve (Left Wing),</li> <li>• Fuel Drain Valve (Right Wing),</li> <li>• Fuel Hopper Drain (Left Wing),</li> <li>• Fuel Hopper Drain (Right Wing),</li> <li>• Fuel Service,</li> <li>• Ldg Gear Maintenance,</li> <li>• Nose Wheel Well</li> <li>• Oxygen Service,</li> <li>• Radome,</li> <li>• Security,</li> <li>• Tail Compartment,</li> <li>• Waste Service,</li> <li>• Water Service,</li> <li>• Wheel Well (Left Main Gear), and</li> <li>• Wheel Well (Right Main Gear).</li> </ul>	
2. ***	Cargo Door Operating System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
3. ***	Cargo Door Warning Light System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	

REVISION NO. 4  
DATE: 09/01/2021

PAGE NO. 52-2

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Lavatory Door	D	-	-	May be inoperative provided the affected door is secured OPEN or CLOSED for taxi, takeoff, and landing.	
					NOTE: Includes pop-up panels, latches, locks, and handles.	
5.	Baggage Door Warning System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the baggage door is CLOSED and LOCKED.	
6.	Main Entry Door Acoustic Curtain/Door System	D	-	-	May be inoperative provided the affected door is secured OPEN for taxi, takeoff, and landing.	
					NOTE: Includes pop-up panels, latches, locks, and handles.	

REVISION NO. 4  
DATE: 09/01/2021

PAGE NO. 52-3

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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## 52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
7.	Main Entry Door Warning System	A	1	0	<p>May be inoperative provided:</p> <ol style="list-style-type: none"> <li>a) With the parking brake applied and the Main Door closed, the Main Door is visually confirmed latched and locked,</li> <li>b) On line up and ready with power levers advanced to takeoff power for takeoff, reconfirm the correct position of the following: <ol style="list-style-type: none"> <li>1. FLAP Handle,</li> <li>2. SPEED BRAKE Handle,</li> <li>3. PARK/EMERG BRAKE Handle,</li> <li>4. Landing Gear Control Handle,</li> <li>5. Thrust Reverser Levers,</li> <li>6. GPWS/GND SPLR FLAP ORIDE Switch,</li> <li>7. Pitch, Rudder, and/or Roll Trim, and</li> </ol> </li> <li>c) Repairs are made within 1 flight-day.</li> </ol> <p>NOTE: "Main Door" Cyan Advisory CAS Message will change to an Amber Caution CAS Message once the parking brake is released. In addition, it will trigger an associated red "Aircraft Configuration" Warning CAS Message when thrust levers are advanced to takeoff power. This warning cannot be inhibited and must be acknowledged.</p>	

REVISION NO. 4

PAGE NO. 52-4

DATE: 09/01/2021

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
8.	Overwing Exit Doors Warning System (Indicating System Inoperative or Individual Door(s) Warning Indication)	C	4	0	May be inoperative provided before each departure: a) A crewmember verifies by visual inspection that in each of the four Overwing Exit Doors the locking tabs are extended and engaged, and b) All four Overwing Exit Door Release Handles are stowed flush.	
9.	Internal Baggage Door Warning System (Cockpit Indications)	C	1	0	May be inoperative provided airplane is operated at or below FL 400.	
		C	1	0	May be inoperative provided: a) Door is verified to be CLOSED and LOCKED by a crewmember prior to climbing above 40,000 ft. after each use, and b) Door is placarded "DO NOT ENTER" at or above 40,000 ft.	
10.	Interior Pocket Doors	D	-	-	May be inoperative provided the affected door is secured OPEN for taxi, takeoff and landing.  NOTE: Includes pop-up panels, latches, locks, and handles.	
11.	Airstair Bottom Folding Step	A	1	0	May be inoperative provided repairs are made within 10 flight-days.	

REVISION NO. 1a

PAGE NO. 71-1

DATE: 11/06/2014

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**71. Powerplant**

Sequence No.	Item	1	2	3	4	Change Bar
1.	EPA Tank Ejector Pump	D	2	0	(M) May be inoperative provided maintenance procedures are established to drain tank: a) Before the first flight of each day, b) After three normal shutdowns, and c) After two false (wet) starts.	

REVISION NO. 4

PAGE NO. 73-1

DATE: 09/01/2021

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Flow Indication Systems					
1)	EICAS	C	2	1	May be inoperative provided: a) Associated EPR, LP, and HP indicating system are operative, and b) Fuel quantity indicating systems are operative.	
2)	MCDU	C	2	1	May be inoperative provided: a) Associated EPR, LP, and HP indicating system are operative, and b) Fuel quantity indicating systems are operative.	
2.	Fuel Low Pressure Warning Systems (EICAS)	C	2	1	May be inoperative provided: a) Associated Fuel Boost Pumps are operative, and b) Airplane is operated at or below FL 200.	
3.	Engine FADEC System	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 BR700-725 A1-12 Time Limits Manual (GVI), 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 require maintenance action within 250 hours.	

REVISION NO. 1a

PAGE NO. 74-1

DATE: 11/06/2014

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**74. Ignition**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Ignition Systems					
1)	No. 1 Igniters	A	2	1	May be inoperative provided: a) Both No. 2 Igniters are operative, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 150 flight-hours.	
2)	No. 2 Igniters	A	2	1	May be inoperative provided: a) Both No. 1 Igniters are operative, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 150 flight-hours.	
2.	Ignition ON Indicator Systems	C	2	0	(M) May be inoperative provided both continuous ignition systems are verified to be operative before each flight.	



REVISION NO. 1a

PAGE NO. 77-1

DATE: 11/06/2014

AIRCRAFT: GVI (G650), GVI (G650ER)	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
1.	HP Tachometer Indications 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 Systems Sensors					
1)	Primary Sensors	C	2	0	May be inoperative provided associated secondary sensor system is operative.	
2)	Secondary Sensors	C	2	0	May be inoperative provided associated primary sensor system is operative.	
3.	Standby Engine Instruments on Multi-Function Control Display (MCDU)	C	1	0	May be inoperative provided associated EICAS indication is operative.	

REVISION NO. 4  
DATE: 09/01/2021

PAGE NO. 78-1

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
---	--

**78. Engine Exhaust**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Thrust Reversers	C	2	0	(M) May be inoperative provided: a) Affected Thrust Reverser is deactivated, stowed, and LOCKED in forward thrust position, and b) Airplane is operated in accordance with AFM Limitation and Procedures.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 79-1

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**79. Engine Oil**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Low Oil Pressure Warning Systems	C	2	1	May be inoperative provided oil pressure indication for both engines are operative.	
2.	Engine Oil Replenishment System	D	1	0		
3.	Imminent Oil Filter Blockage Indication	A	2	1	<p>(M) May be inoperative provided:</p> <ol style="list-style-type: none"> <li>a) CMC is checked and the "OIL FILTER IMMINENT 7934002 [L-R] ENG" fault message associated with Imminent Oil Filter Blockage is present,</li> <li>b) Associated oil filter bypass pop up indicator is verified in normal (recessed) position before each engine start,</li> <li>c) Oil filter is changed every flight-day or every 15 flight-hours, whichever occurs first,</li> <li>d) All three Chip Detectors are checked and verified to be free of all debris in accordance with the AMM,</li> <li>e) Procedures are in place to ensure all other DND (Do Not Dispatch) messages are addressed before dispatch, and</li> <li>f) Repairs are made within 3 flight-days.</li> </ol> <p>NOTE: Imminent Oil Filter Blockage will display an amber CAUTION "Engine Maintenance (L-R)" CAS message. Dispatch is allowed with this message displayed after complying with the required (M) procedure.</p>	

## 79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
4.	Oil Quantity Indication Systems (EICAS/SMC/Ground Service Control Panel)	C	3	0	May be inoperative provided the engine oil quantity is verified on the engine oil quantity gauge before each engine start.	
5.	Oil Filter Differential Pressure Transducer	C	2	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Associated oil filter bypass pop up indicator is verified in normal (recessed) position before each engine start,</li> <li>b) Oil filter fault is not displayed in CMC,</li> <li>c) Fault is confirmed to be on the indication system, and</li> <li>d) Procedures are in place to ensure all other DND (Do Not Dispatch) messages are addressed before dispatch.</li> </ul> <p>NOTE: After complying with the (M) procedure, dispatch is allowed with the amber caution "Engine Maintenance (L-R)" CAS message displayed.</p>	

REVISION NO. 4  
DATE: 09/01/2021

PAGE NO. 80-1

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**80. Starting**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Starting Systems	C	2	0	(M)(O) May be inoperative provided: a) Continuous 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) Continuous Ignition, Engine Selector, and Start Switches are switched to OFF when engine has reached self-sustaining speed, and e) Engine start is accomplished in accordance with AFM Engine Start Valve Fails To Open Procedure.	
2.	Auto Start Systems	C	2	0	May be inoperative provided: a) Alternate start system is operative, and b) AFM procedures for alternate engine start are used to start engines.	

REVISION NO. 4

PAGE NO. 80-2

DATE: 09/01/2021

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

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

**80. Starting**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Start Valve Position Indication	C	2	0	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Start Valve has not failed in OPEN position as verified by visual means through an access panel,</li> <li>b) Ignition ON indication is operative during engine start, and</li> <li>c) Start Valve is verified CLOSED following engine start by visual means.</li> </ul>	
		C	2	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Continuous Ignition System is operative,</li> <li>b) Start Valve has not failed in OPEN position,</li> <li>c) Start Valve is manually OPENED and CLOSED for engine starting,</li> <li>d) Continuous Ignition, Engine Selector, and Start Switches are switched to OFF when engine has reached self-sustaining speed, and</li> <li>e) Engine start is accomplished in accordance with AFM Engine Start Valve Fails To Open Procedure.</li> </ul>	

REVISION NO. 4  
DATE: 09/01/2021

PAGE NO. 80-3

<p>AIRCRAFT: GVI (G650), GVI (G650ER)</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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**80. Starting**

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	Start Valve Position Indicator Lights	C	2	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Start valve has not failed in OPEN position as verified by visual means through an access panel,</li> <li>b) Start valve is manually OPENED and CLOSED for engine starting in accordance with AFM Start Valve Failure procedure, and</li> <li>c) Continuous Ignition, Engine Selector, and Start switches are switched to the OFF position when engine has reached self-sustaining speed.</li> </ol>	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX	PAGE NO. 2-1
AIRCRAFT: GVI (G650), GVI (G650ER)	<b>CAS MESSAGE RELIEF</b>

## SECTION TWO

# CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX	PAGE NO. 2-2
AIRCRAFT: GVI (G650), GVI (G650ER)	<b>STATEMENT PAGE</b>

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.

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-3

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
A/T 1 or 2 FAIL (Blue – Advisory)	B	Airplane may be dispatched provided affected Autothrottle is confirmed disengaged.	
A/T 1-2 TQA Power Fail (Blue – Advisory)	B	Airplane may be dispatched provided affected Autothrottle is considered inoperative.	
A/V Cabinet Hot (Amber – Caution)	C	(O) May be inoperative provided associated SSPCs are pulled.	
A/V Door Open (Amber – Caution)	C	Airplane may be dispatched provided the door is verified closed.	
ACP 3 Fail (Blue – Advisory)	A	May be inoperative provided: <ul style="list-style-type: none"> <li>a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and</li> <li>b) Repairs are made within 2 flight-days.</li> </ul>	
	A	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Required minimum safety equipment (safety belt and oxygen) is available,</li> <li>b) Seat is acceptable to the FAA inspector for performance of official duties, and</li> <li>c) Repairs are made within 2 flight-days.</li> </ul> <p>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.</p> <p>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).</p>	
	D	Airplane may be dispatched.	
		NOTE: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-4

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
ACS Default Mode L or R (Blue – Advisory)	C	Airplane may be dispatched.	
ACS Fail, L-R (Amber – Caution)	B	Except for ER operations, the airplane may be dispatched in the pressurized configuration with one ECS pack inoperative provided: <ol style="list-style-type: none"><li>a) Inoperative ECS Pack is selected OFF,</li><li>b) Bleed Air Isolation Valve is CLOSED and OPERATIVE, and</li><li>c) Airplane is operated in accordance with AFM Limitations.</li></ol>	
	B	Except for ER operations, airplane may be dispatched in the unpressurized configuration with both ECS Packs inoperative provided: <ol style="list-style-type: none"><li>a) Thrust Recovery Outflow Valve is operative,</li><li>b) Rear baggage compartment is not used (empty), and</li><li>c) Internal baggage door remains OPEN.</li></ol>	
ACS Maintenance, L-R (Blue – Advisory)	C	Airplane may be dispatched.	
ADF Fail (Blue – Advisory)	B	As required by 14 CFR.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-5

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
ADS 1 Fail (Blue – Advisory)	B	<p>(O) Airplane may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Associated circuit breakers are pulled and collared,</li> <li>b) None of the following CAS messages are also displayed: <ul style="list-style-type: none"> <li>• ADS 2 Fail Advisory,</li> <li>• ADS 3 Fail Advisory,</li> <li>• ADS STBY Fail Advisory,</li> </ul> </li> <li>c) An operative ADS is selected for use,</li> <li>d) Manual Pressurization Control System is operative,</li> <li>e) Cabin Altitude and Differential Pressure Indicators are operative,</li> <li>f) Cabin Rate of Climb Indicator is operative,</li> <li>g) Autopilot is operative, and</li> <li>h) Airplane is operated in accordance with AFM Limitations.</li> </ol> <p>NOTE 1: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.</p> <p>NOTE 2: Expect the BAROSET 1 Fail advisory, L Engine Backup Air Data advisory, and associated Engine Maintenance message to display.</p> <p>NOTE 3: If “FCS Maintenance Required” cyan CAS message posts, check active CMC faults to ensure they are related to the inoperative ADS.</p>	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-6

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
ADS 2 Fail (Blue – Advisory)	B	<p>(O) Airplane may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Associated circuit breakers are pulled and collared,</li> <li>b) None of the following CAS messages are also displayed: <ul style="list-style-type: none"> <li>• ADS 1 Fail Advisory,</li> <li>• ADS 3 Fail Advisory,</li> <li>• ADS STBY Fail Advisory,</li> </ul> </li> <li>c) An operative ADS is selected for use,</li> <li>d) Manual Pressurization Control System is operative,</li> <li>e) Cabin Altitude and Differential Pressure Indicators are operative,</li> <li>f) Cabin Rate of Climb Indicator is operative,</li> <li>g) Autopilot is operative, and</li> <li>h) Airplane is operated in accordance with AFM Limitations.</li> </ol> <p>NOTE 1: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.</p> <p>NOTE 2: Expect the BAROSET 2 Fail advisory to display.</p> <p>NOTE 3: If “FCS Maintenance Required” cyan CAS message posts, check active CMC faults to ensure they are related to the inoperative ADS.</p>	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-7

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
ADS 3 Fail (Blue – Advisory)	B	<p>(O) Airplane may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Associated circuit breakers are pulled and collared,</li> <li>b) None of the following CAS messages are also displayed: <ul style="list-style-type: none"> <li>• ADS 1 Fail Advisory,</li> <li>• ADS 2 Fail Advisory,</li> <li>• ADS STBY Fail Advisory,</li> </ul> </li> <li>c) An operative ADS is selected for use,</li> <li>d) Manual Pressurization Control System is operative,</li> <li>e) Cabin Altitude and Differential Pressure Indicators are operative,</li> <li>f) Cabin Rate of Climb Indicator is operative,</li> <li>g) Autopilot is operative, and</li> <li>h) Airplane is operated in accordance with AFM Limitations.</li> </ol> <p>NOTE 1: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.</p> <p>NOTE 2: Expect the BAROSET 3 Fail advisory to display.</p> <p>NOTE 3: If “FCS Maintenance Required” cyan CAS message posts, check active CMC faults to ensure they are related to the inoperative ADS.</p>	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-8

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
ADS STBY Fail (Blue – Advisory)	B	<p>(O) Airplane may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Associated circuit breakers are pulled and collared,</li> <li>b) None of the following CAS messages are also displayed: <ul style="list-style-type: none"> <li>• ADS 1 Fail Advisory,</li> <li>• ADS 2 Fail Advisory,</li> <li>• ADS 3 Fail Advisory,</li> </ul> </li> <li>c) Airplane is operated in day VMC only,</li> <li>d) Both Engine Generators are operative, and</li> <li>e) APU Generator is operative.</li> </ol> <p>NOTE 1: Expect the R Engine Backup Air Data, advisory and associated Engine Maintenance message to display.</p> <p>NOTE 2: If “FCS Maintenance Required” cyan CAS message posts, check active CMC faults to ensure they are related to the inoperative ADS.</p>	
ADS-B In Fail (Blue – Advisory)	C	Airplane may be dispatched provided alternate procedures are established and used.	
ADS-B Out Fail (Blue – Advisory)	A	<p>(O) Airplane may be dispatched provided, prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.</p> <p>NOTE: Any ADS-B Out function that operates normally may be used.</p>	
	D	<p>Airplane may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Enroute operations do not require its use, and</li> <li>b) It is not required by 14 CFR.</li> </ol> <p>NOTE: Any ADS-B Out function that operates normally may be used.</p>	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-9

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Aft Cabin Temp Fan Fail (Blue – Advisory)	C	(O) Airplane may be dispatched provided: a) None of the following CAS messages are also displayed: • Forward Cabin Temp Fan Fail Advisory, • Cockpit Temp Fan Fail Advisory, b) Aft Cabin Temperature Manual mode is operative, c) Associated temperature indicator is operative, and d) Associated circuit breaker is pulled and collared.	
Aft Emer Av Battery Fail (Amber – Caution)	A	Airplane may be dispatched provided: a) Affected battery is located in the aft position (#2 IRU and #3 IRU backup battery position), b) All other components of the electrical systems are operative, c) All three IRSs and both AHRS are operational, and d) Repairs are made within 1 flight-day.  NOTE: Expect associated IRU on Sec Pwr 2-3 Fail Caution message to display.	
Aft Emer Lt Battery Fail (Amber – Caution)	A	Airplane may be dispatched provided: a) Affected battery is located in the aft position (#2 IRU and #3 IRU backup battery position), b) All other components of the electrical systems are operative, c) All three IRSs and both AHRS are operational, and d) Repairs are made 1 flight-day.  NOTE: Expect associated IRU on Sec Pwr 2-3 Fail Caution message to display.	
AGM 1-2-3-4 DMU Charts Fail (Blue – Advisory)	C	Airplane may be dispatched provided: a) Use charts as available on the primary displays or refer to backup charts, and b) Airplane is operated in accordance with AFM Limitations.	



REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-10

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
AGM 1-2-3-4 Fail (Blue – Advisory)	B	Airplane may be dispatched with one AGM inoperative provided: a) The inoperative AGM is electronically switched to the AGM 3 position resulting in DU3 red Xing, b) Crew actions for subsequent failures are established, and a) Airplane is operated in accordance with AFM Limitations and backup charts used.	
AHRS 1-2 Fail (Amber – Caution)	A	(O) Airplane may be dispatched with one AHRS inoperative provided: b) Repairs are made within 1 flight-day, c) Both PFD Attitude Indicating Systems operate independently, d) Associated circuit breaker is pulled and collared, and e) All three Attitude Reference Sensors (IRS 1-2-3) are operative.	
Alt Fuel Pump Fail L-R (Amber – Caution)	B	Except for ER operations, airplane may be dispatched with one Alternate Fuel Boost 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.	
AP 1-2 Fail (Amber – Caution)	B	Except for ER operations, airplane may be dispatched provided: a) One FGC/AP is operational, and b) Airplane is operated in accordance with AFM Limitations.  NOTE: FGC/AP is required for NAT HLA, RVSM, RNP, and PRNAV operations.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-11

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
AP 1-2 Power Fail (Blue – Advisory)	B	Except for ER operations airplane may be dispatched with one autopilot inoperative provided: a) Enroute operations or approach minimums do not require its use, and b) Airplane is operated in accordance with AFM Limitations. c) NOTE: FGC/AP is required for NAT HLA, RVSM, RNP, and PRNAV operations.	
APM 1-2-3-4 Fail (Blue – Advisory)	B	Airplane may be dispatched with one of the four APMs inoperative.	
APU Fail (Amber – Caution)	B	(O) Except for ER operations, airplane may be dispatched provided: a) Both Engine Driven generators are operative, b) RAT is operative, c) Associated circuit breakers are pulled and collared, and d) APU air inlet door is secured fully CLOSED (confirm visually).	
APU Fire Detector Fail (Amber – Caution)	B	(O) Except for ER operations, airplane may be dispatched provided: a) APU is not used, b) Both engine driven generators are operative, c) RAT is operative, and d) Associated circuit breakers are pulled and collared.	
APU GCU Fail (Blue – Advisory)	A	(O) Except for ER operations, airplane may be dispatched provided: a) Associated circuit breaker is pulled and collared, b) Both Engine Driven generators are operative, c) RAT is operative, and d) Repairs are made within 2 flight-days.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-12

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
APU Generator Fail (Blue – Advisory)	A	(O) Except for ER operations, airplane may be dispatched provided: a) Associated circuit breaker is pulled and collared, b) Both Engine Driven generators are operative, c) RAT is operative, and d) Repairs are made within 2 flight-days.	
APU Generator Maint Reqd (Blue – Advisory)	C	Airplane may be dispatched.	
APU Maintenance Required (Blue – Advisory)	C	Airplane may be dispatched.	
APU Shutoff Valve Fail (Amber – Caution)	B	(O) Except for ER operations, airplane may be dispatched provided: a) APU is not used, b) Both Engine Driven generators are operative, c) RAT is operative, and d) Associated circuit breakers are pulled and collared.	
ATC 1-2 Fail (Blue – Advisory)	C	Airplane may be dispatched with one inoperative.  NOTE 1: Flight Director, Autopilot, and Transponder must use the same Air Data source for flight into RVSM airspace.  NOTE 2: Transponder and altitude reporting capability must be operative for flight into RVSM airspace.	
ATC ADS-B Transmitter Fail (Blue – Advisory)	A	Airplane may be dispatched provided: a) Operations do not require its use, and b) Repairs are made before completion of the next heavy maintenance visit.	
Aux Hyd Pressure Sen Fail (Blue – Advisory)	B	Airplane may be dispatched provided: a) Cockpit Brake Accumulator Pressure Indicator (BAPI) is operative, and b) Prior to engine start, Auxiliary Pump operation and pressure must be verified on the BAPI (inboard parking brake pressure).	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-13

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Autobrake Fail (Amber – Caution)	B	Airplane may be dispatched provided system is left in OFF position.	
BAROSET 1 Fail (Blue – Advisory)	C	<p>Airplane may be dispatched provided:</p> <ol style="list-style-type: none"><li>a) None of the following CAS messages are also displayed: <ul style="list-style-type: none"><li>• ADS 2 Fail Advisory,</li><li>• ADS 3 Fail Advisory,</li><li>• ADS Stby Fail Advisory,</li><li>• BAROSET 2 Fail Advisory,</li><li>• BAROSET 3 Fail Advisory,</li></ul></li><li>b) Manual Pressurization Control System is operative,</li><li>c) Cabin Altitude and Differential Pressure Indicators are operative,</li><li>d) Cabin Rate of Climb Indicator is operative,</li><li>e) ADS 1 is not used,</li><li>f) Autopilot is operative, and</li><li>g) Airplane is operated in accordance with AFM Limitations.</li></ol> <p>NOTE 1: Two systems are required for operation in RVSM airspace.</p> <p>NOTE 2: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.</p>	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-14

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
BAROSET 2 Fail (Blue – Advisory)	C	<p>Airplane may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) None of the following CAS messages are also displayed: <ul style="list-style-type: none"> <li>• ADS 1 Fail Advisory,</li> <li>• ADS 3 Fail Advisory,</li> <li>• ADS Stby Fail Advisory,</li> <li>• BAROSET 1 Fail Advisory,</li> <li>• BAROSET 3 Fail Advisory,</li> </ul> </li> <li>b) Manual Pressurization Control System is operative,</li> <li>c) Cabin Altitude and Differential Pressure Indicators are operative,</li> <li>d) Cabin Rate of Climb Indicator is operative,</li> <li>e) ADS 2 is not used,</li> <li>f) Autopilot is operative, and</li> <li>g) Airplane is operated in accordance with AFM Limitations.</li> </ol> <p>NOTE 1: Two systems are required for operation in RVSM airspace.</p> <p>NOTE 2: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.</p>	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-15

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
BAROSET 3 Fail (Blue – Advisory)	C	<p>Airplane may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) None of the following CAS messages are also displayed: <ul style="list-style-type: none"> <li>• ADS 1 Fail Advisory,</li> <li>• ADS 2 Fail Advisory,</li> <li>• ADS Stby Fail Advisory,</li> <li>• BAROSET 1 Fail Advisory,</li> <li>• BAROSET 2 Fail Advisory,</li> </ul> </li> <li>b) Manual Pressurization Control System is operative,</li> <li>c) Cabin Altitude and Differential Pressure Indicators are operative,</li> <li>d) Cabin Rate of Climb Indicator is operative,</li> <li>e) ADS 3 is not used,</li> <li>f) Autopilot is operative, and</li> <li>g) Airplane is operated in accordance with AFM Limitations.</li> </ol> <p>NOTE 1: Two systems are required for operation in RVSM airspace.</p> <p>NOTE 2: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.</p>	
BAS Default Mode, L-R (Blue – Advisory)	C	Airplane may be dispatched.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-16

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
BAS Fail, L-R (Pressurized Configuration) (Amber – Caution)	B	(O) Except for ER operations, airplane may be dispatched with one Bleed Air System inoperative provided: a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified to be operative and selected OPEN, d) Airplane is not operated in forecast or known icing conditions, and e) Airplane is operated in accordance with AFM Limitations.	
BAS Fail, L-R (Unpressurized Configuration) (Amber – Caution)	B	(O) Except for ER operations, airplane may be dispatched unpressurized with both Bleed Air Systems inoperative provided: a) Inoperative Bleed Control Valves are CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Airplane is not operated in forecast or known icing conditions, c) Rear baggage compartment is not used (empty), d) Internal baggage door remains OPEN, and e) Airplane is operated in accordance with AFM Limitations.	
BAS Maintenance Req'd, L-R (Blue – Advisory)	C	Airplane may be dispatched.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-17

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Battery Charger Fail, R (Amber – Caution)	A	(O) Airplane may be dispatched with one inoperative provided: a) Both Engine Generators are operative, b) APU Generator is operative, c) Associated circuit breaker is pulled and collared, d) RAT is operative, and e) Repairs are made within 2 flight-days.	
Brake Maintenance Req'd (Blue – Advisory)	C	Airplane may be dispatched in accordance with AFM guidance.	
Cabin Pressure Semi-Auto (Blue – Advisory)	C	Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations.	
CCD 1-2 Fail (Blue – Advisory)	B	(O) Airplane may be dispatched provided: a) Associated circuit breaker is pulled and collared, b) Both Standby Multi-Function Controllers (SMCs) are operative, c) Both CAS scroll switches are operative, and d) Current terminal charts for the origin, destination and alternate airports are carried onboard the airplane and available to the flightcrew.  NOTE: SSPC circuit breakers can only be collared when the airplane is on the ground and the Maintenance Switch is ON.	
Check L-R SFD Heading (Amber – Caution)	B	Airplane may be dispatched provided all three Heading Reference Systems (IRS) are operative.	



REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-18

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Check L-R SFD Pitch (Amber – Caution)	A	(O) Airplane may be dispatched with both SFD pitch attitude position indicator inoperative provided: a) Operations are conducted in Day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, c) All 3 Attitude Reference Sensors (IRS 1-2-3) are operative, d) Associated circuit breakers are pulled and collared, and e) Repairs are made within 1 flight-day.	
	B	(O) Airplane may be dispatched with one SFD pitch attitude position indicator inoperative provided: a) Both PFD Attitude Indicating Systems operate independently, b) All three Attitude Reference Sensors (IRS 1-2-3) are operative, and c) Associated circuit breakers are pulled and collared.	
Check L-R SFD Roll (Amber – Caution)	A	(O) Airplane may be dispatched with both SFD roll attitude position indicators inoperative provided: a) Operations are conducted in Day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, c) All 3 Attitude Reference Sensors (IRS 1-2-3 are operative, d) Associated circuit breakers are pulled and collared, and e) Repairs are made within 1 flight-day.	
	B	(O) Airplane may be dispatched with one SFD roll attitude position indicator inoperative provided: a) Both PFD Attitude Indicating Systems operate independently, b) All three Attitude Reference Sensors (IRS 1-2-3) are operative, and c) Associated circuit breakers are pulled and collared.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-19

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Check L-R STBY Heading (Amber – Caution)	B	Airplane may be dispatched provided all three Heading Reference Systems (IRS 1-2-3) are operative.	
Check SFD ADS (Amber – Caution)	B	If the result of a faulty STBY ADS, airplane may be dispatched provided: a) Airplane is operated in day VMC only, b) Both Engine Generators are operative, and c) APU Generator is operative.	
CMC Fail (Blue – Advisory)	B	Airplane may be dispatched provided all faults are recorded after each flight.	
CMF 1-2 Fail (Blue – Advisory)	B	Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations. If both failed, datalink is inoperative.	
CMS 1-2 Fail (Blue – Advisory)	B	Airplane may be dispatched with one inoperative.	
CMS 1-2 Fail (Amber – Caution)		Deleted, Revision 5	
Cockpit Temp Fan Fail (Blue – Advisory)	C	Airplane may be dispatched provided: a) None of the following CAS messages are also displayed: • Aft Cabin Temp Fan Fail Advisory • Fwd Cabin Temp Fan Fail Advisory b) Cockpit Temperature Manual mode is operative, and c) Associated Cockpit Zone Temperature indicator is operative.	
Cockpit Voice Recorder Fail (Blue – Advisory)	A	Airplane may be dispatched provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within 3 flight-days.	
(Operator is a Holder of an Air Carrier or Commercial Operator Certificate)			
(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.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-20

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Cowl Valve Fail Open, L-R (Amber – Caution)			
1) Cowl Anti-Ice Required	B	(O) Airplane may be dispatched with one inoperative provided: a) Affected Valve is verified OPEN, b) All components of both HP Bleed Air Systems are operative, c) Both Environmental Control Systems (ECS) Packs are operative, d) Performance Computer is initialized with COWL + WING ANTI-ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized, e) Cowl and Wing Anti-Ice switches are selected ON, f) Associated circuit breaker is pulled or in the OPEN position, and g) Airplane is operated in accordance with AFM Limitations and Performance.	
2) Cowl Anti-Ice Not Required	B	(O) Airplane may be dispatched with one inoperative provided: a) Affected Valve is verified OPEN, b) All components of both HP Bleed Air Systems are operative, c) Both Environmental Control Systems (ECS) Packs are operative, d) Performance Computer is initialized with COWL + WING ANTI-ICE selected OFF for either takeoff or landing when COWL ANTI-ICE valve is pressurized, e) Speeds are manually boxed in SMC, f) Affected Cowl Anti-Ice switch is selected ON, g) Associated circuit breaker is pulled or in the OPEN position, h) Prior to takeoff airplane flap, ground spoiler and anti-skid configuration is verified correct, and i) Airplane is operated in accordance with AFM Limitations and Performance.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-21

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
CPAM Fail (Amber – Caution)	B	Airplane may be dispatched provided both auto systems are operative.	
CPCS 1-2 Fail (Blue – Advisory)	A	Except for ER operations, airplane may be dispatched provided: <ol style="list-style-type: none"><li>a) Manual Pressurization Control System is operative,</li><li>b) Cabin Altitude and Differential Pressure Indicators are operative,</li><li>c) Cabin Rate of Climb Indicator is operative,</li><li>d) Autopilot is operative,</li><li>e) Airplane is operated in accordance with AFM Limitations, and</li><li>f) Repairs are made within 2 flight-days.</li></ol>	
	A	Except for ER operations, airplane may be dispatched provided: <ol style="list-style-type: none"><li>a) Airplane is operated in unpressurized configuration,</li><li>b) Airplane is operated in accordance with AFM unpressurized flight procedures, and</li><li>c) Repairs are made within 2 flight-days.</li></ol>	
CPCS Channel 1-2 Fail (Blue – Advisory)	A	Except for ER operations, airplane may be dispatched with one CPCS channel failed provided: <ol style="list-style-type: none"><li>a) Manual Pressurization Control System is operative,</li><li>b) Cabin Altitude and Differential Pressure Indicators are operative,</li><li>c) Cabin Rate of Climb Indicator is operative,</li><li>d) Autopilot is operative,</li><li>e) Airplane is operated in accordance with AFM Limitations, and</li><li>f) Repairs are made within 2 flight-days.</li></ol>	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-22

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
CPCS Control Panel Fail (Amber – Caution)	A	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 f) Repairs are made within 2 flight-days.	
	A	Except for ER operations, airplane may be dispatched in unpressurized configuration provided: a) Manual pressurization is selected, b) The outflow valve is in the full OPEN position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, and d) Repairs are made within 2 flight-days.	
CPCS Landing Elevation Fail (Blue – Advisory)	B	Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations.	
CPCS Maintenance Required (Blue – Advisory)	C	Airplane may be dispatched.	
Database Config (Blue – Advisory)	A	Airplane may be dispatched provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedure 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.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-23

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
DME 1-2 Fail (Blue – Advisory)	C	Except where enroute operations or approach minimums require its use, airplane may be dispatched with any DMEs inoperative in excess of those required by 14 CFR.	
EGPWS SYS 1-2 Fail (Blue – Advisory)	B	Airplane may be dispatched.  NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction.	
Emergency Exit Unlocked (Amber – Caution)	B	Airplane may be dispatched provided before each departure: a) A crewmember verifies by visual inspection that in each of the four Overwing Exit Doors the locking tabs are extended and engaged, and b) All four Overwing Exit Door Release Handles are stowed flush.	
Engine Maintenance ###, L-R (Blue – Advisory)	A	Airplane may be dispatched with Blue “Engine Maintenance STD (###)” message displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the BR700-725 A1-12 Time Limits Manual (GVI), 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 require maintenance action within 250 hours.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-24

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Engine Maintenance LTD, L-R (Blue – Advisory)	A	Airplane may be dispatched with Blue “Engine Maintenance LTD” messages displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the BR700-725 A1-12 Time Limits Manual (GVI), 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 250 hours.	
EPS Maintenance Req'd, L-R (Blue – Advisory)	C	Airplane may be dispatched.	
EVS Fail (Amber – Caution)	C	Airplane may be dispatched.  NOTE: With EVS inoperative or with one or more EVS SSPCs pulled or tripped a blue “Landing Gear System Fault” CAS message may be displayed.	
EVS Maintenance Required (Blue – Advisory)	C	Airplane may be dispatched.	
EVS Window Heat Fail (Amber – Caution)	C	Airplane may be dispatched.	
FCS Maintenance Required (Blue – Advisory)	A	Airplane may be dispatched provided, prior to each flight: a) Flightcrew complies with AFM procedures, b) All FCS-related CMC faults are logged for maintenance, and c) Repairs are made within 3 flight-days.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-25

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
FDR System Fail (Blue – Advisory)  (Operator is a Holder of an Air Carrier or Commercial Operator Certificate)	A	Airplane may be dispatched provided: a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but before takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	
(Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	Airplane may be dispatched provided repairs are made in accordance with applicable 14 CFRs.	
Fire Detection Loop Fault (Amber – Caution)	B	Except for ER operations, airplane may be dispatched with one complete loop (A or B) inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light.	
Flaps Maintenance Required (Blue – Advisory)	C	Airplane may be dispatched in accordance with AFM guidance.	 



REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-26

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
FMS 1-2-3 Fail (Blue – Advisory)	A	One required for dispatch. Airplane may be dispatched 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/GPS Pos Monitor Unavail (Blue – Advisory)	B	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.	
Forward Cabin Temp Fan Fail (Blue – Advisory)	C	(O) Airplane may be dispatched provided: a) None of the following CAS messages are also displayed: • Aft Cabin Temp Fan Fail Advisory, • Cockpit Temp Fan Fail Advisory, b) Forward Cabin Temperature Manual mode is operative, c) Associated temperature indicator is operative, and d) Associated circuit breaker is pulled and collared.	
FQMS Maintenance Required (Blue – Advisory)	C	Airplane may be dispatched.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-27

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
FQMS Degrade, L-R (Blue – Advisory)	C	Airplane may be dispatched provided: a) Select CMC synoptic page and record all faults, b) Use conservative fuel quantity values for flight planning, and c) Record any faults displayed on Fuel Quantity Service Panel when on ground.	
	C	Except for ER operations, either Left or Right Fuel Quantity display may be inoperative provided: a) Both tanks are completely filled using over wing refueling, b) Both fuel flow meters are operative, c) After takeoff, power is set by matching fuel flow indications on both engines, and d) Flightcrew maintains a log of fuel burned.  NOTE: Maximum over wing fuel load is approximately 43,650 lbs (19,840 kg)/6,476 gal (24,512 lit).	
	C	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 using over wing refueling 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: Maximum over wing fuel load is approximately 43,650 lbs (19,840 kg)/6,476 gal (24,512 lit).  NOTE 2: Total Fuel indications will be invalid with an inoperative indicator.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-28

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
FQSC Channel Fail, L-R (Blue – Advisory)	B	Airplane may be dispatched provided: a) Only one channel is failed, and b) Both fuel flow meters are operative.	
Front WShld Heat Fault, L-R (Blue – Advisory)	C	Airplane may be dispatched.	
Front WShld Heat Fail, L-R (Amber – Caution)	B	Except for ER operations, airplane may be dispatched with one inoperative provided airplane is not operated in known or forecast icing conditions.	
Fuel Crossflow Valve Open (Amber – Caution)	B	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, e) Fuel tank temperature system must be operative, and f) Flightcrew monitors fuel tank temperature.  NOTE 1: Heated Fuel Return will be inoperative.  NOTE 2: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.	
Fuel Return Fail, L-R (Blue – Advisory)	B	Airplane may be dispatched provided: a) Flightcrew monitors fuel tank temperature, and b) Airplane is operated in accordance with AFM Limitations.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-29

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
GCU Fail, L-R (Blue – Advisory)	A	Except for ER operations, airplane may be dispatched provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450, c) RAT 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. Crew must verify applicability of the AD and AFM APU Limitations.	
Generator Fail, L-R (Blue – Advisory)	A	Except for ER operations, airplane may be dispatched provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450, c) RAT 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. Crew must verify applicability of the AD and AFM APU Limitations.	
GPS 1-2 Fail (Blue – Advisory)	B	Airplane may be dispatched except where operations require the use of GPS or GNSSU.	
GPWS 1-2 Fail (Blue – Advisory)	A	Airplane may be dispatched provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
HUD Comp Fan Fail (Blue – Advisory)	C	Airplane may be dispatched provided extended HUD ground operations are avoided.	
HUD OHU Fan Fail (Blue – Advisory)	C	Airplane may be dispatched provided: a) Extended HUD ground operations are avoided, and b) Pilot selected HUD brightness is reduced.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-30

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Hydraulic Qty Sen Fail, L (Blue – Advisory)	B	<p>Airplane may be dispatched provided:</p> <ol style="list-style-type: none"><li>a) Quantity is checked by reservoir indicator before each departure,</li><li>b) PTU is manually selected ON for takeoff and landing, and</li><li>c) Right Hydraulic Quantity Sensor is operative.</li></ol> <p>NOTE: System pressure must be present for an accurate reading.</p>	
Hydraulic Qty Sen Fail, R (Blue – Advisory)	B	<p>Airplane may be dispatched, provided:</p> <ol style="list-style-type: none"><li>a) Quantity is checked by reservoir indicator before each departure, and</li><li>b) Left Hydraulic Quantity Sensor is operative.</li></ol> <p>NOTE: System pressure must be present for an accurate reading.</p>	
Hydraulic Temp Sen Fail, L (Blue – Advisory)	B	<p>Airplane may be dispatched with both sensors failed provided quantity is checked by reservoir indicator before each departure.</p> <p>NOTE: System pressure must be present for an accurate reservoir indication reading. With both sensors failed, EICAS quantity will not be temperature compensated.</p>	
Hydraulic Temp Sen Fail, R (Blue – Advisory)	B	<p>Airplane may be dispatched with both sensors failed provided quantity is checked by reservoir indicator before each departure.</p> <p>NOTE: System pressure must be present for an accurate reservoir indication reading. With both sensors failed, EICAS quantity will not be temperature compensated.</p>	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-31

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Ice Detect Fail, L-R (Amber – Caution)	B	<p>Airplane may be dispatched provided:</p> <ol style="list-style-type: none"><li>a) Airplane is operated in accordance with alternate AFM procedures,</li><li>b) Cowl Anti-Ice shall be selected ON manually any time visible moisture is present and SAT is +10 °C or less, and</li><li>c) Wing Anti-Ice should be selected ON manually if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets or windshield edges.</li></ol> <p>NOTE: With Ice Detection Systems inoperative, automatic anti-ice is not available.</p>	
IRS 1-2-3 Fail (Blue – Advisory)	A	<p>Airplane may be dispatched with one IRS inoperative provided:</p> <ol style="list-style-type: none"><li>a) Repairs are made within 1 flight-day,</li><li>b) Both PFD Attitude Indicating Systems operate independently, i.e., flightcrew will ensure same IRS is not used as attitude source for both pilots,</li><li>c) Standby Multi-Function Controller (SMC) Attitude Indicators are operative, and</li><li>d) Both AHRS sensors are operative.</li></ol>	
IRU On Sec Pwr (Blue – Advisory)	A	<p>Airplane may be dispatched provided:</p> <ol style="list-style-type: none"><li>a) Only one IRU is on Secondary Power, and</li><li>b) Repairs are made within 1 flight-day.</li></ol>	
IRU Sec Pwr 1-2-3 Fail (Blue – Advisory)	A	<p>Airplane may be dispatched provided:</p> <ol style="list-style-type: none"><li>a) Affected battery is located in the aft position (#2 IRU and #3 IRU backup battery position),</li><li>b) All other components of the electrical systems are operative,</li><li>c) All three IRSs and both AHRS are operational, and</li><li>d) Repairs are made within 1 flight-day.</li></ol>	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-32

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
L PSU Fan Fail (Blue – Advisory)	B	Airplane may be dispatched provided: a) Ambient Temperature is 95 °F (35 °C) or cooler, b) TRU electrical loads are 50% or less, c) Right main TRU is operative, and d) Both Environmental Control System (ECS) Packs are operative.	
Landing Gear System Fault (Blue – Advisory)	B	Airplane may be dispatched.  NOTE: Message may display if EVS fails or if one or more EVS SSPCs are pulled/tripped.	
LX Fail (Blue – Advisory)	B	Airplane may be dispatched.	
Main Door (Blue – Advisory)	A	Airplane may be dispatched provided: a) With the parking brake applied and the Main Door closed, the Main Door is visually confirmed latched and locked, b) On line up and ready with power levers advanced to takeoff power for takeoff, reconfirm the correct position of the following: 1. FLAP Handle, 2. SPEED BRAKE Handle, 3. PARK/EMERG BRAKE Handle, 4. Landing Gear Control Handle, 5. Thrust Reverser Levers, 6. GPWS/GND SPLR FLAP ORIDE Switch, 7. Pitch, Rudder, and/or Roll Trim, and c) Repairs are made within 1 flight-day.  NOTE: “Main Door” Cyan Advisory CAS Message will change to an Amber Caution CAS Message once the parking brake is released. In addition, it will trigger an associated red “Aircraft Configuration” Warning CAS Message when thrust levers are advanced to takeoff power. This warning cannot be inhibited and must be acknowledged.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-33

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Main Door Maint Req'd (Blue – Advisory)	B	Airplane may be dispatched provided: a) The parking brake is applied, and the door Main Door is close, and b) Visually confirm that door is latched and locked.	
Main Fuel Pump Fail, L-R (Amber – Caution)	B	Except for ER operations, airplane may be dispatched with one Main Fuel Boost Pump inoperative provided: a) Fuel Crossflow Valve is OPEN and operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, and d) Airplane is operated in accordance with AFM Limitations.	
Main TRU Fault, L-R (Amber – Caution)	A	(O) Airplane may be dispatched with one Main TRU inoperative provided: a) Both Generators are operative, b) Both essential TRUs are operative, c) Auxiliary TRU is operative, d) APU Generator is operative, e) Both Battery chargers are operative, f) Both Main Airplane Batteries are operative, g) Associated circuit breaker is pulled and collared, h) Provided alternate cabin, galley, and lavatory lighting procedures are established and used, and i) Repairs are made within 2 flight-days.	
MAU 1-2-3 Fan Fail (Blue – Advisory)	C	Airplane may be dispatched provided: a) Performance of items affected by the indicated MAU are monitored during the flight, and b) Only one MAU has a failed fan.	
MRC 1 Fail (Amber – Caution)	A	Airplane may be dispatched with one Modular Radio Cabinet (MRC) Power Supply failed, provided: a) Associated Comm, Nav radios, and ATC 2 are operative, and b) Repairs are made within 1 flight-day.  NOTE: Dispatch is acceptable with MRC 1 failed and EICAS blue messages “APM 3 Fail” and “ASCB FAIL” displayed.	



REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-34

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
MRC 2 Fail (Blue – Advisory)	A	Airplane may be dispatched provided: a) Associated Comm, Nav radios, and ATC 1 are operative, and b) Repairs are made within 1 flight-day.  NOTE: With MRC 2 failed expect advisory “APM 4 Fail” and “ASCB Fail” message displayed.	
NAV 2 Fail (Blue – Advisory)	B	Airplane may be dispatched as required by 14 CFR.	
NAVCOM Fail (Blue – Advisory)	B	Airplane may be dispatched provided operations do not require its use.	
NWS Fixed Gain (Blue – Advisory)	B	Airplane may be dispatched provided Nose Wheel Tiller Steering System is operative.	
NWS Maintenance Req'd (Blue – Advisory)	B	Airplane may be dispatched.	
Outflow Valve Fault (Blue – Advisory)	B	(O) Airplane may be dispatched provided: a) DC motor is operative, and b) Airplane is operated in accordance with AFM Limitations.	
Pred Windshear Unavailable (Blue – Advisory)	B	May be inoperative provided alternate procedures are established and used.  NOTE: RDR-4000 has predictive windshear detection capability (optional).	
PTU Hyd Pressure Sen Fail (Blue – Advisory)	B	Airplane may be dispatched provided: a) Left Hydraulic Pressure Indication is operative, and b) PTU Hydraulic system is operative.	
RAAS 1-2 Fail (Blue – Advisory)	B	Airplane may be dispatched.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-35

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Radio Altimeter 1-2 Fail (Blue – Advisory)	B	Airplane may be dispatched with one Radio Altimeter failed provided: a) Remaining Radio Altimeter test results are satisfactory prior to dispatch, b) Landing weather minimums or operating procedures do not require its use, c) Other systems affected (EGPWS, TCAS, Autothrottle, Altimeter Ground Awareness Display, Synthetic Vision Primary Flight Display and automatic cowl/wing anti-icing) are considered, and d) Approach capability at destination and alternate airports must be assessed.	
Refuel System Fail (Blue – Advisory)	B	Airplane may be dispatched provided Pressure Fueling System is deactivated by selecting the REMOTE FUELING SHUTOFF Switch on the overhead panel to CLOSED.  NOTE: Maximum over wing fuel load is approximately 43,650 lbs (19,840 kg)/6,476 gal (24,512 lit).	
Rudder Steering Fail (Amber – Caution)	B	Airplane may be dispatched provided: a) Nose Wheel Tiller Steering System is operative, and b) Left seat pilot performs the takeoff and landing tasks.	
SATCOM Fail (Blue – Advisory)	C	Airplane may be dispatched provided procedures do not require their use.	
Select Manual Temperature C-F-A (Amber – Caution)	B	Airplane may be dispatched provided: a) Associated manual control system is operative, and b) Associated temperature indicator is operative.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-36

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Service Door (Blue – Advisory)	B	<p>Airplane may be dispatched provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED/LATCHED:</p> <ul style="list-style-type: none"> <li>• Emergency Entry Switch (Main Entry Door),</li> <li>• Engine Access (Left Engine),</li> <li>• Engine Access (Right Engine),</li> <li>• External Air,</li> <li>• External Power,</li> <li>• Forward Cowl (Left Engine),</li> <li>• Forward Cowl (Right Engine),</li> <li>• Fuel Drain Valve (Left Wing),</li> <li>• Fuel Drain Valve (Right Wing),</li> <li>• Fuel Hopper Drain (Left Wing),</li> <li>• Fuel Hopper Drain (Right Wing),</li> <li>• Fuel Service,</li> <li>• Ldg Gear Maintenance,</li> <li>• Nose Wheel Well,</li> <li>• Oxygen Service,</li> <li>• Radome,</li> <li>• Security,</li> <li>• Tail Compartment,</li> <li>• Waste Service,</li> <li>• Water Service,</li> <li>• Wheel Well (Left Main Gear), and</li> <li>• Wheel Well (Right Main Gear).</li> </ul>	
Side WShld Heat Fail, L-R (Amber – Caution)	B	Airplane may be dispatched.	
Side WShld Heat Fault, L-R (Blue – Advisory)	C	<p>Airplane may be dispatched.</p> <p>NOTE: This message will automatically clear after 5 minutes.</p>	
Side WShld Ht Cont Fail, L-R (Blue – Advisory)	B	Except for ER operations, airplane may be dispatched provided airplane is not operated in known or forecast icing conditions.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-37

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
SMC 2 Fail (Blue – Advisory)	A	(O) Airplane may be dispatched with the Right Side Standby Multi-Function Controller (SMC) inoperative provided: a) FMS is the navigation source on both PFDs, b) Destination and alternate airports have either LPV, GPS, FMS overlay, or ILS approach available without NOTAM restrictions, c) No other display system failures exist, d) Associated circuit breaker is pulled and collared, e) Alternate procedures are established and used, and f) Repairs are made within 1 flight-day.	
Spoiler Panel Fail (Amber – Caution) (For Airplanes With ASC-135/FCC v10.1 or Subsequent)	A	(O) Airplane may be dispatched with the Inboard Spoiler Pair inoperative, provided: a) Associated Spoiler circuit breakers are pulled and collared, b) Repairs are made within 1 flight-day, c) Maximum cruise altitude is limited to 43,000 ft., d) Anti-skid is operative, e) 20 degrees flaps are used for takeoff, f) Rated EPR power is used for takeoff, and g) Steep Approach Mode is not required.	
SSPC Controller Fault, L-R (Blue – Advisory)	B	Airplane may be dispatched with one RIU channel failed provided: a) Remaining RIU (PRI or SEC SSPC) is operational, and b) All other components of the Electrical system are operative.	
SSPC MCDU 1-2-3 Comm Fail (Blue – Advisory)	B	Airplane may be dispatched provided remaining two non-affected MCDUs remaining operational.	
SSPC Power Tile 4 Fail (Amber – Caution)	B	(O) Airplane may be dispatched provided: a) Associated circuit breakers are pulled and collared, and b) 60 Hz switch is selected OFF, c) Provisions are made for cabin and cockpit outlets loss of 60 Hz power, and d) Flightcrew will brief the passengers on the items that are inoperative with the failure of the power source for cabin entertainment.	
SSPC Power Tile 4 Fault (Blue – Advisory)	D	Airplane may be dispatched.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-38

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
Stab Maintenance Required (Blue – Advisory)	B	Airplane may be dispatched.	
Stick Shaker 1-2 Fail (Blue – Advisory)	A	(O) Airplane may be dispatched with one Stick Shaker inoperative provided: a) Associated circuit breaker is pulled and collared, b) Flightcrew briefs the remaining operative stall warning indications prior to each takeoff and approach, and c) Repairs are made within 2 flight-days.	
Stuck MIC ACP 4-5-6-7-8 (Blue – Advisory)	C	Airplane may be dispatched with one Audio Control Box indicating Stuck MIC ACP provided: a) Pilot and Copilot ACPs are operative, b) Affected ACP circuit breaker is pulled and collared, c) It is not required as determined by the pilot in command, d) Flight Deck to cabin communication is operative, and e) Alternate procedures are established and used.	
SURF Unavailable (Blue – Advisory)	C	Airplane may be dispatched.	
TCAS Fail (Blue – Advisory)	A	(O) Airplane may be dispatched provided: a) Associated circuit breaker is pulled and collared, 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)	B	Airplane may be dispatched.  NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction.	
Terrain Bus Fail (Blue – Advisory)	B	Airplane may be dispatched.  NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction.	
Throttle Quadrant 1-2 Fail (Blue – Advisory)	B	Airplane may be dispatched.  NOTE: With both Channel 1 and Channel 2 failed, the autothrottle system will be inoperative.	

REVISION NO. 5  
DATE: XX/XX/XXXX

PAGE NO. 2-39

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
VHF COM 2 Fail (Blue – Advisory)	B	Airplane may be dispatched provided 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, NAV 1 and ATC 1 are powered by the Emergency Bus.	
VSA Unavailable (Cyan – Advisory)	C	Airplane may be dispatched.	
Windshear 1-2 Fail (Blue – Advisory)	A	Airplane may be dispatched provided: a) At least one radio altimeter is valid, b) Alternate procedures are established and used, c) Flightcrew comply with AFM/AOM guidance in windshear situations and recommended procedures when encountering windshear, and d) Repairs are made within 2 flight-days.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
Wing Anti-Ice Maint Reqd, L-R (Blue – Advisory)	C	Airplane may be dispatched provided: a) Prior to each departure, the affected side Wing Anti-Ice system is verified to operate normally, and b) All components of the Bleed Air System are operative.	
	B	Airplane may be dispatched with both "L-R" Advisory CAS Messages Displayed, provided airplane is not operated in known or forecast icing conditions.	
Wing Anti-Ice Sys Fail, L-R (Amber – Caution)	B	Except for ER operations, airplane may be dispatched provided: a) Airplane is not operated in known or forecast icing conditions, and b) Affected side Wing Anti-Ice is selected and remains OFF.	

REVISION NO. 5

PAGE NO. 2-40

DATE: XX/XX/XXXX

AIRCRAFT:  
GVI (G650), GVI (G650ER)

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
60 Hz Power Fail (Blue – Advisory)	C	(O) Airplane may be dispatched provided: a) Affected circuit breaker is pulled and collared, and b) Flightcrew will brief passengers on items that are inoperative.	