TYPE-CERTIFICATE
DATA SHEET

No. EASA.IM.A.169

for
Gulfstream GVI

Type Certificate Holder:
Gulfstream Aerospace Corporation
500 Gulfstream Road,
Savannah, GA, 31408
USA

For Model: GVI (G650)
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### TABLE OF CONTENTS

#### SECTION 1: GVI

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>I.</strong> General</td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>Type / Model / Variant</td>
</tr>
<tr>
<td>2.</td>
<td>Performance Class</td>
</tr>
<tr>
<td>3.</td>
<td>Certifying Authority</td>
</tr>
<tr>
<td>4.</td>
<td>Manufacturer</td>
</tr>
<tr>
<td>5.</td>
<td>FAA Certification Application Date</td>
</tr>
<tr>
<td>6.</td>
<td>EASA Validation Application Date</td>
</tr>
<tr>
<td>7.</td>
<td>FAA Type Certification Date</td>
</tr>
<tr>
<td>8.</td>
<td>EASA Type Validation Date</td>
</tr>
<tr>
<td><strong>II.</strong> Certification Basis</td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>Reference Date for determining the applicable requirements</td>
</tr>
<tr>
<td>2.</td>
<td>FAA Type Certification Data Sheet No.</td>
</tr>
<tr>
<td>3.</td>
<td>FAA Certification Basis</td>
</tr>
<tr>
<td>4.</td>
<td>EASA Airworthiness Requirements</td>
</tr>
<tr>
<td>5.</td>
<td>Special Conditions</td>
</tr>
<tr>
<td>6.</td>
<td>Exemptions</td>
</tr>
<tr>
<td>7.</td>
<td>Deviations</td>
</tr>
<tr>
<td>8.</td>
<td>Equivalent Safety Findings</td>
</tr>
<tr>
<td>9.</td>
<td>Elect to Comply</td>
</tr>
<tr>
<td>10.</td>
<td>Environmental Protection Standards</td>
</tr>
<tr>
<td><strong>III.</strong> Technical Characteristics and Operational Limitations</td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>Type Design Definition</td>
</tr>
<tr>
<td>2.</td>
<td>Description</td>
</tr>
<tr>
<td>3.</td>
<td>Equipment</td>
</tr>
<tr>
<td>4.</td>
<td>Dimensions</td>
</tr>
<tr>
<td>5.</td>
<td>Engines</td>
</tr>
<tr>
<td>6.</td>
<td>Auxiliary Power Unit</td>
</tr>
<tr>
<td>7.</td>
<td>Propellers</td>
</tr>
<tr>
<td>8.</td>
<td>Fluids (Fuel, Oil, Additives, Hydraulics)</td>
</tr>
<tr>
<td>9.</td>
<td>Fuel Capacities</td>
</tr>
<tr>
<td>10.</td>
<td>Airspeed Limits</td>
</tr>
<tr>
<td>11.</td>
<td>Flight Envelope</td>
</tr>
<tr>
<td>12.</td>
<td>Operating Limitations</td>
</tr>
<tr>
<td>13.</td>
<td>Maximum Certified Masses</td>
</tr>
<tr>
<td>14.</td>
<td>Centre of Gravity Range</td>
</tr>
<tr>
<td>15.</td>
<td>Datum</td>
</tr>
<tr>
<td>16.</td>
<td>Mean Aerodynamic Chord (MAC)</td>
</tr>
<tr>
<td>17.</td>
<td>Levelling Means</td>
</tr>
<tr>
<td>18.</td>
<td>Minimum Flight Crew</td>
</tr>
<tr>
<td>19.</td>
<td>Maximum Seating Capacity</td>
</tr>
<tr>
<td>20.</td>
<td>Baggage/ Cargo Compartment</td>
</tr>
<tr>
<td>21.</td>
<td>Wheels and Tyres</td>
</tr>
<tr>
<td>22.</td>
<td>Extended Diversion Time Operations (EDTO)</td>
</tr>
<tr>
<td>23.</td>
<td>EVS and HUD Operations</td>
</tr>
</tbody>
</table>
IV. Operating and Service Instructions
1. Airplane Flight Manual (AFM) ................................................................. 15
2. Instructions for Continued Airworthiness and Airworthiness Limitations .......... 16
3. Weight and Balance Manual (WBM) .......................................................... 16

V. OPERATIONAL SUITABILITY DATA (OSD) ........................................... 16
1. Master Minimum Equipment List .................................................................. 16
2. Flight Crew Data .......................................................................................... 16
3. Cabin Crew Data ......................................................................................... 17

VI. Notes ........................................................................................................ 17

SECTION 2: ADMINISTRATIVE ..................................................................... 18

I. Acronyms and Abbreviations ....................................................................... 18
II. Type Certificate Holder Record ................................................................... 18
III. Change Record .......................................................................................... 18
SECTION 1: GVI

I. General

This Data Sheet, which is part of Type Certificate No. IM.A.169, prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the European Aviation Safety Agency.

1. Type / Model / Variant

   GVI (G650)

2. Performance Class

   A

3. Certifying Authority

   Federal Aviation Administration (FAA)
   Atlanta Aircraft Certification Office
   1701 Columbia Avenue
   College Park
   Atlanta, GA 30337
   United States of America

4. Manufacturer

   Gulfstream Aerospace Corporation
   P.O. Box 2206
   Savannah, GA 31402-2206
   United States of America

5. FAA Certification Application Date

   September 18, 2007

6. EASA Validation Application Date

   September 18, 2007

7. FAA Type Certification Date

   G650\(^{(1)}\)  
   September 07, 2012  
   G650ER\(^{(2)}\)  
   October 07, 2014

8. EASA Type Validation Date

   G650\(^{(1)}\)  
   December 21, 2012  
   G650ER\(^{(2)}\)  
   April 01, 2016

\(^{(1)}\) G650 is the commercial / marketed designation to identify Gulfstream GVI aircraft model.

\(^{(2)}\) G650ER (ER standing for Extended Range) is the commercial / marketed designation to identify Gulfstream GVI aircraft model having received the Gulfstream modification ‘Gross Weight Increase’, supported by the embodiment of the Gulfstream ASC 014. The G650ER is not considered as new aircraft model or variant.
II. Certification Basis

1. Reference Date for determining the applicable requirements
   September 18, 2007

2. FAA Type Certification Data Sheet No.
   T00015AT

3. FAA Certification Basis
   September 18, 2007

4. EASA Airworthiness Requirements
   EASA Certification Specification (CS) 25, Amendment 2, effective as of October 02, 2006, except where identified below.


5. Special Conditions

<table>
<thead>
<tr>
<th>CRI</th>
<th>Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-101</td>
<td>High Incidence Protection Function</td>
</tr>
<tr>
<td>C-102</td>
<td>Limit engine torque loads sudden engine stoppage</td>
</tr>
<tr>
<td>C-103</td>
<td>Design Roll Manoeuvre requirement</td>
</tr>
<tr>
<td>C-104</td>
<td>Automatic speed protection for design dive speed (dive speed definition)</td>
</tr>
<tr>
<td>D-06</td>
<td>Pilot view “Hydrophobic coatings”</td>
</tr>
<tr>
<td>D-07</td>
<td>Towbarless Towing</td>
</tr>
<tr>
<td>D-09</td>
<td>Application of ARAC proposal 25.671</td>
</tr>
<tr>
<td>D-15</td>
<td>Side facing seats and Divans</td>
</tr>
<tr>
<td>D-23</td>
<td>Installation of Flight Crew Sleeping Facility</td>
</tr>
<tr>
<td>D-24</td>
<td>Airworthiness standards for Subsonic Transport aeroplanes to be operated</td>
</tr>
<tr>
<td></td>
<td>above of 41,000 ft</td>
</tr>
<tr>
<td>D-26</td>
<td>Isolated compartments</td>
</tr>
<tr>
<td>D-29</td>
<td>Control surface position awareness/Electronic flight control systems</td>
</tr>
<tr>
<td>E-04</td>
<td>Fuel tank safety</td>
</tr>
<tr>
<td>E-05</td>
<td>Freezing fog</td>
</tr>
<tr>
<td>E-07</td>
<td>Uncontrollable high thrust</td>
</tr>
<tr>
<td>E-12</td>
<td>Water/Ice in Fuel System</td>
</tr>
<tr>
<td>E-13</td>
<td>Fuel Quantity Indicating System</td>
</tr>
<tr>
<td>E-101</td>
<td>In flight verification of fire detector circuitry</td>
</tr>
<tr>
<td>E-102</td>
<td>Inflight engine re-start</td>
</tr>
<tr>
<td>E-103</td>
<td>Fuel vent system Fire Protection</td>
</tr>
</tbody>
</table>
SECTION 1: GVI – continued

CRI      Subject
F-05     High Intensity Radiated Fields (HIRF) Protection
F-06     Lightning Protection - Direct Effects (EL)
F-07     Lightning Protection - Indirect Effects (IEL)
F-44     Controller Pilot Data Link Communication (CPDLC)
F-45     Flight Data recorders including Data Link Recording
F-55     In Seat Power Supply Systems (ISPSS)
F-101    Control Surface Position Awareness
F-102    Yaw Oscillations
F-104    Pilot Compartment View Requirements with an Enhanced Flight Vision System
F-105    Electronic Flight Control System Mode Annunciation
F-106    Operation without normal electrical power
F-108    Security of Network Server Systems
F-110    Installation of non-rechargeable lithium battery

6. Exemptions

Not applicable

7. Deviations

D-22     Doors between passenger compartments
E-18     Uncontrollable thrust increase

8. Equivalent Safety Findings

The following table lists the Equivalent Safety Finding requests made by Gulfstream which are specific to the GVI model.

CRI      Subject
C-105    Widespread Fatigue damage limits of validity
D-16     Emergency Exit Locator Signs
D-20     Emergency exit and encroachment
E-03     APU mounting system fireproofness
E-104    Fuel Filter Indication System
E-105    Turbine Engine tailpipe Fire Detection
E-106    Oil fire detection system
E-107    Digital-only Display of Engine HP Rotor speed
E-108    Flammable Fluid Carrying Components in Nacelle Areas Behind the Firewall
F-39     Standby (Magnetic) Compass Removal
FAA ELOS TC8700AT-T-C-7 Rev. 2 – Encroachment into Emergency Exits
SECTION 1: GVI – continued

9. Elect to Comply

B-07 CS 25.1419 Am 3 “Flight in Icing Conditions”
C-04 CS 25.561 ; 25.721 ; 25.963 Am 3 “Fuel Tank Integrity and Access Covers"

NPA Subject
NPA 15/2004 CS 25.1302 Am 3 “Human Factors”
NPA 02/2006 CS 25.783 Am 4 “Doors”
NPA 2008-13 CS 25.856 Am 6 “Thermal/Acoustic Insulation Materials”

10. Environmental Protection Standards

For aircraft not fitted with ASC 014:
- Noise : ICAO Annex 16, Volume I, Amendment 8(*) (Fifth Edition), Chapter 4 for Noise; and

For aircraft fitted with ASC 014:
- Noise : ICAO Annex 16, Volume I, Amendment 10(*) (Fifth Edition), Chapter 4 for Noise; and

For aircraft fitted with ASC 014 and (ASC 026, ASC 027, ASC 028, ASC 029, or ASC 082):
- Noise : ICAO Annex 16, Volume I, Amendment 11B(*) (Fifth Edition), Chapter 4 for Noise; and

(*) Note : The difference between the ICAO Annex 16, Volume I amendment level is relevant with their applicability at the time of the certification exercises.

For details of the certified noise levels see TCDSN EASA.IM.A.169
III. **Technical Characteristics and Operational Limitations**

1. **Type Design Definition**
   Gulfstream drawing 60P0000000-001, GVI Aircraft Level Configuration Control Document, revision M, or later approved revision, (EASA Project No. IM.A.169), as amended by Gulfstream ASC 10 for EASA aircraft, and post TC modifications as defined in Report GVI-GER-0331 “EASA POST-TYPE CERTIFICATION MODIFICATIONS (EASA TYPE DESIGN)”, latest approved revision.

2. **Description**
   Twin turbo-fan, long range, large aeroplane.

3. **Equipment**
   The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

4. **Dimensions**
<table>
<thead>
<tr>
<th>Dimension</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wingspan</td>
<td>30.36 meters [99.62 feet]</td>
</tr>
<tr>
<td>Fuselage Length</td>
<td>30.41 meters [99.78 feet]</td>
</tr>
<tr>
<td>Fuselage Width at Constant Section</td>
<td>2.74 meters [9.00 feet]</td>
</tr>
</tbody>
</table>

5. **Engines**
   Two (2) Rolls Royce Deutschland Ltd & Co. KG Turbofan Engine Models: BR700-725A1-12 (EASA Engine Type Certificate No. E.018)

   **Engine Limits:**

<table>
<thead>
<tr>
<th>Engine Limits</th>
<th>GVI BR700-725A1-12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Data Sheet EASA E.018</td>
<td>Static thrust at sea level (Standard Day) 75.2 kN (16,900 lbs)</td>
</tr>
</tbody>
</table>

   Other engine limitations: See the Engine Type Certificate Data Sheet EASA.E.018.

6. **Auxiliary Power Unit**
   One (1) Honeywell RE220(GVI) EASA approval JTSO 6615.

   For aircraft not fitted with ASC 014:

   For aircraft fitted with ASC 014:

7. **Propellers**
   N/A
8. **Fluids (Fuel, Oil, Additives, Hydraulics)**

Fuels: Rolls Royce PLC Turbofan Engines*

Refer to the applicable approved Manuals.

<table>
<thead>
<tr>
<th>Kerosene Type (AVTUR, JP8)</th>
<th>NATO Code F24/F34/F35</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>American</strong></td>
<td><strong>British</strong></td>
</tr>
<tr>
<td>ASTM D1655, Jet A</td>
<td>DEF STAN 91-87</td>
</tr>
<tr>
<td>ASTM D1655, Jet A-1</td>
<td>DEF STAN 91-91</td>
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<tr>
<td>MIL-T-83133, JP-8</td>
<td></td>
</tr>
<tr>
<td>MIL-DTL-83133, JP8</td>
<td></td>
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<tr>
<td><strong>French</strong></td>
<td><strong>CIS</strong></td>
</tr>
<tr>
<td>DCSEA 134/A</td>
<td>TS-1 &amp; RT (GOST 10227, AM 1)</td>
</tr>
<tr>
<td></td>
<td>GSTU 320.001149943.007-97 (RT Type)</td>
</tr>
<tr>
<td></td>
<td>GSTU 320.001149943.011-99 (TS-1 Type)</td>
</tr>
<tr>
<td><strong>Chinese</strong></td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:**
The following Chinese fuel additives are approved for use on this Gulfstream aircraft model:
1. Static Dissipater additive: Stadis 450
2. Antioxidant: 2,6-diteriary-butyl-4-methyl-phenol
3. Icing Inhibitor: Ethylene Glycol Monomethyl Ether or Diethylene Glycol Monomethyl Ether
4. Metal Deactivator: N,N’-disalicylidene 1,2-propanediamine

The following Chinese fuel additives are not approved for use on this Gulfstream aircraft model:
1. Static Dissipater additive T1502
2. Antifriction additives T1601 or T1602

**Oils**
Refer to the applicable approved Manuals.

**Hydraulics**
Refer to the applicable approved Manuals.
SECTION 1: GVI – continued

9. **Fuel Capacities**

For aircraft not fitted with ASC 014, the following fuel capacities apply:

<table>
<thead>
<tr>
<th>Tanks</th>
<th>Pounds</th>
<th>U.S. Gallons*</th>
<th>Kilograms*</th>
<th>Litres*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right</td>
<td>22,100</td>
<td>3,298</td>
<td>10,024</td>
<td>12,486</td>
</tr>
<tr>
<td>Left</td>
<td>22,100</td>
<td>3,298</td>
<td>10,024</td>
<td>12,486</td>
</tr>
<tr>
<td>Total</td>
<td>44,200</td>
<td>6,597</td>
<td>20,048</td>
<td>24,972</td>
</tr>
</tbody>
</table>

For aircraft fitted with ASC 014, the following fluid capacities apply:

<table>
<thead>
<tr>
<th>Tanks</th>
<th>Pounds*</th>
<th>U.S. Gallons*</th>
<th>Kilograms*</th>
<th>Litres*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right</td>
<td>24,100</td>
<td>3,597</td>
<td>10,931</td>
<td>13,616</td>
</tr>
<tr>
<td>Left</td>
<td>24,100</td>
<td>3,597</td>
<td>10,931</td>
<td>13,616</td>
</tr>
<tr>
<td>Total</td>
<td>48,200</td>
<td>7,194</td>
<td>21,863</td>
<td>27,233</td>
</tr>
</tbody>
</table>

* Fuel Density is 6.700 Pounds / U.S. Gallon and 0.8028 Kilograms / Litre

See applicable Weights and Balance Manual

10. **Airspeed Limits**

\[ \frac{V_{MO}}{M_{MO}} = 340 \text{KCAS} / 0.925 \text{M.} \]

For aircraft not fitted with ASC 014:

For other airspeed limits, see the FAA approved Flight Manual ref GAC-AC-G650-OPS-0001 and EASA approved Airplane Flight Manual Supplement ref EASA-G650-2012-01, latest approved revisions. (Section 1)

For aircraft fitted with ASC 014:

For other airspeed limits, see the FAA approved Flight Manual ref GAC-AC-G650ER-OPS-0001 and EASA approved Airplane Flight Manual Supplement ref EASA-G650ER-2015-01, latest approved revisions. (Section 1)

11. **Flight Envelope**

Maximum Operating Altitude: 15,545 Meters (51,000 feet)

For aircraft not fitted with ASC 014:


For aircraft not fitted with ASC 014:

SECTION 1: GVI – continued

12. Operating Limitations

For aircraft not fitted with ASC 014:


12.1 Approved Operations

The airplane is approved for the following kinds of flight and operation, both day and night, provided the required equipment is installed and approved in accordance with the applicable regulations/specifications:

- Visual (VFR)
- Instrument (IFR)
- Icing Conditions
- Low weather minima (CAT I operations)
- RVSM
- Wet and contaminated runway operations (Appendix D data to FAA approved AFM)

12.2 Other Limitations

Runway slope ±2%
Maximum Takeoff and Landing Tailwind Component – 10 knots
Maximum Operating Altitude – 15,545 m (51,000 feet) pressure altitude

Maximum demonstrated crosswind component for takeoff and landing is 28 knots.

When operating in a flight control law mode other than Normal (i.e. Alternate, Direct, or Backup), maximum crosswind component for Landing is 10 knots.
### 13. Maximum Certified Masses

<table>
<thead>
<tr>
<th>Configuration</th>
<th>Maximum Taxi Weight</th>
<th>Maximum Take-off Weight</th>
<th>Maximum Landing Weight</th>
<th>Maximum Zero Fuel Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>G650</td>
<td>45,359 kg</td>
<td>45,177 kg</td>
<td>37,874 kg</td>
<td>27,442 kg</td>
</tr>
<tr>
<td></td>
<td>100,000 lbs</td>
<td>99,600 lbs</td>
<td>83,500 lbs</td>
<td>60,500 lbs</td>
</tr>
<tr>
<td>G650ER</td>
<td>47,173 kg</td>
<td>46,991 kg</td>
<td>37,874 kg</td>
<td>27,442 kg</td>
</tr>
<tr>
<td>(ASC 014)</td>
<td>104,000 lbs</td>
<td>103,600 lbs</td>
<td>83,500 lbs</td>
<td>60,500 lbs</td>
</tr>
<tr>
<td>G650ER</td>
<td>33,974 kg</td>
<td>33,974 kg</td>
<td>33,974 kg</td>
<td>27,442 kg</td>
</tr>
<tr>
<td>(ASC 14 + ASC 26)</td>
<td>74,900 lbs</td>
<td>74,900 lbs</td>
<td>74,900 lbs</td>
<td>60,500 lbs</td>
</tr>
<tr>
<td>G650ER</td>
<td>40,823 kg</td>
<td>40,823 kg</td>
<td>37,874 kg</td>
<td>27,442 kg</td>
</tr>
<tr>
<td>(ASC 14 + ASC 27)</td>
<td>90,000 lbs</td>
<td>90,000 lbs</td>
<td>83,500 lbs</td>
<td>60,500 lbs</td>
</tr>
<tr>
<td>G650ER</td>
<td>43,091 kg</td>
<td>43,091 kg</td>
<td>37,874 kg</td>
<td>27,442 kg</td>
</tr>
<tr>
<td>(ASC 14 + ASC 28)</td>
<td>95,000 lbs</td>
<td>95,000 lbs</td>
<td>83,500 lbs</td>
<td>60,500 lbs</td>
</tr>
<tr>
<td>G650ER</td>
<td>45,359 kg</td>
<td>45,177 kg</td>
<td>37,874 kg</td>
<td>27,442 kg</td>
</tr>
<tr>
<td>(ASC 14 + ASC 29)</td>
<td>100,000 lbs</td>
<td>99,600 lbs</td>
<td>83,500 lbs</td>
<td>60,500 lbs</td>
</tr>
<tr>
<td>G650ER</td>
<td>45,681 kg</td>
<td>45,550 kg</td>
<td>37,874 kg</td>
<td>27,442 kg</td>
</tr>
<tr>
<td>(ASC 14 + ASC 82)</td>
<td>100,710 lbs</td>
<td>100,310 lbs</td>
<td>83,500 lbs</td>
<td>60,500 lbs</td>
</tr>
<tr>
<td>G650</td>
<td>45,359 kg</td>
<td>45,177 kg</td>
<td>29,483 kg</td>
<td>27,442 kg</td>
</tr>
<tr>
<td>(ASC 137)</td>
<td>100,000 lbs</td>
<td>99,600 lbs</td>
<td>65,000 lbs</td>
<td>60,500 lbs</td>
</tr>
<tr>
<td>G650ER</td>
<td>47,173 kg</td>
<td>46,991 kg</td>
<td>29,483 kg</td>
<td>27,442 kg</td>
</tr>
<tr>
<td>(ASC 137)</td>
<td>104,000 lbs</td>
<td>103,600 lbs</td>
<td>65,000 lbs</td>
<td>60,500 lbs</td>
</tr>
</tbody>
</table>

**Note:** The maximum weight limits may be less as limited by centre of gravity, fuel density and fuel loading limits, as given in the EASA approved Airplane Flight Manual Supplement (See Section 1)

For aircraft not fitted with ASC 014:
(Section 1)

For aircraft fitted with ASC 014:
SECTION 1: GVI – continued

See the FAA approved Flight Manual ref GAC-AC-G650ER-OPS-0001 and EASA approved Airplane Flight Manual Supplement ref EASA-G650ER-2015-01, latest approved revisions (Section 1)

For aircraft fitted with ASC 014 and (ASC 026, ASC 027, ASC 028, ASC 029, or ASC 082):

See the FAA approved Flight Manual ref AFMS EASA-G650-2016-01 or AFMS EASA-G650ER-2016-02, latest approved revisions.

14. Centre of Gravity Range

For aircraft not fitted with ASC 014:
See the FAA approved Flight Manual ref GAC-AC-G650-OPS-0001 and EASA approved Airplane Flight Manual Supplement ref EASA-G650-2012-01, latest approved revisions (Section 1)

For aircraft fitted with ASC 014:
See the FAA approved Flight Manual ref GAC-AC-G650ER-OPS-0001 and EASA approved Airplane Flight Manual Supplement ref EASA-G650ER-2015-01, latest approved revisions (Section 1)

15. Datum
For weight and balance purposes, the zero datum is 100 inches forward of the radome

16. Mean Aerodynamic Chord (MAC)

4.756 meters [187.24 inches]

17. Levelling Means
Longitudinal: Lugs at left nose well door longeron STA 163.0 & 174.0
Lateral: Lugs on rear face of bulkhead STA 148.5 in nose wheel well

18. Minimum Flight Crew
Two (2): Pilot and co-pilot

19. Maximum Seating Capacity
Total number of occupants shall not exceed 22.

The number of passengers shall not exceed 19 as determined by emergency exit requirements, nor shall the number of passengers exceed the number of seating accommodations approved for takeoff and landing.

Note: Type Certificate EASA.IM.A.169 considers a “green” aircraft (aircraft without an approved cabin interior) configuration only. Cabin interior installations (including passenger seating configurations up to 19 passengers) are subject to completion STCs being EASA approved prior to any operation with passengers.

20. Baggage/ Cargo Compartment

For aircraft not fitted with ASC 014:
SECTION 1: GVI – continued

Gulfstream G650 Weight and Balance Manual Issue 3, dated April 2012 or later approved revisions.

For aircraft fitted with ASC 014:
Gulfstream G650ER Weight and Balance Manual revision 1 dated April 2015 or later approved revisions.

21. Wheels and Tyres
Nose wheels TSO C135a, Tyres Twin 21 x 7.25-10 bias ply (TSO C62e) nominal pressure 216 psi.
Main wheels TSO C135a, Tyres Twin H37.5 x 12.0 R 19 (TSO C62e) nominal pressure 216 psi.

See Aircraft Maintenance Manual for proper servicing of tires

22. Extended Diversion Time Operations (EDTO)

The following EDTO capabilities granted by EASA are valid for Commercial Air Transport Operations.
Operational approval must be sought from the State of Registry of each individual aircraft.

The GVI aircraft model has been demonstrated compliant with the design and reliability requirement for 180min diversion time from an adequate aerodrome without ETOPS.

23. EVS and HUD Operations

The GVI Type Design has been shown to be operable in accordance with Commission Regulation (EU) No 965/2012, paragraphs SPA.LVO.100 and CAT.OP.MPA.110. It has been demonstrated compliant with the appropriate design and reliability requirements defined in CRI F-51.
Operational approval must be sought from the State of Registry of each individual aircraft.

24. Interiors Installation

GVI cabin interior installations must be in accordance with Gulfstream report GVI-GER-6855 “GVI Interior Certification Requirements Document”.

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

For aircraft not fitted with ASC 014:

For aircraft fitted with ASC 014:
SECTION 1: GVI – continued

2. **Instructions for Continued Airworthiness and Airworthiness Limitations**

   For aircraft not fitted with ASC 014:
   Component life limitations are provided in Section 05-10-10, Chapter 5 of the GVI (G650) Aircraft Maintenance Manual.

   Maintenance criteria to comply with the certification maintenance requirements are provided in Chapter 5 of the GVI (G650) Aircraft Maintenance Manual.

   For aircraft fitted with ASC 014:
   Component life limitations are provided in Section 05-10-10, Chapter 5 of the GVI (G650ER) Aircraft Maintenance Manual.

   Maintenance criteria to comply with the certification maintenance requirements are provided in Chapter 5 of the GVI (G650 ER) Aircraft Maintenance Manual.

3. **Weight and Balance Manual (WBM)**

   For aircraft not fitted with ASC 014:
   Gulfstream G650 Weight and Balance Manual Issue 3 dated April 2012 or later approved revisions (Note 1).

   For aircraft fitted with ASC 014:
   Gulfstream G650ER Weight and Balance Manual revision 1 dated April 2015 or later approved revisions (Note 1).

   **Note 1**  A current Weight and Balance Report, must be in each aircraft at the time of original airworthiness certification.

   **Note 2**  Airplane operation must be in accordance with the EASA approved Airplane Flight Manual. All placards required by either the EASA approved Flight Manual, the applicable operating rules, or the Certification Basis must be installed in the airplane.

V. **OPERATIONAL SUITABILITY DATA (OSD)**

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.IM.A.169, as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. **Master Minimum Equipment List**
   a. Master Minimum Equipment List (MMEL), reference : EASA-MMEL-AC-G650-OPS-0004 dated 7 January 2013, as per the defined Operational Suitability Data Certification Basis, recorded in the Operational Review Item (ORI) n°4 Issue 2, or later approved revisions
   b. Required for entry into service by EU operator.

2. **Flight Crew Data**
   a. The Flight Crew Data (FCD), reference : EASA-OSD-FC-GVI-GAC-002, Revision 2, dated 20 Jan 2017, as per the defined Operational Suitability Data Certification Basis recorded in the same document [Section 2].
   b. Required for entry into service by EU operator.
   c. Pilot Type Rating: GVI.
Note: These data cover the Gulfstream GVI (G650) aircraft model, including:

- G650 fitted with ASC 901 - PlaneView II Avionics Software Version "Block Point I" -.
- G650 fitted with ASC 902 - PlaneView II Avionics Software Version "Block Point II" -.
- G650 fitted with ASC 014 – Gross Weight Increase / G650ER.
- G650 fitted with ASC 037 – Flight Control Computer (FCC) version 6.2 software
- G650 fitted with ASC 055 - Autobrakes system

3. Cabin Crew Data

Not applicable

VI. Notes
SECTION 2: ADMINISTRATIVE

I. Acronyms and Abbreviations

A/C       Aircraft
AFM      Airplane Flight Manual
AMC     Acceptable Means of Compliance
APU    Auxiliary Power Unit
ASC     Gulfstream Aircraft Service Change
CG   Centre of Gravity
CRI  Certification Review Item
EASA   European Aviation Safety Agency
EDTO  Extended Diversion Time Operations
EU    European Union
EVS   Enhanced Vision System
FAA  Federal Aviation Administration
HUD  Head Up Display
ICA   Instructions for Continued Airworthiness
ICAO  International Civil Aviation Organization
IFR   Instrument Flight Rules
JAA  Joint Aviation Authorities
MTOM Maximum Take-off Mass
NPA  Notice of Proposed Amendment
OSD Operational Suitability Data
RR  Rolls Royce
RVSM Reduced Vertical Separation Minima
TCDS   Type Certificate Data Sheet
TCDSN  Type Certificate Data Sheet for Noise
VFR Visual Flight Rules
WBM  Weight and Balance Manual

II. Type Certificate Holder Record

Gulfstream Aerospace Corporation
500 Gulfstream Road,
Savannah, GA, 31408
United States of America

III. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC issue</th>
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<tr>
<td>Issue 01</td>
<td>21 December 2012</td>
<td>Initial Issue for Model GVI</td>
<td>Initial Issue, 21 December 2012</td>
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| Issue 02 | 09 October 2014 | -minor editorial changes  
- list of approved fuels extended to Russian Kerosene (Major change project 0010032587)  
- list of approved fuels extended to Chinese Kerosene (Major change project 0010032587) | |
| Issue 03 | 09 December 2015 | -Editorial changes to page one                                         |                               |
### SECTION 1: GVI – continued

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<th>Issue</th>
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<tr>
<td>Issue 04</td>
<td>18 May 2016</td>
<td>- OSD implementation in section V</td>
<td>No Change</td>
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<td>- CRI C-105 and E-101 withdrawn from the lists (withdrawn during TC process)</td>
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<td>Issue 05</td>
<td>15 December 2017</td>
<td>- Editorial change</td>
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<td></td>
<td>- Introduction of G650ER (Increased Gross Weight) modification</td>
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<td></td>
<td></td>
<td>- Minor editorial changes</td>
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<td>- List of approved fuels updated to reflect the approved fuels identified in the AFM (MIL-DTL-83133, JP8 and NATO Code F24).</td>
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<td>- Introduction of (optional) G650ER operational weight variants</td>
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<td></td>
<td></td>
<td>- Revised Maximum Seating Capacity (Note).</td>
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<td>- Updated the Acronyms and Abbreviations section.</td>
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<td>Issue 06</td>
<td>10 April 2019</td>
<td>- Section 22 – Update of the EDTO Section for consistency, removing limitations that are covered by operational requirements and remove references to operational requirement that can be subject to changes.</td>
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<td>Issue 07</td>
<td>23 October 2020</td>
<td>- Section 1 (II) (5) Special Condition F-110 added</td>
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<td>Issue 08</td>
<td>26 May 2021</td>
<td>- Section 13 Added ASC 137 for G650 &amp; G650ER</td>
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<td>Issue 09</td>
<td>12 August 2021</td>
<td>- Section 8, Deleted ref CRI D-27. Added FAA ELOS TC8700AT-T-C-7 Rev. 2 – Encroachment into Emergency Exits</td>
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<td>- Added Section 24. Interiors Installations</td>
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