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Passengers 13

2014 G650



## 2014 G650

### AIRCRAFT LISTING DETAILS:

Total Hours:	2339.1 hrs
Total Landings:	642 Landings
Engines:	Rolls Royce BR725A1-12
Engine Hours:	2339.1 hrs    2339.1 hrs
Engine Cycles:	642 Cycles    642 Cycles
APU:	Honeywell RE220
APU Hours:	2174 Hrs

### AIRCRAFT HIGHLIGHTS:

- One owner since new
- Private operation only
- Maintained by Gulfstream

### AIRCRAFT LIMITS:

Manufactures Bare Weight Empty	52,841 lbs
Maximum Ramp Weight	100,000 lbs
Maximum Take Off Weight/ MASS	99,600 lbs
Maximum Zero Fuel Weight	60,500 lbs
Maximum Landing Weight/ MASS	83,500 lbs
Basic Operating Weight Empty (OWE)	54,662 lbs
Maximum Ramp T/O & Landing Gross Weights Could Be Changed Based On Applied ASC: ASC 026 74,900 lbs, ASC 027 90,000 lbs, ASC 028 95,000 lbs.	
Maximum Fuel	44,200 lbs
Maximum Altitude	51,000 ft
Maximum Speed	0.925 Mach at 51,000ft
Theoretical Operating Range	7,000 NM
Wing Span	99.60 ft
Length	99.78 ft
Height	25.31 ft



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AVIONICS:

Equipment	Manufacture	Model	Quantity
ADF Receiver	Honeywell	DF855	1
Area NAV	Honeywell	NV-878A	2
Area NAV	Honeywell	NC-860A	1
ATC Transponder	Honeywell	XS-858B	2
DME Interrogator	Honeywell	DM855	2
Fixed Emergency Locator	ARTEX	C-406-N	1
Global Positioning System	Honeywell	NV878A	2
HF Radiotelephone	Rockwell Collins	HF9034A	2
Marker	Honeywell	NV878A	2
Marker	Honeywell	NC860A	1
Portable Emergency Locator	DME	SRB-406	2
Radio Altimeter	Honeywell	KRA405B	2
Satellite Communications Unit	Honeywell	HD710	1
SELCAL	Honeywell	MRC855	1
TCAS II Processor	ACSS	SP3500	1
VHF Navigation Receiver	Honeywell	NV878A	2
VHF Navigation Receiver	Honeywell	NC860A	1
VHF Radiotelephone	Honeywell	TR866B	2
Weather Radar	Honeywell	RDR4000	1



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### SEATING CAPACITY:

Passenger seats: 13 PAX

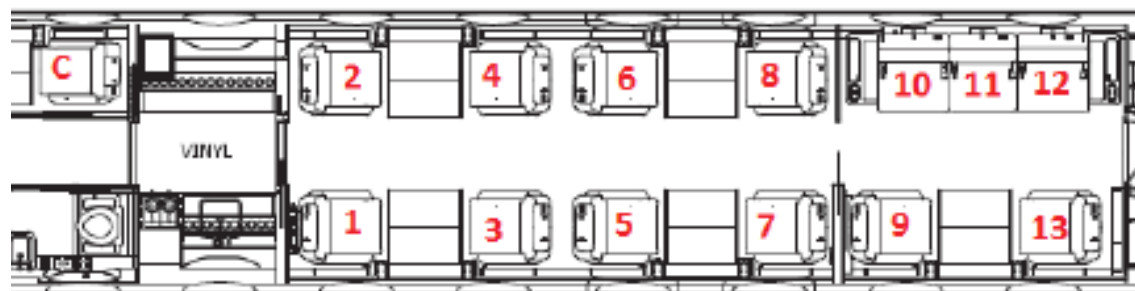
- 10 EA, Manual single seats. (FWD & AFT Cabin)
- 1 EA, Divan (AFT Cabin)

Crew Rest Seat: 1

Pilots: 2

Observer Cockpit Jump Seat: 1

Total: 17 persons





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### COMMUNICATIONS:

The Communications System onboard contains the following:

- IN-FLIGHT TELEPHONE COMMUNICATIONS

The AirCell Axxess Iridium satellite telephone system is Initial Phase installed. It provides two channels of digital voice or data communications. Both channels may be used simultaneously. AirCell Axxess Iridium satellite telephone system also provides the following features:

- Seat to seat calling
- Automatic system selection
- Conference calling
- Call transfer
- Data calls
- TDD calls
- Speed dialing

- SATELLITE VOICE COMMUNICATIONS

A Honeywell HD-710 multichannel SATCOM system is Initial Phase installed on the aircraft. The system provides digital communications using INMARSAT satellites covering most of the globe, except polar regions.

The SATCOM system has been modified by adding a port to directly connect a handset to the SATCOM system.

The SATCOM system interfaces with the AirCell Axxess Iridium satellite telephone system. The interface allows the AirCell Axxess Iridium satellite telephone system handsets to be used to place calls on the SATCOM system.

- DATA TRANSMISSION AND AUTO-CALLING: FACSIMILE SYSTEM

The multi-function printer is capable of receiving and transmitting facsimiles, printing, scanning and copying. The multi-function printer interfaces with AirCell Axxess Iridium satellite telephone system and cabin LAN system.

- DATA TRANSMISSION: LOCAL AREA NETWORK SYSTEM

The aircraft is equipped with Two Systems:

BBML (Broad Band Multi-Link), interfaced with a ViaSat ArcLight HSD system (BBML). This allows passengers to use laptop computers without physical connection to the onboard BBML, modem or printer and access the internet. The system also allows two way VoIP telephone communications. The wireless handsets, power supplies, software, user guides and maintenance headset are supplied as loose equipment.



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- SBB (Swift BroadBand), through Multi-channel SATCOM (MCS) which is a high-speed data, satellite communications system that supplies continuous worldwide voice and data communications services to and from the aircraft via satellite.

- PASSENGER ADDRESS AND ENTERTAINMENT

The PA system is controlled by the cockpit audio system utilizing dedicated speakers in the galley and lavatories and the cabin entertainment midrange / tweeter speakers and subwoofer speakers to provide PA audio to the passenger cabin. The PA audio is also sent to the PCU headphone jacks at all seat locations.

- AUDIO ENTERTAINMENT SYSTEMS

An Audio Video Distribution System (AVDS) is installed in the aircraft. The AVDS provides a network infrastructure for standard and high definition audio / video content. The AVDS is intended to provide a base for data transaction, a support system that allows high-speed video, audio, control and information to be transferred. The cabin entertainment audio system provides listening options for passengers during flight. The system is available over the cabin speakers or for individual listening from headphone jacks located at the cabin seats. The cabin speaker system is divided between the sixth and seventh cabin windows to provide forward and aft cabin control. The audio entertainment sources are as follows:

- Media player
- USB port
- Auxiliary audio / video panel

- VIDEO ENTERTAINMENT SYSTEMS

An Audio Video Distribution System (AVDS) is installed in the aircraft. The AVDS provides a network infrastructure for standard and high definition audio / video content. The AVDS is intended to provide a base for data transaction, a support system that allows high-speed video, audio, control and information to be transferred. The cabin entertainment video system provides video options for passengers. Video is available over the cabin monitors or seat monitors for individual viewing from single cabin seats. The video entertainment sources are as follows:

- Media player
- USB port
- Gulfstream CabinView™
- External Camera System
- Auxiliary audio / video panel

- EXTERNAL CAMERA

The external camera system is installed on the aircraft during Initial Phase. In Final Phase, the system is connected to the AVDS nodes to provide entertainment quality video for passenger viewing of takeoffs, landings, ground features during flight or a top panoramic view of the aircraft. Cameras provide the following views:

- Forward view from belly mounted camera
- Aft view from belly mounted camera
- Forward view from vertical stabilizer mounted camera

The camera system interfaces with the cockpit display system, GCMS and cabin entertainment video system.



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- STATION-TO-STATION CALLING

The call system provides call switches at each cabin seat and in each lavatory to allow passengers to call the crew for assistance. The call system provides CAS alerting for the following:

- Cabin call
- Forward lavatory call
- Aft lavatory call

The call system is controlled by the GCMS.

- AUDIO INTEGRATING

Microphone and phone jacks are installed above the baggage compartment entry door for class B baggage compartment requirements. A microphone and headphone are provided as loose equipment for the pilot, copilot and observer.

### AIRCRAFT SECURITY:

This aircraft is equipped with the SecuraPlane Security System 500. It is capable of monitoring up to 64 areas (zones) and can permanently store up to 1600 events. The CDU provides the intelligence for the system. The system can be armed (ARM) / disarmed (DISARM) and interrogated from the CDU located in the pilot side console, a keypad located in the nose external switch panel.

Most sensors in the system are mechanical switches and are connected into the service door system. All switches have extra contacts which are used to provide the switch

status to the security system. There are four magnetic sensors used in the aft section of the aircraft at the air exhausts and compartment vents. Mat switches are installed, during Final Phase, at the entrance doors to the aircraft and cabin.

### AUTOBRAKES:

Improved brake performance is achieved by providing a derotation-assist function, optimizing the anti-skid braking system, and increasing brake accumulator hydraulic fluid capacity to prolong hydraulic brake pressure. With G650 ASC 037 installed, which is a prerequisite to installing this service change, the ailerons perform as additional ground spoilers contributing to the improved braking performance.

### WARRANTIES:

- Warranty for Primary and Secondary structure is 20 Years or 20,000 Flight Hours whichever is shorter.
- Warranty for Engines is 6 Years, 3500 Engine Flight Hours or 3500 Engine Flight Cycles whichever comes first.
- Warranty for (Nose cowl, Dan cowl door, Fixed cowl and static structure of Thrust Reverser) is 20 Years from delivery date.
- Warranty for (Non static components of Thrust Reverser, Propulsion nozzle, and Engine build up components) is 6 Years from delivery date.

### SUBSCRIPTIONS:

- Gulfstream PlaneParts – the new AOS program under process
- Rolls-Royce Corporate Care
- Honeywell APU GOLD MSP.
- PlaneConnect HTM



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### SUBSCRIPTIONS:

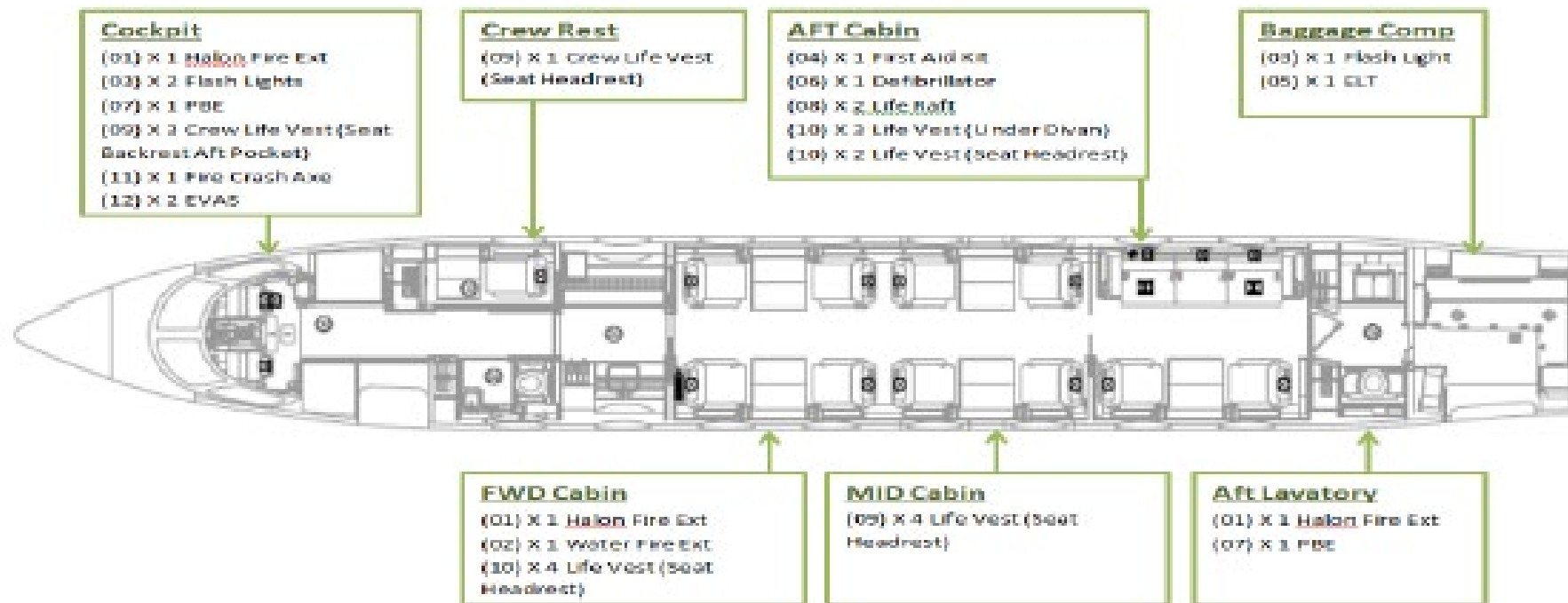
The following Emergency Equipment are installed, See Figure 02 below for specific locations:

Emergency Equipment	Quantity
Halon Fire Extinguishers	3
Water Fire Extinguishers	1
Flashlight	3
First Aid Kit	1
Emergency Locator Transmitter	1
Defibrillator	1
Protective Breathing Equipment/ Smoke Hoods	2
Lift Raft	2
Crew Life Vest	4
Passenger Life Vest	13
Fire Crash Axe	1
EVAS	2



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Figure (02) – Emergency Equipment Layout





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## Freestream Aircraft Limited

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