

I.G-IV型飞机(运输类飞机), 联邦航空局于1987年4月2日批准。

I. Model G-IV (Transport Category), Approved by FAA on April 22, 1987.

发动机 Engines 两台罗尔斯-罗伊斯公司的泰马克611-8型发动机(FAA型号合格证E25NE)
2 Rolls Royce Tay Mark 611-8 (FAA Type Certificate E25NE)

燃油
Fuel

煤油

Kerosene

美国牌号 American ASTM D 1655-84, Jet A
ASTM D 1655-8, Jet A-1
MIL-T-83133A, Grade JP8

英国牌号 British D Eng R D 2453, Issue 5
D Eng R D 2494, Issue 9

加拿大牌号 Canadian CAN 2 3 23-M82

JP-4宽馏分型(见注释4)

JP-4 Wide Cut Type(See NOTE 4)

美国牌号 American ASTM D 1655-84, Jet B
MIL-T-5624L, Grade JP4

英国牌号 British D Eng R D 2454, Issue 4
D Eng R D 2486, Issue 9

加拿大牌号 Canadian CAN 2 3 22-M81

JP-5 高闪点型

JP-5 High Flash - Point Type

美国牌号 American MIL-T-5624L, Grade JP5

英国牌号 British D Eng R D 2452, Issue 2
D Eng R D 2498, Issue 7

加拿大牌号 Canadian CAN 3-GP-24h

燃油必须符合列出的规范或最新批准的飞行手册中的后续修订版。

Fuel shall conform to the specification as listed or to subsequent revisions found in the latest approved Airplane Flight Manual

有关其它经批准的燃油,见最新批准的飞行手册。

See the latest approved Airplane Flight Manual for other approved fuel

滑油
Oil

经批准下列滑油可用于发动机和辅助动力装置(APU):

The following oils are approved for use in the engine and APU

3厘司

3 Centistoke

航空壳牌 390 涡轮滑油
Aeroshell Turbo Oil 390

嘉实多 3C涡轮滑油
Castrol 3C Turbine Oil

嘉实多 325发动机滑油

Castrol 325 Engine Oil

埃索/埃克森 2389涡轮滑油
ESSO/Exxon Turbo 2389

5厘司

5 Centistoke

埃索/埃克森 2380涡轮滑油
Esso/Exxon Turbo Oil 2380

美孚 II号喷气滑油
Mobil Jet Oil II

美孚 254喷气滑油
Mobil Jet Oil 254

嘉实多 5000燃气涡轮滑油
Castrol 5000 Gas Turbine Oil

航空壳牌 ATO 500涡轮滑油
Aeroshell Turbine Oil ATO 500

注：没有推荐以上滑油的混合用于辅助动力装置
NOTE Mixing of oils is not recommended for APU

注：没有推荐滑油混合，但如果运行上必要时牌号可以混用。上述牌号滑油，当复原个经批准的罗尔斯-罗伊斯标准时，可以批准使用。

NOTE Mixing of oils is not recommended but brands may be mixed if operationally essential
Oils of the above brands, when reclaimed to the approved Rolls-Royce standard for viscosity and grade, are approved for use

滑油必须符合列出的规范或最新批准的飞行手册中的后续的修订版。

Oil shall conform to the specification as listed or to subsequent revisions in the latest approved Airplane Flight Manual

发动机限制 Engine Limits

静态推力(标准大气), 海平面

Static Thrust (std day) S.L.

额定起飞(5分钟)	13,850磅
Rated Takeoff (5 min)	13,850 lb

额定最大连续	12,420磅
Rated Maximum continuous	12,420 lb

最大允许连续转子工作转速:

Maximum permissible continuous rotor operating speeds

N1(低压压气机)	(95.5%)	8,015转/分钟
N1 (low compressor)	(95.5%)	8,015 rpm

N2(高压压气机)	(97.5%)	12,172转/分钟
N2 (high compressor)	(97.5%)	12,172 rpm

最大允许温度(°C)

Maximum permissible temperatures (°C)

在第一级低压涡轮之前的喷嘴导向叶片测得的涡轮燃气温度

Turbine gas temp measured at nozzle guide vanes ahead of first low stage pressure turbine

起飞(5分钟)	800
Takeoff (5 min)	800

	最大连续	715
	Maximum continuous	715
	地面起动期间的瞬间	700
	Momentary maximum during ground starts	700
	空中再起动期间的瞬间最大	780
	Momentary maximum during airstarts (relights)	780
	超温最大(20秒)	820
	Maximum over-temperature (20 second limit)	820
	滑油温度(起动的最小值)	-40
	Oil temp (minimum for starting)	-40
	滑油温度(最大)	105
	Oil temp (maximum)	105
	滑油温度(15分钟限制)	120
	Oil temp (15 minute limit)	120
	燃油在发动机高压泵入口的温度	90
	Fuel inlet temp to engine high pressure pump	90
	燃油入口温度(15分钟限制)	120
	Fuel inlet temperature (15 min limit)	120
	<u>最大允许引气提取</u>	
	<u>Maximum Permissible Air Bleed Extraction</u>	
	第7级高压压气机引气	7 0磅/秒
	7th Stage HPC Bleed	7 0 lb /sec
	第12级高压压气机引气(最大连续及其之下)	10 0磅/秒
	12th Stage HPC Bleed (max continuous and below)	10 0 lb /sec
	风扇引气	10 5磅/秒
	Fan Bleed	10 5 lb /sec
辅助动力装置 Auxiliary Power Unit (APU)	<u>AirResearch公司的GTCP-36-100G</u>	
	<u>AirResearch GTCP-36-100G</u>	
	最大允许排气温度-	
	Maximum permissible exhaust gas temperature -	
	起动期间直至60%转速	988°C
	Up to 60% rpm during start	988°C
	起动期间60%-100%转速	821°C 至 732°C(线性下降)
	60% - 100% during start	821°C to 732°C(linear decrease)
	运转	732°C
	Running	732°C
	最大转子速度-所有情况	110%
	Maximum rotor speed - all conditions	110%
	APU交流发电机负载额定值	30千伏安
	APU alternator load rating	30Kva
	APU额定输出轴功率	50马力
	(在引气量46.6磅/分钟且周围温度103°F的情况下)	
	APU rated output shaft power	50hp
	(with 46.6 lb per min bleed air and ambient temp of 103°F)	
空速限制 (校正空速)	V _{mo} /M _{mo} (最大使用速度)	参见高度/马赫数飞行包线 See Altitude/Mach Flight Operating Envelope
	V _{mo} /M _{mo} (Maximum operating)	

Airspeed Limits (CAS)	V _a (机动速度)	170 节
		206 节(1)
	V _y (Maneuvering)	170 knots
		206 knots (1)
	V _{fe} (襟翼下放至39°)	170 节
		180 节(1)
	V _{fe} (Flaps down to 39°)	170 knots
		180 knots (1)
	(襟翼下放至20°)	220 节
	(Flaps down to 20°)	220 knots
	(襟翼下放至10°)	250 节
	(Flaps down to 10°)	250 knots
	V _{LO} (起落架收放速度)	225 节
	V _{lo} (Landing gear operation)	225 knots

V _{le} (起落架展态速度)	250 节
V _{le} (Landing gear extended)	250 knots
V _{mcg} (最小地面可操纵速度)	111 节
V _{mcg} (Minimum control ground)	111 knots
V _{mca} (最小空中可操纵速度)	104 节
V _{mca} (Minimum control air)	104 knots

(1) 针对制造人序列号S/N 1214及其之后的飞机和按1159SB41190改装的制造人序列号力
S/N 1000至1213的飞机。

(1) Aircraft S/N 1000 thru 1213 with 1159SB41190, S/N 1214 and subsequent

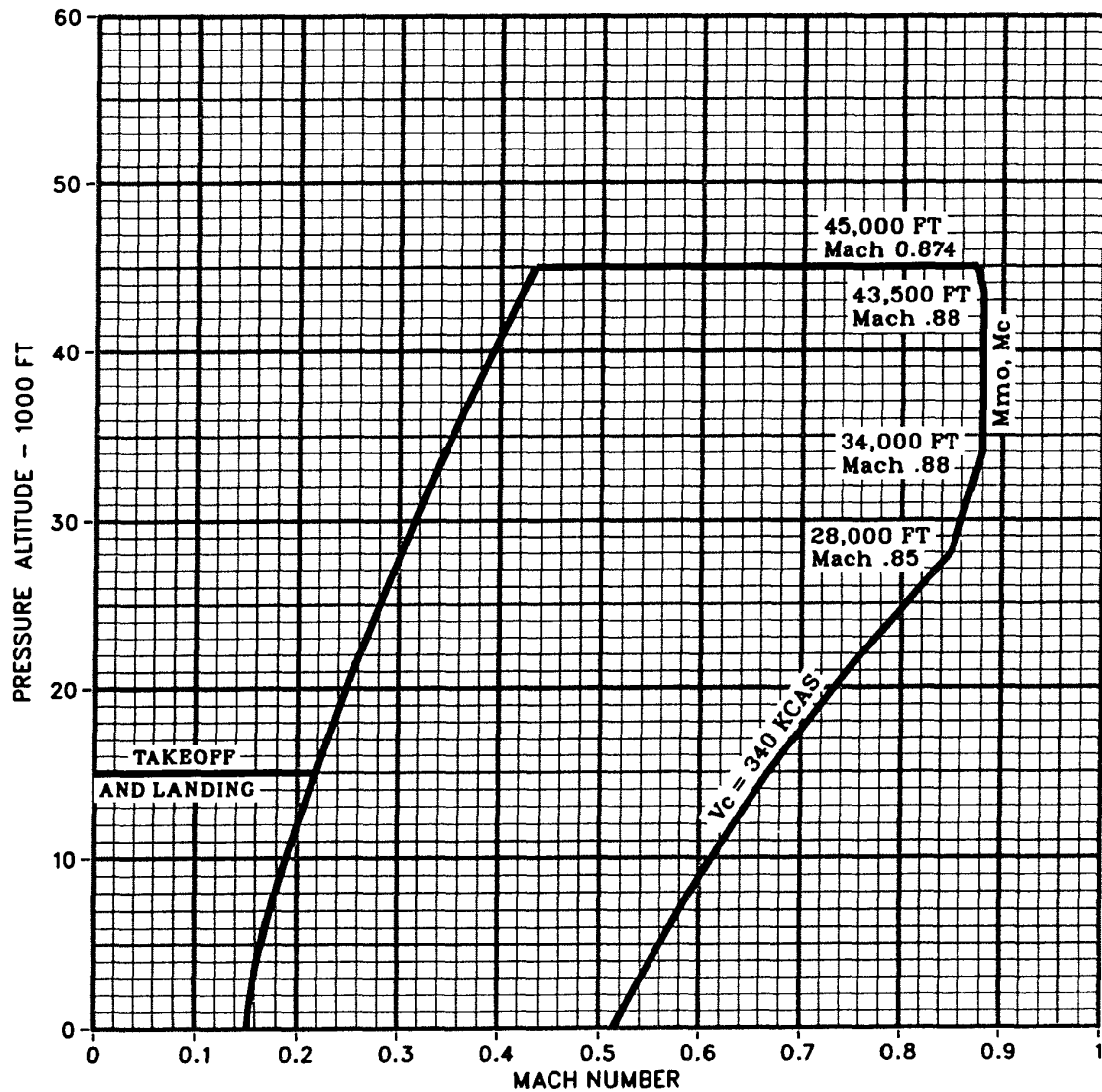
最大使用高度 45,000英尺
Maximum
Operating Altitude 45,000 feet

最大重量(磅)
Maximum Weight(lb.)

飞机制造人序列号 Aircraft S/N	最大零燃油 Max Zero Fuel	最大停机坪 Max Ramp	最大起飞 Max Take-Off	最大着陆 Max Landing
1000至1213 1000 thru 1213	46,500	73,600	73,200	58,500
具备ASC61的1000 至1213 1000 thru 1213 with ASC 61	49,000	73,600	73,200	58,500
具备ASC261的1000 至1213 1000 thru 1213 with ASC 261	49,000	73,600	73,200	58,500
具备ASC190的1000 至1213 1000 thru 1213 with ASC 190	49,000	75,000	74,600	66,000
1214及其之后的 1214 & Sub	49,000	75,000	74,600	66,000
具备ASC440的1500 及其之后的(G400) 1500 & Subs with ASC 440 (G400)	49,000	75,000	74,600	66,000
具备ASC436的1500 及其之后的 (G300)1500&Subs with ASC 436(G300)	49,000	72,400	72,000	66,000

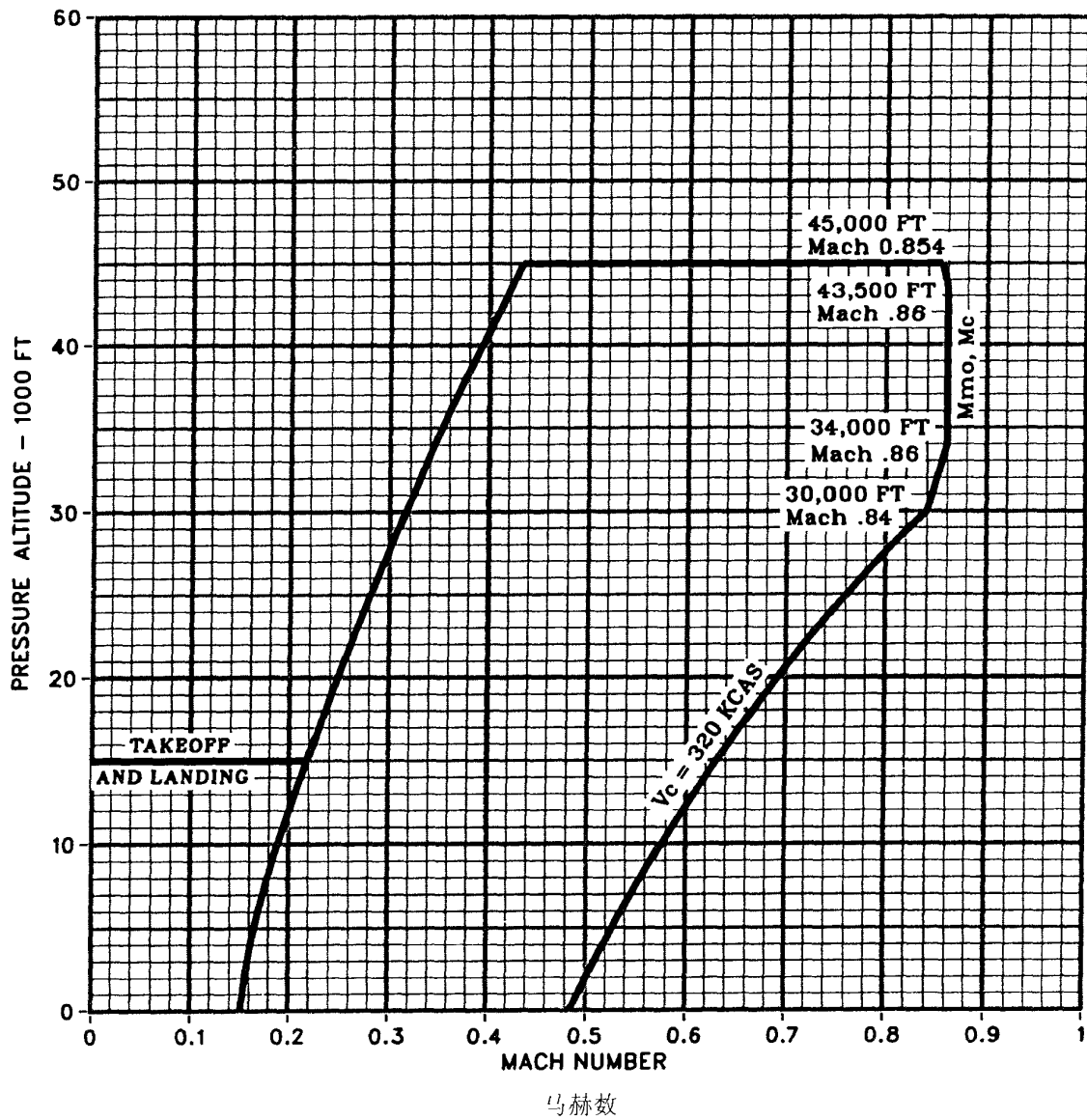
基准 Datum	出于重量和平衡目的, 零基准为前机轮舱内的飞机中心线水平测量支点之后15英寸处或机身站位206之前的206英寸处。 For weight and balance purposes, the zero datum is 15 inches aft of the jig point at the centerline of the airplane in the nose wheel well or 206 inches forward of Fuselage Station 206		
平均气动弦 M A C	166.2英寸(平均气动弦前缘为机身站位387.7) 166.22 in (L E of M A C = Fuselage Station 387.7)		
燃油容量 Fuel Capacity	重力或压力加油: Gravity or Pressure Fueling		
		GIV/GIV(G400)	GIV(G300)
	总燃油 Total	29,605磅 29,605 lb	27,500磅 27,500lbs
	可用燃油 Usable	29,500磅 29,500 lb	26,900磅 26,900lbs
	力臂* Arm*	+430.4 +430.4	+426.5 +426.5
	燃油重量基于燃油密度6.75磅/加仑 Fuel weights based upon fuel density of 6.75 lb per gal		
	*力臂基于地面静止姿态(-1.5°FRL, 即机身基准线为-1.5度) *Arm based on ground static attitude (-1.5°FRL)		
滑油容量 Oil Capacity	发动机滑油总容量为10.1磅/14.4美品脱(每台发动机) Total engine oil capacity 14.0 lb /14.4 U S pints (each engine) 发动机可用滑油量为10.1磅/10.8美品脱(每台发动机) (力臂=+582.00) Usable engine oil capacity 10.1 lb /10.8 U S pints (each engine) (Arm = +582.00) 滑油重量基于滑油密度7.5磅/加仑 Oil weights based upon oil density of 7.5 lb per gal 系统滑油参见注释1 See NOTE 1 for system oil 给出的滑油容量仅针对发动机滑油箱 Capacities shown are for engine oil tankage only 发动机总滑油为每台发动机额外的16.8磅 Total engine oil is an additional 16.8 lb per engine APU滑油4.75/5.0美品脱 (力臂=+620.0) APU oil 4.75 lb /5.0 U S Pints (Arm = +620.0)		
适用的 制造人序列号 Serial No	S/N 1000及其之后的		
Eligible	S/N 1000 and subsequent		
空速限制 AIRSPEED LIMITS (MAXIMUM OPERATING)	(最大使用)		

高度/马赫数 飞行包线(S/N 1000及其之后的)
ALTITUDE / MACH FLIGHT ENVELOPE
(S/N 1000 AND SUBSEQUENT)



马赫数

高度/马赫数 飞行包线
(具备ASC61的S/N 1000至1213)
ALTITUDE / MACH FLIGHT ENVELOPE
(S/N 1000-1213 WITH ASC 61)

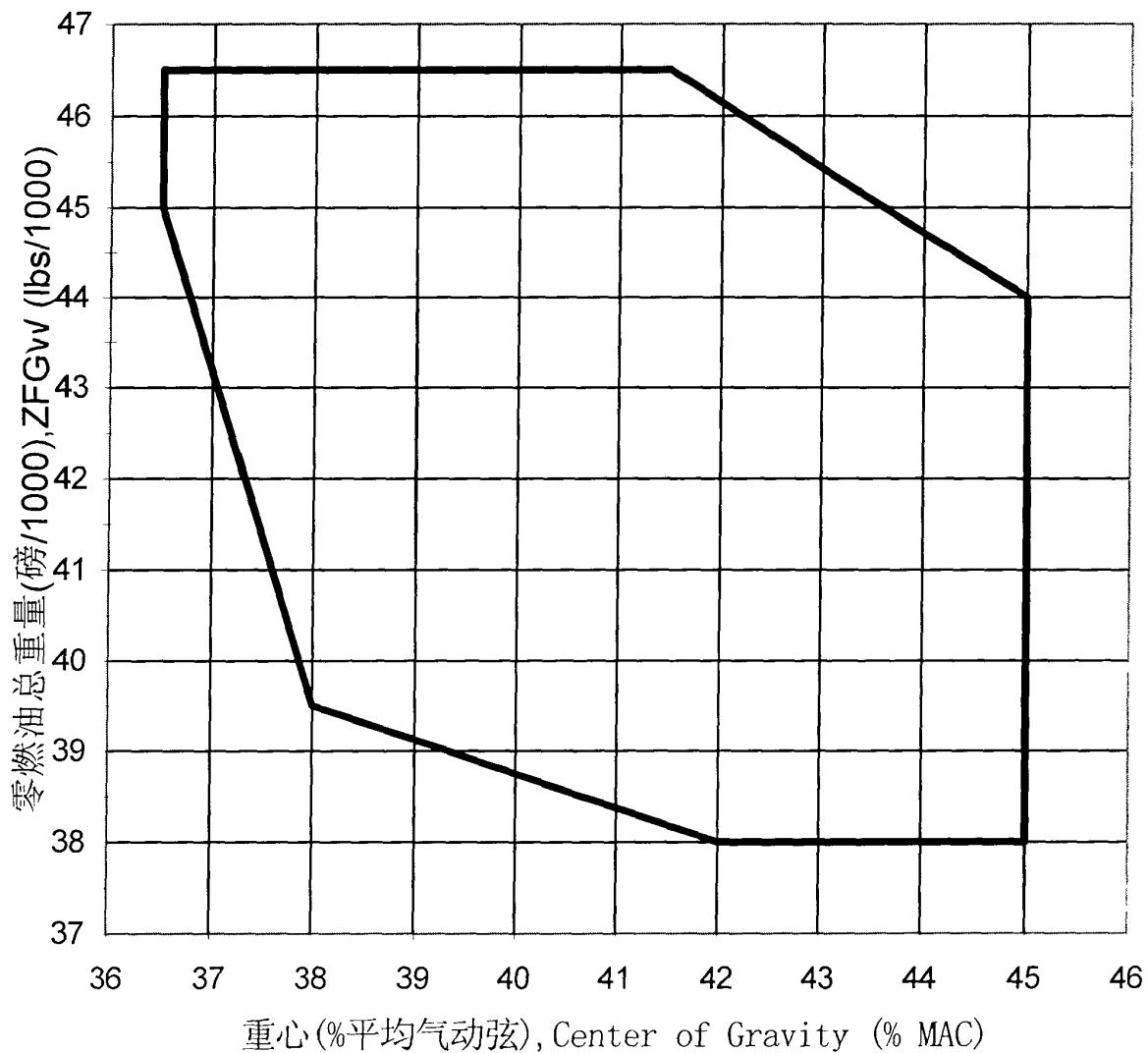


飞机零燃油总重量包线
Aircraft Zero Fuel Gross Weight Envelope

对于S/N 1000-1213 For S/N 1000-1213			
最大重量(磅) Maximum Weight(lbs)			
零燃油 Zero Fuel	着陆 Landing	停机坪 Ramp	Takeoff 起飞
46,500	58,500	73,600	73,200

如果零燃油重量在包线之内，那么对于所有燃油装载情况加油后的飞机重心将位于经FAA批准的限制范围之内。

If the ZFGW is within the envelope, the fueled aircraft will be within FAA approved limits for all fuel loadings.



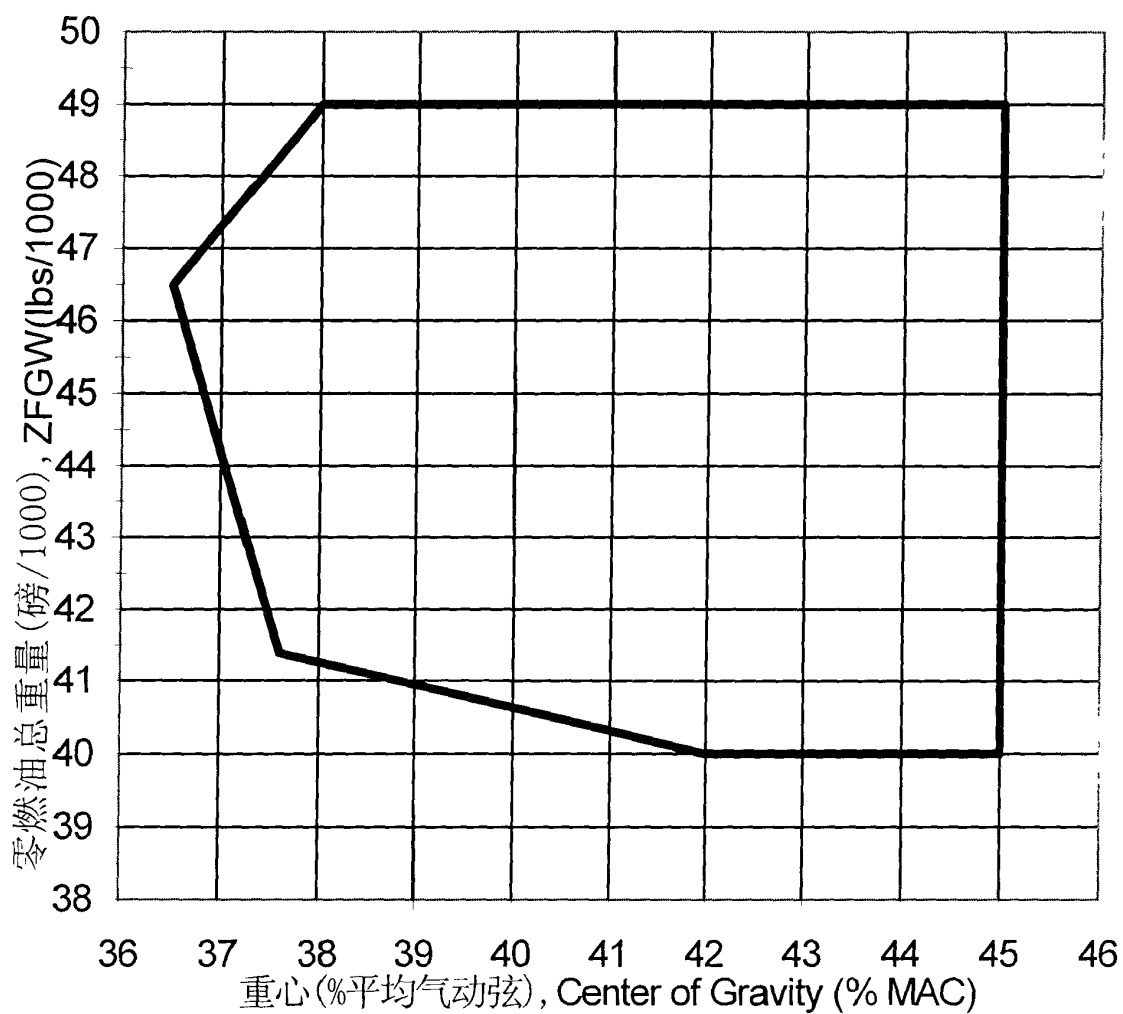
飞机零燃油总重量包线
Aircraft Zero Fuel Gross Weight Envelope

对于具备ASC 61的S/N 1000-1213
For S/N 1000-1213 with ASC 61

最大重量(磅) Maximum Weight(lbs)			
零燃油 Zero Fuel	着陆 Landing	停机坪 Ramp	Takeoff 起飞
49,000	58,500	73,600	73,200

如果零燃油重量在包线之内，那么对于所有燃油装载情况加油后的飞机重心将位于经FAA批准的限制范围之内。

If the ZFGW is within the envelope, the fueled aircraft will be within FAA approved limits for all fuel loadings.



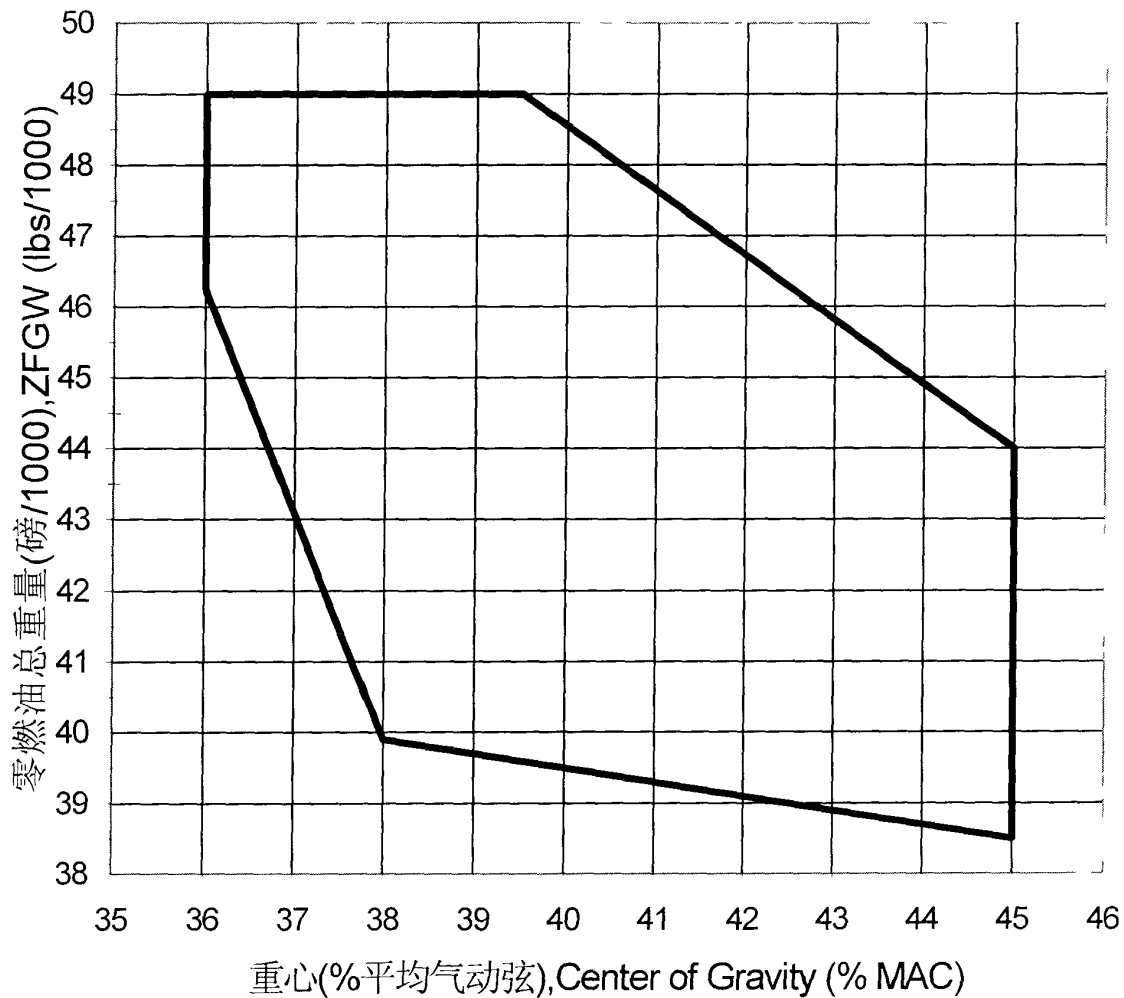
飞机零燃油总重量包线
Aircraft Zero Fuel Gross Weight Envelope

对于具备ASC 261的S/N 1000-1213
For S/N 1000-1213 with ASC 261

最大重量(磅) Maximum Weight(lbs)			
零燃油 Zero Fuel	着陆 Landing	停机坪 Ramp	Takeoff 起飞
49,000	58,500	73,600	73,200

如果零燃油重量在包线之内，那么对于所有燃油装载情况加油后的飞机重心将位于经FAA批准的限制范围之内。

If the ZFGW is within the envelope, the fueled aircraft will be within FAA approved limits for all fuel loadings.

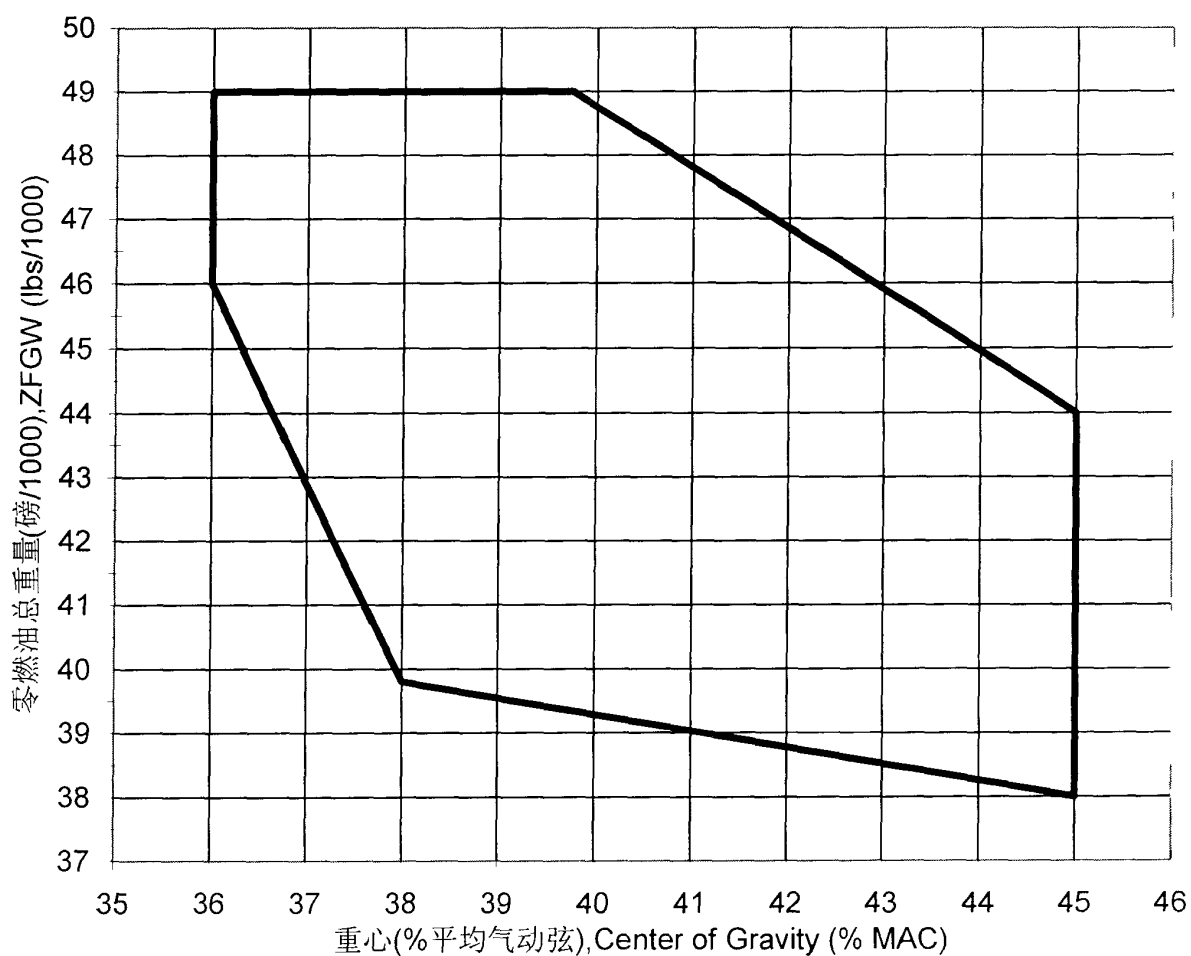


飞机零燃油总重量包线
Aircraft Zero Fuel Gross Weight Envelope

对于S/N 1214和之后的及其具备ASC 190的S/N 1000-1213和ASC 440的S/N 1500及其之后的 For S/N 1214 and subs And S/N 1000-1213 with ASC 190 and S/N 1500 and subs with ASC 440			
最大重量(磅) Maximum Weight(lbs)			
零燃油 Zero Fuel	着陆 Landing	停机坪 Ramp	Takeoff 起飞
49,000	66,00	75,000	74,600

如果零燃油重量在包线之内, 那么对于所有燃油装载情况加油后的飞机重心将位于经FAA批准的限制范围之内。

If the ZFGW is within the envelope, the fueled aircraft will be within FAA approved limits for all fuel loadings.



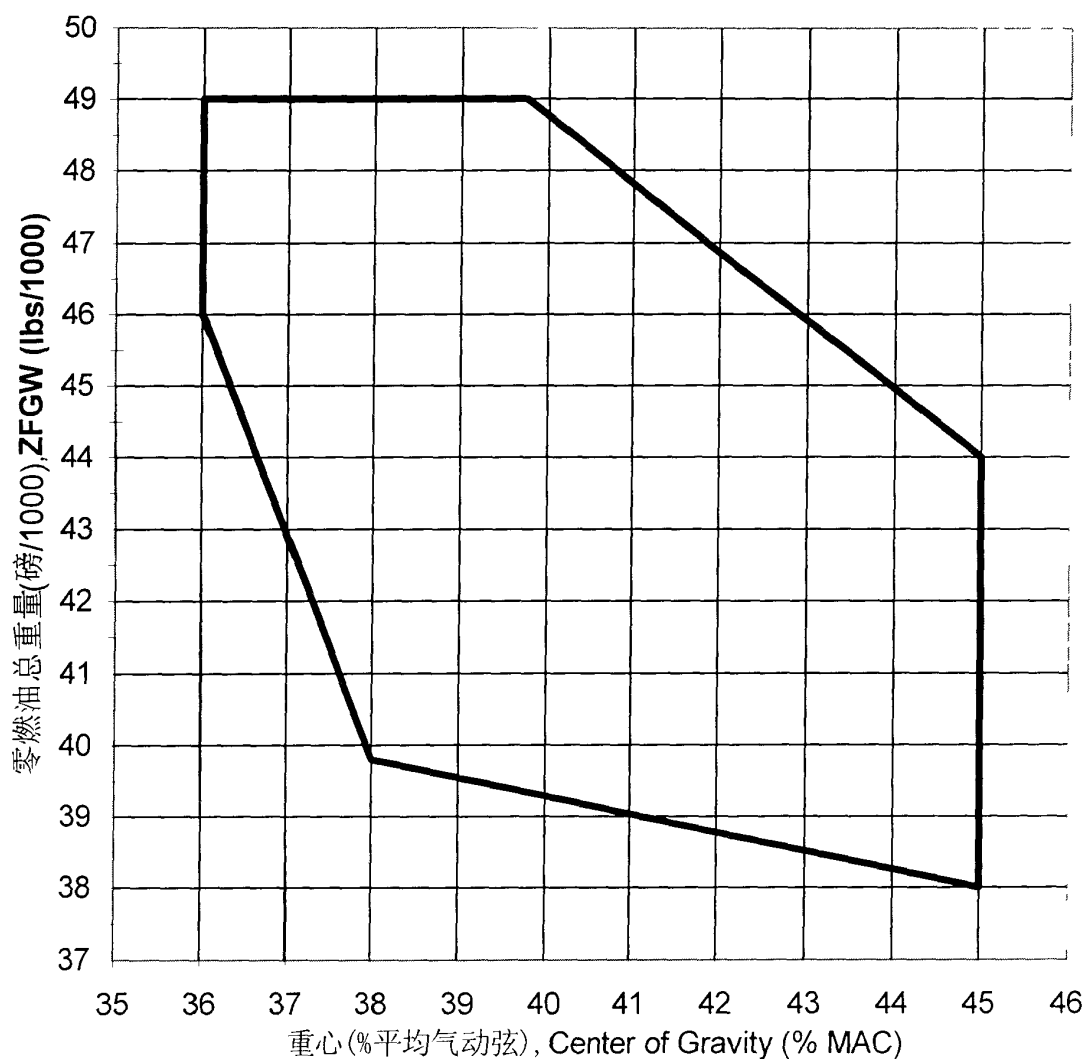
飞机零燃油总重量包线
Aircraft Zero Fuel Gross Weight Envelope

对于具备ASC 436的S/N 1500及其之后的
For S/N 1500 and Subs with ASC 436

最大重量(磅) Maximum Weight(lbs)			
零燃油 Zero Fuel	着陆 Landing	停机坪 Ramp	Takeoff 起飞
49,000	66,00	72,400	72,000

如果零燃油重量在包线之内，那么对于所有燃油装载情况加油后的飞机重心将位于经FAA批准的限制范围之内。

If the ZFGW is within the envelope, the fueled aircraft will be within FAA approved limits for all fuel loadings.



调水平措施 Leveling Means	纵向: 右前舱门桁梁上的突出物, 机身站位为61.5和72.5。 Longitudinal Lugs at right nose well door longeron STA 61.5 & 72.5 横向: 在前机轮舱中, 隔板的后表面(机身站位44.5站位)的突出物。 Lateral Lugs on rear face of bulkhead STA 44.5 in nose wheel well					
最小机组成员 Minimum Crew 2	2人(驾驶员和副驾驶员) (Pilot and Co-Pilot)					
最大乘客数量 Maximum Passengers	19-受应急出口要求限制 19 - limited by emergency exit requirements					
行李或货物限制 Baggage or Cargo Limitations	<u>舱内地板</u> <u>Cabin Floor</u> 主舱地板机身站位321.5至498。最大均匀装载为每平方英尺100磅。 Main cabin floor fuselage station 321.5 to 498 Maximum uniform loading shall be 100 lb per square foot 主舱地板机身站位498至539.75。最大均匀装载为每平方英尺65磅。 Main cabin floor fuselage station 498 to 539.75 Maximum uniform loading shall be 65 lb per square foot 机身站位539.75向后至隔板或压力穹面之间的舱。 容量-2,000磅减去设备舱中增加的任何重量。 最大地板装载-每平方英尺65磅。 重心-对于2000磅, 机身站位565。如果重心还在其之后, 那么要求减少相应的容量。 Compartment aft of fuselage station 539.75 to bulkhead or pressure dome Capacity - 2,000 lb less any weight added in equipment bay Maximum floor loading - 65 lb /sq ft C G - STA 565 for 2000 lb If further aft, corresponding reduction in capacity required					
其它使用限制 Other Operating Limitations	飞机必须依照经FAA最新批准的飞行手册修订版运行。 The aircraft must be operated in accordance with the latest FAA Approved revision to the Airplane Flight Manual					
操纵面位移 Control Surface Movements	升降舵 Elevators	向上 Up	24°(+0.5°, -0.5°)	向下 Down	13°(+0°, -1°)	
	升降舵配平片 Elevator trim tab	向上 Up	8°(+1°, -1°)	向下 Down	22°(+1°, -1°)	
	方向舵 Rudder	向右 Right	22°至22.5°	向左 Left	22°至22.5°	
	方向舵配平 Rudder trim	向右 Right	7.5°(+1°, -1°)	向左 Left	7.5°(+1°, -1°)	
	副翼 Ailerons	向上 Up	10°(+1°, -1°)	向下 Down	10°(+1°, -1°)	
	副翼配平 Aileron trim	向上 Up	15°(+4°, -4°)	向下 Down	15°(+4°, -4°)	
	襟翼 Flaps			向下 Down	39°(+0°, -1.5°)	
	减速板 Speed brakes	向右 Right	26°(+2°, -2°)	向左 Left	26°(+2°, -2°)	
	地面扰流板 (所有) Ground spoiler (all spoilers)	向上 Up	55°(+4°, -3°)			
	水平安定面行程范围-前缘向下: -1°(+0.25°, -0.25°)至-4.6°(+0.25°, -0.25°) Horizontal stabilizer travel range - Leading edge down -1° (+0.25°, -0.25°) to -4.6° (+0.25°, -0.25°)					

FAA审定基础 以FAA Certification Basis	1965年2月1日生效的联邦航空条例第25部，包括修正案Amdt 25-1至Amdt 25-56。但下条款的符合性限于注明的修正案： FAR Part 25, effective February 1, 1965, including Amendments 25-1 through 25-56 except for the following sections which are limited to showing compliance with the amendments indicated <table> <tr> <th>条款 Section</th><th>修正案 Amendment</th></tr> <tr> <td>25 109</td><td>1965年2月1日生效的FAR25</td></tr> <tr> <td>25 109</td><td>FAR 25, dated February 1, 1965</td></tr> <tr> <td>25 571</td><td>25-22(适用于机身和尾翼)</td></tr> <tr> <td>25 571</td><td>25-22 (as applies to fuselage and empennage)</td></tr> <tr> <td>25 671</td><td>1965年2月1日生效的FAR25</td></tr> <tr> <td>25 671</td><td>FAR 25, dated February 1, 1965</td></tr> <tr> <td>25 807(c)(2)</td><td>25-15</td></tr> <tr> <td>25 807(c)(2)</td><td>25-15</td></tr> <tr> <td>25 813</td><td>1965年2月1日生效的FAR25</td></tr> <tr> <td>25 813</td><td>FAR 25, dated February 1, 1965</td></tr> </table> 联邦航空条例第36部，包括修正案Amdt 36-1至Amdt 36-12。 FAR 36, including Amendments 36-1 through 36-12 特殊联邦航空条例第27部，包括修正案Amdt 27-1至Amdt 27-5。 SFAR 27, including Amendments 27-1 through 27-5 确立了符合下列选用的水上迫降要求： Compliance with the following Optional Ditching Requirements has been established 覆盖25 801的水上迫降要求，包括25 563、25 807(d)和25 1585(a)(但25 1411除外)的资料已批准。当运行规则要求应急水上迫降设备时，必须演示25 1411和25 1415的符合性。湾流公司报告1159-GER-7(标题：FAA水上迫降审定的设备配置要求)提供了一种可接受的25 1411和25 1415符合性验证的方法。 Data covering ditching requirements of 25 801, including 25 563, 25 807(d) and 25 1585(a) (but excluding 25 1411) are approved When the operating rules require emergency ditching equipment, compliance with 25 1411 and 25 1415 must be demonstrated Gulfstream Report 1159-GER-7 entitled "Outfitting Requirements for FAA Certification for Ditching" provides an acceptable means for showing compliance with 25 1411 and 25 1415 等效符合 Equivalent Safety Findings (1) FAR 25 201,失速演示 (1) FAR 25 201, Stall Demonstration (2) FAR 25 729(e)(2),起落架警告喇叭 (2) FAR 25 729(e)(2), Landing Gear Warning Horn (3) FAR 25 773(b)(2),直接观察窗户 (3) FAR 25 773(b)(2), Direct Vision Window (4) 1965年2月1日生效的FAR 25 807(a)(4), 主轴水平的椭圆形应急出口窗户 (4) FAR 25 807(a)(4), effective February 1, 1965, Oval Emergency exit Windows with Horizontal Major Axis	条款 Section	修正案 Amendment	25 109	1965年2月1日生效的FAR25	25 109	FAR 25, dated February 1, 1965	25 571	25-22(适用于机身和尾翼)	25 571	25-22 (as applies to fuselage and empennage)	25 671	1965年2月1日生效的FAR25	25 671	FAR 25, dated February 1, 1965	25 807(c)(2)	25-15	25 807(c)(2)	25-15	25 813	1965年2月1日生效的FAR25	25 813	FAR 25, dated February 1, 1965
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25 813	FAR 25, dated February 1, 1965																						
认可审定基础 Validation basis	CAAC接受FAA审定基础(有关噪声，见注释12)。 The FAA Certification Basis is accepted by CAAC (For noise, See Note 12)																						
生产依据 Production Basis	编号为7SO的生产许可证，1978年9月1日颁发，并于1987年8月31日重新颁发。 Production Certificate No 7SO, issued September 1, 1978, reissued August 31 1987																						
设备 Equipment	适用适航要求(见FAA审定基础)所规定的基本必需设备必须安装在所审定的飞机上。 批准的设备清单见图解零件目录(IPC)。此外，下列设备项是必需的 The basic required equipment as prescribed in the applicable airworthiness regulations (see FAA Certification Basis) must be installed in the aircraft for certification See the																						

Illustrated Parts Catalog (IPC) for an approved equipment listing. In addition, the following items of equipment are required

- (a) 当飞机配置成能载客时, 必须安装经FAA批准的旅客氧气系统。
(a) When an airplane is outfitted to carry passengers, an FAA approved passenger oxygen system must be installed
(b) 经FAA批准的飞行手册。
(b) FAA Approved Airplane Flight Manual

设计定义

Design definition

图纸编号 1159-40000

Drawing No 1159-40000

注释1

NOTE 1

(a) 必须在每架飞机进行初始审定时提供现行有效的重量和平衡报告(包括包含有审定空机重量中的设备的清单)和(必要时)配载文件。重量和平衡报告应该包括作为空机重量一部分的系统燃油、全部滑油和液压油。

(a) Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each airplane at the time of original certification. The weight and balance report shall include as part of the empty weight, system fuel, total oil and hydraulic fluid

(b) 系统燃油: 加注所有油管和油箱直至在最临界飞行姿态时燃油表读数为零/可读燃油点的燃油重量。

(b) System fuel. The weight of all fuel required to fill all lines and tanks up to zero/readable fuel point on the fuel gages in the most critical flight attitude

不可用燃油* -总计105磅

Unusable fuel* - 105 lb Total

油路 -总计45磅

Fuel lines - 45 lb Total

系统燃油 -总计150磅

System fuel - 150 lb total

*包括13磅的不可放燃油。

*Includes 13 lb Undrainable

(c) 系统滑油: 从滑油箱中抽出滑油后在发动机管路和油箱中残存的滑油的重量, 此时滑油量的读数高于“零”位。在本数据单其它地方给出的发动机滑油箱容量仅包括了为此滑油箱必须标注的可用滑油。

(c) System oil: The weight of oil remaining in the engine lines and tanks after subtracting the oil in the tanks which is above the "zero gage" levels. The engine oil tank capacity shown elsewhere in this data sheet includes only the usable oil for which the tanks must be placarded

(d) “不可用”燃油之上是油箱中的燃油量, 包括油箱滞留的并被FAR 25.959定义的燃油, 这些燃油在临界飞行状态下对发动机来说是不可得到的。可用燃油容量在“燃油容量”节中给出。“不可用燃油”包括在本注释(a)中指明的系统燃油中并且不需要分开考虑。

关于下列信息参见经FAA批准的飞行手册:

- (1) 对于起飞和飞行的左右燃油箱之间的最大燃油不平衡量。
(2) 推荐的飞机地面姿态以在加油服务期间获取相等燃油量。
(3) 燃油添加剂。

(d) The above "unusable" fuel is that amount of fuel in the tanks, including tank trapped fuel as defined in FAR 25.959, which is unavailable to the engines under critical flight conditions. The usable fuel capacity is given under section entitled "Fuel Capacity". The "unusable" fuel is included in the system fuel as indicated in (a) above and need not be accounted for separately. See FAA approved Airplane Flight Manual for information concerning the following

- (1) Maximum fuel unbalance between left and right tanks for take-off and in-flight operations
(2) Recommended airplane ground attitude to obtain equal fuel quantities during servicing
(3) Fuel additives

注释2

NOTE 2

要求的标牌列在图纸1159F40273、1159F40274、1159F40290、1159F40291、1159F40292、1159FP40025中。对于进口中国的飞机, 其中文标牌列在图纸CE428200024中。

The required placards are listed on Drawings 1159F40273, 1159F40274, 1159F40290, 1159F40291, 1159F40292, and 1159FP40025. For the airplanes imported to China, the placards

in Chinese are listed on Drawing CE428200024

- 注释3
NOTE 3
- 更换时间
Retirement Times
- 对于不具备ASC 416的S/N 1000-1399,疲劳临界寿命限制部件的更换时间列在G-IV飞机维修手册的第5章的第IV节中。在没有FAA工程批准的情况下,这些寿命限制的部件的更换时间不能改变。
For S/N 1000-1399 without ASC416, the retirement times of fatigue critical life limited components are listed in Section IV, Chapter 5 of the G-IV Airplane Maintenance Manual. The retirement times of these life limited components cannot be altered without FAA Engineering approval
- 对于以多种构型使用时间(着陆数)的飞机,请与湾流工业公司工程部联系获取剩余寿命限制。
For airplanes having time (landings) in more than one configuration, contact Gulfstream Aerospace Engineering for remaining life limitations
- 注释4
NOTE 4
- 在运行人、罗尔斯-罗伊斯和相关适航当局同意而使用JP-4燃油(宽馏分)时,可能会导致高压燃油泵寿命的缩短。
The use of JP-4 fuel (wide cut) as agreed to by the operator, Rolls-Royce, and the appropriate airworthiness authority may result in a reduction of HP fuel pump life
- 注释5
NOTE 5
- 飞机服务更改(ASC)61 “G-IV型49,000磅零燃油总重量增加(带速度限制)”
适用于制造人序列号S/N 1000至1213。
Aircraft Service Change (ASC) 61, "49,000 lb Zero Fuel Gross Weight Increase (with Speed Restriction), G-IV "
Applicable to S/N 1000 through 1213
- 飞机服务更改(ASC)190 “G-IV型增加的停机坪、着陆和零燃油总重”
适用于制造人序列号S/N 1000至1213。
Aircraft Service Change (ASC) 190, "Increased Ramp, Landing and Zero Fuel Gross Weight, G-IV "
Applicable to S/N 1000 through 1213
- 飞机服务更改(ASC)261 “G-IV型49,000磅零燃油总重量增加”
适用于制造人序列号S/N 1000至1213。
Aircraft Service Change (ASC) 261, "49,000 lb Zero Fuel Gross Weight Increase, G-IV "
Applicable to S/N 1000 through 1213
- 飞机服务更改(ASC)440 “G400更改” 将这些飞机命名为G-IV (G400)型。这些飞机应该按照飞机飞行手册GAC-AC-G400-OPS-0001使用。
适用于制造人序列号S/N 1500及其之后的。
Aircraft Service Change (ASC) 440, "G400 Modification" will designate those aircraft as Model G-IV(G400) Those aircraft shall be operated under Airplane Flight Manual GAC-AC-G400-OPS-0001
Applicable to S/N 1500 and subsequent
- 飞机服务更改(ASC)436 “G300更改” 将这些飞机命名为G-IV (G300)型。这些飞机应该按照飞机飞行手册GAC-AC-G300-OPS-0001使用。
适用于制造人序列号S/N 1500及其之后的。
Aircraft Service Change (ASC) 436, "G300 Modification" will designate those aircraft as Model G-IV(G300) Those aircraft shall be operated under Airplane Flight Manual GAC-AC-G300-OPS-0001
Applicable to S/N 1500 and subsequent
- 注释6
NOTE 6
- 当制造人序列号S/N1500及其之后的飞机按照湾流航空工业公司的飞机服务更改(ASC)440号进行改装后,它们可识别为G-IV(G400)型。
Serial number 1500 & Subs, are eligible for identification as model G-IV (G400) when modified in accordance with GAC Aircraft Service Change (ASC) 440

当制造人序列号S/N1500及其之后的飞机按照湾流航空工业公司的飞机服务更改(ASC)436号进行改装后,它们可识别为G-IV(G300)型。

Serial number 1500 & Subs, are eligible for identification as model G-IV (G300) when modified in accordance with GAC Aircraft Service Change (ASC) 436

注释7
NOTE 7 驾驶舱前风挡玻璃尺寸对于前视可见度审定要求是关键的;因此,在没有事先与FAA航空器审定办公室协调的情况下不应该在遮阳板顶部安装任何设备。

The cockpit front windshield dimensions are critical for forward visibility certification requirements, therefore, no equipment should be installed on top of the glare shield without prior coordination with an FAA Aircraft Certification Office

注释8
NOTE 8 G-IV采用了综合航空电子系统,该系统使用了以软件为基础的航线可替换件(LRU),这些装置共享一个数字信号传输总线。从生产线交付飞机的软件构型对于驾驶舱指示系统正常工作是关键。对G-IV的航线可替换件软件作的改装、以不同的航线可替换件对航线可替换件的替代、新航线可替换件的增加、或者航线可替换件界面的变化可能会对经审定的软件的适航性产生不利影响。在没有与对改装者具有管辖权的航空器审定办公室协调的情况下,不应该对综合航空电子系统作任何更改。

The G-IV incorporate an integrated avionics systems using software-based line replaceable units (LRU) which share a digital signal transmission bus. The software configuration of the G-IV, as delivered from production, is critical to the proper operation of the cockpit instrumentation system. Modification to the LRU software supplied with the G-IV, 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 software. No changes to the integrated avionics system should be made without coordination with the Aircraft Certification Office having jurisdiction over the modifier

注释9
改NOTE 9 可能会影响机组工作强度、驾驶舱噪声水平或昼间/夜间照明的任何驾驶舱构型的改装和史均必须经FAA航空器审定试飞员或飞行标准运行检查员评估。

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 or Flight Standards Operation Inspector

注释10
NOTE 10 大于5分钟的起飞推力使用(不超过10分钟)仅批准在由于关机或失效引起的一台发动机不工作情况下使用。

Use of takeoff thrust for more than five (5) minutes [not to exceed ten (10) minutes] is approved for use only in the event of an inoperative engine due to shutdown or failure

注释11
NOTE 11 作为MSG3大纲的一部分,对于制造人序列号S/N1400及其之后的飞机和其它所有已采纳ASC416的飞机,适航限制章节(ALS)已经置入G-IV维修手册。该ALS是按照修正案水平为Amndt 25-54的FAR 25.571编制的,这是基于咨询通报AC91-56A的损伤容限要求的。该ALS是受FAA控制的并且不能由飞机运行人作更改。通过了损伤容限要求,ALS删除了先前安全寿命审定的部件的某些寿命限制。该ALS列在飞机维修手册的第5章的第10节中。

As part of the MSG3 Program, an Airworthiness Limitations Section (ALS) has been added to the GIV Maintenance Manual for aircraft serial number 1400 and subsequent, and for all other GIV aircraft having incorporated ASC 416. This ALS has been developed to FAR 25.571 at Amendment 25-54, based on the damage tolerance requirements of AC91-56A. It is controlled by the FAA and can not be changed by the aircraft operator. Through the damage tolerance requirements, the ALS removes certain life limitations on previous safe life certified components. The ALS is listed in Section 10, Chapter 5 in the Maintenance Manual

注释12
NOTE 12 关于噪声,虽然FAA审定基础采用了较早的FAR修正案水平,但G-IV型飞机达到了CCAR-36的噪声要求。

For noise, FAA certification basis is at earlier FAR amendment level, but G-IV airplane can meet the requirements prescribed in CCAR-36

…结束…

END