

PERFORMANCE

01-03-10: Types Of Airplane Operations Permitted

1. Transport Category - Land
2. Instrument And Night Flying
3. Category 1 Approach Operations
4. Flight Into Known Icing
5. Extended Overwater Flight
6. Polar Navigation
 - A. TRUE heading must be selected prior to N73° and S60° Latitude.
 - B. Operation must be conducted in accordance with the guidance and limitations expressed in Section 01-34-30, Flight Management System (FMS).
7. Radius to a Fix (RF) Legs
 - A. Aircraft meets the requirements of AC 90-105, Appendix 5 to fly Radius to a Fix (RF) legs during any segment of a procedure, without limitation.
8. VNAV system is approved for approach operations
 - A. Aircraft meets the accuracy requirements of VFR/IFR en route, terminal, and approach operations in accordance with the criteria of AC 20-138 (or later approved revision).
 - B. VNAV QFE operations not authorized.
9. Category II Operations
 - A. ASC 014 required.
 - B. Operation must be authorized by civil aviation authorities via Letter of Authorization or Ops Specs.
10. AFN, ADS-C, and CPDLC Data Link Operations
 - A. Aircraft complies with the interoperability requirements of DO-258A as expressed in the AFM, Section 01-34-30, Flight Management System (FMS).
 - B. Operation must be authorized by civil aviation authorities via Letter of Authorization or Ops Specs.
 - C. Operation must be conducted in accordance with the guidance and limitations expressed in Section 01-34-30, Flight Management System (FMS).
 - D. Other requirements and operational guidance are found in AC 120-70 (or later approved revision) and ICAO's Global Data Link Document (GOLD).

EXPANDED LIMITATIONS

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11. North Atlantic Track-Minimum Navigation Performance Specifications (NAT MNPS) Airspace Operations

- A. Aircraft may be flown on routes requiring two Long Range Navigation (LRN) systems provided that two FMSs, two GPS position sensors, or two Inertial Reference System (IRS) position sensors, or one GPS and one FMS sensor is operational.
- B. Aircraft may be flown on routes requiring one LRN system provided that one FMS, one GPS position sensor, and one IRS position sensor are operational.
- C. Operation must be authorized by civil aviation authorities via Letter of Authorization or Ops Specs.

12. Reduced Vertical Separation Minimums (RVSM) Operations

- A. Operation must be authorized by civil aviation authorities via Letter of Authorization or Ops Specs.

13. RNAV and RNP Operations

Operation	Max EPU Value	Authorization Required (Part 91)	See Section 01-34-30	Notes
RNP (General)	RNP		Yes	A, D
RNP 10	10	Yes		B
BRNAV	5			
RNP4	4	Yes	Yes	A, C, D
RNP 2	2		Yes	A, D
RNAV 2	2			
RNP 1	1		Yes	A, D
RNAV 1	1			
PRNAV	1	Yes		C
RNAV-BARO	Varies		Yes	D
RNAV-SBAS	Varies		Yes	D, E
RNP AR	Varies	Yes	Yes	A, C, D, F

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EXPANDED LIMITATIONS

NOTES:

- A. **RNP (general):** Aircraft complies with RNP RNAV as defined in RTCA/DO-236B and DO-283, with the limitations and exceptions defined in Section 01-34-30, Flight Management System (FMS).
 - B. **RNP 10:** Aircraft operation for an unlimited time period when GPS or radio position sensors are being used. If GPS or radio position sensors are not available, compliance is limited to 5.0 hours of IRS-only navigation.
 - C. **Authorization Required:** Operation must be authorized by civil aviation authorities via Letter of Authorization or Ops Specs.
 - D. **Section 01-34-30:** Operation must be conducted in accordance with the guidance and limitations expressed in Section 01-34-30, Flight Management System (FMS).
 - E. **RNAV-SBAS:** ASC 084 (or later approved revisions) is required in order to fly an RNAV (GPS) or an RNAV (GNSS) approach to LPV minima.
 - F. **RNP AR:**
 - (1) Without ASC 084 (or later approved revisions), minima less than RNP 0.3 not authorized, and missed approach segments less than RNP 0.3 not authorized.
 - (2) With ASC 084 (or later approved revisions), minima less than RNP 0.1 not authorized. Minima less than RNP 0.3 require the use of the autopilot, and missed approach segments less than RNP 0.1 not authorized.
14. The FMS is certified for LNAV (lateral navigation) and VNAV (vertical navigation) in accordance with the criteria in the following Advisory Circulars: AC 25-15, AC 20-129, AC 20-130x, AC 20-138, AC 90-45x, AC 90-96x, AC 90-100x, AC 90-101x and AC 90-105. AC 20-138C supersedes the following Advisory Circulars but the approval of the FMS is still valid for the operations and conditions as stated in Section 1 – Limitations of the AFM: AC 20-129, AC 20-130A, AC 20-130B, and AC 90-45A.
15. For airplanes equipped with ASC 084B (or later approved revision), the installed SBAS receiver is authorized for use with WAAS and EGNOS.
16. Datalink Recording for airplanes S/N 5340 and sub, and for airplanes S/N 5309 thru 5339 having ASC 097 (or later approved revisions) and ASC 909x.
17. For airplanes equipped with ASC 908x, AFN and ADS-C for oceanic and remote operations.

NOTE:

Appropriate operational approval must be obtained prior to using ADS-C and/or CPDLC-FANS 1/A capability. Requirements and operational guidance are found in AC 120-70 (or later approved revision).

18. Data Link Communications

The FAA has approved the airplane data system to the criteria contained in AC 20-140B for the following data link capabilities. This design approval does not constitute operational authorization.

Data Link Type	Aircraft-Allocated Performance	Subnetworks
ATN B1 ⁽¹⁾	PM-CPDLC at Initial Continental Performance using fi	VDL M2
FANS 1/A (+) ⁽²⁾	CPDLC at RCP 240 using fi ADS-C at RSP 180 using fi CPDLC-DCL using fi	VDL M0/A/2, SATCOM (Inmarsat)

⁽¹⁾ For airplanes equipped with ASC 115, Protected Mode – Controller Pilot Data Link Communication (PM-CPDLC)

⁽²⁾ For airplanes equipped with ASC 084, ASC 111, and ASC 096, or S/N 5340 and sub.

NOTE:

Appropriate operational approval must be obtained prior to using data link communications capability. Requirements and operational guidance are found in AC 120-70C.

NOTE:

When using PM-CPDLC, COMM / NAV 3 radio must be in "data" mode.

19. ADS-B Operative

For airplanes with ASC 084, ASC 105 is required for approved ADS-B Out.

For airplanes without ASC 084, ASC 111 is required for approved ADS-B Out.

ADS-B is operative for airplanes SN 5001-5466 with ASC 105 or ASC 111. ADS-B

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is also operative for airplanes with ASC 114 and airplanes SN 5467 and subsequent without ASC 111 or 105.

NOTE:

Installation is in accordance with the criteria for ADS-B Out operations outside of U.S. designation airspace (i.e., FAA OPSPEC/MSPEC/LOA A353), and is compliant with 14 CFR 91.225 and 91.227.

NOTE:

Airplanes with ASC 114 and airplanes SN 5467 and subsequent without ASC 105 or ASC 111 meet the criteria for EASA Approved Means of Compliance (AMC) 20-24.

NOTE:

Appropriate operational approval must be obtained prior to using ADS-B capability. Operational guidance is found in AC 90-114.

20. Data Link Recording

Data Link Recording for airplanes S/N 5340 and sub and for airplanes having ASC 909 and ASC 097 (S/N 5309 thru 5339).

21. RNP Special Aircraft and Aircrew Authorization Required (SAAAR) Approaches

RNP Special Aircraft and Aircrew Authorization Required (SAAAR) approaches, including those with Radius to Fix (RF) legs, using GPS-only navigation, as defined in AC 90-101, Appendix 2, requiring not less than RNP 0.3 for approach and missed approach segments.

NOTE:

Appropriate operational approval (i.e., Operations Specifications (OpsSpecs), Letter of Authorization (LOA), or Management Specifications (Mspecs)) must be obtained prior to conducting specified RNP SAAAR instrument approach procedures.

The operator must address the operational requirements of AC 90-101, Appendices 3, 4, 5, and 6, in order to obtain approval.

22. RNP Special Aircraft and Aircrew Authorization Required (SAAAR) Approaches Using GPS-Only Navigation

For airplanes having ASC 908 and ASC 084 (or later approved revisions), RNP SAAAR approaches using GPS-only navigation, as defined in AC 90-101, Appendix 2, requiring not less than RNP 0.1 for approach and missed approach segments. The airplane is capable of navigating RF legs with regards to the following RNP values and RF leg radii.

以上内容仅为本文档的试下载部分，为可阅读页数的一半内容。如要下载或阅读全文，请访问：<https://d.book118.com/528134072012006024>