

GULFSTREAM G200 Model Guide

GULFSTREAM G200 is a jet that the registry groups in a Galaxy family (variants Galaxy and Gulfstream 200), turbofan powered. The maintenance manual says the Gulfstream 200 is identical to the Galaxy except for the name. Family-wide registry maxima are up to 3690 nm range, 470 kt cruise, 45000 ft ceiling and 20 passengers. No figures specific to this variant were supplied.

KEY TAKEAWAYS

- Gulfstream 200 and Galaxy are the same aircraft; only the model name differs, so Galaxy-era records and parts apply.
- Structural inspections are counted in flights, not hours, and the airframe may not fly more than 20,000 flights.
- Check ALS inspection records for the fuel tank bulkhead: initial 10000 flight cycles, then repeat every 5000.
- Pitch trim has two independent electrical systems plus an override. Test both, and test the flap/slat system and its caution messages.

STRUCTURAL LIFE AND INSPECTIONS

The Airworthiness Limitations Section (revision 16, dated 04/30/2025) covers the forward fuselage, carry-through structure, aft fuselage, empennage, wing and landing gears. Intervals are in flights. A +5% overfly tolerance is allowed. Cracks must be reported to IAI and Gulfstream, and discrepancies must be reported within 24 hours. Ask for complete ALS compliance records.

FLIGHT CONTROLS AND HIGH-LIFT SYSTEMS

The stabilizer travels +2.5° to -9.5° and has a primary and a secondary (override) drive. Mach trim works with the autopilot off. Flaps select at 12°, 20° and 40°, with slats extending first. Cautions include FLAPS UNBAL (over 1.2°) and SLATS UNBAL (over 1.75°). A SLAT BYPASS ARM button removes motor protections and should be used only once after a slat failure. Check for any history of these messages.

BRAKES AND PARTS SUPPORT

The parts catalog lists a multi-disk brake assembly, part 5012889, with a wear indicator pin, heat shield and stack kits (new or refurbished). It is marked as used on the Gulfstream G200 (formerly IAI Galaxy). Check brake wear and which part-number revisions are fitted, since several items are shown as superseded.

V-SPEEDS

Flap Slat Overspeed Warning Kts	250
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SAFETY NOTES

- Do not reverse flap or slat selection while moving. Let the system stop completely first.
- SLATS BYPASS ARM removes primary drive motor protections. Use it only once, after a slats system failure.
- If cracks are found in any ALS inspection, report them immediately to IAI and Gulfstream Aerospace.