

GULFSTREAM GV Model Guide

The GULFSTREAM GV is a turbofan business jet. The registry lists it in a family (GV, GV-SP, G-IV and others) with up to 26 passengers, 6,500 nm range and 459 kt cruise at family level. The documents cover its hydraulic flight controls, stall barrier, APU limits and a fire bottle bulletin.

KEY TAKEAWAYS

- Flight controls are hydraulically boosted by two independent 3000 psi systems; one system can fail with no effect on control operation.
- Both stall warning/stall barrier systems must work for takeoff, and the stall barrier must stay ON in flight unless procedures require it off.
- With both mach trim compensators or electric elevator trim inoperative, the maximum operating speed is 0.80 MT.
- Check APU restrictions: a 2016 supplement and a 2010 fire bottle bulletin can both limit APU use on affected aircraft.

FLIGHT CONTROLS AND REDUNDANCY

Ailerons, elevators and rudder are hydraulically boosted. If both hydraulic systems are lost, the primary controls revert to manual. A standby rudder switch can power the rudder from the auxiliary system in flight. Elevator controls can be split with a disconnect handle if one jams.

STALL BARRIER AND TRIM

The stall barrier uses stick shakers, a stick pusher and two heated angle of attack probes. The pilot can overcome the pusher force. Pitch trim engages automatically with the autopilot but does not disengage automatically when the autopilot is disengaged.

APU AND FIRE BOTTLE RECORDS

Supplement GV-2016-01 covers aircraft serial number 501 and subsequent with sealant improperly applied to the APU enclosure. It prohibits unattended ground APU operation and limits flight use to failure cases. Bulletin 30A applies to all GV aircraft and covers a third engine fire bottle in the APU rotor burst zone.

WEIGHT & BALANCE

Fire Bottle Weight Lbs	11.1
Fire Bottle Arm Inches	852.2

SAFETY NOTES

- Where the 2016 supplement applies, dispatch is not permitted with any engine generator inoperative, and the APU cannot be left unattended on the ground.
- In flight the APU may be used only for dual or single engine failure, or dual or single generator failure, under the 2016 supplement.
- A third fire bottle in the APU rotor burst zone does not meet the cited regulations. Bulletin 30A requires either the APU flight manual limits or removal of a spare bottle.