TYPE-CERTIFICATE
DATA SHEET

No. EASA.IM.A.595

for
Gulfstream GVII

Type Certificate Holder:
Gulfstream Aerospace Corporation

500 Gulfstream Rd
Savannah, GA 31408
U.S.A.

For Model(s): GVII-G500 (G500)
GVII-G600 (G600)
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SECTION 1: GENERAL (ALL MODELS)
This Data Sheet, which is part of Type Certificate No. IM.A.595, prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the European Union Aviation Safety Agency.

1. Airworthiness Category
   Large Aeroplanes

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

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

SECTION 2: GVII-G500

I. General

1. Type/ Model/ Variant
   GVII-G500 (G500)

2. State of Design Authority Certification Application Date
   September 30, 2013

3. EASA Type Certification Application Date
   September 30, 2013

4. State of Design Authority Type Certificate Date
   July 20, 2018

5. EASA Type Certification Date
   GVII-G500(1) 11 October 2019

   (1) G500 is the commercial / marketing designation to identify Gulfstream GVII-G500 aircraft model.

II. Certification Basis

1. Reference Date for determining the applicable requirements
   September 30, 2013
SECTION 2: GVII-G500 - continued

2. State of Design Airworthiness Authority Type Certification Data Sheet No.
   T000021AT

3. State of Design Airworthiness Authority Certification Basis

   14 CFR Part 25, effective February 1, 1965, including Amendments 25-1 through 25-137. Additional voluntary compliance with Amendment 25-143 for 25.975(a)(7) only as it pertains to fuel tank vents, and Amendment 25-144 for 25.773(e) only as it pertains to pilot compartment view with installed vision systems with transparent displays.

4. EASA Airworthiness Requirements


5. Special Conditions

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6. Exemptions

   Not Applicable

7. Deviations

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D-27 Hydrophobic Coating
D-48 Combined Aircraft Pressurization Outflow and Positive Pressure Differential Relief Valves
D-50 Use of Reduced Vertical Bunsen Burner Flammability Requirements for Interior Materials
E-03 Thrust reverse testing
E-12 Fan Zone Fire classification
E-30 Green Arc PWP Instrument
E-33 TRAS compartment absence of fire detect sys
E-36 APU Subpart J (Cover CRI)
E-37 Engine Control in Icing
E-40 Ignition Switches
F-24 Vertical Acceleration for flight data recorder
F-37 Use of an Electric-Only Direction Indicator for Standby Instrumentation


*FAA ELOS TC-01-2010-0024-C-7-GVI Rev. 1 - Encroachment into Emergency Exits (for 25.813(c)(2)(ii) aspects of CRI D-17)

9. Elect to Comply
   CS 36 Amendment 4
   NPA 2013-07 Chapter IV (CS 25.571) (CRI C-02)
   CS 25.1316, Amendment 17
   CS 25 Appendix S, Amendment 19
   CS 25.603 [for the Completions STC] and CS 25.788, Amendment 19

10. Environmental Protection Standards
    Noise: See TCDSN no. EASA.IM.A.595

III. Technical Characteristics and Operational Limitations

1. Type Design Definition
   Gulfstream, GVII-G500 Aircraft Level Configuration Control Document, 72P0000000-001, revision D or later approved revision, and Aircraft Service Change 07 Configuration Control Document 72A0400007-001 Rev B or later approved revision, and post-TC modifications as defined in Report GVII-GER-3687, [GVII EASA Post-Type Certification Modifications (EASA Type Design)], later approved revision.

2. Description
SECTION 2: GVII-G500 - continued

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
Wingspan 26.30 metres [86.29 feet]
Fuselage Length 27.78 metres [91.13 feet]
Fuselage Width at Constant Section 2.57 metres (8.42 feet (101 inches))

5. Engines
Two (2) Pratt & Whitney Canada Turbofan Engines Model: PW814GA (EASA Engine Type Certificate No. IM.E.096), see the Engine Type Certificate Data Sheet EASA.IM.E.096 dated 31 August 2017. See Note 1

6. Auxiliary Power Unit
One (1) Honeywell HGT400[G] EASA accepts FAA Approval to TSO C77b per FAA Letter 140L-17-121; Complies with EASA CS-APU.

7. Propellers
Not Applicable

8. Fluids (Fuel, Oil, Additives, Hydraulics)
Fuels: Pratt & Whitney Canada Turbofan Engines
Refer to the applicable approved manuals.

<table>
<thead>
<tr>
<th>Kerosene Type</th>
<th>American</th>
<th>British</th>
<th>Canadian</th>
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<td>ASTM D 1655, Jet A</td>
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<td>ASTM D 1655 Jet A-1</td>
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<td>DEF. STAN. 91-87</td>
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<td>MIL-T-83133 (JP-8)</td>
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<td>CAN/CGSB-3.23</td>
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<td>French N/A</td>
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<td>CIS</td>
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<td>GOST 10227-86</td>
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<tr>
<td>Chinese</td>
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<th>JP-5 Type</th>
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<th>British</th>
<th>Canadian</th>
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</thead>
<tbody>
<tr>
<td>MIL-DTL-5624</td>
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<td>DEF STAN 91-86</td>
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</tr>
<tr>
<td>French</td>
<td></td>
<td>DCSEA 144B</td>
<td></td>
</tr>
</tbody>
</table>

For required use of anti-icing additives and emergency use of alternate fuel types, refer to the approved Airplane Flight Manual.
SECTION 2: GVII-G500 - continued

Oils
Refer to the applicable approved manuals

Hydraulics
Refer to the applicable approved manuals.

9. Fluid Capacities


10. Airspeed Limits

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

11. Flight Envelope

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

12. Operating Limitations

12.1 Approved Operations

The airplane is approved for the following kinds of 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 (Reduced Vertical Separation Minimums) [CS ACNS subpart E section 2]
- Wet and contaminated runway operations (Appendix D data to FAA approved AFM)

12.2 Other Limitations

Runway slope +/- 2%
Maximum Take-off and Landing Tailwind Component – 10 knots
When operating in a flight control law mode other than normal, maximum crosswind component for landing: 10 knots
Maximum tailwind component for landing with flaps 10° or less is zero knots
Maximum Operating Altitude – 15,545 metres (51,000 feet) pressure altitude
Normal take-off crosswind limit – 22 knots

See GVII-G500 Airplane Flight Manual (AFM) for complete list of limitations
SECTION 2: GVII-G500 - continued

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>G500</td>
<td>36,287 kg</td>
<td>36,106 kg</td>
<td>29,189 kg</td>
<td>23,632 kg</td>
</tr>
<tr>
<td></td>
<td>80,000 lbs</td>
<td>79,600 lbs</td>
<td>64,350 lbs</td>
<td>52,100 lbs</td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range
See the approved Airplane Flight Manual

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

16. Mean Aerodynamic Chord (MAC)
4.0894 metres [161 inches] (L.E. of MAC = Fuselage Station 14.7955 metres (582.5 inches))

17. Levelling Means
Longitudinal: Lugs at left nose wheel well door longeron STA 163.0 & 174.0
Lateral: Lugs on rear face of bulkhead STA 148.5 in nose wheel well
See GVII-G500 Aircraft Maintenance Manual (AMM) for level procedure

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

19. Minimum Cabin Crew
No Required

20. 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 take-off and landing.

Note: Type Certificate EASA.IM.A.595 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.

21. Baggage/ Cargo Compartment
SECTION 2: GVII-G500 - continued

Gulfstream G500 Weight and Balance Manual revision 1 dated August 2019 or later approved versions

22. Wheels and Tyres
Nose wheels TSO C135a, Tyres Twin 12 x 7.5 R 10 (TSO C62e) nominal pressure 182 psi (+/-9 psi)
Main wheels TSO C135a, Tyres Twin H34 x 9.5 R 18 (TSO C62e) nominal pressure 223 psi (+/- 10 psi)
See Aircraft Maintenance Manual for proper servicing of tyres

23. Extended Diversion Time Operations (EDTO)
The GVII-G500 aircraft model has been demonstrated compliant with the design and reliability requirement for 180 min ETOPS flights required by EU regulation 965/2012, CAT.OP.MPA.140 and SPA.ETOPS.100, however this implies no operations approval. This must be sought from the Aviation Authority of the country of registry of the individual aircraft.

24. Interiors Installations
GVII cabin interior installations must be in accordance with Gulfstream report GVII-GER-0149 “GVII-G500 and GVII-G600 Interior Certification Requirements Document”.

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)
For aircraft fitted with ASC 007:
For aircraft fitted with ASC 901, ASC 022, ASC 025, ASC 001A:

2. Instructions for Continued Airworthiness and Airworthiness Limitations
Maintenance criteria to comply with the certification maintenance requirements are provided in Chapter 5 of the GVII-G500 Aircraft Maintenance Manual.

For aircraft fitted with ASC 007 or with ASC 901, ASC 022, ASC 025, ASC 001A:
Component life limitations are provided in Section 05-10-10, Chapter 5 of the GVII-G500 Aircraft Maintenance Manual (AMM).

Component maintenance manuals (CMMs) for the following items manufactured by Zodiac Fuel & Inerting Systems (ZFIS) have not yet been approved, therefore only new components can be delivered to customers for removal and replacement:

<table>
<thead>
<tr>
<th>Component</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Motor Actuator</td>
<td>D97C00-669 or D97C00-687</td>
</tr>
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<table>
<thead>
<tr>
<th>Description</th>
<th>Part Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Motor Actuator with Manual Override</td>
<td>D97L00-617</td>
</tr>
<tr>
<td>Pressure Fueling Solenoid SOV</td>
<td>L94-51-603</td>
</tr>
<tr>
<td>Fuel Boost Pump</td>
<td>P92C31-603</td>
</tr>
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</table>

3. Weight and Balance Manual (WBM)

For aircraft fitted with ASC 007 or with ASC 901, ASC 022, ASC 025, ASC 001A:

Gulfstream GVII-G500 Weight and Balance Manual revision 1 dated August 2019 or later approved versions.

**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 Union Aviation Safety Agency under the EASA Type Certificate EASA.IM.A.595 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List
   a. In agreement with TIP revision 5.1 FAA document, GVII-G500 MMEL, revision 01, dated 21 June 2019, is deemed to grant an equivalent safety level as the CS-MMEL, initial issue dated 31 January 2014
   b. Required for entry into service by EU operator.

2. Flight Crew Data
   a. The Flight Crew data has been approved as per the defined Operational Suitability Data Certification Basis and as documented in reference “EASA-OSD-FC-GVII-GAC, Initial Issue” at the latest applicable revision.
   b. Required for entry into service by EU operator.

3. Maintenance Certifying Staff
   a. The Maintenance Certifying Staff data has been approved as per the defined Operational Suitability Data Certification Basis and as documented in reference “GVII-OSD-MCS-001” at the latest applicable revision.
   b. Required for entry into service by EU operator.

4. Simulator Data
   a. The Simulator Data has been approved as per the defined Operational Suitability Data Certification Basis and as documented in reference “GVII-GER-3543” at the latest applicable revision.
   b. Required for entry into service by EU operator.

VI. Notes

**Note 1:** Engines for EU delivery must be identified as an -01 Engine Standard as denoted on the data plate.
SECTION 2: GVII-G500 - continued

Note 2:  GVII-G500 Aircraft for EU delivery must have ASC number 007 incorporated.
SECTION 3: GVII-G600

I. General

1. Type/ Model/ Variant

   GVII-G600 (G600)

2. State of Design Authority Certification Application Date

   December 18, 2013

3. EASA Type Certification Application Date

   July 20, 2014

4. State of Design Authority Type Certificate Date

   June 28, 2019

5. EASA Type Certification Date

   GVII-G600\(^{(1)}\) 11 May 2020

   \(^{(1)}\) G600 is the commercial / marketing designation to identify Gulfstream GVII-G600 aircraft model.

II. Certification Basis

1. Reference Date for determining the applicable requirements

   20 July, 2014

2. State of Design Airworthiness Authority Type Certification Data Sheet No.

   T000021AT

3. State of Design Airworthiness Authority Certification Basis

   14 CFR Part 25, effective February 1, 1965, including Amendments 25-1 through 25-138. Additional voluntary compliance with Amendment 25-143 for 25.975(a)(7) only as it pertains to fuel tank vents, and Amendment 25-144 for 25.773(e) only as it pertains to pilot compartment view with installed vision systems with transparent displays.

4. EASA Airworthiness Requirements

   EASA Certification Specification (CS) 25, Amendment 14, effective as of December 19, 2013 amended by the following:
   - CS 25.729(f) Amdt 13
   - CS 25.734 Amdt 13
   - CS 25.735(l) Amdt 13

SECTION 3: GVII-G600 - continued

5. Special Conditions

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<td>F-36</td>
<td>Compliance against CS 25.1322</td>
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8. Equivalent Safety Findings

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<tr>
<th>CRI</th>
<th>Subject</th>
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<tr>
<td>B-12</td>
<td>Electronic Flight Control System: Out-of-Trim Characteristics</td>
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<td>G600-C-07</td>
<td>Proof of Structure</td>
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<td>D-03</td>
<td>Flight Control System Failure Criteria</td>
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<td>D-11</td>
<td>Emergency Exit Signs</td>
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<td>D-13</td>
<td>Emergency Exits</td>
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<td>D-17</td>
<td>Exits and seat encroachment</td>
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<td>D-27</td>
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<td>D-48</td>
<td>Combined Aircraft Pressurization Outflow and Positive Pressure Differential Relief Valves</td>
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<td>D-50</td>
<td>Use of Reduced Vertical Bunsen Burner Flammability Requirements for Interior Materials</td>
</tr>
<tr>
<td>E-03</td>
<td>Thrust reverse testing</td>
</tr>
<tr>
<td>E-12</td>
<td>Fan Zone Fire classification</td>
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<tr>
<td>E-30</td>
<td>Green Arc PWP Instrument</td>
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<td>E-33</td>
<td>TRAS compartment absence of fire detect system</td>
</tr>
<tr>
<td>E-36</td>
<td>APU Subpart J (Cover CRI)</td>
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<tr>
<td>E-37</td>
<td>Engine Control in Icing</td>
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SECTION 3: GVII-G600 - continued

E-40 Ignition Switches
F-24 Vertical Acceleration for flight data recorder
F-37 Use of an Electric-Only Direction Indicator for Standby Instrumentation


*FAA ELOS TC-01-2010-0024-C-7-GVI Rev. 1 - Encroachment into Emergency Exits (for 25.813(c)(2)(ii) aspects of CRI D-17)

9. Elect to Comply
CS 36 Amendment 4
NPA 2013-07 Chapter IV (CS 25.571) (CRI C-02)
CS 25.1316, Amendment 17
CS 25 Appendix S, Amendment 19
CS 25.603 [for the Completions STC] and CS 25.788, Amendment 19

10. Environmental Protection Standards
Noise: See TCDSN no. EASA.IM.A.595

III. Technical Characteristics and Operational Limitations

1. Type Design Definition
Gulfstream, GVII-G600 Aircraft Level Configuration Control Document, 73P0000000-001, revision C or later approved revision, and Aircraft Service Change 07 Configuration Control Document 73A0400007-001 Rev C or later approved revision and post-TC modifications as defined in Report GVII-GER-3607, [Gulfstream GVII EASA Post-Type Certification Modifications (EASA Type Design)], later approved revision. Aircraft with Serial Numbers 73001 through 73034 do not require ASC 803 to be implemented as a prerequisite to ASC 007; but, must implement the related changes in accordance with maintenance program requirements. Aircraft serial numbers 73035 and subsequent will comply with ASC 803 from production and will satisfy the prerequisite requirement for ASC 007.

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
Wingspan 28.96 metres [95.00 feet]
Fuselage Length 29.29 metres [96.11 feet]
SECTION 3: GVII-G600 - continued

Fuselage Width at Constant Section 2.57 metres (8.42 feet (101 inches))

5. Engines
Two (2) Pratt & Whitney Canada Turbofan Engines Model: PW815GA (EASA Engine Type Certificate No. IM.E.096), see the Engine Type Certificate Data Sheet EASA.IM.E.096 dated 31 August 2017. See Note 1

6. Auxiliary Power Unit
One (1) Honeywell HGT400(G) EASA accepts FAA Approval to TSO C77b per FAA Letter 140L-17-121; Complies with EASA CS-APU.

7. Propellers
Not Applicable

8. Fluids (Fuel, Oil, Additives, Hydraulics)
Fuels: Pratt & Whitney Canada Turbofan Engines
Refer to the applicable approved manuals.

<table>
<thead>
<tr>
<th>Kerosene Type</th>
<th>American</th>
<th>British</th>
<th>Canadian</th>
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<tr>
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<td>ASTM D 1655, Jet A</td>
<td>DEF. STAN. 91-91</td>
<td>CAN/CGBS-3.23</td>
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<td>ASTM D 1655, Jet A-1</td>
<td>DEF. STAN. 91-87</td>
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</tr>
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<td></td>
<td>MIL-T-83133 (JP-8)</td>
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<tr>
<td>French</td>
<td>CIS</td>
<td>GOST 10227-86</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RT</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>GOST 10227-86, TS-1 (with/without Decree 118)</td>
<td></td>
</tr>
<tr>
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</tr>
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</table>

<table>
<thead>
<tr>
<th>JP-5 Type</th>
<th>American</th>
<th>British</th>
<th>Canadian</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>MIL-DTL-5624</td>
<td>DEF STAN 91-86</td>
<td>CAN/GCSB -3.24</td>
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<tr>
<td>French</td>
<td>DCSEA 144B</td>
<td>DEF STAN 91-86</td>
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</tr>
</tbody>
</table>

For required use of anti-icing additives and emergency use of alternate fuel types, refer to the approved Airplane Flight Manual.

Oils
Refer to the applicable approved manuals

Hydraulics
Refer to the applicable approved manuals.

9. Fluid Capacities
SECTION 3: GVII-G600 - continued

See applicable GVII-G600 Airplane Flight Manual.

10. Airspeed Limits
\[ V\text{MO}/M\text{MO} = 340\text{KCAS} / 0.925\text{M} \]

11. Flight Envelope
Maximum Operating Altitude: 15,545 Metres (51,000 feet)

12. Operating Limitations
12.1 Approved Operations
The airplane is approved for the following kinds of 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 (Reduced Vertical Separation Minimums) [CS ACNS subpart E section 2]
- Wet and contaminated runway operations (Appendix D data to FAA approved AFM)

12.2 Other Limitations
Runway slope +/- 2%
Maximum Take-off and Landing Tailwind Component – 10 knots
When operating in a flight control law mode other than normal, maximum crosswind component for landing: 10 knots
Maximum tailwind component for landing with flaps 10° or less is zero knots
Maximum Operating Altitude – 15,545 metres (51,000 feet) pressure altitude
Normal take-off crosswind limit – 22 knots

See GVII-G600 Airplane Flight Manual (AFM) for complete list of limitations

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>G600</td>
<td>43,091 kg</td>
<td>42,910 kg</td>
<td>34,836 kg</td>
<td>26,054 kg</td>
</tr>
<tr>
<td></td>
<td>95,000 lbs</td>
<td>94,600 lbs</td>
<td>76,800 lbs</td>
<td>57,440 lbs</td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range
See the approved Airplane Flight Manual
SECTION 3: GVII-G600 - continued

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

16. Mean Aerodynamic Chord (MAC)
4.5502 metres [179.41 inches] (L.E. of MAC = Fuselage Station 15.2357 metres (599.83 inches))

17. Levelling Means
Longitudinal: Lugs at left nose wheel well door longeron STA 163.0 & 174.0
Lateral: Lugs on rear face of bulkhead STA 148.5 in nose wheel well
See GVII-G600 Aircraft Maintenance Manual (AMM) for level procedure

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

19. Minimum Cabin Crew
No Required

20. 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 take-off and landing.

Note: Type Certificate EASA.IM.A.595 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.

21. Baggage/ Cargo Compartment
Gulfstream G600 Weight and Balance Manual revision 1 dated August 2019 or later approved versions

22. Wheels and Tyres
Nose wheels TSO C135a, Tyres Twin 12 x 7.5 R 10 (TSO C62e) nominal pressure 182 psi (+/-9 psi)
Main wheels TSO C135a, Tyres Twin H34 x 9.5 R 18 (TSO C62e) nominal pressure 223 psi (+/- 10 psi)

See Aircraft Maintenance Manual for proper servicing of tyres

23. Extended Diversion Time Operations (EDTO)
The GVII-G600 aircraft model has been demonstrated compliant with the design and reliability requirement for 180 min ETOPS flights required by EU regulation 965/2012, CAT.OP.MPA.140 and SPA.ETOPS.100, however this implies no operations approval. This must be sought from the Aviation Authority of the country of registry of the individual aircraft.
SECTION 3: GVII-G600 - continued

24. Interiors Installations
GVII cabin interior installations must be in accordance with Gulfstream report GVII-GER-0149 “GVII-G500 and GVII-G600 Interior Certification Requirements Document”.

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)
For aircraft fitted with ASC 007:

2. Instructions for Continued Airworthiness and Airworthiness Limitations
Maintenance criteria to comply with the certification maintenance requirements are provided in Chapter 5 of the GVII-G600 Aircraft Maintenance Manual.

For aircraft fitted with ASC 007:
Component life limitations are provided in Section 05-10-10, Chapter 5 of the GVII-G600 Aircraft Maintenance Manual (AMM).

Component maintenance manuals (CMMs) for the following items manufactured by Zodiac Fuel & Inerting Systems (ZFIS) have not yet been approved, therefore only new components can be delivered to customers for removal and replacement:

<table>
<thead>
<tr>
<th>Component</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Motor Actuator</td>
<td>D97C00-669 or D97C00-687</td>
</tr>
<tr>
<td>Single Motor Actuator with Manual Override</td>
<td>D97L00-617</td>
</tr>
<tr>
<td>Pressure Fueling Solenoid SOV</td>
<td>L94-51-603</td>
</tr>
<tr>
<td>Fuel Boost Pump</td>
<td>P92C31-603</td>
</tr>
</tbody>
</table>

3. Weight and Balance Manual (WBM)
For aircraft fitted with ASC 007:
Gulfstream GVII-G600 Weight and Balance Manual revision 1 dated August 2019 or later approved versions.

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 Union Aviation Safety Agency under the EASA Type Certificate EASA.IM.A.595 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.
SECTION 3: GVII-G600 - continued

1. Master Minimum Equipment List
   a. In agreement with TIP revision 5.1 FAA document, GVII-G600 MMEL, revision 01, dated 21 June 2019, is deemed to grant an equivalent safety level as the CS-MMEL, initial issue dated 31 January 2014
   b. Required for entry into service by EU operator.
2. Flight Crew Data
   a. The Flight Crew data has been approved as per the defined Operational Suitability Data Certification Basis and as documented in reference “EASA-OSD-FC-GVII-GAC, Initial Issue” at the latest applicable revision.
   b. Required for entry into service by EU operator.
3. Maintenance Certifying Staff
   a. The Maintenance Certifying Staff data has been approved as per the defined Operational Suitability Data Certification Basis and as documented in reference “GVII-OSD-MCS-001” at the latest applicable revision.
   b. Required for entry into service by EU operator.
4. Simulator Data
   a. The Simulator Data has been approved as per the defined Operational Suitability Data Certification Basis and as documented in reference “GVII-GER-3735” at the latest applicable revision.
   b. Required for entry into service by EU operator.

VI. Notes

Note 1: GVII-G600 Aircraft for EU delivery must have ASC number 007 incorporated.
SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

AFM  Airplane Flight Manual
AMM  Aircraft Maintenance Manual
APU  Auxiliary Power Unit
ASC  Aircraft Service Change
ASTM American Society for Testing and Materials
CFR  Code of Federal Regulations
CRI  Certification Review Item
CS   Certification Specification
EASA European Union Aviation Safety Agency
ETOPS Extended-Range Twin-Engine Operational Performance Standards
FAA  Federal Aviation Administration
GA   Georgia
ICAO International Civil Aviation Organization
KCAS Knots Calibrated Airspeed
Kg   Kilograms
Lbs  U.S. Pounds
M    Mach
MAC  Mean Aerodynamic Chord
MMO  Maximum Operating Limit Speed (Mach)
No   Number
OSD  Operational Suitability Data
PSI  Pressure per Square Inch
PW   Pratt & Whitney
Ref  Reference
RVSM Reduced Vertical Separation Minimums
STA  Station
STC  Supplemental Type Certificate
TC   Type Certificate
USA  United States of America
VMO  Maximum Operating Limit Speed (KCAS)
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>
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<tr>
<td>Issue 01</td>
<td>11 October 2019</td>
<td>Initial Issue</td>
<td>Initial Issue</td>
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<tr>
<td>Issue 02</td>
<td>21 October 2019</td>
<td>Section I, Paragraph IV: Typo corrected</td>
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<td>Issue 03</td>
<td>18 February 2020</td>
<td>Section I, Paragraph IV, 2 limitation added</td>
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<td>15 April 2020</td>
<td>Section I, Paragraph III, CIS fuel types added</td>
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<td>8 May 2020</td>
<td>Derivative model GVII-G600 added</td>
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<td>21 July 2020</td>
<td>Section 3, Paragraph III, CIS fuel types added</td>
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<td>Issue 07</td>
<td>18 March 2021</td>
<td>Section 2, Paragraph II, 8 Equivalent Safety Findings: CRI D-50 added</td>
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<td>Issue 08</td>
<td>12 August 2021</td>
<td>Section 2: Page 8, Added FAA ELOS TC-01-2010-0024-C-7-GVI R1</td>
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<td>Section 24: Added Gulfstream Report Number GVII-GER-0149</td>
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<td>Issue 09</td>
<td>20 September 2021</td>
<td>Section 3, Paragraph II, 4 EASA Airworthiness Requirements: Removed reversion to CS 25.963(e) Amdt 13</td>
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<td>Issue 10</td>
<td>19 December 2022</td>
<td>Section 2, Paragraph III, 9 Fluid Capacities: Removed content from this section and added reference to applicable GVII-500 AFM</td>
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