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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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

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</td>
</tr>
<tr>
<td>C-104</td>
<td>Automatic speed protection, design dive speed</td>
</tr>
<tr>
<td>D-07</td>
<td>Aircraft Towing</td>
</tr>
<tr>
<td>D-15</td>
<td>Side facing seats and Divans</td>
</tr>
<tr>
<td>D-23</td>
<td>Crew Rest Facilities</td>
</tr>
<tr>
<td>D-24</td>
<td>High altitude operation high heat loads</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>Operation in freezing fog</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-102</td>
<td>Inflight engine restart</td>
</tr>
<tr>
<td>E-103</td>
<td>Fuel vent system Fire Protection</td>
</tr>
<tr>
<td>F-05</td>
<td>High Intensity Radiated Fields (HIRF) Protection</td>
</tr>
<tr>
<td>F-06</td>
<td>Lightning Protection - Direct Effects (EL)</td>
</tr>
<tr>
<td>F-07</td>
<td>Lightning Protection - Indirect Effects (IEL)</td>
</tr>
<tr>
<td>F-44</td>
<td>CPDLC</td>
</tr>
</tbody>
</table>
SECTION 1: GVI – continued

CRI       Subject
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 Annunciator
F-106     Operation without normal electrical power
F-38      Fuel System Low Level Indication/fuel Exhaustion
F-108     Security of Network Server Systems

6. Exemptions
   Not applicable

7. Deviations
   D-22     Doors between passenger compartments
   E-18     Uncontrollable High Thrust

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
   D-06      Pilot compartment view Hydrophobic coatings
   D-16      Emergency Exit Signs
   D-20      Gulfstream Type III exit and seat encroachment CS 25.807 & .813
   D-27      Exit Encroachment
   E-03      APU fireproof mounts
   E-104     Fuel Filter Indicator System
   E-105     Turbine Engine tailpipe Fire Detection
   E-106     Overheat Detector
   E-107     Digital only Display of Turbine Engine HP Rotor speed
   E-108     Flammable Fluid Carrying Components in Nacelle Areas Behind the Firewall
   F-39      Standby Magnetic Compass Removal
   F-41      Pitot Static Drains

9. Elect to Comply

   NPA       Subject
   NPA 15/2004 CS 25.1302 Am 3 “Human Factors”
SECTION 1: GVI – continued

<table>
<thead>
<tr>
<th>NPA</th>
<th>Subject</th>
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<tbody>
<tr>
<td>NPA 02/2006</td>
<td>CS 25.783 Am 4 “Doors”</td>
</tr>
<tr>
<td>NPA 2008-13</td>
<td>CS 25.856 Am 6 “Thermal/Acoustic Insulation Materials”</td>
</tr>
</tbody>
</table>

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 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>Value</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</th>
</tr>
</thead>
<tbody>
<tr>
<td>Data Sheet EASA E.018</td>
<td>BR700-725A1-12</td>
</tr>
<tr>
<td>Static thrust at sea level (Standard Day)</td>
<td>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 applicable approved Manuals.

<table>
<thead>
<tr>
<th><strong>Kerosene Type (AVTUR, JP8)</strong></th>
<th><strong>NATO Code F34/F35</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>American</td>
<td>British</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>
</tr>
<tr>
<td>MIL-T-83133, JP-8</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Kerosene Type (AVTUR, JP8)</strong></th>
<th><strong>NATO Code F34/F35</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>French</td>
<td>CIS</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>
</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-ditertiary-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 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

\[ V_{MO}/M_0 = 340KCAS / 0.925M. \]

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.
SE 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></td>
<td>104,000 lbs</td>
<td>103,600 lbs</td>
<td>83,500 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:
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)

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:- This TCDS refers to a “green aircraft” up to 19 passengers may be carried subject to the completion STC’s being EASA approved

20. Baggage/ Cargo Compartment

For aircraft not fitted with ASC 014:
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, in accordance with EASA PART CAT.OP.MPA.140(a)(2) and (d) (Commission Regulation EU No. 965/2012).

This operational capability is not applicable to aircraft fitted with ASC 014, for which the diversion time is limited to 60 minutes at the one-engine-inoperative (OEI) cruise speed for aircraft with a maximum take-off mass of 45 360 kg or more, in accordance with PART CAT.OP.MPA.140 (a)(1).
SECTION 1: GVI – continued

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.

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

For aircraft not fitted with ASC 014:

For aircraft fitted with ASC 014:

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 [original TC number] 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 CRI A-MMEL, or later approved revisions
   b. Required for entry into service by EU operator.

2. Flight Crew Data
   a. The Flight Crew data EASA-OSD-FC-GVI-GAC-001, Revision 1, dated 10 Feb 2016 as per the defined Operational Suitability Data Certification Basis recorded in document EASA-OSD-FC-GVI-GAC-001, or later recorded CRI A-FCD.
   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:
       o G650 fitted with ASC 901 - PlaneView II Avionics Software Version "Block Point I",
       o G650 fitted with ASC 014 – Gross Weight Increase / G650ER.
       Differences are addressed in EASA-OSD-FC-GVI-GAC-001.

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
EU    European Union
FAA   Federal Aviation Administration
ICA   Instructions for Continued Airworthiness
ICAO  International Civil Aviation Organization
IFR   Instrument Flight Rules
JAA   Joint Aviation Authorities
NPA   Notice of Proposed Amendment
RR    Rolls Royce
RVSM  Reduced Vertical Separation Minima
TCDS  Type Certificate Data Sheet
TCDSN Type Certificate Data Sheet for Noise
VFR   Visual Flight Rules

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>
</tr>
</thead>
<tbody>
<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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</tbody>
</table>
| 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
- OSD implementation in section V
- CRI C-105 and E-101 withdrawn from the lists (withdrawn during TC process) |                                |
| Issue 04 | 18 May 2016     | -Editorial change
- Introduction of G650ER (Increased Gross Weight) modification |                                |

--- END ---