

Gulfstream IV
OPERATING MANUAL
DIMENSIONS AND AREAS, MAJOR COMPONENT LOCATIONS

2A-06-10: General

1. Aircraft:

The Gulfstream IV is a twin engine, swept wing, long range, high speed aircraft. It is a pressurized, transport category aircraft, certified to operate at altitudes up to 45,000 feet. Certification of the aircraft is based on Federal Aviation Regulation (FAR) Part 25.

Two Rolls-Royce Tay 611-8 high bypass ratio turbofan engines, mounted on pylons located on the aft upper fuselage, power the aircraft. Each engine produces 13,850 lb of rated takeoff thrust (5 minutes maximum) at sea level on a standard day.

An AiResearch GTCP36-100(G) Auxiliary Power Unit (APU) provides bleed air for air conditioning and engine starting, and AC power for the aircraft electrical power system.

2. Fuselage:

The fuselage is of semimonocoque metal construction, with five distinct sections spliced together to form a single structure. All areas are pressurized with the exception of the nose radome and aft equipment (tail) compartment. The fuselage is divided lengthwise into an above-floor section and a below-floor section. For the purposes of this manual, the fuselage is divided into six compartments as follows:

A. Nose Compartment:

The unpressurized nose compartment extends forward from the forward pressure bulkhead. It includes an avionics rack and a fiberglass honeycomb radome. In addition to its aerodynamic necessity, the radome serves to cover and protect the weather radar and glideslope antennas. Conductive strips on the radome provide an electrical bond to the aircraft to minimize lightning strike damage and prevent static accumulation.

B. Cockpit:

The cockpit extends from the forward pressure bulkhead to the entrance compartment. It includes a pressurized flight compartment and an unpressurized nose wheel well.

The cockpit is conventionally arranged and contains two flight crew stations with individually adjustable seats. The logical arrangement of each station allows easy access to all aircraft controls and displays. A two-piece, electrically heated, bird-proof and splinter-proof windshield and two fixed side windows enclose the cockpit.

See Section 2A-06-40, Flight Crew Station Components, for a description of the cockpit compartment.

C. Entrance Compartment:

The entrance compartment is located immediately aft of the cockpit bulkhead. It contains the left and right radio racks and main entrance door. See Section 2A-52-20, Main Entrance Door, for a description of the main entrance door.

D. Passenger Cabin:

The passenger cabin is pressurized and air conditioned. Depending on outfitting and configuration, the passenger cabin may seat up to 19

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passengers.

Cabin outfitting is installed by either a furnishing agency or the airframe manufacturer according to the owner-operator specifications. The majority of the configurations, however, provide for a 30 inch cabin aisle, with galley and lavatory areas located aft of the main cabin area.

The location and number of cabin windows and emergency exits differs based upon whether or not an optional cargo door is installed. Cabin windows and emergency exits are discussed briefly in Section 2A-06-30, Entrances, Exits and External Access Doors, and in greater detail in Section 2A-52-30, Emergency Exits.

E. Baggage Compartment:

The baggage compartment is located immediately aft of the passenger cabin and galley area. The aft pressure bulkhead serves as the aft wall of the baggage compartment. An inward opening, plug-type baggage compartment door is installed on the left side. It may be opened from either inside or outside the aircraft. See Section 2A-52-40, Baggage Doors, for a description of the baggage door.

F. Tail Compartment:

The tail compartment includes all fuselage structure aft of the aft pressure bulkhead. Within this area are the APU, battery compartment and the following major system components:

- Bleed air ducting
- Air conditioning system components
- Battery chargers and converters
- Electrical junction boxes
- Engine and APU fire extinguisher bottles and lines
- Elevator and stall barrier control quadrant
- Horizontal stabilizer dwell box assembly
- Utility hydraulic system pump
- Combined and Flight hydraulic system reservoirs and accumulators
- Hydraulic reservoir replenishment system
- Engine oil replenishment system

The tail compartment is accessed through an outward opening door on the lower rear fuselage. A removable telescoping ladder is attached to the door. The ladder can also be removed and used to reach engine areas for inspection and maintenance. See Section 2A-52-50, Tail Compartment Door, for a description of the tail compartment door.

3. Pylons:

The pylon assembly, located between the engine nacelle and fuselage, supports the engine and transmits thrust to the airframe. Shaped much like an airfoil, it contains passageways for engine services and controls. In addition, each pylon contains a precooler assembly with bypass ducting and a control valve that uses engine fan air to regulate High Pressure (HP) turbine bleed air temperature.

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4. Powerplant:

The Gulfstream IV is powered by two Rolls-Royce Tay Mark 611-8 high bypass ratio turbofan engines.

The Tay Mark 611-8 turbofan engine is a two spool engine with a single-stage Low Pressure (LP) compressor (fan), a three-stage Intermediate Pressure (IP) compressor, and a twelve stage High Pressure (HP) compressor. Immediately following the HP compressor is a diffuser case and a turbo-annular combustion section composed of ten chambers. Hot gases produced in the combustion section drive a two-stage HP turbine and a three-stage LP turbine. The HP turbine drives the HP compressor while the LP turbine drives the IP and LP compressors.

Each engine has a hydraulically powered thrust reverser that directs engine thrust forward to reduce landing roll and brake wear.

Each engine is encased in a nacelle (or cowling) that includes a nose cowl that forms the engine air inlet, a fixed cowl on the inboard side of the engine, and upper and lower hinged cowls that allow access to the engine.

For detailed descriptions and illustrations of the engine, its accessories and systems, see Sections 2A-71-00 through 2A-80-00.

5. Stabilizer:

A fully cantilevered, sweptback vertical stabilizer is attached to the upper rear fuselage. The High Frequency (HF) antenna is built into the vertical stabilizer leading edge; the rudder is attached to the trailing edge on the rear spar. At the top of the rear spar is the horizontal stabilizer pivot point. The VOR/Localizer antennas are attached to the left and right sides of the vertical stabilizer.

A sweptback horizontal stabilizer is attached to the top of the vertical stabilizer. The horizontal stabilizer pivots at the vertical stabilizer rear spar, and an actuator in the forward upper portion of the vertical stabilizer drives the horizontal stabilizer leading edge up or down to compensate for flap extension or retraction. Elevators are attached to the trailing edge of the horizontal stabilizer.

6. Wing:

The Gulfstream IV wing is an all metal, fully cantilevered wing with a 3° dihedral and a sweepback of approximately 27°. Each wing consists of forward and rear spars covered by aluminum alloy skin panels. Ribs between the forward and rear spars carry airloads, define airfoil shape and act as fuel baffles for the integral fuel tanks. A sealed rib at the fuselage centerline and winglet attach point define the inboard and outboard confines of the wing fuel tank.

A Fowler-type flap and an aileron attach to each wing's rear spar. A hydraulically operated single panel ground spoiler and two flight spoiler panels attach to each wing's rear structure. When extended, the ground spoiler panels destroy lift and increase drag during landing rollout. The flight spoilers increase drag in flight to slow the aircraft.

A winglet is attached to the outboard edge of each wing. Winglets increase the efficiency of the wing by decreasing drag and improving airflow over the wing's upper surface. Vortex generators are installed on the wing's upper surface to improve high speed performance and smooth the airflow over the flight controls.

The main landing gear is attached to the wing structure between the forward and rear spars. When retracted, the landing gear is stored in a covered wheel well. Each main landing gear consists of two wheels with high speed tires. An anti-skid system provides maximum braking efficiency on all runway surfaces an surface

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conditions.

7. Subsections:

The Dimensions, Areas and Major Component Locations section is divided into the following subsections:

- 2A-06-20: Principal Dimensions
- 2A-06-30: Entrances, Exits and External Access Doors
- 2A-06-40: Flight Crew Station Components

2A-06-20: Principal Dimensions

1. Dimensions, Areas and Distances:

See Figure 2 through Figure 5 for principal dimensions, areas and distances.

2. General Weight Data:

Airplane Serial Number:	Maximum Zero Fuel Weight:	Maximum Ramp Weight:	Maximum Takeoff Weight (1):	Maximum Landing Weight (2):
1000 - 1213 Without ASC 190 / ASC 61	46,500 lb (21,092 kg)	73,600 lb (33,385 kg)	73,200 lb (33,204 kg)	58,500 lb (26,536 kg)
1000 - 1213 With ASC 61	49,000 lb (22,226 kg)	73,600 lb (33,385 kg)	73,200 lb (33,204 kg)	58,500 lb (26,536 kg)
1000 - 1213 With ASC 190	49,000 lb (22,226 kg)	75,000 lb (34,020 kg)	74,600 lb (33,838 kg)	66,000 lb (29,937 kg)
1214 And Subs	49,000 lb (22,226 kg)	75,000 lb (34,020 kg)	74,600 lb (33,838 kg)	66,000 lb (29,937 kg)

NOTE(S):

- (1) Maximum takeoff weight, unless restricted by climb performance, brake energy or tire speed for approved altitudes and ambient temperature or by field length. Refer to GIV Airplane Flight Manual Section 5, Performance.
- (2) Maximum landing weight, unless restricted by climb requirements. Refer to GIV Airplane Flight Manual Section 5, Performance.

3. General Powerplant Data:

- A. **Manufacturer:** Rolls Royce
- B. **Model:** Tay Mark 611-8
- C. **Number Installed:** 2
- D. **Static Takeoff Thrust (Sea Level):** 13,850 lb (6282.4 kg)
- E. **Maximum Continuous Thrust:** 12,420 lb (5633.7 kg)
- F. **Engine Bypass Ratio:** 3.10:1
- G. **Engine Pressure Ratio:** 16.0:1

4. External Component Locations:

A. Antenna Locations:

Antenna locations are shown in Figure 1. For a description of the aircraft antennas, see Section 2A-23-00, Communications.

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B. Light Locations:

Light locations are shown in Figure 6. For a description of the external lights, see Section 2A-33-00, Lighting.

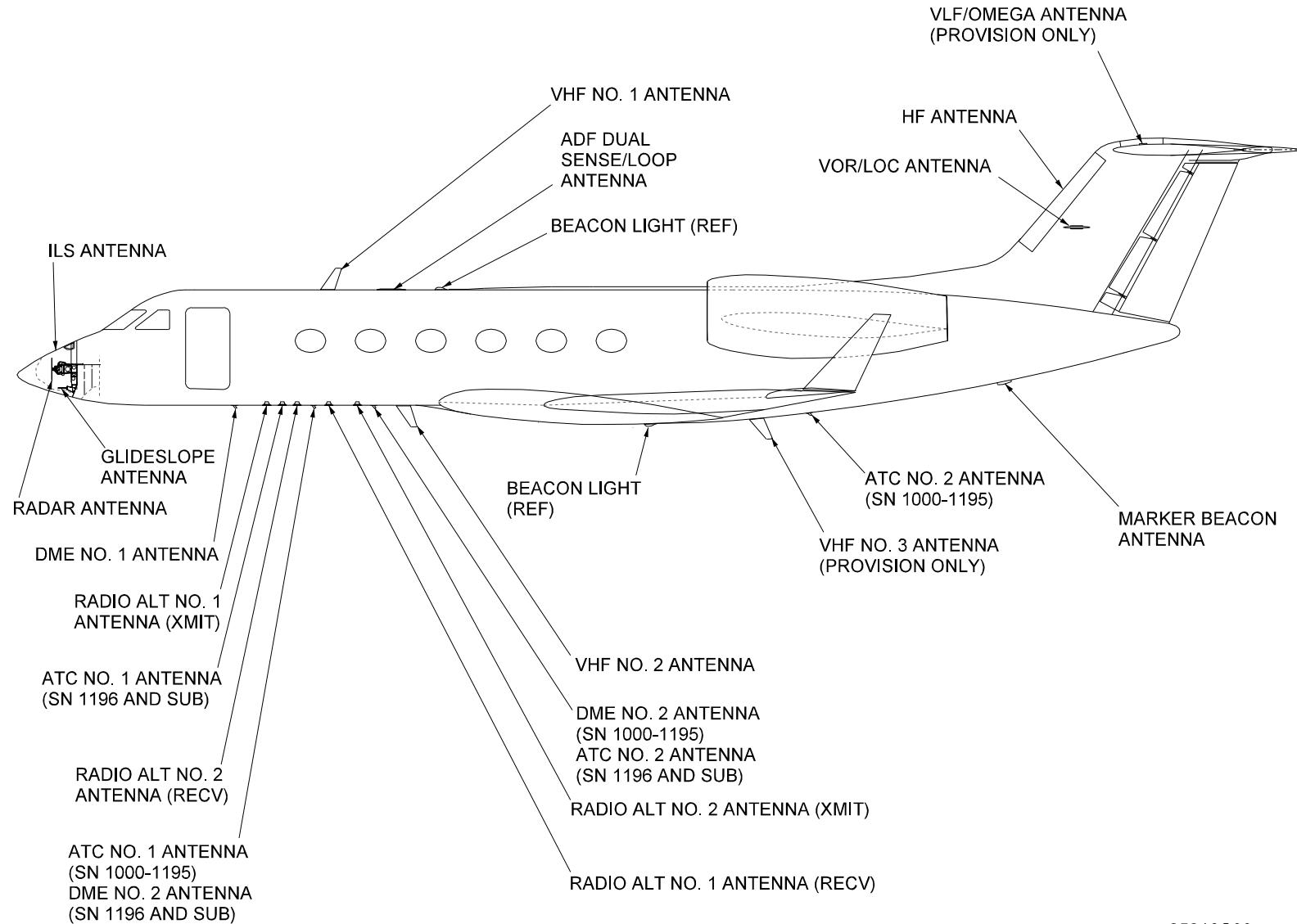
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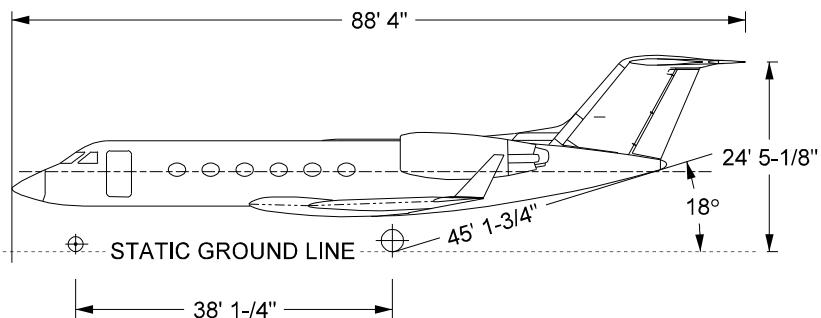
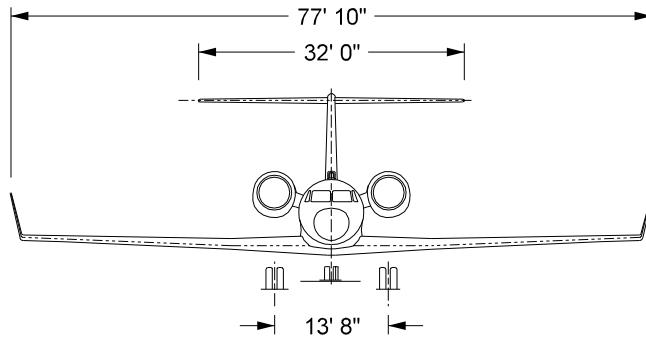
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External Antennas
Figure 1

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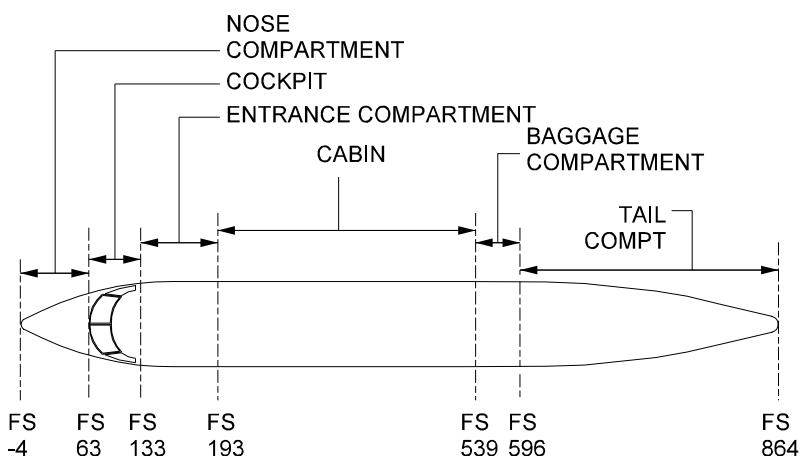
Exterior Dimensions
Figure 2

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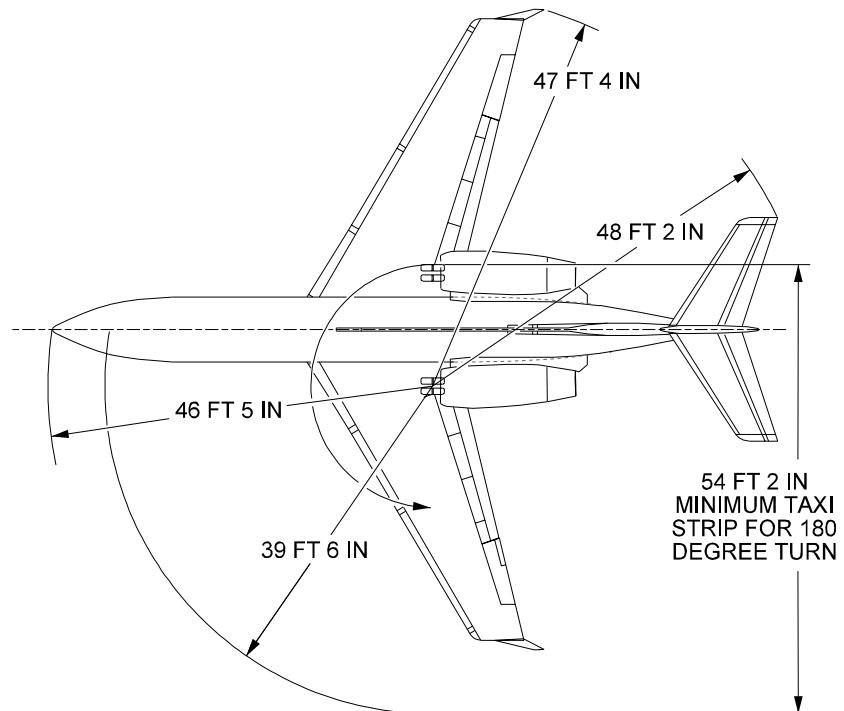
Fuselage Dimensions
Figure 3

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NOTE:

All values stated are minimum values based on maximum nose wheel deflection of 82°.

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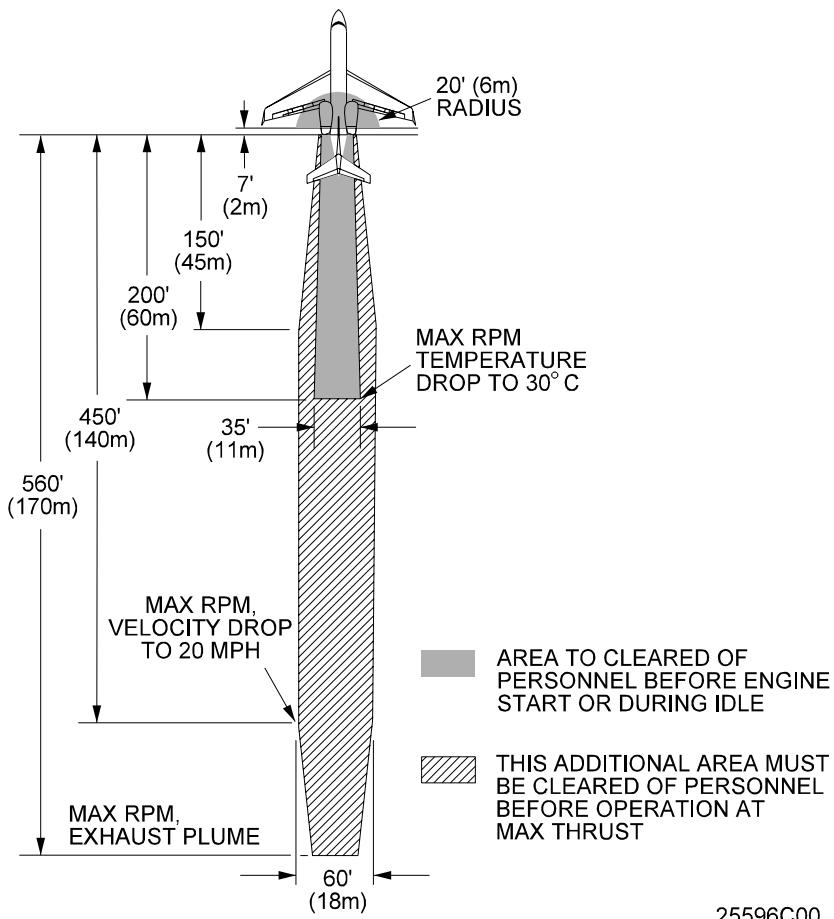
Turning Dimensions and Distances
Figure 4

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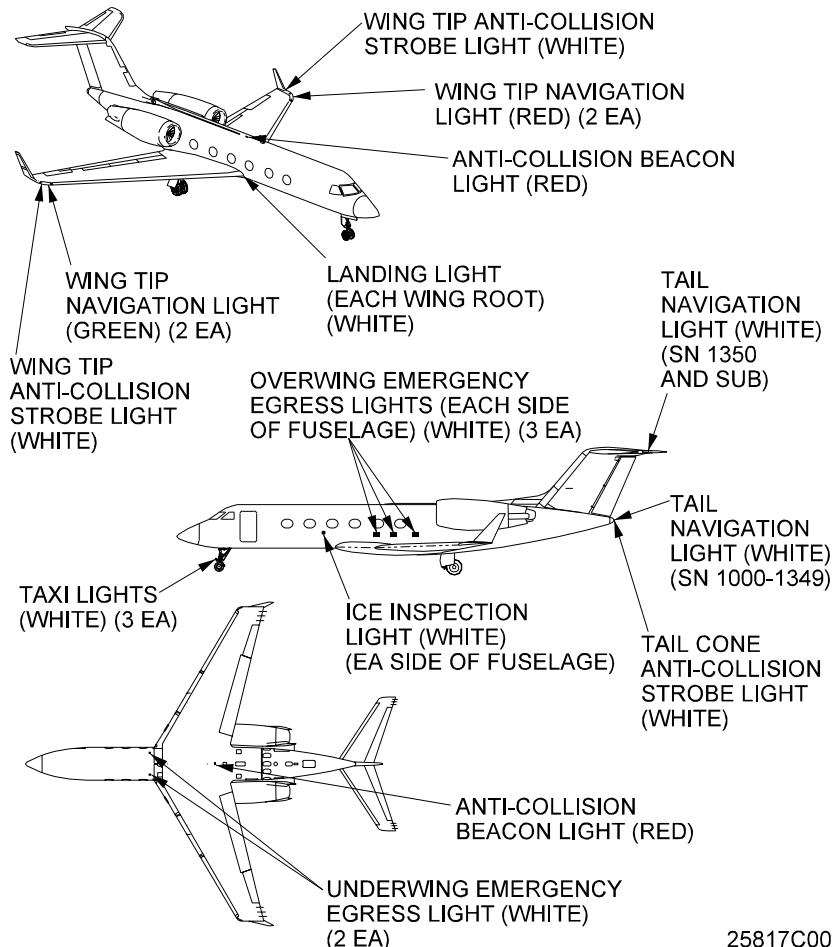
Danger and Caution Areas
Figure 5

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External Lights
Figure 6

2A-06-30: Entrances, Exits and External Doors

1. Main Entrance Door:

The main entrance door, located on the left side of the forward fuselage, is the primary means of access for the passengers and flight crew. It consists of a door structure with a folding stairway and handrails.

The main entrance door is hinged at its bottom to the aircraft fuselage. It can be opened from either inside or outside the aircraft. Neither electrical nor hydraulic power is required; the door free falls to the extended position under its own weight.

See Section 2A-52-20, Main Entrance Door, for a description of the main entrance

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door.

2. Cargo Door:

If Aircraft Service Change (ASC) 213 is incorporated, an upward opening, hydraulically operated cargo door is installed on the right side of the fuselage forward of the wing leading edge. Measuring 80.5" high and 81" wide, the cargo door is powered by the Auxiliary (AUX) hydraulic pump.

3. Baggage Door:

An inward opening, plug-type baggage compartment door is installed on the left side of the aft fuselage. It can be opened from either inside or outside the aircraft. Neither electrical nor hydraulic power is required to open the door. See Section 2A-52-40, Baggage Doors, for a description of the baggage door.

4. Tail Compartment Door:

The tail compartment is accessed through an outward opening door on the lower rear fuselage. A removable telescoping ladder is attached to the door. The ladder can also be removed and used to reach engine areas for inspection and maintenance. See Section 2A-52-50, Tail Compartment Door, for a description of the tail compartment door.

5. Emergency Exit Windows:

A. Aircraft Without ASC 213 (Cargo Door):

The two aft cabin windows on the left and right fuselage are manufactured and designated as Type II emergency exit windows. Specifically, they are designated as the **primary** emergency exits from the cabin. (The main entrance door and baggage door are Type I emergency exits, designated as **secondary** emergency exits, to be used only at the direction of the flight crew.)

The emergency exit windows can be manually opened from either inside or outside the aircraft at all times. Pulling the EMERGENCY EXIT handle releases the window, allowing the window to be pulled inward from its fuselage frame.

See Section 2A-52-30: Emergency Exits, for a description of the emergency exit windows.

B. Aircraft With ASC 213 (Cargo Door):

On aircraft with a cargo door, there is a single Type II emergency exit opposite the main entrance door, and a Type III overwing emergency exit over each wing where the aft cabin window would normally be located. The Type II emergency exit measures 44" high and 20" wide, while the Type III emergency exits are 36" high and 20" wide. They are designated as the **primary** emergency exits from the cabin.

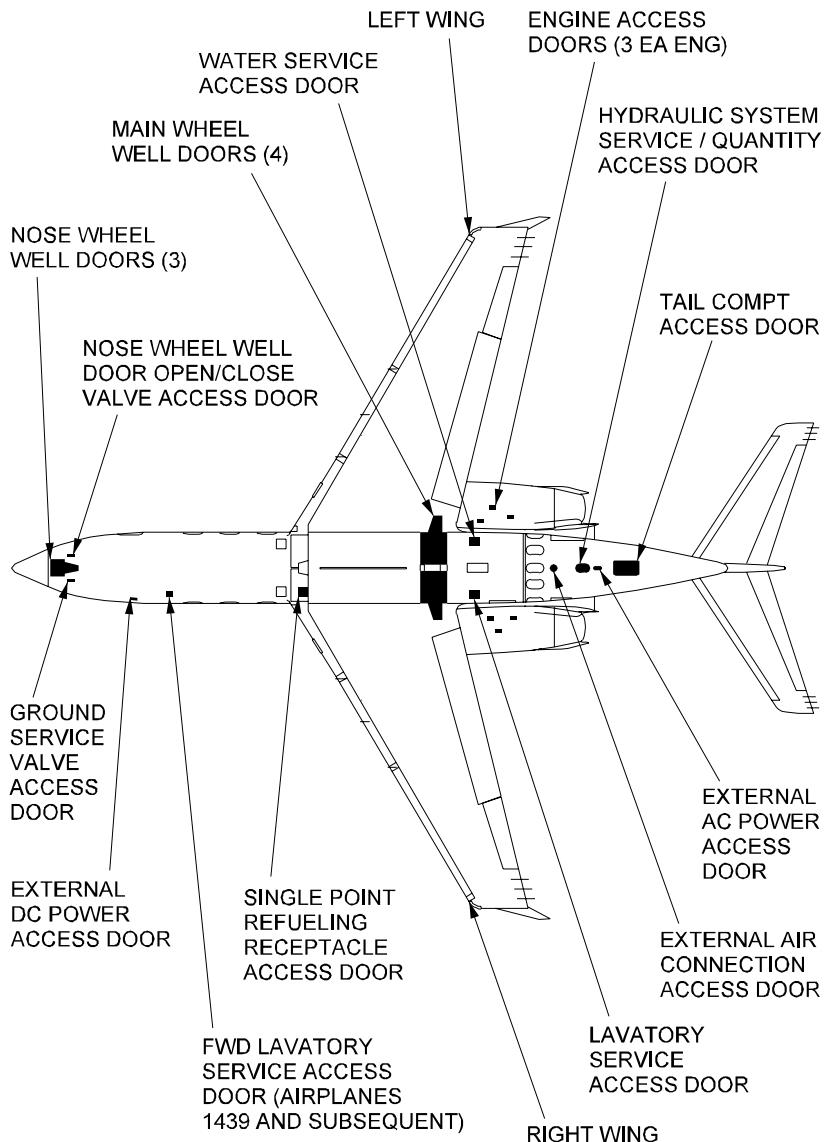
Both the Type II and Type III emergency exits can be manually opened from either inside or outside the aircraft at all times. When inside the aircraft, releasing and then pulling the EMERGENCY EXIT handle releases the exit. When outside the aircraft, pushing a flush plate inward releases the exit.

The main entrance door and baggage door are Type I emergency exits, designated as **secondary** emergency exits, to be used only at the direction of the flight crew. The location, type and number of emergency exits in aircraft with ASC 213 incorporated meet all civil aviation regulations for high-density seating arrangements (more than 19 passengers).

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BOTTOM VIEW LOOKING UP

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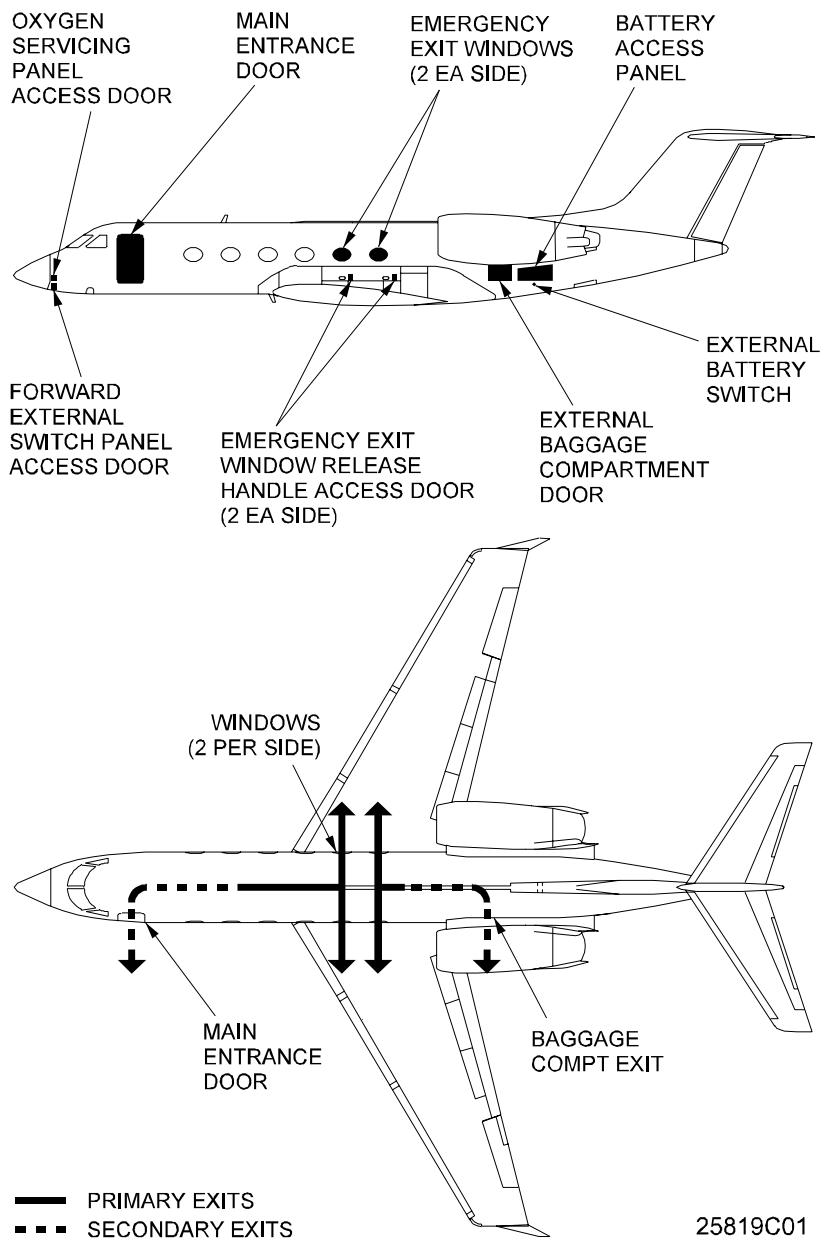
External Doors
Figure 7

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Entrances, Exits and External Doors (Aircraft Without ASC 213)
Figure 8

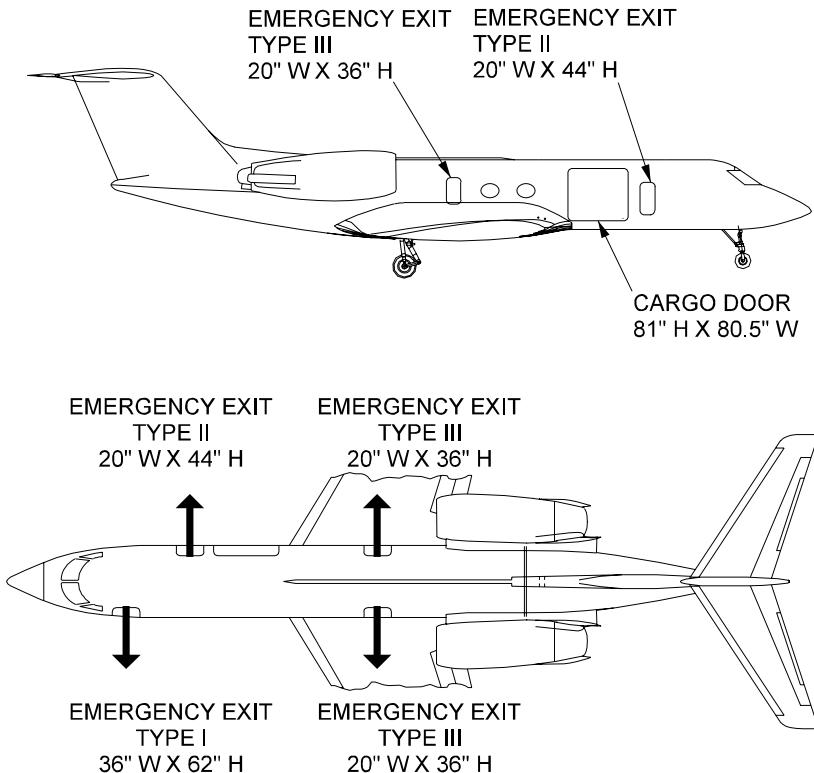
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NOTE: DEPICTS AIRCRAFT WITH ASC 213



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Entrances, Exits and External Doors (Aircraft With ASC 213)
Figure 9

2A-06-40: Flight Crew Station Components

1. General:

The Gulfstream IV cockpit is conventionally arranged and contains two flight crew stations with individually adjustable seats. The logical arrangement of each station allows easy access to all aircraft controls and displays. A two-piece, electrically

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heated, bird-proof and splinter-proof windshield and two fixed side windows enclose the cockpit.

NOTE:

Equipment and furnishings shown in Figure 10 through Figure 19 are representative of the production standard Gulfstream IV aircraft. Actual layout may differ due to outfitting. See the appropriate system descriptions for additional details.

2. Instrument Panels:

(See Figure 12 through Figure 17.)

In front of each crew station is an instrument panel, more commonly known as the pilot's and copilot's flight panel. Each flight panel contains two Display Units (DUs). One DU is used primarily as a Primary Flight Display (PFD); the other is used primarily as a Navigation Display (ND). A display controller is located above each PFD / ND. Each crew station also has a Digital Distance Remote Magnetic Indicator (DDRMI).

The pilot's flight panel also has standby engine instruments, an oxygen supply control panel and a yaw damper / pitch trim control panel. The copilot's flight panel also has a Standby Warning Lights Panel (SWLP) (if installed), brake accumulator pressure gauge, stabilizer / flap position indicator, pressurization controller and fuel quantity gauges.

The center flight panel has two DUs. The top DU (DU 3) primarily shows Engine Instrument (EI) information; the bottom DU (DU 4) primarily shows aircraft system pages and the Crew Alerting System (CAS).

To the right of the two DUs are a standby gyro horizon, airspeed indicator, altimeter and landing gear control panel. A guidance panel is located in the center of the glareshield.

In addition to the display controllers and guidance panel, the glareshield contains a master warning / caution panel on each side. Atop the glareshield is an instrument cluster containing the Angle Of Attack (AOA) indexer lights, spoiler warning lights, engine idle annunciators and cockpit area microphone. Directly above this cluster on the windshield center post is the design eye locator.

A pedestal between the crew seats includes the navigation and communication radio control heads, Flight Management System (FMS) Control Display Units (CDUs), engine power levers and thrust reverser levers, speed brake and flap handles and miscellaneous engine and system lights and controls.

An overhead panel above and between the crew stations contains controls, lights and indicators for the electrical, engine starting, lighting control, Auxiliary Power Unit (APU), fuel, bleed air, temperature control, cabin pressure control and anti-icing systems. The overhead panel also contains the Electronic Flight Instrument System (EFIS) reversionary panel.

Each side console panel contains an audio control panel, cockpit and auxiliary lighting controls and an EROS oxygen mask storage box. The pilot's side console contains the Nosewheel Steering (NWS) controls and handwheel, while the copilot's side console has the passenger oxygen control panel, Cockpit Voice Recorder (CVR) control head, emergency landing gear handle and the emergency flap handle.

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3. Cockpit Windows:

A two-piece, electrically heated, bird- and splinter-proof windshield and two fixed side windows enclose the cockpit. Each windshield consists of three ply layers with two interlayers. The outer layer is a thin layer of glass having superior abrasion resistance over all-plastic windshields. The inner surface of this glass layer also has a conductive coating for the windshield anti-icing system.

The left and right side windows consist of two ply layers with an interlayer and an Aircon heating mat sandwiched between the inner and outer ply.

4. Circuit Breaker (CB) Panels:

(See Figure 11 and Figure 18.)

There are four CB panels in the cockpit. Two panels, one on either side of the overhead control panel, are referred to as the Pilot's Overhead CB Panel and Copilot's Overhead CB Panel. The remaining two panels, located behind the pilot's and copilot's seats, are referred to as the Pilot's Aft CB Panel and Copilot's Aft CB Panel. Design and location of these four CB panels is such that neither crewmember shall be required to leave their duty station to access critical CBs.

5. Flight Compartment Seating:

(See Figure 19.)

A. Description:

Each crewmember seat has adjustments for height, recline and forward and aft travel. The seat also has an adjustable back cushion, lumbar support, thigh pad and headrest. A book storage pouch and life jacket are behind the seat.

The height and lumbar vertical adjustment controls are on the outboard side of each seat while the height, forward / aft travel, lumbar horizontal and thigh pad adjustment controls are on the inboard side.

A five-point seat belt / shoulder harness attaches to the seat. The lap and crotch belts attach to the seat bottom and the inertia reel shoulder harness attaches to the seat back. A shoulder strap release tab is located on the back of the shoulder harness attach points. Pushing forward on the tab releases the shoulder straps without releasing the lap or crotch straps. Normally, with the inertia reel lever in the AUTOMATIC LOCK position, the inertia reel allows unrestricted movement forward and aft until a two to three G deceleration force locks the reel. Relaxing forward pressure on the shoulder straps releases the reel lock.

An optional third crewmember jumpseat is located in the aisle behind the pilot and copilot seats. When not in use, the jumpseat is stored out of the way.

B. Operation:

For optimum comfort and safety, the following description is provided to ensure the seat is properly adjusted and positioned:

- (1) Adjust the thigh pads to approximately mid-position.
- (2) Adjust the lumbar in / out support and up / down support to the out and down positions.
- (3) Adjust the recline angle to approximately mid-position.
- (4) Adjust the back cushion to approximately mid-position.

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- (5) Ensure the occupant is correctly positioned in the seat pan.
- (6) Adjust the recline angle until the shoulders are positioned at the desired sitting angle.
- (7) Adjust the lumbar in / out support and up / down support to the desired positions.
- (8) Using the vertical adjustment control and fore / aft track lock control, position the seat to properly align the occupant with the Design Eye Locator on the center windshield post.
- (9) Verify thigh pads "break away" to allow sufficient movement on the rudder pedals and toe brakes.

6. Standard Aircraft Equipment and Furnishings:

The equipment listed in the following tables is supplied as standard equipment on each aircraft:

AIR CONDITIONING	
Quantity	Nomenclature
1	APU Exhaust Plug
1	Anti-Ice Discharge Port Cover
1	LH Ram Air Scoop Plug
1	RH Ram Air Scoop Plug
1	Outflow Valve / Safety Valve Cover
1	LH Ram Air Exhaust Port Cover
1	RH Ram Air Exhaust Port Cover
1	Tail Compartment Vent Cover

ELECTRICAL	
Quantity	Nomenclature
1	AC / DC Electrical Load Analysis
2	Battery Cell Cap Remover

FURNISHINGS	
Quantity	Nomenclature
3	Pitot Tube Cover
2	Flashlight
2	Rechargeable Maglite (Cockpit / Baggage Compartment) (1)
2	Logo Button
2	Airstair Door Emblem
4	Static Port Cover
4	Oxygen Cylinder Cushion, Clamp and Nut

NOTE(S):

(1) SN 1462 and subs.

FURNISHINGS	
Quantity	Nomenclature
2	Fuel Vent Screen Assembly

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FURNISHINGS	
Quantity	Nomenclature
2	Engine Intake Cowling Cover
2	Engine Exhaust Reverser Doors Cover
2	Upper Cowl Inlet Scoop Plug
2	NAC Air Inlet Cover
2	NAC Air Outlet Cover
2	Generator Air Exhaust Plug
2	Low Pressure Cooling Exhaust Plug
2	Generator Air Inlet Plug
2	Pylon Outlet Cover
2	Pylon Air Inlet Plug
1	Exhaust Louver Covers Assembly

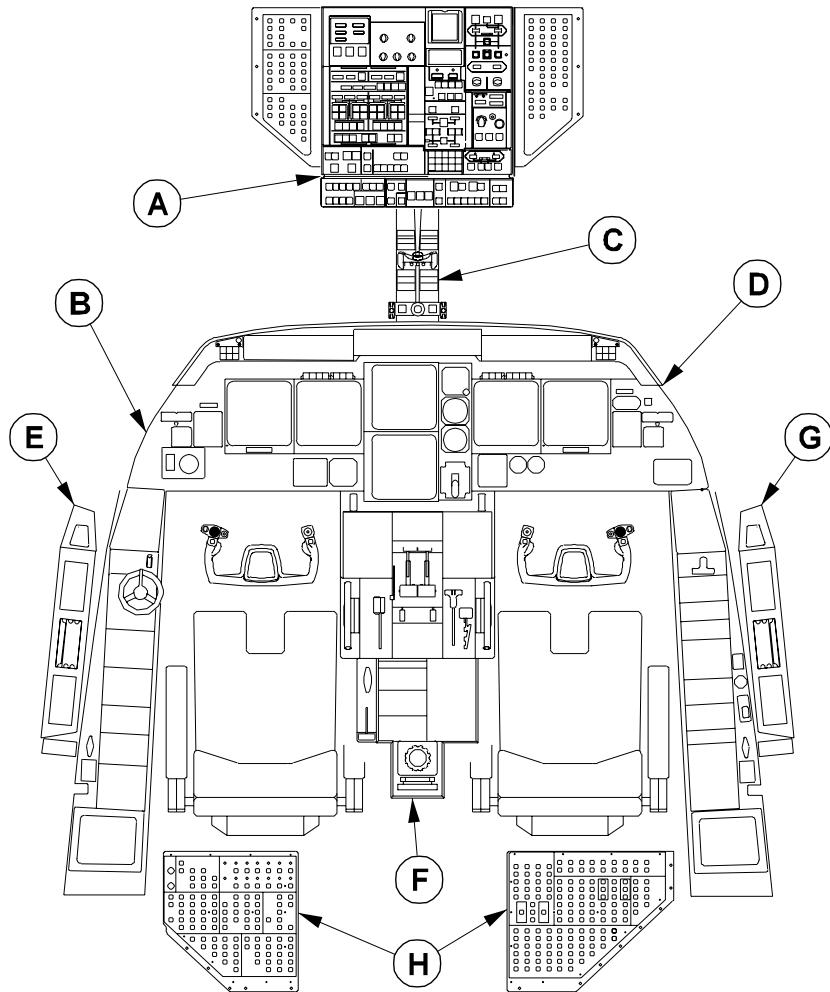
PRODUCT SUPPORT	
Quantity	Nomenclature
1	Nose Wheel Door Ground Safety Strut
2	Main Landing Gear Safety Lock
2	Main Landing Gear Door Safety Valve Lock
1	Nose Landing Gear Safety Lock
1	Nose Landing Gear Door Safety Valve Lock
2	Smoke Goggles

PUBLICATIONS	
Quantity	Nomenclature
1	Weight and Balance Report
2	Engine Log Book
1	Airplane Log Book
1	Aeronautical Equipment Service Record
1	Maintenance Manual
1	Wiring Diagram Manual
1	Illustrated Parts Catalogue
1	Airplane Flight Manual
1	Oxygen System Report
1	Soundproofing Report

STRUCTURES	
Quantity	Nomenclature
7	Cabin Floor Blowout Cover

HYDRAULICS	
Quantity	Nomenclature
3	Hydraulic Fluid Sample Kit

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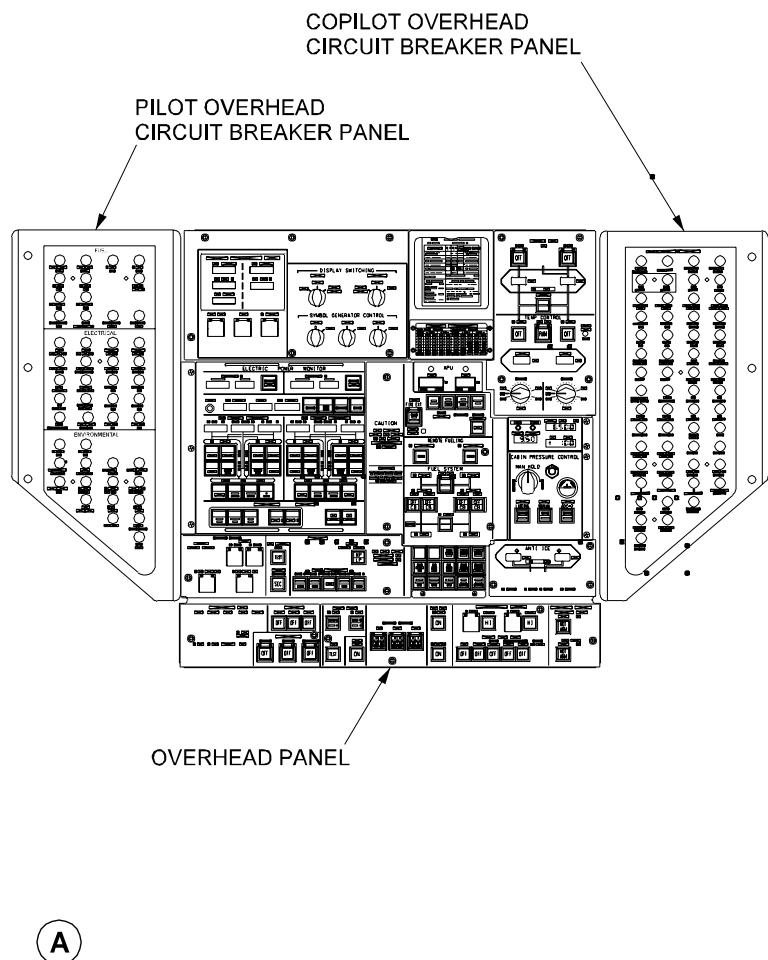
Cockpit Areas
Figure 10

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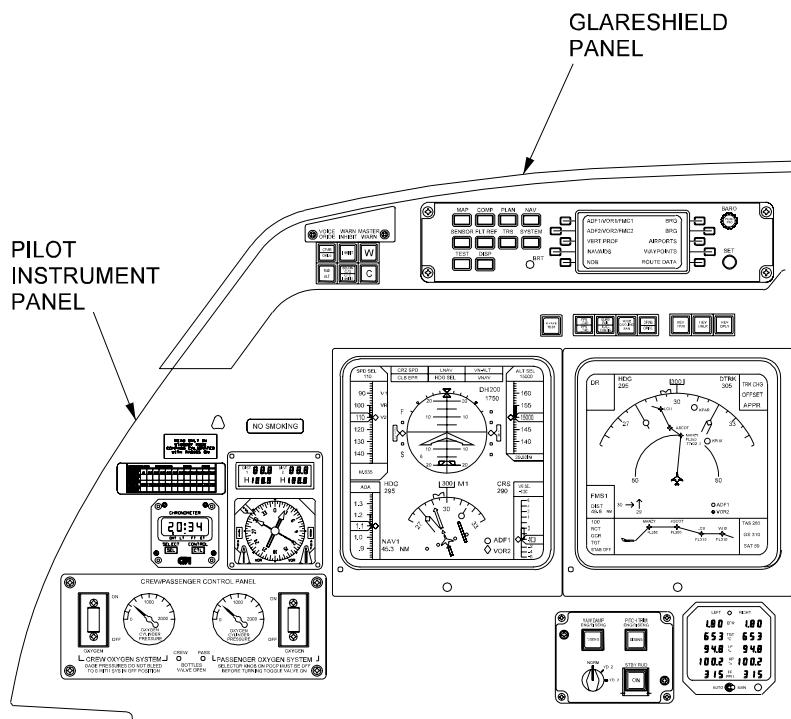
Overhead Panel / Circuit Breaker Panels
Figure 11

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Pilot Flight Panel
Figure 12

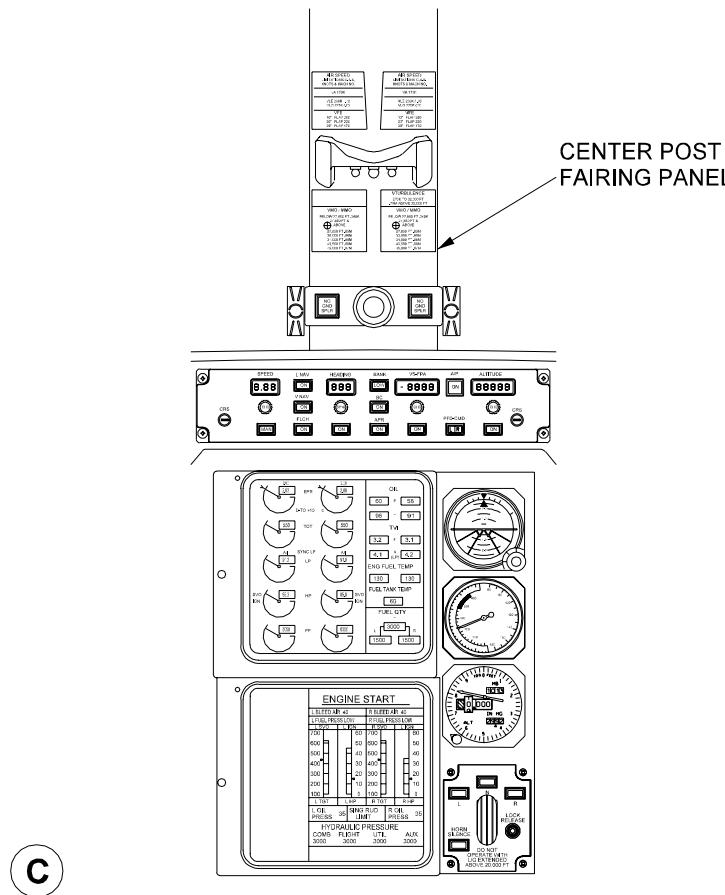
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Center Flight Panel
Figure 13

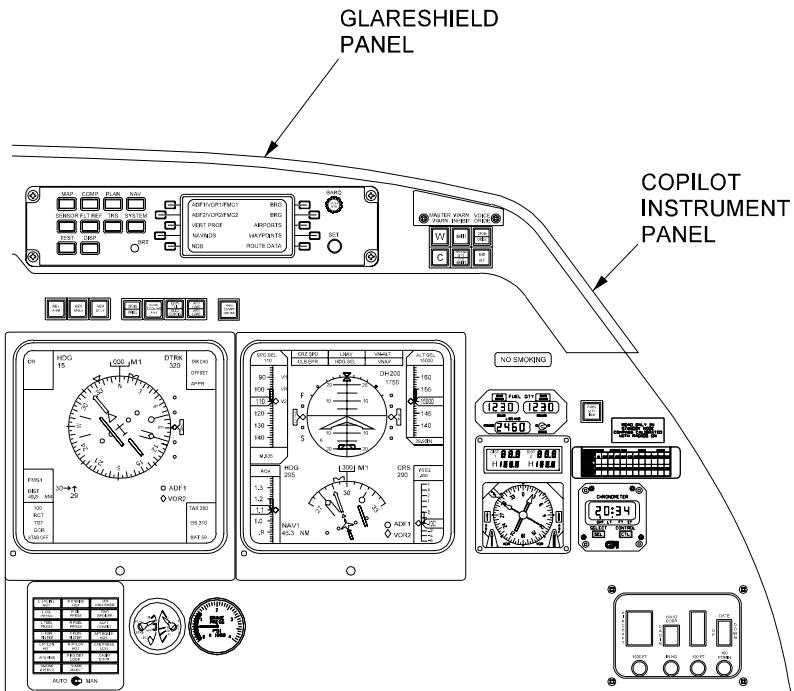
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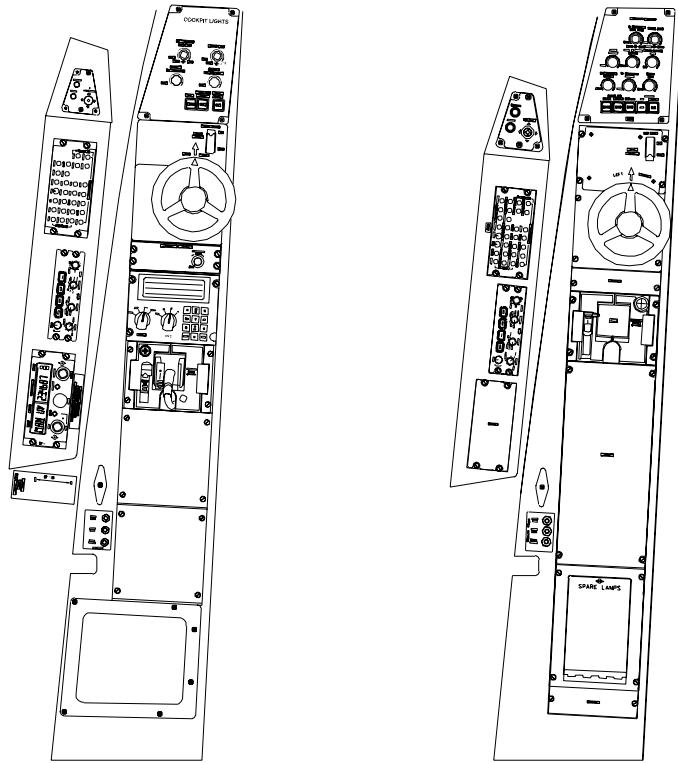
Copilot Flight Panel
Figure 14

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AIRPLANES 1000 - 1456

**PILOT SIDE AND
AUXILIARY SIDE
CONSOLES**

AIRPLANES 1457 AND SUBSEQUENT

**PILOT SIDE AND
AUXILIARY SIDE
CONSOLES**

(E)

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Pilot Side Console
Figure 15

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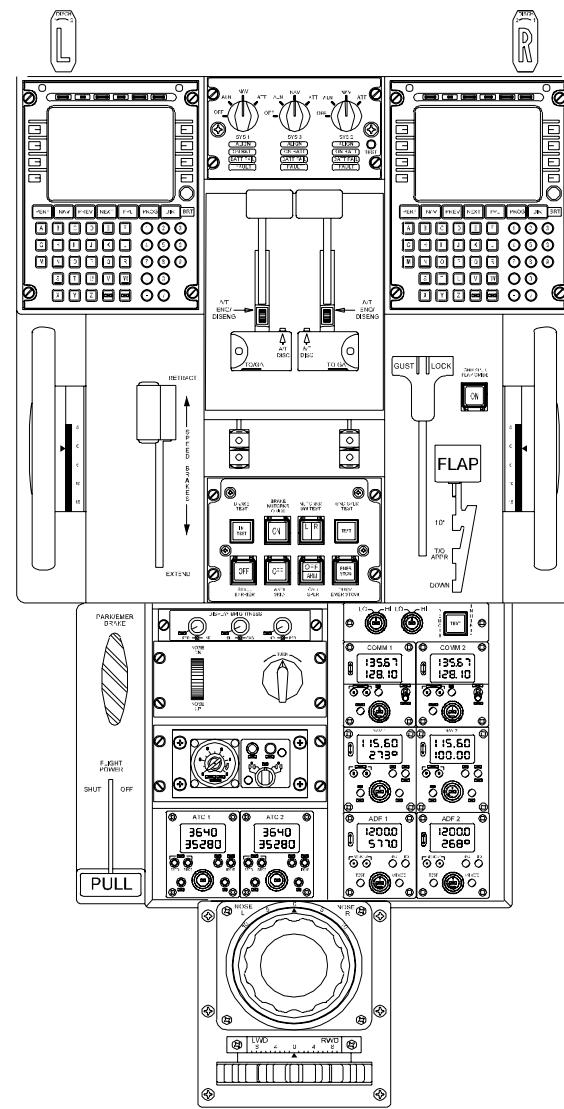
Gulfstream IV
OPERATING MANUAL

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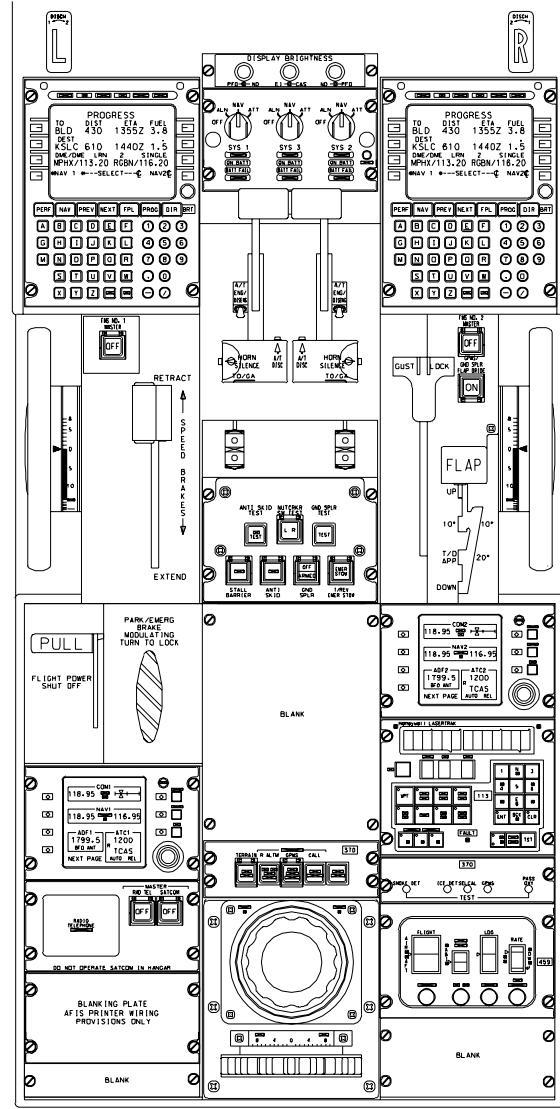
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PRODUCTION AIRCRAFT SYSTEMS



AIRPLANES 1000 - 1456
CENTER PEDESTAL

F



AIRPLANES 1457 AND SUBSEQUENT
CENTER PEDESTAL

25827C02

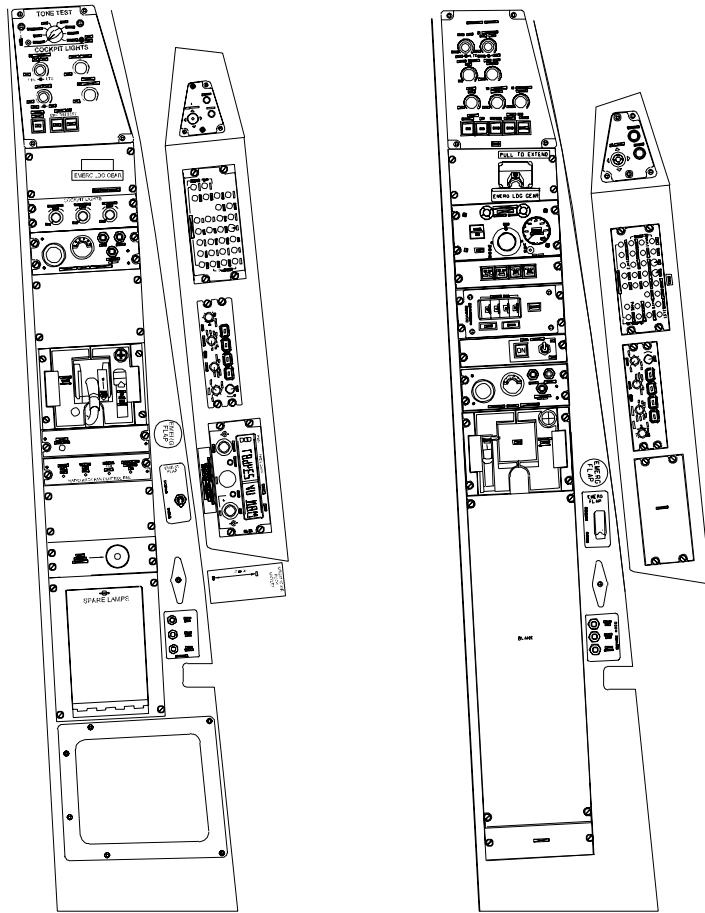
Center Pedestal
Figure 16

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OPERATING MANUAL



AIRPLANES 1000 - 1456
**COPILOT SIDE
AND AUXILIARY
SIDE CONSOLE**

AIRPLANES 1457 AND SUBSEQUENT
**COPILOT SIDE
AND AUXILIARY
SIDE CONSOLE**

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25828C01

Copilot Side Console
Figure 17

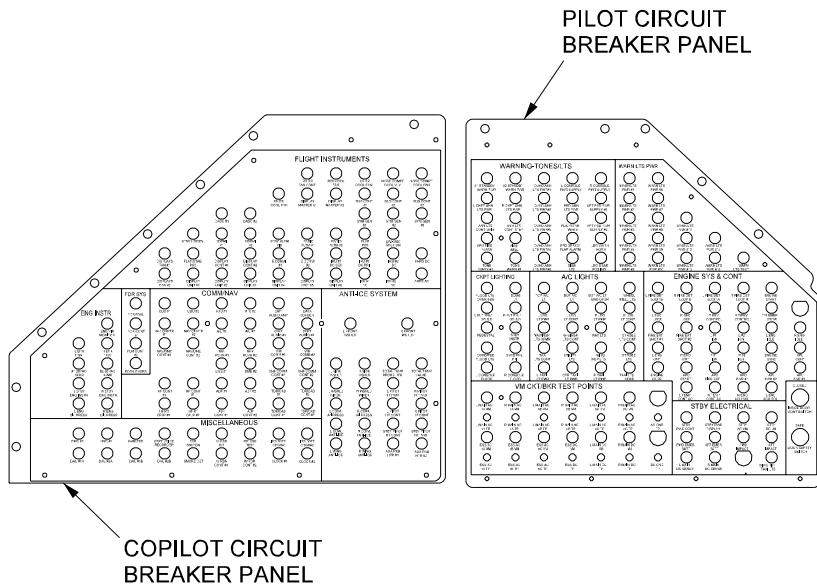
■ PRODUCTION AIRCRAFT SYSTEMS

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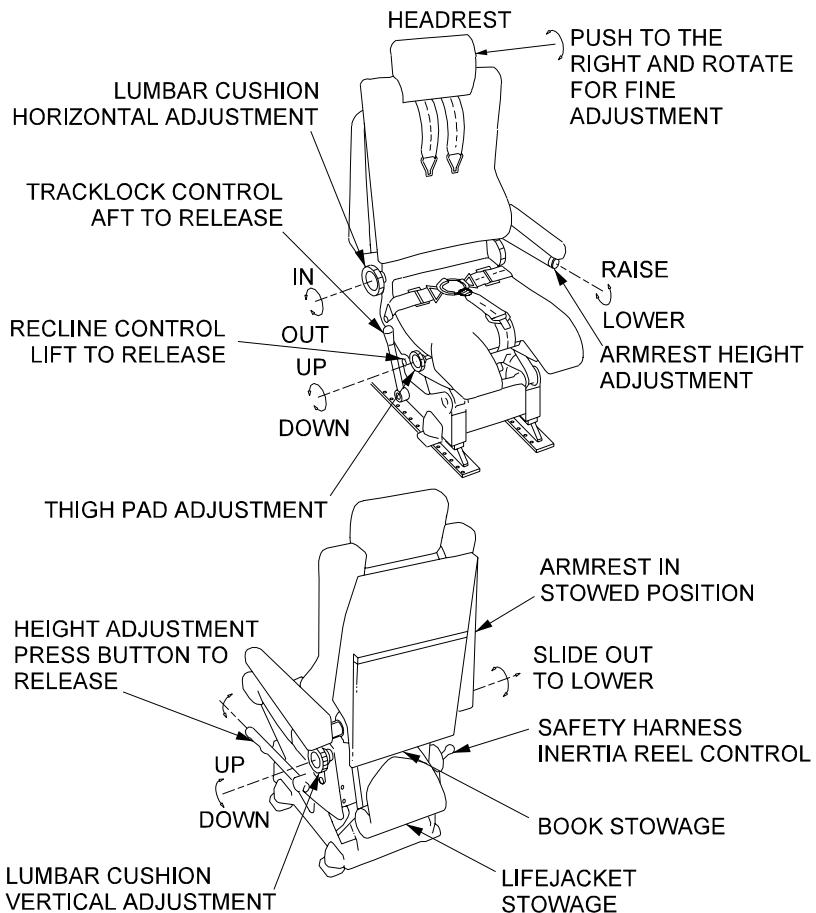
Pilot / Copilot Aft Circuit Breaker Panels
Figure 18

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PRODUCTION AIRCRAFT SYSTEMS

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Pilot / Copilot Seats
Figure 19

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