GULFSTREAM GIV Model Guide

The GULFSTREAM GIV is a twin-engine turbofan business jet. Its registry family (G-IV, GIV-X, GV and others) lists up to 6500 nm range, 459 kt cruise, 51000 ft ceiling and 26 passengers. Those are family maxima, not GIV figures. The only document supplied is the navigation and air data systems chapter, so this guide focuses on avionics and what to check on one.

KEY TAKEAWAYS

- Registry data is family-level only: up to 6500 nm and 459 kt across variants. No GIV-specific performance figures were supplied.
- Two Honeywell AZ-810 air data computers feed the displays, autopilot and pressurization. Pilots should select separate computers to cross-check.
- EGPWS is production-installed from serial number 1390. Check what terrain warning system an earlier airplane carries.
- Standby airspeed indicators differ by serial number. SN 1060 and later, or earlier airplanes with ASC 66, have an unpowered unit with a Mach scale.

AIR DATA AND STANDBY INSTRUMENTS

Three pitot tubes and four static tubes feed the pilot, copilot and standby systems, plus cabin pressure. Dual AZ-810 DADCs compute airspeed, altitude and vertical speed. Standby airspeed and altimeter units use only pitot/static input. The standby altimeter has a vibrator and shows a VIB flag if electric power is lost.

TERRAIN WARNING AND RADIO ALTIMETERS

Two independent AA-300 radio altimeters read 0 to 2,500 ft above ground. EGPWS runs seven alert modes, including windshear, and adds a Terrain Awareness Display. A Runway Field Clearance Floor feature is on software build -210 (SN 1426 and later). The terrain database excludes temporary obstacles in NOTAMs.

WHAT TO VERIFY WHEN BUYING

Confirm the serial number and which service changes are fitted (ASC 66, ASC 217). Confirm whether the autopilot is the SPZ-8000 or SPZ-8400, since the radio altitude displays differ. Check whether EGPWS was factory-installed or fitted by an outfitter, and test the radio altimeter and DBDI self-tests on preflight.

SAFETY NOTES

- An unflagged DADC failure shows only a blue DADC MISCOMPARE message. The autopilot and yaw damper disconnect until the faulty DADC is isolated.
- A comparator warning means a split of 20 or more knots (IAS) or 200 feet or more (ALT) between the two air data systems.
- The radio altimeter self-test is inhibited with the autopilot engaged. EGPWS voice alerts and the terrain pop-up can be inhibited by switches.

AI-aggregated guide for the GULFSTREAM GIV · sources: GIV Flight Crew Reference Library (#100282) · generated 2026-11-25 · Reference only, not for flight. Check the original documents before relying on this guide.