

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

T00015AT Revision 4 Gulfstream GVI August 22, 2013
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TYPE CERTIFICATE DATA SHEET NO. T00015AT

This data sheet, which is part of Type Certificate No. T00015AT, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Gulfstream Aerospace Corporation
 P.O. Box 2206
 Savannah, Georgia 31402-2206

I - GVI (Transport Category), Approved September 7, 2012

Engines: Two - Rolls-Royce Deutschland Ltd & Co KG Turbofan Engine Models:
 BR700-725A1-12 (Engine Type Certificate No. E00057EN)

Fuel: Fuel shall conform to the specification as listed. See the approved GVI (G650) Airplane Flight Manual for additional information.

Kerosene Type (AVTUR, JP8) NATO Code F34/F35		
American	British	Canadian
ASTM D1655, Jet A ASTM D1655, Jet A-1 MIL-T-83133, JP-8	DEF STAN 91-87 DEF STAN 91-91	CAN/CGSB-3.23
MIL-DTL-83133, JP8		
French	CIS	Chinese
DCSEA 134/A	TS-1 & RT (GOST 10227, AM 1) GSTU 320.001149943.007-97 (RT Type) GSTU 320.001149943.011-99 (TS-1 Type)	GB 6537-94 No. 3

Engine Limits: See the approved GVI (G650) Airplane Flight Manual for engine ratings.

Auxiliary Power Unit (APU): Honeywell – Model RE220[GVI]
 See the approved GVI (G650) Airplane Flight Manual for APU ratings.

Page No.	1	2	3	4	5	6	7	8	9	10	11	12
Rev No.	2	2	1	1	4	1	1	1	4	4	4	4

Airspeed Limits:	$V_{mo} / M_{mo} = 340 \text{ KCAS} / 0.925 \text{ Mach}$ For other airspeed limits, see the approved GVI (G650) Airplane Flight Manual.								
C.G. Range:	See the approved GVI (G650) Airplane Flight Manual.								
Empty Weight C.G. Range:	None.								
M.A.C.	187.24 in. (L.E. of M.A.C. = Fuselage Section 624.56)								
Datum:	For weight and balance purposes, the zero datum is 100 inches forward of the tip of the radome.								
Leveling 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 GVI Aircraft Maintenance Manual for level procedure								
Maximum Weights:	<table border="0" style="margin-left: 20px;"> <tr> <td>Max Ramp Weight:</td> <td>100,000 lbs</td> </tr> <tr> <td>Max Takeoff Weight:</td> <td>99,600 lbs</td> </tr> <tr> <td>Max Landing Weight:</td> <td>83,500 lbs</td> </tr> <tr> <td>Max Zero Fuel Weight:</td> <td>60,500 lbs</td> </tr> </table>	Max Ramp Weight:	100,000 lbs	Max Takeoff Weight:	99,600 lbs	Max Landing Weight:	83,500 lbs	Max Zero Fuel Weight:	60,500 lbs
Max Ramp Weight:	100,000 lbs								
Max Takeoff Weight:	99,600 lbs								
Max Landing Weight:	83,500 lbs								
Max Zero Fuel Weight:	60,500 lbs								
Minimum Crew:	2 Pilot and co-pilot per the approved GVI (G650) Airplane Flight Manual								
Maximum Passengers:	<p>19 With approved cabin interior (see Note 4). Maximum passenger capacity is limited by emergency exit door requirements of § 25.807(c)</p> <p>0 For aircraft without an approved cabin interior (i.e., "green" aircraft as defined by Gulfstream drawing 60P0000000-001, GVI Aircraft Level Configuration Control Document, revision M, or later FAA approved revision)</p>								
Maximum Occupants:	<p>22 With approved cabin interior (see Note 4). Total reflects the maximum aircraft capacity of 19 passengers plus 3 crewmembers</p> <p>3 For aircraft without an approved cabin interior (i.e. "green" aircraft as defined by Gulfstream drawing 60P0000000-001, GVI Aircraft Level Configuration Control Document, revision M, or later FAA approved revision). Total represents 3 crewmembers and 0 passengers</p>								
Fuel Capacity:	See the approved GVI (G650) Airplane Flight Manual.								
Oil Capacity:	See the approved GVI (G650) Airplane Flight Manual.								

Maximum Operating Altitude: 51,000 feet

Control Surface Movements: To ensure proper operation of the airplane, the movement of the various control surfaces must be carefully controlled by proper rigging of the flight control system. The airplane must, therefore, be rigged according to the following approved data and the approved Aircraft Maintenance Manual.

Conditions:

System mode of operation (Maintenance Mode both aircraft and flight control system)

On Ground Stationary = True

Flap Position = 0° (Unless otherwise specified)

Horizontal Stabilizer Position = 0° (Unless otherwise specified)

Maximum control surface travel:

Control Surface	Maximum TEU/TEL (Deg.)	Maximum TED/TER (Deg.)
Elevator	24° ± 1°	13° ± 1°
Rudder	26° ± 1°	26° ± 1°
Aileron	19° ± 1°	11° ± 1°
Spoilers – Roll Augmentation (Midbd and Outbd Only)	55° ± 1°	N/A
Spoilers – Speed Brake (All Panels)	30° ± 1°	N/A
Spoilers – Ground Spoiler (All Panels)	55° ± 1°	N/A
Horizontal Stabilizer	10.5° -0°/+0.25°	0.5° -0°/+0.25°
Flaps	N/A	0° ± 0.5°, 10° ± 1° 20° ± 1° 39° ± 1°

TEU = Trailing Edge Up
TEL = Trailing Edge Left

TED = Trailing Edge Down
TER = Trailing Edge Right

Trim Authority

Lateral (Roll) 50% Directional (Yaw) 75%

Manufacturer Serial No. Eligible: 6001 and subsequent.

Certification Basis:

14 CFR part 25, Airworthiness Standards: Transport Category Airplanes, effective February 1, 1965, including Amendments 25-1 through 25-120 and 25-122, 25-124, and 25-132

Amendment 25-118 was not published and therefore has no applicability.

14 CFR part 34, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered, effective September 10, 1990, including Amendments 34-1 through 34-4.

14 CFR part 36, Noise Standards: Aircraft Type Certification and Airworthiness Certification, effective December 1, 1969, including Amendments 36-1 through 36-28.

Compliance with Section 44715(e) of Title 49 U.S.C. (Noise Control Act of 1972)

Optional Design Regulations:

- (a) The Model GVI has been shown to comply with the requirements for ditching: § 25.801, 25.563, 25.807(e), and 25.1585(a). When the operating rules require emergency ditching equipment, compliance with §§ 25.1411 and 25.1415 must be shown. Gulfstream Report GVI-GER-1709, entitled "Design Requirements Document for Ditching Equipment" provides an acceptable means for showing compliance with 25.1411 and 25.1415.
- (b) The Model GVI is approved for flight into known icing conditions and has demonstrated compliance to § 25.1419.

The following special conditions in accordance with 14 CFR part 21 apply to the Model GVI

<u>SC No.</u>	<u>Subject</u>
25-416-SC	Enhanced Flight Vision System
25-422-SC	Electronic Flight Control System Mode Annunciation Awareness/Annunciation
25-423-SC	High Incidence Protection Function
25-427-SC	Electronic Flight Control System: Control Surface Position Awareness
25-428-SC	Single-Occupant Side-Facing Seats
25-429-SC	Automatic Speed Protection for Design Dive Speed
25-433-SC	Design Roll Maneuver Requirement for Electronic Flight Controls
25-434-SC	Interaction of Systems and Structures
25-435-SC	Operation Without Normal Electrical Power
25-436-SC	Electronic Systems Security Isolation or Protection From Unauthorized Passenger Systems Access
25-437-SC	Electronic Systems Security Protection From Unauthorized External Access
25-441-SC	Limit Engine Torque Loads for Sudden Engine Stoppage
25-452-SC	Pilot Compartment View - Hydrophobic Coatings in Lieu of Windshield Wipers
25-455-SC	Rechargeable Lithium-Batteries and Rechargeable Lithium-Battery Systems

Exemptions from 14 CFR part 25 in accordance with 14 CFR part 11:

- (a) Exemption No. 9761, §§ 25.562(a) and 25.785(b) Side Facing Divan
- (b) Exemption No. 9940, § 25.1447(c)(1) High Landing Field Elevation
- (c) Exemption No. 10188, § 25.813(e) Acoustic and Forward Vestibule Door
- (d) Exemption No. 10387, § 25.981(a)(3) Fuel Tank Ignition Prevention
- (e) Exemption No. 10614, § 25.901(c) Uncontrollable High Thrust (see Note 15)

Equivalent Safety Findings according to the provisions of 14 CFR part 21.21(b)(1) for the following subjects:

TC8700AT-T-A-5	§ 25.331(c)	Checked Pitch Maneuver
TC8700AT-T-A-6	§ 25.341(b)	Continuous Gust Design Criteria
TC8700AT-T-A-8	§ 25.415	Ground Gust
TC8700AT-T-A-9	§§ 25.561(c), 25.721, 25.963(d), 25.994	Structural Integrity of Fuel Tanks for Emergency Landing Conditions and Landing Gear
TC8700AT-T-A-16	§ 25.629(d)(9)	Failure Criteria Considered Under the Aeroelastic Stability Requirements of § 25.629
TC8700AT-T-S-17	§ 25.671	Flight Control System Failure Criteria
TC8700AT-T-C-1	§ 25.807 (g)(1)(2)(3) & (i)(1)(2)	Emergency Exits
TC8700AT-T-C-10	§ 25.809(a)	Overwing Emergency Exits - Means for Viewing Likely Areas of Evacuee Ground Contact
AT5177AT-T-C-1, Rev. 1	§§ 25.811(d), 25.812(b)	Emergency Exit Marking, Locator, and Bulkhead/ Divider Signs
TC8700AT-T-C-7	§ 25.813(c)(2)(ii)	Seat/Furnishing Encroachment Into the Overwing Emergency Exit Openings
TC8700AT-T-S-28	§ 25.831(g)	Acceptable High Temperature Physiological Environment During Failure Conditions
TC8700AT-T-S-23	§ 25.841(b)(6)	Cabin Pressurization- High Field Elevation Takeoff and Landing Operations

Equivalent Safety Findings (cont'd)

AT5080AT-T-P-1, Rev. 1	§ 25.933	Flight Critical Thrust Reverser
TC8700AT-P-14	§§ 25.1182, 25.1183	Flammable Fluid Carrying Components in Nacelle Areas Behind the Firewall
TC8700AT-T-P-6	§ 25.1203(a)	Turbine Engine Tailpipe Fire Detection
TC8700AT-T-P-8	§ 25.1203(d)	Oil Fire Detection System
TC8700AT-T-S-9	§§ 25.1301, 25.1309	Equipment, Systems, and Installation Requirements: Use of ARAC Recommendations
TC8700AT-T-S-37	§§ 25.1303(a)(3), 25.1327, 25.1547	Use of an Electric-Only Direction Indicator Standby Instrumentation
TC8700AT-T-P-7	§ 25.1305(c)(6)	Fuel Filter Indication System
TC8700AT-T-S-38	§ 25.1325(c)(1)	Pitot Tube Water Evaporation
TC8700AT-T-F-2	§ 25.1517	Rough Airspeed Criteria
TC8700AT-T-P-9	§§ 25.1549(a)(b)(c),	Digital-Only Display of Engine High Pressure Rotor Speed
TC8700AT-T-P-3	Part 25 subpart E, F, and G	Adoption of Draft Harmonized Rules for APU Certification
TC8700AT-T-A-20	§ 26.21	Widespread Fatigue Damage Limit of Validity

ADDITIONAL DESIGN REQUIREMENTS AND CONDITIONS:

The following design details or information must be maintained to ensure that an unsafe design condition is not present:

Class B Cargo Compartment

The GVI has a Class B cargo compartment located aft of the main cabin. The fire protection requirements of Class B cargo compartments, as specified in § 25.857(b), rely on manual firefighting as the primary method of controlling fires. The following design features are required to ensure an unsafe condition does not exist with regards to the ability to fight a fire in this compartment:

1. The baggage compartment volume must be less than 200 cubic feet,
2. The compartment must be configured to allow for a crew member to access the stored baggage and move articles out of the way to uncover any article that may be smoldering or burning, and
3. A Halon 1211 portable fire bottle charged with 13 pounds of agent and a UL Rating of 2A:40B:C must be installed adjacent to the compartment.

Fire Extinguishing Plumbing and Wiring Connections

The engine and APU fire extinguishing plumbing and electrical connections must be constructed, arranged and installed such that cross connection is not possible during normal maintenance actions such as changing the fire extinguishing bottles or trouble shooting the system.

In-flight Engine Restart

The Gulfstream GVI engines incorporate numerous technological advances intended to increase efficiency and reliability. However, some of these features have the potential to decrease engine in-flight starting performance relative to the engines envisioned when the applicable sections of part 25 were promulgated. The following criteria for engine in-flight starting performance must be met to ensure that the level of safety intended by §§ 25.903(e) and 25.1585(a)(3) is maintained on airplanes powered by current technology engines.

The means to restart engines, while inflight, following flameout or inflight shutdown of all engines, must be substantiated by flight test. The means must provide all-engine restart capability in the following situations:

1. Immediately following an all-engine power loss at high torque or power settings;
2. Following loss of all-engine power at maximum cruise altitude conditions; and
3. From any initial airspeed within the normal flight envelope below an altitude of 20,000 feet.

Fuel Vent System Fire Protection

The fuel vent lines of the GVI aircraft must be equipped with a means, such as a flame arrestor, to prevent fire from propagating up the fuel vent lines after an accident. The design must show a flame holding capability for a minimum period of 2.5 minutes to allow passenger evacuation following an accident. The design of the vent system must also be arranged in such manner to avoid vent reduction or stoppage due to ice formation or debris. This will ensure the flow rate capacity and pressure differential between the interior and exterior of the tank are maintained within acceptable safe levels. This must be substantiated for all phases of flight (normal and emergency) including ground operation (such as refueling/de-fueling).

Fan Blade Out / Windmilling Descent Profile

Gulfstream has shown compliance to the applicable requirements relative to fan blade out (FBO) / windmilling (including §§ 25.143(b), 25.571, 25.1309(a), and 25.1431(a)), and have demonstrated that the aircraft will maintain an acceptable level of vibration throughout the FBO emergency descent profile. See the Flight Standardization Board (FSB) Report for areas of emphasis. A copy of the FSB report may be obtained at <http://fsims.faa.gov/PICResults.aspx?mode=Publication&doctype=FSB%20Reports&wwparam=1346765165>

Return Landing Capability

Development of airplanes, with exceptional takeoff performance, particularly large two engine airplanes, has resulted in an unsafe condition under many foreseeable conditions where the airplane is not capable of a return landing without exceeding equipment capabilities. Compliance with §§ 25.1301 and 25.1309 requires the airplane systems to perform their intended functions during foreseeable abnormal operating conditions. On previous generation airplanes the return landing was not the critical design case for the brakes, tires, etc., because those aircraft incorporated fuel jettisoning systems. The Model GVI airplane does not incorporate a fuel jettisoning system and thus compliance to the part 25 sections listed above must be demonstrated by a combination of failure analysis, equipment qualification testing, or the installation of a fuel jettisoning system that would reduce airplane gross weight, and hence the airplane landing speed, during foreseeable abnormal conditions.

Subjects to be addressed should include, but may not be limited to the following:

1. Exceedance of certificated maximum brake energies;
2. Exceedance of tire speed limits;
3. Controllability (e.g., hydraulic and/or flight control system failures);
4. Margins to flap placard, or load relief operation speeds in turbulent air;
5. Climb capability, engine-inoperative procedures; and
6. Landing distances (including wet runway, anti skid off, spoiler failures, etc.).

Yaw Oscillations

Service experience has shown that an unsafe rudder system design feature may contribute to a yaw related aircraft-pilot coupling (APC) event that could potentially lead to a structural failure of the vertical stabilizer. If this feature exists excessive rudder pedal inputs may drive loads beyond the ultimate design. The following criteria for rudder performance must be demonstrated to ensure a safe rudder control system design per §§ 25.143(a), 25.143 (b), and 25.671(a), and that it does not have the described unsafe characteristics:

1. The rudder control system design characteristics including pedal sensitivity, breakout forces, lateral accelerations as a function of pedal force, the ability to adequately modulate rudder control throughout the flight envelope, and displacement and harmony with other flight controls provide safe handling qualities throughout the flight envelope.
2. The airplane is adequately protected from the adverse effects of inappropriate rudder inputs, including the potential for loss of control, APC / PIO, or exceeding the airplane's structural design envelope.

Type Certificate Information

Application for type certificate was first dated September 29, 2005, followed by a re-application on October 4, 2006, and an extension of the effective application date until September 18, 2012 (granted by way of FAA letter dated August 25, 2011). Type Certificate T00015AT was first issued as a provisional type certificate on November 18, 2011.

Production Basis	Production Certificate No. 7SO, issued September 1, 1978, See Notes 16 and 17.
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required: 1. Approved GVI (G650) Airplane Flight Manual.

NOTES:NOTE 1. Weight and Balance:

A current weight and balance report, including a list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification. The certificated basic empty weight and corresponding center of gravity location must include that total engine oil, hydraulic fluid, and unusable fuel. Loading of the aircraft must be accomplished in a manner that always maintains the center of gravity within the specified limits considering crew and occupant movements as well as fuel consumption and transfer.

NOTE 2. Airplane operation must be in accordance with the approved Airplane Flight Manual. All placards required in the AFM must be installed in the appropriate locations.

NOTE 3. Instructions for Continued Airworthiness:

The Instructions for Continued Airworthiness are contained in the GVI Aircraft Maintenance Manual, which includes the associated Maintenance Review Board Report. This document meets the requirements of §§ 25.1529, 25.1729, and part 25 Appendix H, including information on description, operation, maintenance (troubleshooting, removal/replacement, cleaning, inspection, etc.), and scheduling, as well as an Airworthiness Limitations Section (ALS). See Note 10 for additional information regarding airworthiness limitations.

NOTE 4. Type Certificate T00015AT is for a "green" aircraft configuration only, as defined by Gulfstream drawing 60P0000000-001, GVI Aircraft Level Configuration Control Document, revision M, or later FAA approved revision. Cabin interior installations (including passenger seating configurations) must receive separate FAA approval, and are required prior to any operation with passengers. See Note 9 for additional information regarding interior certification requirements.

NOTE 5. Aircraft Service Changes:

Aircraft Service Change (ASC) 01, "G650 Modification" will designate those aircraft as Model GVI (G650). Those aircraft shall be operated under Airplane Flight Manual GAC-AC-G650-OPS-0001.

Applicable to S/N 6001 and subsequent.

Aircraft Service Change (ASC) 010, "European Aviation Safety Agency (EASA) Certification Basic Requirements" converts aircraft to the configuration required by the EASA Type Certificate for the GVI (No. EASA.IM.A.169). Data supporting ASC 010 are FAA approved for GVI aircraft under Gulfstream control specifically being prepared for and prior to export to an EASA member country, or to a country that requires the EASA

Type Design configuration. Following transfer to the foreign registry, if the aircraft is returned to U.S. registration and an application for Standard Airworthiness is submitted, then this ASC must be removed and the aircraft returned to its U.S. Type Design configuration. Aircraft fitted with ASC 010 shall be operated under the latest approved version of Airplane Flight Manual, GAC-AC-G650-OPS-0001, plus Airplane Flight Manual Supplement No. EASA-G650-2012-01

Applicable to S/N 6001 and subsequent.

Aircraft Service Change (ASC) 011, "Engine Electronic Controller – K6.2.1 Software Upgrade.

Applicable to S.N 6003 - 6059.

NOTE 6. Cockpit Field of View:

The cockpit front windshield dimensions for the GVI model airplanes are critical for forward field of view certification requirements; therefore, no equipment should be installed on top of the glare shield without prior coordination with the FAA Certificate Management Office for the GVI TC.

NOTE 7. Systems Modifications:

The GVI model incorporates integrated avionics and flight control systems using software-based line replaceable units (LRU's) which share a digital signal transmission bus. The avionics and flight control configuration of the GVI as delivered from production is critical to the proper operation of the aircraft. Modification to the LRU software supplied with the GVI, replacement of an LRU with a different LRU, addition of new LRU, or alteration of an LRU interface could adversely affect the airworthiness of the certified product. Accordingly, no changes to the integrated avionics or flight control system should be made without coordination with the FAA Certificate Management Office for the GVI TC.

NOTE 8. Cockpit Modifications:

Any modification or changes in cockpit configuration which may affect aircrew workload, cockpit noise level, or day/night lighting must be evaluated by an FAA Aircraft Certification Flight Test Pilot and/or Flight Standards Operation Inspector.

NOTE 9. Information to Modifiers:

Information to modifiers on limitations which impact original certification requirements of the Gulfstream GVI will be contained in Gulfstream Report GVI-GER-6855, GVI Interior Certification Requirements Document. As agreed by Gulfstream and the FAA, a preliminary version of this document has been used for aircraft outfitting prior to issuance of the TC, with a final version to be FAA approved and adopted for use no more than 90 days after TC issuance. Once approved by the FAA, any changes to, or deviations from GVI-GER-6855 must be coordinated with the FAA Certificate Management Office for the GVI TC. GVI-GER-6855 provides guidance on design limitations and regulatory requirements for a GVI aircraft interior installation, but does not authorize any such installation. A separate FAA approval such as a supplemental type certificate (STC) or amended type certificate (ATC) is required to approve the design and installation of a GVI interior.

Exterior emergency exit lighting during low light ambient conditions - The level of illumination exhibited by the GVI during certification ground testing exceeds the

requirements of § 25.812(g). Any changes to the exterior emergency exit lighting require coordination with the FAA Certificate Management Office for the GVI TC, and a separate equivalent level of safety finding for § 25.809(a).

NOTE 10. GVI Airworthiness Limitations:

The replacement times, inspection intervals, related inspection procedures, and design configuration control limitations required by §§ 25.571, 25.981, 25.1701, 25.1529 and Appendix H.25.4 are contained in the "Airworthiness Limitation Section" (ALS) located in the Gulfstream G650 Aircraft Maintenance Manual, Chapter 5, Section 05-10-10. The "Limit of Validity" required by § 25.571(a)(3), Amdt 25-132 is also included in the ALS. The times and procedures listed in the ALS cannot be altered without FAA Engineering approval. Unless an Airworthiness Directive is issued, the appropriate ALS revision level is determined based on the issuance of the standard airworthiness certificate, predicated on this TC, and the applicable operating and maintenance regulations, such as §§ 91.403 or 43.16.

NOTE 11. RVSM:

The Model GVI baseline TC configuration has been approved to operate in "Reduced Vertical Separation Minimum" (RVSM) airspace. Continued airworthiness and operational approval aspects of RVSM must be constructed according to Advisory Circular (AC) 91-RVSM, titled "Approval of Aircraft and Operators for Flight in Airspace Above Flight Level (FL) 290 Where a 1,000 Foot Vertical Separation Minimum is Applied."

NOTE 12. Cockpit Video Display:

The avionics architecture of the GVI models includes a capability to display multiple, assorted video inputs on the cockpit display units positioned directly in front of the pilots. Because these displays affect crew workload, changes to the approved video input sources (including the addition of new video sources or capabilities) will require a specific FAA approval, including specific acknowledgement and concurrence from the FAA Certificate Management Office for the GVI TC.

NOTE 13. Forward Observer's Seat (Jump Seat)

The Forward Observer's Seat (Jump Seat) is approved for taxi, takeoff, and landing on the GVI models as part of Type Design.

NOTE 14. Control Column

The GVI implements an electronic flight control system, therefore no items may be mounted on the control column without coordination with the FAA Certificate Management Office for the GVI TC.

NOTE 15. The FAA has concluded that the occurrence of any uncontrollable high-thrust failure condition, or any of the associated causal failures listed in Section 05-50-00 of the applicable airplane Maintenance Manual "may endanger the safe operation of an airplane" and hence are reportable under FAR 121.703, 125.409, and 135.415. Incorporation of ASC 011 satisfies the conditions identified as time limited in Exemption No. 10614.

- NOTE 16. The following aircraft serial numbers were produced under the Type Certificate only:
6001, 6006 – 6015, 6017, 6019 – 6022, 6032 – 6039
- NOTE 17. The Production Limitation Record (PLR) for Production Certificate No. PC7SO was revised to include the GVI (G650) on December 20, 2012. Gulfstream is authorized to issue airworthiness certificates under the Organization Delegation Authorization (ODA) Procedures of 14 CFR part 183, subpart D, and FAA Order 8100.15. All aircraft not listed in Note 16 were produced under the Production Certificate.