

TARGET CORPORATION

MEL

(MINIMUM EQUIPMENT LIST)

Revision 1

April 23, 2024

Gulfstream®

GVII™

G600™

Registration No. N183T

Serial No. 73115

This MEL is applicable to 14 CFR Part 91 operations only and may not be used for operations conducted under 14 CFR Part 121, 125, 129, or 135.

The technical information presented herein has been determined to be correct at time of publication. However, should a direct conflict exist between this and other official publications, e.g., Master Minimum Equipment List (MMEL), Airplane Flight Manuals (AFM), Maintenance Manuals, those publications take precedence.

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MINIMUM EQUIPMENT LIST

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| Gulfstream GVII-G500 / GVII-G600 Maintenance / Operational / Placarding Procedures Manual | Gulfstream GVII-G500/G600 Revision: 4 GAC DOC. No. GVII-0 | MOPP Date | 03/12/2024 |

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ACRONYMS AND ABBREVIATIONS

| | | | |
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| 14 CFR | Title 14 Code of Federal Regulations | AUX | Auxiliary |
| °C | Degrees Celsius (or Centigrade) | BATT | Battery |
| °F | Degrees Fahrenheit | BCN | Beacon |
| A/P | Autopilot | BITE | Built-In Test Equipment |
| A/T | Autothrottle | BKUP | Backup |
| AC | Alternating Current | BLD | Bleed |
| ACCUM | Accumulator | BOT | Bottom |
| ACFT | Aircraft | BPCU | Bus Power Control Unit |
| ADF | Automatic Direction Finder | BRK | Brake |
| ADI | Attitude Display Indicator | BTL | Bottle |
| ADLS | Aircraft Discrepancy Log Sheet | BTMS | Brakes Temperature Monitoring System |
| ADS-B | Automatic Dependent Surveillance - Broadcast | BRNAV | Basic Area Navigation |
| ADS-C | Automatic Dependent Surveillance - Contract | CAS | Crew Alerting System |
| AED | Automatic External Defibrillator | CB(s) | Circuit Breaker(s) |
| AFIS | Airborne Flight Information System | CCD | Cursor Control Device |
| AFM | Airplane Flight Manual | CDL | Configuration Deviation List |
| AGL | Above Ground Level | CDTI | Cockpit Display and Traffic Information |
| AIL | Aileron | CDU | Control Display Unit |
| ALRT | Alert | CH | Channel |
| ALT | Alternate/Altitude | CHGR | Charger |
| AMP | Ampere | CHRG | Charge |
| AMM | Aircraft Maintenance Manual | CHRGR | Charger |
| ANNUN | Annunciator | CKPT | Cockpit |
| AOA | Angle of Attack | CLSD | Closed |
| AOM | Airplane Operating Manual | CMD | Command |
| AOMM | Aircraft Outfitting Maintenance Manual | CMF | Communications Management Function |
| AP | Autopilot | CMU | Communications Management Unit |
| APP | Approach | COMM | Communication(s) |
| APU | Auxiliary Power Unit | CONT | Control |
| ASC | Aircraft Service Change | CPAM | Cabin Pressure Acquisition Module |
| ASCB | Avionics Standard Communication Bus | CPCS | Cabin Pressure Controller System |
| ATC | Air Traffic Control | CPDLC | Controller-Pilot Data Link Communications |
| AUTO | Automatic | CPOP | Copilot's Overhead Circuit Breaker Panel |

**TARGET CORPORATION
MINIMUM EQUIPMENT LIST**

Aircraft: Gulfstream GVII-G600
Registration No.: N183T Serial No.: 73115

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ACRONYMS AND ABBREVIATIONS

| | | | |
|--------|---|-------|---|
| CTL | Control | EPMP | Electrical Power Monitor Panel |
| CTLR | Controller | EPR | Engine Pressure Ratio |
| CVFDR | Cockpit Voice Flight Data Recorder Combo | ER | Extended Range |
| CVR | Cockpit Voice Recorder | ESS | Essential |
| DA | Decision Altitude | EVAS | Emergency Vision Assurance System |
| DAU(s) | Data Acquisition Unit(s) | EVS | Enhanced Vision System |
| DBDI | Digital Bearing Distance Indicators | EXT | Extinguisher |
| DC(s) | Display Controller(s) | FAA | Federal Aviation Administration |
| DC | Direct Current | FAK | First Aid Kit |
| DDA | Digital Discrete Adapter | FALT | Fault |
| DDRMI | Dual Digital Radio Magnetic Indicator | FDR | Flight Director Recorder |
| DISENG | Disengaged | FGC | Flight Guidance computer |
| DISP | Display | FGS | Flight Guidance System |
| DL | Data Loader | FL | Flight Level |
| DME | Distance Measuring Equipment | FLCH | Flight Level Change |
| DU(s) | Display Unit(s) | FLTA | Forward Looking Terrain Avoidance |
| ECM | Electronic Control Mode | FMS | Flight Management System |
| ECS | Environmental Control System | FPA | Flight Path Angle |
| ECU | Electronic Control Unit | FREQ | Frequency |
| EFB | Electronic Flight Bag | FSS | Flight Service Station |
| EFIS | Electronic Flight Information System | FWC | Fault Warning Computer(s) |
| EFVS | Enhanced Flight Vision System | FWD | Forward |
| EGPWS | Enhanced Ground Proximity Warning Systems | GIV | Gulfstream IV Aircraft |
| EGT | Exhaust Gas Temperature | GNSSU | Global Navigation Satellite Sensor Unit |
| EICAS | Engine Instruments and Crew Alerting System | GPS | Global Positioning System |
| E INV | Emergency Inverter | GPWS | Ground Proximity Warning System |
| ELT | Emergency Locator Transmitter | HDG | Heading |
| ELWS | Electrical Load Warning System | HF | High Frequency |
| EMK | Emergency Medical Kit | HP | High Pressure |
| EMS | Emergency Medical System | HUD | Head-up Display |
| EPA | Environmental Protection Agency | HYD | Hydraulic |

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ACRONYMS AND ABBREVIATIONS

| | | | |
|---------|---|----------|---|
| HZ | Hertz (circles per second) | MSA | Minimum Safe Altitude |
| ICAO | International Civil Aviation Organization | MSL | Mean Sea Level |
| IFR | Instrument Flight rules | MSU | Mode Select Unit |
| IGN | Ignition | NAT HLA | North Atlantic High-Level Airspace |
| ILS | Instrument Landing System | NAV | Navigation |
| INBD | Inboard | NAVAID | Navigation Aid |
| INHIB | Inhibit | ND | Navigation Display |
| INOP | Inoperative | NEF | Non-Essential Equipment and Furnishings |
| IRCM | InfraRed Counter Measure System | NICAD | Nickel Cadmium |
| IRS(s) | Inertial Reference System(s) | NLG | Nose Landing Gear |
| IRU | Inertial Reference Unit | NM | Nautical Mile(s) |
| ISDU | Inertial Sensor Display Unit | NOTAMS | Notice To Airmen |
| KHZ | kilohertz | NVG | Night Vision Goggles |
| LDG | Landing | NWS | Nose Wheel Steering |
| LED(s) | Light-Emitting Diode(s) | OAT | Outside Air Temperature |
| LNAV | Lateral Navigation | ORIDE | Override |
| LPV | Localizer Performance with Vertical guidance | OTBD | Outboard |
| LRCS | Long Range Communications System | OVERTEMP | Overtemperature |
| LSS | Lightning Sensor System | OVHD | Overhead |
| LVT | Linear Variable Transducer | OVHT | Overheat |
| MAX | Maximum | OVRD | Override |
| MDA | Minimum Descent Altitude | OXY | Oxygen |
| MEL | Minimum Equipment List | PA | Passenger Address |
| MIC(s) | Microphone(s) | PAX | Passenger |
| MISCOMP | Miscomparison | PCMCIA | Personal Computer Memory Card International Association |
| MISCOMP | Miscomparison | PDA | Premature Descent Alert |
| MLS | Microwave Landing System | PDB | Power Distribution Box |
| MMEL | Master Minimum Equipment List | PDE | Protective Breathing Equipment |
| MNPS | Minimum Navigation Performance Specifications | PERF | Performance |

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ACRONYMS AND ABBREVIATIONS

| | | | |
|----------|--|---------|---------------------------------------|
| PF | Pilot Flying | SPDBRK | Speed Brake |
| PFD(s) | Primary Flight Display(s) | STBY | Standby |
| PIC | Pilot In Command | STC | Supplemental Type Certificate |
| PM | Pilot Monitoring | SWLP | Standby Warning Lights Panel |
| PNF | Pilot Not Flying | SYM | Symbol |
| POP | Pilot's Overhead Circuit Breaker Panel | SYS | System |
| PRNAV | Precision-Area Navigation | T/O | Takeoff |
| PSU | Personal Service Unit | T/O APP | Takeoff/Approach |
| PTT | Push-To-Talk | T/R | Thrust Reverser |
| PWR | Power | T/REV | Thrust Reverser |
| QRH | Quick Reference Handbook | TA | Traffic Alert |
| R | Right | TACAN | Tactical Air Navigation |
| RA | Resolution Advisory | TAS | True Airspeed |
| RAD ALT | Radio Altimeter | TAT | Total Air Temperature |
| RAAS | Runway Awareness & Advisory System | TAWS | Terrain Awareness and Warning System |
| REF | Reference | TCAS | Traffic Alert and Collision Avoidance |
| RMI | Radio Magnetic Indicator | TCS | Touch Control Steering |
| RNAV | Area Navigation | TEMP(s) | Temperature(s) |
| RNP | Required Navigation Performance | TGT | Turbine Gas Temperature |
| RPM | Revolutions Per Minute | THROT | Throttle |
| RT | Receiver-Transmitter | TO/GA | Takeoff/Go-Around |
| RTU | Radio Tuning Unit | TOGA | Takeoff/Go-Around |
| RVSM | Reduced Vertical Separation Minimum | TOGW | Takeoff Gross Weight |
| SATCOM | Satellite Communication | TR(s) | Thrust Reverser(s) |
| SATVOICE | Satellite Voice | TRU | Transformer-Rectifier Unit |
| SBAS | Satellite-Based Augmentation System | UHF | Ultra High Frequency |
| SEL | Select | V1 | Takeoff Decision Speed (Knots) |
| SELCAL | Selective Calling | V2 | Takeoff Safety Speed (Knots) |
| SG(s) | Symbol Generator(s) | VA | Maneuvering Speed (Knots) |
| SN | Serial Number | VFE | Maximum Flaps Extended Speed (Knots) |
| SOV(s) | Shutoff Valve(s) | VFR | Visual Flight Rules |

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ACRONYMS AND ABBREVIATIONS

| | |
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| VFS | Flight Safety Speed (Knots) |
| VHF | Very High Frequency |
| VLE | Maximum Landing Gear Extended (Knots) |
| VLO | Maximum Landing Gear Operation Speed (Knots) |
| VLV | Valve |
| VMC | Visual Meteorological Conditions |
| Vmc | Minimum Control Speed (Knots) |
| VMO | Maximum Operating Limit Speed (Knots) |
| VNAV | Vertical Navigation |
| VOL | Volume |
| VOR | Very High Frequency, Omni-Range |
| VR | Rotation Speed (Knots) |
| VREF | Reference Speed (Knots) |
| VS | Stall Speed (Knots) |
| WAAS | Wide Area Augmentation System |
| WHL | Wheel |
| WOW | Weight On Wheels |
| WSHLD | Windshield |
| WX | Weather |
| XM | Extended Module |
| YD | Yaw Damper |

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| HIGHLIGHTS OF CHANGE | | |

GENERAL

Editorial corrections and formatting changes were made throughout the document.

SECTION ONE

ATA 21 – AIR CONDITIONING

Item 1: Environmental Control System (ECS) Packs: Revised Remarks or Exceptions.
Item 5: Air Conditioning System Pack Inlet Valves: Revised Remarks or Exceptions.
Item 11: Ram Air System: Revised Remarks or Exceptions.
Item 12: PSU Fan: Revised Remarks or Exceptions.

ATA 22 –AUTOFLIGHT:

Mach Trim Systems: Deleted in Revision 3 and removed from MMEL in Revision 4

ATA 23 – COMMUNICATIONS:

Swivel Mechanism: Deleted in Revision 3 and removed from MMEL in Revision 4.
Electrical/Electronic Systems/Components: Deleted in Revision 3 and removed from MMEL in Revision 4.
Item 1: Communications Systems (VHF, UHF): Revised Number Required for Dispatch and NOTE.
Item 4: Emergency Locator Transmitter (ELT), Revised per Policy Letter 120, Revision 4.
Item 19: Push-To-Talk (PTT) Switch: New item.
Item 20: Backup Volume Knob: New item.

ATA 24 – ELECTRICAL POWER:

Item 2: APU Generator: Revised Remarks or Exceptions and NOTE.
Item 4: Left Main Airplane Battery Charger: Added NOTE to Remarks or Exceptions.

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ATA 25 – EQUIPMENT/FURNISHINGS:

Item 29: Low Frequency Underwater Locator Device (LF-ULD): New item.

Item 30: Equipment for Location of an Aircraft in Distress (ADT, ELT-DT, and GADSS): New item.

ATA 26 – FIRE PROTECTION:

Item 3: APU Fire Detection System: Removed NOTE 2.

Cargo Compartment Fire Detection/Suppression Systems: Deleted in Revision 3 and removed from MMEL in Revision 4.

ATA 28 – FUEL:

Item 9: Fuel Crossflow Valve, Failed OPEN: Corrected typo in NOTE 1.

ATA 31 – INDICATING/RECORDING SYSTEM:

Item 5: 31-1 thru 2

Touchscreen Controllers Inoperative: Revised Remarks or Exceptions

Touchscreen Controllers Cracked or Damaged: Revised Remarks or Exceptions.

ATA 32 – LANDING GEAR:

Item 11: Nose Wheel Steering Accessory Hardware: Deleted in Revision 4. These items can be found in the Configuration Deviation List in Appendix B of the AFM.

ATA 33 – LIGHTS:

Item 13: Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting Systems (Excluding EFIS and EICAS): Revised per Policy Letter 77, Revision 4.

ATA 34 – NAVIGATION:

Item 3: Standby Flight Displays (SFD): Revised Remarks or Exceptions.

Item 4: Weather Radar Systems: Revised Remarks or Exceptions.

Charts Database: Deleted in Revision 3 and removed from MMEL in Revision 4.

Item 39: Air Data Systems (ADS 1-2-3-4): Added Notes.

ATA 36 – PNEUMATIC:

Item 2: Bleed Air Hot Warning Systems: Deleted in Revision 4.

Item 3: Isolation Valve: Revised Remarks or Exceptions.

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ATA 38 – WATER/WASTE:

Item 5: Water Line Heater: New item.
Item 6: Drain Mast Heater: New item.

ATA 42 – INTEGRATED MODULAR AVIOUNICS:

Item 1: Data Concentration Network (DCN): Removed model and software applicability from all entries.
Item 1, 9): Remote Data Concentrator 20 (RDC 20): Revised Remarks or Exceptions.

ATA 49 – AIRBORNE AUXILLIARY POWER:

Item 1: Auxiliary Power Unit: Revised Remarks or Exceptions and NOTE 1. Removed NOTE 3.
Item 2: APU EGT Indicators (EICAS and Overhead): Revised Remarks and Exceptions and removed NOTE 2.
Item 3: APU RPM Indicators (EICAS and Overhead): Revised Remarks and Exceptions and removed NOTE 2.
Item 7: APU Air Load Control Valve: Removed NOTE 2.
Item 9: APU Air Inlet Door System: Revised Remarks or Exceptions and removed NOTE 2.

ATA 52 – DOORS:

Item 3: Internal Baggage Door: Revised Remarks or Exceptions.

ATA 77 – ENGINE INDICATING:

Item 3: Standby Engine Instruments On TSC: Added NOTE.

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DEFINITIONS

Reference FAA MMEL Policy Letter (PL) 25, Revision 23.

| | |
|---|--|
| Administrative Control Item (ACI) | An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required Auxiliary Power Unit (APU) cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the Principal Operations Inspector (POI), provided no relief is granted, or provided conditions and limitations are contained in an approved or accepted document (e.g., Structural Repair Manual (SRM) or Airworthiness Directive (AD)). If relief other than that granted by an approved or accepted document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI. |
| Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), or Pilot's Operating Handbook (POH) | The FAA-approved AFM/RFM (or POH) is the document approved by the responsible FAA Aircraft Certification Service office during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the governing document for operational limitations and performance parameters for an aircraft. The term approved flight manual can apply to an AFM/RFM (or POH). The FAA requires an approved flight manual for aircraft type certification. |
| Considered Inoperative | The phrase Considered Inoperative, as used in the Remarks or Exceptions column, means an item must be treated for dispatch, taxi with intent for flight, and flight purposes as though it were inoperative. The item must not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release, (if applicable); placarding; complying with all Remarks or Exceptions, including any (M) and (O) procedures; considering applicable notes; and observing the repair category. |
| Contaminated Runway | A runway condition where more than 25% of runway surface area (within reported length and width being used) is covered by frost, ice, and any depth of snow, slush, or water, as defined in Advisory Circular (AC) 25-31, AC 25-32, or approved flight manual (AFM, RFM or POH). |

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|---|---|
| Continuing Authorization – Single Extension | An aircraft operator who has authorization to use an FAA-approved MEL may also have authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for Repair Category B or C items in accordance with operations specification (OpSpec) D095. Continuing Authorization – Single Extension is not authorized for Repair Category A and D items. |
| Dash (-) | Indicates a variable number (quantity) of items may be installed or required for dispatch. |
| Day of Discovery | This is the calendar-day an item malfunction was recorded in the aircraft maintenance record/logbook and is excluded from the interval established by the assigned repair category. See definitions for sub-elements of Repair Category. |
| Deactivated or Secured | When the MMEL refers to an item as “deactivated” or “secured,” or both, the specified item must be put into an acceptable condition for safe flight. An acceptable method of deactivating or securing may either be recommended by the manufacturer or established by the aircraft operator. |
| Deleted or Moved | Deleted in the Remarks or Exceptions column indicates the item was previously listed but is no longer addressed by the MMEL. Moved in the Remarks or Exceptions column indicates the item was moved within the chapter, to a different chapter in the MMEL, or another FAA-approved document. |
| Electronic Fault Alerting System (EFAS) | Many aircraft display system fault indications to the flightcrew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data to be presented. These systems are often referred to as Engine Indicating and Crew Alerting Systems (EICAS), Electronic Centralized Aircraft Monitoring (ECAM), Electronic Indication Systems (EIS), Central Maintenance Systems (CMS), Central Maintenance Computers (CMC), etc., depending on the aircraft and manufacturer. If the aircraft is equipped with an EFAS, refer to the applicable manufacturer's manual for a system description, including various message levels, formats, limitations, and restrictions. |
| Extended Operations (ETOPS) | ETOPS refers to operations of an airplane with an operational approval to conduct ETOPS in accordance with the applicable regulations. |
| Excess Items | Excess items are items that have been installed in a quantity greater than that required by 14 CFR. See definition for Required by 14 CFR. |
| Flight-Day | A flight-day is a 24-hour period (from midnight to midnight) either in Coordinated Universal Time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft. |

TARGET CORPORATION
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DEFINITIONS

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| Heavy Maintenance Visit (HMV) | HMV is a scheduled inspection, such as a C-check/D-check, or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for four (4) or more consecutive calendar-days. |
| Icing Conditions | An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction). Icing conditions may be known or forecast, and may be defined in the AFM, RFM, or POH. |
| Inoperative | Malfunction of an item to the extent that it does not accomplish its intended purpose or is not consistently functioning normally within its approved operating limit(s) or tolerance(s), or both. |
| Inoperative Components of an Inoperative System | Inoperative components of an inoperative system are usually considered components directly associated with and having no other function than to support that system. Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL. |
| Is Not Used | The phrase Is Not Used in the Remarks or Exceptions column for an MMEL item may specify that another item is not used. In such cases, crewmembers must not activate, actuate, or otherwise use the referenced item under normal operations. If the item not to be used is located elsewhere in the MMEL, it is not necessary for aircraft operators to accomplish any (M) procedure(s) associated with the referenced item. However, operators must comply with operational requirements, and an additional placard must be affixed as close as practical to the control or indicator for the item that is not to be used. This informs crewmembers that an item is not to be used under normal operations. |
| Item | An instrument, equipment, system, component, message, or function that is installed on or exhibited by the aircraft. |
| Night | The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Air Almanac, converted to local time. |
| Nonessential Equipment and Furnishings (NEF) | NEFs are those items installed on the aircraft as part of the original type certification (TC), Supplemental Type Certificate (STC), engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification or operational rules. These are items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not items already identified in the MEL or Configuration Deviation List (CDL) of the applicable aircraft. NEF does not include items that are functionally required to meet the certification rule or for compliance with any operational rule. |

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| Operative | An operative item will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies an item must be operative, it is not required to verify the item's operational status. It should be considered operative unless reported or known to be malfunctioning. See definition for Verified Operative. |
| Placarding | Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the item's condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected. Unless otherwise specified (i.e., MMEL proviso), placard wording and location will be determined by the aircraft operator. |
| Repair Category | All users of an MEL approved under 14 CFR parts 91 subpart K (part 91K), 121, 125, 129, or 135 must accomplish repairs of inoperative items, deferred in accordance with the MEL, at or prior to expiration of the repair intervals established by the following letter designators. Users of an MEL issued under § 91.213(a) (parts 91, 133, 137, 141, and 142) are not required to comply with the repair categories, but must comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc.). See definition for Continuing Authorization – Single Extension. |
| Repair Category A | This category item must be repaired within the interval specified in the Remarks or Exceptions column of the aircraft operator's MEL. For repair intervals specified in consecutive calendar-days or flight-days, the day of discovery is excluded. For all other time intervals (e.g., flights, flight legs, cycles, hours), the repair interval begins at the point when the item is deferred in accordance with the aircraft operator's MEL. |
| Repair Category B | This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day of discovery. For example, if it was recorded at 10 a.m. on January 26, the 3-day interval would begin at 0000 on January 27 and end at 2359 on January 29. |
| Repair Category C | This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day of discovery. For example, if it was recorded at 10 a.m. on January 26, the 10-day interval would begin at 0000 on January 27 and end at 2359 on February 5. |
| Repair Category D | This category item must be repaired within 120 consecutive calendar-days (2,880 hours) excluding the day of discovery. |

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DEFINITIONS

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| System Page | The MMEL system page is divided into columns that include sequence number, item, repair category, number installed, number required for dispatch, and remarks or exceptions, as well as provision for a vertical change bar. Section Two of a two-section MMEL includes columns for Crew Alerting System (CAS) message identification and dispatch consideration. |
| System Page - Item Number | This column lists the unique identification for each MMEL item. |
| System Page - Item | See definition for Item. |
| System Page - Repair Category | See definition for Repair Category. |
| System Page - Number Installed | This column indicates the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration(s) considered in developing an MMEL. Should the number be a variable or impractical to exactly determine (e.g., optional equipment, fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components, Flight Data Recorder (FDR) recording parameters), a number is not required and the dash "-" symbol is used instead. A dash or "N/A" (Not Applicable) may also be used for EFAS message relief. |
| System Page - Number Required for Dispatch | This column indicates the minimum number (quantity) of items required for operation, providing the conditions specified in the Remarks or Exceptions column are met. If the number required is predicated on an operating rule, see definition for Required by 14 CFR. A dash or "N/A" may also be used for EFAS message relief. |
| System Page - Remarks or Exceptions | This column may be blank, or it may include a statement permitting operation with a specific number of items inoperative. The statement may include a proviso for such operation and appropriate notes. |
| System Page - Proviso | A proviso is used to stipulate conditions or limitations that must be complied with for operation with the listed item inoperative. |
| System Page - NOTE | Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material that is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. A note is not a part of the proviso. |
| Takeoff | Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface. |

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| | |
|--|---|
| Verified Operative | When an MMEL item specifies an item must be verified operative or checked operative, it is required to check and confirm the item is operative at the interval(s) specified for that MMEL item (e.g., verified operative prior to each flight). If no interval is specified, verification is required only at the time of deferral of the original item. |
| Visible Moisture | An atmospheric environment containing water, in any form, which can be seen in natural or artificial light (e.g., clouds, fog, rain, sleet, hail, or snow). |
| Visual Flight Rules (VFR) | VFR is as defined in 14 CFR part 91. If the Remarks or Exceptions state flight must be completed in VFR, the pilot is precluded from filing an instrument flight rules (IFR) flight plan. |
| Visual Meteorological Conditions (VMC) | VMC means the atmospheric environment is such that would allow a flight to proceed under VFR applicable to the flight. This does not preclude operation under IFR. |
| (M) | This symbol indicates a requirement for a specific maintenance procedure that must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel. However, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. |
| (O) | This symbol indicates a requirement for a specific operations procedure that must be accomplished in planning for or operating with the listed item inoperative. Normally, these procedures are accomplished by the flightcrew. However, other personnel may be qualified and authorized to perform certain functions. |
| Aircraft Discrepancy Log Sheet (ADLS) | Used to record the discrepancy, maintenance procedure and/or corrective actions used to accomplish and record the inoperative equipment. (A blank log is provided in the back of this document. Copies can be made if needed or a similar form may be used.) |

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream GVII-G600
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PREAMBLE

Reference FAA MMEL Policy Letter (PL) 36, Revision 3.

This Preamble is applicable to, and will be included in, a part 91 approved minimum equipment list (MEL). An operator may be authorized to use the Master Minimum Equipment List (MMEL) along with a separate procedures document as its FAA-approved MEL under Letter of Authorization (LOA) D095. This Preamble must be incorporated in the operator's procedures document, which must be carried in the aircraft along with the MMEL and LOA D095. An operator-developed MEL, rather than the MMEL, may be authorized for use as the operator's FAA-approved MEL under LOA D195. This Preamble must be incorporated within the operator-developed MEL. Both approved MELs under LOA D095 and LOA D195 are issued under the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.213(a)(2). This Preamble is not applicable to MELs issued under the provisions of 14 CFR parts 91 subpart K (part 91K), 121, 125, 129, and 135. Except as provided in § 91.213, or under the provisions of an approved MEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that, with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety.

An MMEL is developed by the Original Equipment Manufacturer (OEM), with participation by the aviation industry and the FAA, to improve aircraft utilization and, thereby, provide more convenient and economic air transportation for the public. The FAA-approved MMEL is the basis for the individual operator's MEL for its particular operation and aircraft. The MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment, which may be inoperative, and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The Supplemental Type Certificate (STC) MMEL/MEL relief process is described in MMEL Policy Letter (PL) 109, Supplemental Type Certificate (STC) MMEL/MEL Relief Process. Other than relief for items installed under an STC, an operator may request additions or changes to the MMEL by notifying its responsible Flight Standards office, which will make a request of the Flight Operations Evaluation Board (FOEB) to convene and consider the requested additions or changes to the MMEL. If the FOEB determines the additions or changes will be incorporated in the next MMEL revision, the responsible Flight Standards office may approve the operator to incorporate the additions or changes into its MEL until the next MMEL revision, at which time the operator will ensure its MEL aligns with the revised MMEL. An individual operator's MEL may differ in format from the MMEL but cannot be less restrictive than the MMEL or FOEB approval. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment. Equipment not required by the operation being conducted and equipment in excess of 14 CFR requirements are included in the MEL with appropriate conditions and limitations. Except where authorized by law or another provision in 14 CFR, operators are not permitted to conduct operations with any inoperative or missing equipment that is not included in the MEL (or other FAA-approved program (e.g., nonessential equipment and furnishings (NEF))). The operator must develop maintenance (M) and operations (O) procedures for the items listed in the MEL, as appropriate conditions and limitations for the use of the MEL. Procedures must comply with all 14 CFR requirements and must not deviate from the aircraft flight manual limitations, emergency procedures, or with Airworthiness Directives (AD), all of which take precedence over the MEL and those procedures. When a manufacturer recommended procedure exists, the operator may use it as published, or develop equivalent procedures for its MEL.

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| PREAMBLE | | |

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions, as necessary, are required to be accomplished by the operator to ensure that an acceptable level of safety is maintained. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications, and other appropriate sources. Procedures must not be contrary to any 14 CFR requirement. Wherever the statement "as required by 14 CFR [or FAR]" appears in the MMEL, the operator must either list the specific 14 CFR by part and section and carry the 14 CFR on board the aircraft or specify the requirements and/or limitations to conduct the flight in accordance with the appropriate 14 CFR.

The MEL is intended to permit operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability.

Inoperative equipment in all cases must be repaired, replaced, removed, or inspected by qualified maintenance personnel at the next required inspection per § 91.405(c). The repair category intervals indicated by the letters A, B, C, and D in column 1 of the MMEL are NOT applicable to this MEL, but operators must comply with any provisos, conditions, limitations, or restrictions defining a repair interval (flights, flight legs, cycles, hours, days, etc.). The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the aircraft maintenance records. The item is then either repaired or deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. In addition to the specific MEL conditions and limitations, determination by the operator that the aircraft is in condition for safe operations under anticipated flight conditions must be made for all items of inoperative equipment. When these requirements are met, the aircraft may be considered Airworthy and returned to service. Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered. Operators are expected to establish a controlled and sound repair program, including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

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| COMPANY PROCEDURES | | |

1. Regulations require certain systems and equipment to be operative for initiation of multi-engine operation. Deviations are also provided for via the Minimum Equipment List (MEL).
 - a. All components/systems on an aircraft fall into two categories in regard to airworthiness requirements:
 - 1) Units obviously required for aircraft to be airworthy, such as tires, primary control systems, wings, units required by the orig. certification, etc. These are generally not included in the minimum equipment list.
 - 2) Units which do not clearly fall into the above category or for which some deviation from the normal complement of equipment has been approved.
 - b. The Minimum Equipment List (MEL) contains units and systems in the categories above for which operation of the aircraft with some deviation from standard configuration has been approved. These are components and systems which the operator or manufacturer have found (and proven to regulatory authorities) can be operated safely under specific conditions.
 - c. The MEL does not include every piece of equipment or system in the aircraft. When no specific mention is made in the MEL list it is necessary that the equipment be in place and operative.
 - d. Should any doubt exist as to interpretation of the MEL or the proper category of an item, assistance should be obtained from the Chief Pilot or Director of Maintenance, or our company person so delegated to approve MEL actions or delegate.

NOTE 1: The term "AIRPORT WHERE REPAIRS OR REPLACEMENTS CAN BE MADE" is defined as a maintenance station where technicians are normally on duty during the operating day and where the part required is normally allocated. The Chief Pilot, or delegate, is authorized to allow a deviation from this proviso subject to agreement with the Pilot-in-Command.

NOTE 2: The Chief Pilot, or delegate, is responsible to exert all efforts to have corrected any MEL items at the first available opportunity after arrival at the principal maintenance facility, a manufacturer's support facility, or qualified contract maintenance facility.

2. RELEASING AIRCRAFT WITH INOPERATIVE OR MISSING COMPONENTS.

- a. Aircraft may be released in the various non-standard configurations allowed by the MEL if the Chief Pilot (if available) and/or the Pilot-in-Command, agrees that operation in this configuration under the conditions prevailing at the time does not compromise safe operation of the aircraft, and the maintenance staff (if an (M) procedure is specified) has confirmed that required maintenance action is taken to assure compliance with MEL Procedures and prevention of secondary hazards. If an item is marked with an (O) or (M) the procedure to follow is listed in the MEL PROCEDURES pages associated with the ATA numbering sequence. Some (M) procedures are designated as allowing the pilot to perform them, such as pulling and collaring a specific circuit breaker.

If the (M) procedure references a maintenance manual then the manual must be available to the mechanic before they can perform the action.

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COMPANY PROCEDURES

- b. The MEL is designed to provide coverage for individual failure in non-related systems. In the event of multiple discrepancies, even though each in itself may be permitted, coordination, communication and agreement shall be accomplished by the Pilot-in-Command and the maintenance staff either at our facility or the maintenance staff at an authorized facility. Consideration of the interrelation of the discrepancies and good judgment must be exercised by personnel authorized to release the aircraft.
- c. Appropriate action must be taken to assure that no secondary hazard can be introduced by an inoperative or missing component. This action may include disconnecting the mechanical drive of a unit, disconnecting and securing lines or electrical connections, securing circuit breakers, valves or switches in specific positions, or inspecting the system or units for cause or modes of failure. A careful review shall also be made to assure that such attention does not conflict with Flight Emergency procedures or Airworthiness Directives.
- d. When the indicating portion of an aircraft system or component is malfunctioning, it may be necessary to perform the appropriate troubleshooting procedures to determine that the fault exists in the indicating system, and not in the aircraft system or component, in order to properly apply the requirements of this section.
- e. The Pilot-in-Command may request equipment requirements above the minimum provided under this policy application or as specified in the MEL whenever, in their judgment, such added equipment is essential to the safety of a particular flight under that special condition prevailing at the time. Whenever this is necessary, a notation should be made in the aircraft maintenance flight log indicating that the action was at the request of the Pilot-in-Command.
- f. Any disagreements with the application of the MEL must be resolved as follows:
 - 1) The Pilot-in-Command's decision prevails if more restrictive than the MEL.
 - 2) On a post-analysis basis, parties may submit reports indicating disagreement to the Chief Pilot.
- g. When an aircraft is released under provision of the MEL from an airport where qualified technicians are on duty, an authorized person will make a notation in the Aircraft Maintenance Log describing the inoperative system or missing component, action taken to assure prevention of secondary hazards (if any), and compliance of any listed maintenance procedure. They will include the reference number of the MEL, date, and airframe hours.

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- h. When an aircraft is released under the provision of the MEL from an airport where technicians are not on duty, the maintenance staff, or Pilot-in-Command will determine whether or not maintenance action is required in addition to that mandated in the MEL:
 - 1) Attempt to contact the Chief Pilot or Director of Maintenance for guidance. In addition to helping with the MEL determination they will start arranging for corrective maintenance to be performed, perhaps at another stop of the trip, but within the time limits of the MEL.
 - 2) If no (M) procedure is required, or an (M) procedure allows a pilot to perform the action, then comply with the MEL (M) and (O) procedure or both if applicable. Then make an entry in the maintenance record or discrepancy record citing the MEL event.
 - 3) If maintenance is not available the alternatives would be to have a technician brought in and work on the aircraft or, if approved, have a ferry permit issued to take the aircraft to a location where maintenance may be performed. Ferry permits do not allow passengers to be aboard the aircraft.
 - 4) Make arrangements to have the malfunction corrected at the first qualified contract maintenance facility.
- i. Apply the "MEL INOP" stickers.
- j. Confirm you can comply with the provisos and (O) procedures.
- k. If the mechanic determines that maintenance action is not required, they will request that the Pilot-in-Command make an entry in the aircraft maintenance log stating so. No entry is required in the "Corrective Action" column of the log.

3. CORRECTIVE ACTION TO MEL ITEMS

- a. Aircraft flying with component or systems inoperative as referenced within the Minimum Equipment List may continue to fly as restricted by the A-B-C time limits imposed. [See Notes and Definitions in the MEL Administrative Pages] This does not alter in any way the company policy of correcting all discrepancies as soon as possible.
- b. The Chief Pilot, or person so delegated as responsible for maintenance supervision, is responsible for insuring that corrective action to MEL items with the specified time limits. Discrepancies will normally be corrected at the next airport where qualified maintenance is available. Generally, this means we shall notify our contract maintenance facility as soon as possible. Any authorized maintenance facility may be used.

All inoperative units or systems will be programmed for corrective action using standard procedures as outlined in the appropriate aircraft maintenance manuals.

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| COMPANY PROCEDURES | | |

4. MEL MANAGEMENT PROCEDURES

- a. In the case of change of a letter revision and not a number revision, such as from Revision 1 to 1a, or 1a to 1b made to the MMEL and the change is more restrictive than the current relief or the change affects our operations we will submit our updated MEL within 90 days. If the letter revision does not affect our operations no updates will be required until the next actual number revision, such as Revision 1 to Revision 2.
- b. If we think extenuating circumstances will preclude adoption of specific MMELs items within the allotted time frame we will contact our Principal Operations Inspector (POI) and request additional days.

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| SECTION ONE | | |

LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

| | | |
|---|--|---|
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| <p>SECTION ONE</p> | | |

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| <p style="text-align: center;">TARGET CORPORATION MINIMUM EQUIPMENT LIST</p> | | |
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| <p style="text-align: center;">SECTION ONE</p> | | |
| <p style="text-align: center;">STATEMENT PAGE</p> | | |

This MEL is based off the FAA MMEL.

When developing this MEL for US operators all the EASA-specific reliefs were deleted.

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21-AIR CONDITIONING

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|---------------------|------------------------------|-------------------------|---|---|
| | 2. NUMBER INSTALLED | 3. NUMBER REQ'D FOR DISPATCH | 4. REMARKS / EXCEPTIONS | | |
| | | | | | |
| | | | | | |
| 1. Automatic Pressurization Control Systems (CPCS) (continued) | B | 2 | 0 | (O) Except for ER operations, may be inoperative provided: a) Manual Pressurization Control System is operative and functionally checked, b) Cabin Altitude and Differential Pressure Indicators are operative, c) No additional failures are present in Pressurization System, d) No failures are present in the ECS, e) No failures are present in the bleed system, f) MED must be visually confirmed closed, latched, and locked, g) TROV must remain fully open until after takeoff, and h) Maximum Altitude is 40,000 feet MSL. | (M) None required. |
| | | | | (O) Flightcrew will ensure the following required items are checked prior to taxi: Manual Pressurization Control System, Cabin Altitude and Cabin Rate of Climb Indicator, MED visually confirmed closed, latched, and locked. Taxi, Takeoff, and Landing will be conducted with TROV full open. Flightcrew will operate airplane with Manual Pressurization in accordance with AFM, Section 01-21-100, CPCS Failure, with the additional limitation of maximum aircraft altitude restricted to 40,000 feet MSL. | |
| | | | | (P) An Inoperative Placard stating "AUTO INOP" will be placed above FAULT / MANUAL Switch and will be noted on ADLS. | |
| | | | | | |

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21-AIR CONDITIONING

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|---|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 1. Automatic Pressurization Control Systems (CPCS) (cont'd) | C | 2 | 1 | (M)(O) Except for ER operations, may be inoperative provided: a) Manual Pressurization Control System is operative and functionally checked, b) Pull operative CPCU SSPC and verify Cabin Altitude and Differential Pressure Indicators are operative and then reset operative CPCU SSPC, c) No additional failures are present in Pressurization System, d) No failures are present in the ECS, and e) No Failures are present in the Bleed system. | (M) Maintenance will pull operative CPCU SSPC and verify Cabin Altitude and Differential Pressure Indicators are operative and then reset operative CPCU SSPC: • CPCU 1 – SSPC 2109, • CPCU 2 – SSPC 2110 |
| | | | | (O) Flightcrew will ensure required items e.g. Manual Pressurization Control System, Cabin Altitude and Cabin Rate of Climb Indicator are functional. Flightcrew will operate airplane in accordance with AFM, Section 1, Limitations, Cabin Pressurization Control and Section 3, Abnormal Procedures, Loss of Automatic Pressurization Control. For Taxi, Takeoffs and Landings - Max Cabin Pressure Differential 0.3 psi. | |
| | | | | (P) An Inoperative Placard stating "AUTO INOP" will be placed above FAULT / MANUAL Switch and will be noted on ADLS. | |
| | B | 2 | 0 | (O) Except for ER operations, may be inoperative provided airplane is operated in unpressurized configuration. Refer to AFM 03-21-90. | (M) None required. |
| | | | | | (O) To operate the airplane unpressurized, select manual pressurization and slew outflow valve to full open position with both engine bleeds and air conditioning packs selected ON if available. If not, select RAM Air ON. Monitor cabin differential pressure to be nominally zero psid during the flight. |
| | | | | | (P) An Inoperative Placard stating "AUTO INOP" will be placed above FAULT / MANUAL Switch and will be noted on ADLS. |

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21-AIR CONDITIONING

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|---|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 2. Manual Pressurization Control System | C | 1 | 0 | May be inoperative provided both Automatic Pressurization Control Systems are operative. | (M) None required |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 3. Cockpit Zone Temperature Control System & Cabin Zone Temperature Control Systems | C | 3 | 2 | (O) One may be inoperative provided: a) Ram Air is operative, and b) Airplane is operated in unpressurized configuration. | (M) None required. |
| 1) One Zone Inoperative (Automatic and Manual Control) | | | | | (O) To operate the airplane unpressurized, select manual pressurization and slew outflow valve to full open position with both engine bleeds and air conditioning packs selected ON if available. If not, select RAM Air ON. Monitor cabin differential pressure to be nominally zero psid during the flight. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 2) Two Zones Inoperative (Automatic and Manual Control) | C | 3 | 1 | (O) May be inoperative provided: a) Ram Air is operative, and b) Airplane is operated in unpressurized configuration. | (M) None required. |
| | | | | | (O) To operate the airplane unpressurized, select manual pressurization and slew outflow valve to full open position with both engine bleeds and air conditioning packs selected ON if available. If not, select RAM Air ON. Monitor cabin differential pressure to be nominally zero psid during the flight. |
| (continued) | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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21-AIR CONDITIONING

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|------------------------------|---|---|---|
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | | 4. REMARKS / EXCEPTIONS | | | |
| 3. Cockpit Zone Temperature Control System & Cabin Zone Temperature Control Systems (cont'd) | C | 3 | 0 | May be inoperative provided: a) Associated manual control system is operative, and b) Associated temperature indicator is operative. | |
| 3) Loss of Automatic Systems | | | | | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 4) Loss of Manual Systems | C | 3 | 0 | May be inoperative provided: a) Associated automatic control system is operative, and b) Associated temperature indicator is operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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21-AIR CONDITIONING

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|---|---|---|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 4. Environmental Control System (ECS) Packs | C | 2 | 1 | (O) Except for ER operations, may be inoperative provided: a) Inoperative ECS Pack is selected OFF, b) Thrust Recovery Outflow Valve is operative, and c) Airplane is operated in accordance with AFM Limitation Sections 01-21-10 Cabin Pressurization Control, and 03-01-10 Pack Failure – Single. | (M) None required. |
| 1) Pressurized Configuration | | | | | (O) Flightcrew will reference AFM Limitation Sections 01-21-10 Cabin Pressurization Control, and 03-01-10 Pack Failure – Single. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 2) Unpressurized Configuration | C | 2 | 0 | (O) Except for ER operations, may be inoperative provided: a) Thrust Recovery Outflow Valve is operative, b) Ram Air is operative, c) Airplane is operated in unpressurized configuration, and d) Airplane is operated in accordance with AFM Limitations. | (M) None required. |
| | | | | | (O) To operate the airplane unpressurized, select manual pressurization and slew outflow valve to full open position with both engine bleeds and air conditioning packs selected ON if available. If not, select RAM Air ON. Monitor cabin differential pressure to be nominally zero psid during the flight. |
| | | | | | NOTE: Reference AFM Limitation Sections 01-21-10 Cabin Pressurization Control, and 03-01-10 Pack Failure – Single. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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21-AIR CONDITIONING

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|----|------------------------------|---|
| | 2. | 3. | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 5. Air Conditioning System Pack Inlet Valves | C | 2 | 1 | <p>(M)(O) Except for ER operations, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected valve is CLOSED, b) Associated Air Conditioning Pack is selected OFF, and c) Airplane is operated in accordance with AFM Limitation Sections 01-21-10 Cabin Pressurization Control, and 03-01-10 Pack Failure – Single. <p>(M) Maintenance will ensure affected Valve is "CLOSED" and electrically deactivated when associated Air Conditioning Pack switch is selected "OFF". Associated Air Conditioning CB must NOT be pulled. Refer to AMM, Chapter 21-21-01.</p> <p>CAUTION: Pulling (de-energizing) associated Air Conditioning CB will cause valve to open, allowing airflow to restart.</p> <p>(O) Flightcrew will reference AFM Limitation Sections 01-21-10 Cabin Pressurization Control, and 03-01-10 Pack Failure – Single.</p> <p>(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.</p> |
| 6. Thrust Recovery Outflow Valve (TROV) System | C | 1 | 0 | <p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Outflow valve is positioned to full OPEN position and electrically isolated, b) Airplane is operated in unpressurized configuration, and c) Extended overwater operations are not conducted. <p>(M) Maintenance will ensure Outflow Valve is positioned to full OPEN position and electrically de-energized by pulling the CAB PRESS MAN CTL (SSPC 2113). Refer to AMM Chapter 21-31-01 and 21-31-03.</p> <p>(O) To operate the airplane unpressurized, refer to AFM Section 03-21-90.</p> <p>Also refer to AFM Section 04-10-60 in the event that smoke is detected in the baggage compartment.</p> <p>(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.</p> |

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21-AIR CONDITIONING

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 7. Pressure Relief Valve | C | 1 | 0 | May be inoperative provided: a) Cabin differential pressure and cabin altitude displays are operative, and b) Maximum cruise altitude is limited to 30,000 feet. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Cabin Pressure Control Panel and will be noted on ADLS. |
| | C | 1 | 0 | (O) May be inoperative provided airplane is operated in unpressurized configuration. | (M) None required. |
| | | | | | (O) To operate the airplane unpressurized, refer to AFM Section 03-21-90. |
| | | | | | (P) An Inoperative Placard will be placed on Cabin Pressure Control Panel and will be noted on ADLS. |
| 8. Cabin Pressure Control Panel 1) Fault/Manual Switch (Light Function Only) | C | 1 | 0 | May be inoperative provided Cabin Pressure Manual (caution) is displayed when Manual is selected. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Control Panel and will be noted on ADLS. |
| 9. Remote Filter (Pressure Relief Valve (PRV)) | B | 1 | 0 | May be Inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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21-AIR CONDITIONING

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 10. Cabin Pressure Acquisition Module (CPAM) | C | 1 | 0 | May be inoperative provided both auto systems are operative. | (M) None required. |
| 11. Ram Air System Pressurized Configuration | C | 1 | 0 | (M) May be inoperative provided: a) Automatic Pressurization Control System is operative, b) Manual Pressurization Control System is operative and functionally checked, c) Bleed Air Pressure Regulating and Shutoff Systems are operative, and d) Both ECS packs and controllers are fully operative and functionally checked. | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) Maintenance will ensure bleed air pressure regulating and shutoff systems are operative. Refer to AMM 36-12-01, Bleed Air Flow Control and Pressure Regulation. |
| | | | | | (O) None required. |
| 12. PSU Fan | C | 1 | 0 | (O) May be inoperative provided: a) Ambient Temperature is 95 F (35 C) or cooler, b) TRU electrical loads are 50% or less, c) Right main TRU is operative, d) Both Environmental Control System (ECS) Packs are operative, e) Internal Baggage Door remains OPEN, and f) Airplane is operated at or below FL 450. | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| | | | | | (O) Flightcrew will: a) Minimize ground operation time, especially during hot weather. b) During Ground operation, monitor TRU load – limit load to 50%. c) For ground operation longer than 15 minutes ensure main and baggage doors are closed, APU air is selected “ON” and outflow valve is fully OPEN, and d) Airplane is operated at or below FL 450. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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22-AUTO FLIGHT

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 1. Autothrottle Systems | C | 2 | 0 | May be inoperative provided Autothrottle is not used. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 2. Performance Management Systems (SmartPerf/TOLD) | C | 2 | 0 | May be inoperative provided Performance Handbook is immediately available to the flightcrew. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 3. Side Stick Autopilot Disconnect Buttons | C | 2 | 1 | May be inoperative provided: a) Autopilot is not utilized below 1,500 feet AGL, b) Approach minimums do not require use of the autopilot, and c) Airplane is piloted from the side with operative button. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 4. Autothrottle Disconnect Buttons (On Thrust Lever Handles) | C | 2 | 1 | One may be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 2 | 0 | (M) May be inoperative provided Autothrottle is not used and associated SSPC is pulled and collared. | (M) Maintenance shall pull and collar SSPC 7307. |
| | | | | | (O) None required. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 5. Autothrottle Engage/Disengage Switches (On Thrust Lever Stem) | C | 2 | 1 | One may be Inoperative. | (M) None required. |
| | | | | (O) None required. | |
| | | | | (P) An Inoperative Placard will be placed on Thrust Lever Stem and will be noted on ADLS. | |
| | C | 2 | 0 | (M) May be inoperative provided Autothrottle is not used and associated SSPC is pulled and collared. | (M) Maintenance shall pull and collar SSPC 7307. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Thrust Lever Stem and will be noted on ADLS. |
| 6. Autopilots/Flight Directors (FD or FGC) | C | 2 | 1 | (M) Except for ER operations may be inoperative provided en route operations or approach minimums do not require its use. NOTE: Autopilot/FD/FGC is required for NAT HLA, RVSM, RNP, and PRNAV operations. | (M) Maintenance will pull and reset the affected MAU Channel and Guidance Panel circuit breakers in attempt to reset the FD/FGC. FGC 1: MAU 1A (POP A-6 and CPOP A-6) MAU 2A (POP A-4 and CPOP A-4) FGC 2: MAU 1B (POP A-5 and CPOP A-5) MAU 2B (POP A-3 and CPOP A-3) |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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22-AUTO FLIGHT

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|------------------------------|---|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | | 4. REMARKS / EXCEPTIONS | | | |
| 7. Takeoff/Go-Around (TO/GA) Buttons (On Power Lever Handles) | C | 2 | 1 | May be inoperative provided approach minimums do not require its use. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 2 | 0 | (O) May be inoperative provided: a) Both power levers are operated manually for takeoff and go-around, and b) Autopilot and Flight Director are not used below 500 feet or MDA, whichever is higher. NOTE: Flight Director Takeoff and Go-Around guidance and Autothrottles are not available with both TO/GA switches inoperative. Missed approach, if needed must be selected via the option provided in the tray of the TSC. | (M) None required. |
| | | | | | (O) Flight Director and Autothrottle are not available for Takeoff or Go-Around with both TO/GA buttons inoperative. Flightcrew shall use raw data and manual throttles for takeoff and go-around. For takeoff, once airborne and above 500 ft AGL, Pilot Monitoring (PM) shall select desired lateral mode (HDG or LNAV) on guidance panel as directed by pilot-flying (PF). Additionally, PNF shall select desired vertical mode (FLCH or VS or FPA) and engage autothrottle as directed by PF. For go-around, after flaps and landing gear have been retracted and airplane is above 500 ft AGL, PNF shall select desired lateral mode (HDG or LNAV) and vertical mode (FLCH or VS or FPA) on guidance panel and engage autothrottle at direction of PF. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be viewed by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|------------------------------|--|
| | | | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 1. Communications Systems (VHF, UHF) | D | 3 | 1 | Any in excess of one may be inoperative provided it is not powered by Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures. |
| | | | | NOTE: No. 1 VHF COMM must be operative – powered by the emergency bus. |
| | | | | (M) None required. |
| 2. Cockpit Voice Recorder (CVR) (Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate) | A | 1 | 0 | May be inoperative provided repairs are made within 15 flight days. |
| | | | | Refer to 14 CFR 91.609(b)(5)(i) and (b)(5)(ii). |
| | | | | (M) None required. |
| 1) Independent Power Source | C | 1 | 0 | May be inoperative. |
| | | | | (O) None required. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|---|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 3. Selective Call (SELCAL) Systems 1) Channels | C | 2 | 0 | (O) May be inoperative provided one crew member monitors the appropriate frequency. | (M) None required. |
| | | | | | (O) One crew member shall monitor the appropriate ATC assigned frequency. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| | D | 2 | 0 | May be inoperative provided aircraft can still maintain normal radio communications as the primary means of ATC communication over oceanic regions. | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| | | | | | (O) Flightcrew will ensure: a) SELCAL decoder monitors audio from the VHF and HF communications transceivers, b) Recognizes receipt of the tone set assigned to the airplane, and c) Provides the flight compartment with call alert signals. |
| | C | 10 | 0 | (O) Flightcrew will ensure HF and/or VHF radios are monitored during airplane operation. | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| | | | | | (O) Flightcrew will ensure: a) SELCAL decoder monitors audio from the VHF and HF communications transceivers, b) Recognizes receipt of the tone set assigned to the airplane, and c) Provides the flight compartment with call alert signals. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 10 | 0 | May be inoperative provided aircraft can still maintain normal radio communications as the primary means of ATC communication over oceanic regions. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | |

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|--|------------------------------|---|---|---|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 4. Emergency Locator Transmitter (ELT) | D | 2 | 0 | May be inoperative or missing provided airplane is not operated in extended overwater operations. NOTE: Survival Type ELT must be installed on at least one of the required life raft(s) for extended over-water operations. | (M) None required. |
| 1) Survival Type ELTs | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in view of the pilot to show "ELT not installed" and will be noted on ADLS. |
| 2) Fixed ELTs | A | 1 | 0 | (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days. | (M) Maintenance will pull and collar the POP G-4 ELT circuit breaker. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in view of the pilot to show "ELT deactivated" and will be noted on ADLS. |
| (continued) | A | 1 | 0 | (M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar days. | (M) Maintenance will pull and collar the POP G-4 ELT circuit breaker. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in view of the pilot to show "ELT not installed or deactivated" and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|---|---|---|--|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 4. Emergency Locator Transmitter (ELT) (cont'd) | | | | | |
| 2) Fixed ELT (cont'd) | D | 1 | 0 | (M) May be inoperative provided system is deactivated. | (M) Maintenance will pull and collar the POP G-4 ELT circuit breaker. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 1 | 0 | May be missing provided placard stating "ELT not installed" is placed in view of the pilot. | (M) None required. |
| | | | | | (O) None required. |
| (continued) | | | | | (P) An Inoperative Placard will be displayed in view of the pilot to show "ELT not installed" and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|---|---|--|--|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 4. Emergency Locator Transmitter (ELT) (cont'd) | D | 1 | 0 | (M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT Switch is placed in the ARMED mode. | (M) Maintenance will ensure the remote switch is disconnected from the ELT and the ELT Switch is placed in the ARM position before dispatch. |
| 3) Remote ELT Switch | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in view of the pilot to show "Remote ELT Switch Deactivated" and will be noted on ADLS. |
| 4) ELT Indicator Light | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flight crew and will be noted on ADLS. |
| 5) ELT Aural Alarm | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flight crew and will be noted on ADLS. |

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|--|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 5. Crewmember Interphone System 1) Passenger Configuration a) Flight Deck to Cabin, Cabin to Flight Deck Function b) Flight Deck to Ground Function | C | 2 | 1 | One may be inoperative provided flightcrew uses PA to communicate with cabin crew or speak to cabin crew directly in either cockpit or cabin to pass information. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Interphone System and will be noted on ADLS. |
| | C | 1 | 0 | (O) May be inoperative provided flightcrew uses PA to communicate with cabin crew or speak to cabin crew directly in either cockpit or cabin to pass information. NOTE: Any station function(s) that operate normally may be used. | (M) None required. |
| | | | | | (O) Flightcrew may use PA to communicate with cabin crew or speak to cabin crew directly in either cockpit or cabin to pass information. |
| | | | | | (P) An Inoperative Placard will be placed on Interphone System and will be noted on ADLS. |
| | C | 1 | 0 | (O) May be inoperative provided flightcrew uses hand signals or other means to communicate with ground crew. | (M) None required. |
| | | | | | (O) Flightcrew may use hand signals for communications with ground crew. |
| | | | | | (P) An Inoperative Placard will be placed on Interphone System and will be noted on ADLS. |
| | D | 1 | 0 | May be inoperative provided communication with ground crew is not necessary. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Interphone System and will be noted on ADLS. |

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23-COMMUNICATIONS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|---|--|
| | D | 1 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 6. Interphone Systems | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Interphone System and will be noted on ADLS. |
| 7. Cockpit Speakers | C | 2 | 0 | May be inoperative provided: a) Affected speaker is not required for aural warnings, and b) An operative headset is provided for each person on cockpit duty. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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23-COMMUNICATIONS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 8. Passenger Address (PA) Systems | C | 1 | 0 | (O) May be inoperative provided flightcrew coordinates with cabin crew prior to flight regarding alternate, normal, and emergency procedures, and/or operating restrictions. NOTE: Any station function(s) that operate normally may be used. | (M) None required. |
| 1) Passenger Configuration | | | | | (O) Flightcrew will coordinate with cabin crew prior to flight. Flightcrew may use flight deck-to-cabin interphone system to pass information to cabin crew. Also, flightcrew may speak to cabin crew directly in either cockpit or cabin to pass information. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| a) Lavatory Speakers | C | 2 | 0 | (O) May be inoperative provided if lavatory is occupied, flightcrew will ensure to advise occupant concerning the announcement. | (M) None required. |
| | | | | | (O) If lavatory is occupied, flightcrew will notify the occupant speaking through the closed Lavatory door concerning the announcement. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 9. Satellite Communication Systems | D | 1 | 0 | May be inoperative provided crew checks to ensure: a) Route to be flown does not require its use for CPDLC or ADS-C operations, and b) Departure or route clearance authorizations are not dependent on its use. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 10. Prerecorded Passenger Announcement Systems | C | 1 | 0 | (O) May be inoperative provided manual PA system is used to inform passengers. Flightcrew or cabin crew may give oral instructions to the passengers. | (M) None required. |
| | | | | | (O) Flightcrew will comply with proviso in remarks column by using manual PA system to inform passengers. In addition, flightcrew or cabin crew may give direct oral instructions to passengers. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 1 | 0 | May be inoperative provided no passengers are on board. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 11. Flight Deck Hand Microphones | C | 3 | 0 | May be inoperative provided associated boom microphone operates normally. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 3 | 0 | May be inoperative provided associated boom microphone operates normally. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---|---|---|--|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 12. Flight Deck Headsets Earphones/Headphones and Boom Microphones 1) Headset Boom Microphones | A | 3 | 0 | May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 3 | 0 | May be inoperative provided: a) Aircraft is not operated over water, and b) No passengers are on board. NOTE: For flights over water 1) two transmitters, 2) two microphones, 3) two headsets or one headset and one speaker 4) two independent receivers, and at least two independent electronic navigation units are required. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 3 | 1 | May be inoperative provided associated flight deck speaker operates normally. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 3) Headset Earphones/Headphones | D | 3 | 0 | May be inoperative provided normal audio function of headset is operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 4) Active Noise Canceling/Reduction Function | | | | | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|------------------------------|---|---|---|--|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 13. Alerting Systems (Audio/Visual) 1) Passenger Configuration a) Flight Deck Call Visual Alerting System c) Flight Attendant Audio Alerting System | D | 1 | 0 | May be inoperative provided flight deck audio alerting system is operative. NOTE: The flight deck audio alerting must always be operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 1 | 0 | (O) May be inoperative provided flightcrew coordinates with flight attendants prior to departure verbal commands to each other and passengers. | (M) None required. |
| | | | | | (O) Flightcrew will coordinate with flight attendant prior to departure. Alternate means include use of PA, internal phone system, or a series of chimes from the NO SMOKE/SEAT BELT ON/OFF feature. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 1 | 0 | May be inoperative provided no passengers are on board. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|------------------------------|---|---|---|--|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 14. Handset Systems | | | | | |
| 1) Passenger Configuration | | | | | |
| a) Flight Deck | C | 2 | 0 | (O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Flightcrew uses PA or direct oral communications as necessary between the affected stations. | (M) None required. (O) Flightcrew will use PA or direct oral communications as necessary. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 1 | 0 | May be inoperative provided no passengers are on board. | (M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| b) Cabin | B | 4 | 0 | (O) May be inoperative provided Flightcrew uses PA or direct oral communications as necessary between the affected stations. NOTE: Any handset(s) function(s) that operate normally may be used. | (M) None required. (O) Flightcrew will use PA or direct oral communications as necessary. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|------------------------------|---|
| | D | 2 | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 15. High Frequency (HF) Communication Systems | D | 2 | 0 | May be inoperative provided HF communications are not required for the route of flight. |
| | | | | (M) None required. |
| | | | | (O) None required. |
| | | | | (P) An Inoperative Placard will be placed center pedestal next to SELCAL placard and will be noted on ADLS. |
| | C | 2 | 1 | May be inoperative while conducting operations that require two LRCS provided: |
| | | | | <ul style="list-style-type: none"> a) Aircraft SATVOICE System operates normally, b) SATVOICE services are available over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, d) Alternate procedures are established and used, and e) The SATCOM preflight test on the data link manager tab is performed. |
| | | | | NOTE: The aircraft SATCOM systems do not meet the requirements of AC 20-150B and therefore are not approved as Satellite Voice (SATVOICE) equipment supporting air traffic service (ATS) communications. |
| | | | | (M) None required. |
| | | | | (O) None required. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 16. NAVCOM Radio (Refers to VHF COM/NAV Radio 3) | C | 1 | 0 | May be inoperative provided flightcrew can obtain data through datalink, SATCOM or FliteFone, or over the other VHF radio. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 17. Datalink System (CMF) | C | 2 | 0 | (O) May be inoperative provided flightcrew will use voice over VHF/HF to relay pertinent information to the air traffic management system. NOTE 1: CMF system is required for ADS-C and/or CPDLC operations. NOTE 2: CMF must be operative whenever flights in RNP 4 airspace are conducted. | (M) None required. |
| | | | | | (O) Flightcrew will use voice over VHF/HF to relay pertinent information to the air traffic management system. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 2 | 0 | May be inoperative provided routine procedures do not require its use. NOTE 1: CMF system is required for ADS-C and/or CPDLC operations. NOTE 2: CMF must be operative whenever flights in RNP 4 airspace are conducted. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| (continued) | | | | | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|---|---|---|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 17. Datalink System (CMF) (cont'd) 1) Controller Pilot Datalink Communications (CPDLC) a) ATN B1 (PM-CPDLC/Link 2000+) b) FANS 1/A (ADS-C/CPDLC) | D | 1 | 0 | (O) May be inoperative provided flightcrew uses voice over VHF/HF to relay pertinent information to the air traffic management system. | (M) None required. |
| | | | | | (O) Flightcrew will use voice over VHF/HF to relay pertinent information to the air traffic management system. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 1 | 0 | (O) May be inoperative provided flightcrew uses voice over VHF/HF to relay pertinent information to the air traffic management system. | (M) None required. |
| | | | | | (O) Flightcrew will use voice over VHF/HF to relay pertinent information to the air traffic management system. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | A | 2 | 1 | May be inoperative provided: a) Associated Comm and Nav radios and opposite ATC are operative, and b) Repairs are made within 1 flight day. NOTE: Dispatch is acceptable with a MRC 1 or MRC 2 failed and EICAS Cyan message "APM FAIL" and "ASCB FAIL" displayed. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|------------------------------|--|
| | C | 4 | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 19. Push-To-Talk (PTT) Switch | C | 4 | 2 | May be inoperative provided each pilot has at least one PTT Switch available. |
| | | | | (M) None required. |
| | | | | (O) None required. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 20. Backup Volume Knob | C | 3 | 0 | May be inoperative. |
| | | | | (M) None required. |
| | | | | (O) None required. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|---------------------|------------------------------|-------------------------|---|---|
| | 2. NUMBER INSTALLED | 3. NUMBER REQ'D FOR DISPATCH | 4. REMARKS / EXCEPTIONS | | |
| | | | | | |
| | | | | | |
| 1. Engine Generators | B | 2 | 1 | Except for ER operations, may be inoperative provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450, and c) RAT is operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed above affected Generator Switch on Electric Power Control Panel (EPCP) and will be noted on ADLS. |
| 2. APU Generator | B | 1 | 0 | (M) Except for ER operations, may be inoperative provided: a) Both Engine Generators are operative, b) RAT is operative, and c) Associated circuit breaker is pulled and collared. | (M) Maintenance will place an inoperative placard above the APU GEN switch on the Electrical Power Control Panel. |
| | | | | | Maintenance will pull and collar APU CGU PWR: LPDB circuit breaker. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed above affected Generator Switch on Electric Power Control Panel (EPCP) and will be noted on ADLS. |
| | C | 1 | 0 | (M) Except for ER operations, may be inoperative provided: a) Both engine generators are operative, b) RAT is operative, c) APU is not used, and d) Associated circuit breaker is pulled and collared | (M) Maintenance will place an inoperative placard above the APU MASTER Switch on the APU Control Panel. |
| | | | | | Maintenance will pull and collar APU CTRL, CPOP D-5 circuit breaker. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed above affected Generator Switch on Electric Power Control Panel (EPCP) and will be noted on ADLS. |

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|--|---------------------|------------------------------|-------------------------|---|---|
| | 2. NUMBER INSTALLED | 3. NUMBER REQ'D FOR DISPATCH | 4. REMARKS / EXCEPTIONS | | |
| | | | | | |
| | | | | | |
| 3. Transformer-Rectifier Units (TRU) | B | 5 | 4 | (M) May be inoperative provided: a) Both Generators are operative, b) Both essential TRUs are operative, c) Auxiliary TRU is operative, d) APU Generator is operative, e) Both Battery chargers are operative, f) Both Main Airplane Batteries are operative, g) Inoperative TRU circuit breaker on the Power Distribution Box is pulled and collared, and h) Alternate cabin, galley, and lavatory lighting procedures are established and used. | (M) Maintenance shall pull and collar inoperative TRU circuit breaker on the Power Distribution Box. <ul style="list-style-type: none">• L MAIN TRU LPDB,• R MAIN TRU RPDB |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | |
| 4. Left Main Airplane Battery Charger | B | 1 | 0 | (M) May be inoperative provided: a) Both Engine Generators are operative, b) APU Generator is operative, c) L BATT CHRGR: Left EER circuit breaker on the Power Distribution Box is pulled and collared, d) RAT is operative, and e) L Main BATT Switch is selected OFF. NOTE: Sec Pwr Ctlr Flt, L (Cyan- Advisory) CAS is expected to post. No further AFM or MEL action is required to address this message. | (M) Maintenance shall pull and collar L BATT CHRGR: Left EER circuit breaker on the Power Distribution Box. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed above Battery Charger Circuit Breaker and will be noted on ADLS. |

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|--|---------------------|------------------------------|-------------------------|---|--|
| | 2. NUMBER INSTALLED | 3. NUMBER REQ'D FOR DISPATCH | 4. REMARKS / EXCEPTIONS | | |
| | | | | | |
| | | | | | |
| 5. Left Main Airplane Battery | B | 1 | 0 | (M) May be inoperative provided: a) Both engine driven generators are operative, b) Left Main Battery cables (both main connector and temperature sensor) are disconnected and secured, c) Associated circuit breaker is pulled and collared, d) All TRUs are operative, e) RAT is operative, and f) L Main BATT Switch is selected OFF. NOTE 1: The Left Main, Right Main and EBHA batteries are identical such that any single failed battery can be swapped into the Left Main position by properly trained personnel to dispatch per this item. NOTE 2: In the event both engine driven generators fail in flight, deploy the RAT prior to starting the APU. NOTE 3: With the Left Main Battery cables disconnected, the following (Amber – Caution) CAS messages can be expected: <ul style="list-style-type: none">• L Batt Charger Fail,• L Main Batt Volts,• L Main Battery Hot, and• L Main Batt Switch Off. | (M) Maintenance will ensure: a) L BATT CHRGR: Left EER CB PDB is pulled and collared, and b) Associated battery cables are disconnected and secured. |
| | | | | (O) None required. | |
| | | | | (P) An Inoperative Placard will be placed on affected BATT Switch on the BATTERIES Panel and will be noted on ADLS. | |

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24-ELECTRICAL POWER

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|--|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 6. Battery Ammeters (OHPTS) | C | 2 | 0 | May be inoperative provided: a) Associated voltmeter is operative, and b) Both battery charger fail messages are operative. NOTE: Both battery chargers cannot display Fail Messages. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on affected Battery Ammeter and will be noted on ADLS. |
| 7. Battery Voltmeters (OHPTS) | C | 2 | 0 | May be inoperative provided battery ammeter indications are available. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on affected Battery Ammeter and will be noted on ADLS. |
| | C | 2 | 1 | May be inoperative provided associated ammeter is operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on affected Battery Voltmeter and will be noted on ADLS. |
| | C | 2 | 1 | May be inoperative provided Battery Voltmeter indication is available. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on affected Battery Voltmeter and will be noted on ADLS. |

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MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream GVII-G600
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24-ELECTRICAL POWER

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 8. Electrical Power System EICAS Displays | C | 1 | 0 | May be inoperative if the frequency and loadmeter are operative. | (M) None required. |
| 1) L Gen Voltmeter | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 2) L Gen Frequency Meter | C | 1 | 0 | May be inoperative if the voltmeter and loadmeter are operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 3) L Gen Loadmeter | C | 1 | 0 | May be inoperative if the voltmeter and frequency meter are operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 4) R Gen Voltmeter | C | 1 | 0 | May be inoperative if the frequency and loadmeter are operative. | (M) None required. |
| | | | | | (O) None required. |
| (continued) | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 8. Electrical Power System EICAS Displays (cont'd) | | | | | |
| 5) R Gen Frequency Meter | C | 1 | 0 | May be inoperative if the voltmeter and loadmeter are operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 6) R Gen Loadmeter | C | 1 | 0 | May be inoperative if the voltmeter and frequency meter are operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 7) APU Voltmeter | C | 1 | 0 | May be inoperative if the frequency meter and loadmeter are operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 8) APU Frequency Meter | C | 1 | 0 | May be inoperative if the voltmeter and loadmeter are operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| (continued) | | | | | |

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Aircraft: Gulfstream GVII-G600
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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 8. Electrical Power System EICAS Displays (cont'd) | C | 1 | 0 | May be inoperative if the voltmeter and frequency meter are operative. | (M) None required. |
| 9) APU Loadmeter | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 10) Ext AC Pwr Voltmeter | D | 1 | 0 | May be inoperative provided external power is not used. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 11) Ext AC Pwr Frequency Meter | D | 1 | 0 | May be inoperative when external power is not used. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 12) Ext AC Loadmeter | D | 1 | 0 | May be inoperative when external power is not used. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| (continued) | | | | | |

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Aircraft: Gulfstream GVII-G600
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24-ELECTRICAL POWER

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|---|-----------------|---------------------|------------------------------|--|---|
| | | | 2. NUMBER INSTALLED | | | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | | 4. REMARKS / EXCEPTIONS | | |
| 8. | Electrical Power System EICAS Displays (cont'd) | C | 4 | 0 | May be inoperative if the loadmeters are operative. | (M) None required. |
| 13) | Main and Essential TRU Voltmeters | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 14) | Main and Essential TRU Loadmeters | C | 4 | 0 | May be inoperative if the voltmeters are operative. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 15) | Ext DC Pwr Voltmeter | D | 1 | 0 | May be inoperative if the loadmeter is operative. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | D | 1 | 0 | May be inoperative if external DC power is not in use. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| (continued) | | | | | | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-------------------------|------------------------------|---|---|--|---|
| | | 2. NUMBER INSTALLED | | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | | 4. REMARKS / EXCEPTIONS | | | | |
| 8. | Electrical Power System | D | 1 | 0 | May be inoperative if the voltmeter is operative. | (M) None required. |
| 16) | EICAS Displays (cont'd) | | | | | (O) None required. |
| | Ext DC Pwr Loadmeter | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | D | 1 | 0 | May be inoperative if external DC power is not in use. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 17) | Battery Ammeters | C | 2 | 0 | May be inoperative provided the battery ammeters on OHPTS are operative. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 18) | Battery Voltmeters | C | 2 | 0 | May be inoperative provided the battery voltmeters on OHPTS are operative. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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24-ELECTRICAL POWER

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|--|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 9. Master Power Switch Lights (L GEN, R GEN, APU GEN, EXT PWR) | C | 4 | 3 | May be inoperative provided associated AC loadmeter and voltmeter are operative and selected for monitoring on AC Synoptic. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on affected Master Power Switch and will be noted on ADLS. |
| 11. External Power System | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 12. Ground Service Bus System | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 13. 60Hz AC Electrical Power Systems | D | 2 | 0 | (M)(O) May be inoperative provided: a) Associated circuit breaker is pulled and collared, and b) Flightcrew will brief passengers on items that are inoperative. | (M) Maintenance shall pull and collar affected circuit breaker: • L FREQ CONV: LPDB, • R FREQ CONV: RPDB |
| | | | | | (O) Flightcrew will brief the passengers on the items that are inoperative with the failure of the power source for cabin entertainment. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---|------------------------------|--|
| | | | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 14. Forward and Aft Emergency Battery (IRU Back Up Batteries) | B | 2 | 1 | (M) One may be inoperative provided: a) Affected battery is located or moved into the aft position (#2 IRU and #3 IRU backup battery position), b) All other components of the electrical system are operative, and c) All three IRSs and both AHRS are operational. NOTE 1: EICAS message "IRU Sec Pwr 2 - 3 Fail" will be displayed. Each MAIN AC BUS can be powered by the L GEN, R GEN and APU. NOTE 2: IRU No. 1 is powered by the Fwd Emerg Batt or by the L ESS DC BUS. Only one IRS is required for the flight controls to remain in Normal Mode. |
| | | | | (M) Maintenance will move/swap the affected battery to the aft battery position. Refer to AMM Chapter 24-35-01. |
| | | | | (O) None required. |
| 15. SEC Pwr Ctlr Channel (SSPC Controller Fault L-R) | C | 4 | 3 | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | (M) None required. |
| | | | | (O) None required. NOTE: If the remaining good channel on the affected RIU (PRI or SEC) fails, the remaining RIU will perform normal SSPC functions. If Channel 1 on PRI RIU and Channel 1 on SEC RIU fail at the same time, SSPC control thru the TSCs will be lost, remaining good SSPC's will go into Default State. SSPC circuit fault protection will be maintained. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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24-ELECTRICAL POWER

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|------------------------------|---|
| | C | 1 | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 16. 60 Hz MPT | C | 1 | 0 | (M) May be inoperative provided: a) Associated circuit breakers are pulled and collared: b) 60 Hz switch is selected OFF, c) Provisions are made for cabin and cockpit outlets loss of 60 Hz power, and d) Flightcrew will brief the passengers on the items that are inoperative with the failure of the power source for cabin entertainment. NOTE: EICAS message "60 Hz MPT Fail" and "L-R 60 Hz Power Fail" will be displayed. |
| | | | | (M) Maintenance shall pull and collar affected circuit breakers: <ul style="list-style-type: none"> • 60HZ CTRLR A (A), SSPC 2420 • 60HZ CTRLR A (B), SSPC 2421 • 60HZ CTRLR A I, SSPC 2422 • 60HZ CTRLR B (A), SSPC 2423 • 60HZ CTRLR B (B), SSPC 2424 • 60HZ CTRLR B I, SSPC 2425 |
| | | | | (O) None required. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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25-EQUIPMENT / FURNISHINGS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|---|--|
| | D | 2 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 1. Overwater/Survival Equipment | D | 2 | 0 | (M) May be inoperative provided the inoperative equipment is placarded inoperative and placed out of sight so it cannot be mistaken for a functional unit or aircraft is not operated over water. Enough life rafts, each equipped with an approved survivor locator light and a survival kit appropriately equipped for the route to be flown for flights more than 30 minutes flying time or more than 100 nautical miles from the nearest shore must be onboard. NOTE: See Item 25.2 for flotation devices. | (M) Maintenance will placard and remove the inoperative equipment from plain sight. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|---------------------|------------------------------|-------------------------|--|--|
| | 2. NUMBER INSTALLED | 3. NUMBER REQ'D FOR DISPATCH | 4. REMARKS / EXCEPTIONS | | |
| | | | | | |
| | | | | | |
| 2. Flotation Devices Life Vest - 16 Life Rafts - 2 | D | 18 | - | May be missing or inoperative except for over water operations. NOTE 1: Inoperative flotation device is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional device. NOTE 2: Must be equipped with an approved survivor locator light for each occupant and be easily accessible. NOTE 3: Must have enough life rafts of a rated capacity and buoyancy to accommodate occupants of the aircraft and each must be equipped with or contain at least 1 approved survivor locator light, 1 approved pyrotechnic signaling device and 1 survival kit. At least 1 of the required life rafts must have an approved survival type emergency locator transmitter attached. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. Placard will state number of units if less than requirements for maximum capacity. |

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|---|--|-----------------|--|------------------------------|---|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 3. Passenger Seats 1) Passenger Seats (Includes all Configurations and Locations) 2) Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical) | | | | | |

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|---|-----------------|------------------------------|---|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | | 4. REMARKS / EXCEPTIONS | | | |
| 3. Passenger Seats (cont'd) | D | 12 | 0 | (M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position. | (M) Maintenance will ensure seat is secured in the full upright position if armrest is missing by disconnecting the positioning control cable either at the manual tracking lever or the track & swivel cable junction box, then zip tie the lever from moving. |
| 4) Armrest | | | | | (O) None required. |
| a) With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls | | | | | (P) A "Do Not Operate" Placard will be placed on affected seat armrest and will be noted on ADLS. |
| b) Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls | D | 10 | 0 | May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) A "Do Not Operate" Placard will be placed on affected seat armrest and will be noted on ADLS. |
| 5) Seat Belt/Air Bag Restraint Systems | D | 12 | - | May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY". | (M) None required. |
| a) Seat Belt/Air Bag Required by 14 CFR 91.205 | | | | | (O) None required. |
| (continued) | | | | | (P) A "Do Not Occupy" Placard will be placed of affected seat and will be noted on ADLS. |

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|------------------------------------|--|-----------------|---------------------|------------------------------|--|--|
| | | | 2. NUMBER INSTALLED | | | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | | 4. REMARKS / EXCEPTIONS | | |
| 4. | Crewmember Shoulder Harnesses | B | 3 | 2 | Any in excess of those required by flight deck crewmembers (including official observer in observer's seat) may be inoperative. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flight crew and will be noted on ADLS. |
| 5. | Observer Seat not Required by Regulations (Including Associated Equipment) | D | 1 | 0 | NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 6. | "Fasten Seat Belt While Seated" Signs or Placards | C | 7 | - | One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) A "Do Not Occupy" Placard will be placed on any affected seat from which signs are not readable and will be noted on ADLS. |

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|---|--|------------------------------|----|---|---|--|--|----------------------------------|--|
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| 25-EQUIPMENT / FURNISHINGS | | | | | | | | | |
| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES | | | |
| | | 2. NUMBER INSTALLED | | | | | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | | | | | |
| | | 4. REMARKS / EXCEPTIONS | | | | | | | |
| 7. Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/Closets | | C | 39 | 0 | (M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Proviso is not intended to preclude crewmember inspections. | (M) Maintenance will verify that no emergency equipment is stored in the compartment, secure the compartment CLOSED and placard it against use for storage of any equipment. | | | |
| | | | | | | (O) None required. | | | |
| | | | | | | (P) A "Do Not Use" Placard will be placed on affected Storage Bins/Cabin, Galley and Lavatory Storage Compartment/Closets and will be noted on ADLS. | | | |
| (continued) | | | | | | | | | |

| <div> <div>TARGET CORPORATION</div> <div>MINIMUM EQUIPMENT LIST</div> </div> | |
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|---|
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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 7. Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/Closets (cont'd) | C | 39 | 0 | May be inoperative in closed position provided: a) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", b) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and c) Location placarding for any emergency equipment stored in affected bin, compartment, or closet is removed or obscured. NOTE: Use of this proviso may be dependent upon an operator's aircraft security program, as appropriate. | (M) None required. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|---------------------|------------------------------|-------------------------|---|--|
| | 2. NUMBER INSTALLED | 3. NUMBER REQ'D FOR DISPATCH | 4. REMARKS / EXCEPTIONS | | |
| | | | | | |
| | | | | | |
| 8. Cargo Restraint System | A | 1 | 0 | (M) May be inoperative, or missing provided: a) Approved cargo loading limits are observed. The only source documents are: • Type Certificate (TC), • Supplemental Type Certificate (STC) • Airplane Flight Manual (AFM), • Airplane Flight Manual Supplement (AFMS), • Pilot's Operating Handbook (POH), • TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 calendar-consecutive days. | (M) Maintenance will provide acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed. Refer to G600 Weight & Balance Manual. |
| | | | | (O) None Required. | |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
| | A | 1 | 0 | a) May be inoperative or missing provided cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days. | (M) None Required. |
| | | | | (O) None Required. | |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
| | A | 1 | 0 | Individual cargo areas may be inoperative provided: a) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made within 120 consecutive calendar-days. | (M) None Required. |
| | | | | (O) None Required. | |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|---|
| | C | 3 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 10. Galley/Cabin Waste Receptacles Access Doors/Covers | C | 3 | 0 | (O) May be inoperative provided: a) The container is empty and access is secured to prevent waste introduction into compartment, and b) Flightcrew will ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight. | (M) None required. |
| | | | | (O) Flightcrew will ensure that sufficient trash bags are available to accommodate all waste that may be generated. | |
| | | | | (P) An Inoperative Placard will be placed on affected Galley/Cabin Waste Receptacles Access Doors/Covers and will be noted on ADLS. | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 11. Exterior Lavatory Door Ashtrays | A | 1 | 0 | May be missing or inoperative for 10 days. | (M) None required. |
| 2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on affected Exterior Lavatory Door Ashtray and will be noted on ADLS. |
| 12. External Camera System | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 13. Cockpit Smoke Vision System (CSVs)/Emergency Vision Assurance System (EVAS) (STC ST00892LA) | D | 2 | 0 | May be inoperative or removed. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on vertical adjustment handle and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|---|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 14. Pilot Seats 1) Vertical Adjustment 2) Armrest 3) Recline Adjustment 4) Lumbar Support (continued) | C | 2 | 0 | May be inoperative provided: a) Seat is secured at individual crewmember's requirements, and b) Fore-aft adjustment is operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on vertical adjustment handle and will be noted on ADLS. |
| | C | 4 | 0 | May be inoperative provided: a) Affected armrest is in upright position or removed, and b) Seat is acceptable to affected crewmember. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on affected armrest and will be noted on ADLS. |
| | C | 2 | 0 | May be inoperative provided: a) Seat is secured at a position acceptable to affected crewmember, and b) Seat is able to move full fore-aft on its track. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on recline adjustment handle and will be noted on ADLS. |
| | C | 2 | 0 | May be inoperative provided seat is acceptable to affected crewmember. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be on pilot seat adjacent to lumbar support area and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|------------------------------|---|---|---|--|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 14. Pilot Seat(s) (cont'd) | C | 2 | 0 | May be inoperative provided seat is acceptable to affected crewmember. | (M) None required. |
| 5) Thigh Support | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be on pilot's seat adjustment to thigh support area and will be noted on ADLS. |
| 6) Fore-aft Adjustment | B | 2 | 0 | May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Seat position permits full rudder pedal movement. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be on pilot's seat adjustment handle and will be noted on ADLS. |
| 15. Rudder Pedal Adjustment | C | 2 | 0 | (M) May be inoperative provided: a) Adjustments can be secured in a position that suits individual pilot(s), and b) Position of pedal(s) permits normal full flight control movement. | (M) Maintenance will ensure adjustments can be secured in a position that suits individual pilot(s) requirements and position of pedal(s) permits normal full flight control movement. Flight crew may perform (M) procedures if maintenance is not available. Refer to AMM, Chapter 27-21-01. Flightcrew may perform (M) procedure if maintenance is not available. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be on the rudder pedal adjustment handle and will be noted on ADLS. |

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|------------------------------------|--|-----------------|---------------------|------------------------------|---|--|
| | | | 2. NUMBER INSTALLED | | | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | | 4. REMARKS / EXCEPTIONS | | |
| 16. | Overhead Panel Touchscreen (OHPTS) | C | 3 | 2 | (M) May be inoperative provided: a) All Display Units are operative, and b) Associated CB/SSPC is pulled and collard. | (M) Maintenance shall pull and collar affected circuit breakers: <ul style="list-style-type: none">• OVHD PNL 1: POP E-6,• OVHD PNL 2: CPOP E-6,• OVHD PNL 3: SSPC: 3131 |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 17. | Keyed Locks | D | 14 | 0 | May be inoperative provided the associated access panel, door, compartment, or cap is verified secure before each departure. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 18. | Airplane Ladders | C | 1 | 0 | (O) May be inoperative or removed provided removed weight is accounted for in Weight and Balance calculations. | (M) None required. |
| | | | | | | (O) Flightcrew will ensure inoperative ladder is secured or removed prior to each departure. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 1) | Ladder Hardware (Pip Pins, Lanyards, etc.) | D | 11 | 0 | (M) May be inoperative or removed provided: a) Ladder is secured by alternate means, and b) If ladder is removed, all remaining pins and hardware is secured to prevent them from coming loose in flight. | (M) Maintenance will ensure inoperative ladder is secured or removed prior to each departure. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|--|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 20. Portable Flashlight / Flashlight Holder | C | 3 | 0 | May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 3 | 0 | May be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 21. Non-Essential Equipment and Furnishings (NEF) | D | - | 0 | May be inoperative, damaged, or missing provided item(s) is deferred in accordance with TARGET CORPORATION's NEF deferral program. The NEF program, procedures, and processes are outlined in the TARGET CORPORATION's NEF Manual. (M) and (O) procedures are included in the NEF document. NOTE: Exterior lavatory door ashtrays are not considered NEF items. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|--|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 22. Automatic External Defibrillator (AED) and/or Associated Equipment | A | 1 | 0 | (O) May be incomplete, inoperative, or removed provided: a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply. | (M) None required. |
| | | | | (O) Flightcrew will ensure: a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) If removed, location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. | |
| | | | | (P) An Inoperative Placard will be placed on Automatic External Defibrillator (AED) and/or Associated Equipment and will be noted on ADLS. | |
| | D | 1 | 0 | May be incomplete, inoperative, or removed. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Automatic External Defibrillator (AED) and/or Associated Equipment and will be noted on ADLS. |

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| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 24. First Aid Kit (FAK) and/or Associated Equipment | A | 1 | 1 | (O) Any over the one required FAK may be incomplete or removed provided: a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply. | (M) None required. |
| | | | | (O) Flightcrew will ensure: a) FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) If removed, location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. | |
| | | | | (P) An Inoperative Placard will be placed on First Aid Kit (FAK) and/or Associated Equipment and will be noted on ADLS. | |
| | D | 1 | 1 | Any over one may be incomplete, inoperative, or removed. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on First Aid Kit (FAK) and/or Associated Equipment and will be noted on ADLS. |

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|---|-----------------|---|---|------------------------------|---|
| | D | 1 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 25. Cabin Management System | D | 1 | 0 | May be Inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed on or near the corresponding Cabin Management System to be seen by flightcrew and will be noted on ADLS. |
| 1) Cabin Power Bus Controller (GCBC-01-002) | D | 1 | 0 | May be Inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed on or near the corresponding Cabin Management System to be seen by flightcrew and will be noted on ADLS. |
| 2) Cabin Processor Unit (CPU-01-001) | D | 2 | 0 | May be Inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed on or near the corresponding Cabin Management System to be seen by flightcrew and will be noted on ADLS. |
| 3) GCMS Controllers (GCMS-02-002) | D | 2 | 0 | May be Inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed on or near the corresponding Cabin Management System to be seen by flightcrew and will be noted on ADLS. |
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|---|-----------------|------------------------------|---|---------------------|---|
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | | 4. REMARKS / EXCEPTIONS | | | |
| 25. Cabin Management System (Cont'd) | D | 2 | 0 | May be Inoperative. | (M) None required. |
| 4) I/O Concentrators (GCMS-02-002) | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed on or near the corresponding Cabin Management System to be seen by flightcrew and will be noted on ADLS. |
| 5) Aft I/O Concentrators (GCMS-02-002) | D | 2 | 0 | May be Inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed on or near the corresponding Cabin Management System to be seen by flightcrew and will be noted on ADLS. |
| 6) AVDS Nodes | D | 6 | 0 | May be Inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed on or near the corresponding Cabin Management System to be seen by flightcrew and will be noted on ADLS. |
| 7) Galley Touch Screen (CTS100-001) | D | 1 | 0 | May be Inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed on or near the corresponding Cabin Management System to be seen by flightcrew and will be noted on ADLS. |
| (continued) | | | | | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|----|---|---------------------|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 25. Cabin Management System (Cont'd) | D | 1 | 0 | May be Inoperative. | (M) None required. |
| 8) Vestibule Touch Screen (CTS100-001) | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed on or near the corresponding Cabin Management System to be seen by flightcrew and will be noted on ADLS. |
| 9) Maintenance Data Server (GCMS-02-002) | D | 1 | 0 | May be Inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed on or near the corresponding Cabin Management System to be seen by flightcrew and will be noted on ADLS. |
| 10) Switching Nodes (GCMS-01-001) | D | 23 | 0 | May be Inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed on or near the corresponding Cabin Management System to be seen by flightcrew and will be noted on ADLS. |

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25-EQUIPMENT / FURNISHINGS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|---|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 26. Flightcrew Sleeping Facilities – Crew Seat (Includes Crew Seat Recline Mechanism, Berthing Mechanism, Armrests, Swivel Mechanism, and Electrical/Electronic Systems/Components) | C | 1 | 0 | (M)(O) May be inoperative provided crew seat is secured in a position acceptable to the crewmember(s) who will occupy the crew seat. NOTE: All other equipment in the flightcrew sleeping facilities is covered by the NEF program. | (M) Maintenance will ensure seat/bunk, and all its mechanisms and components, are secured to the individual crewmembers requirements. |
| | | | | | (O) Flightcrew will evaluate seat to ensure it is acceptable for resting. |
| | | | | | (P) An Inoperative Placard will be placed adjacent to the Crew Rest and will be noted on ADLS. |
| | D | 1 | 0 | May be inoperative provided: a) Crew seat is not occupied, and b) Crew Rest is placarded “INOPERATIVE – DO NOT USE”. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An “INOPERATIVE – DO NOT USE” Placard will be placed adjacent to the Crew Rest and will be noted on ADLS. |
| 27. Sidestick Arm Support Adjustment | C | 2 | 0 | May be inoperative provided: a) Adjustments can be secured in a position that suits individual pilot(s), and b) Position of supports (s) permits normal full flight control movement. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 2 | 1 | (M) One may be inoperative provided: a) Affected arm support is removed, and b) Primary Pilot flying utilizes non-affected arm support. | (M) Maintenance shall remove affected sidestick support by referring to AMM Chapter 25. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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25-EQUIPMENT / FURNISHINGS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|---|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 28. Crash Axe | D | 1 | 0 | May be missing. | (M) None required. |
| 29. Low Frequency Underwater Locator Device (LF-ULD) | D | 1 | 0 | May be inoperative provided airplane is not operated in extended overwater operations. | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| | D | 1 | 0 | May be inoperative provided airplane is not operated in extended overwater operations. | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| | C | 1 | 0 | May be inoperative or missing. | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in view of the pilot to show "ULD not installed" and will be noted on ADLS. |
| | | | | | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|------------------------------|--|
| | A | 1 | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 30. Equipment for Location of an Aircraft in Distress (ADT, ELT-DT, and GADSS) | A | 1 | 0 | (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days. |
| | | | | (M) Maintenance will deactivate the system by pulling and collaring ELT circuit breaker. |
| | | | | (O) None required. |
| | A | 1 | 0 | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | (M) May be missing provided: a) Placard stating, "ELT not installed," is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-days. |
| | | | | (M) Maintenance will display a placard stating "ELT not installed" in view of the pilot. |
| | | | | (O) None required. |
| | C | 1 | 0 | (P) An Inoperative Placard will be displayed in view of the pilot to show "ELT not installed" and will be noted on ADLS. |
| | | | | May be inoperative provided that at least one automatic ELT is operative. |
| | | | | (M) None required. |
| | D | 1 | 0 | (O) None required. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | Any in excess of those required by 14 CFR 91.207 may be inoperative or missing. |
| | D | 1 | 0 | (M) None required. |
| | | | | (O) None required. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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26-FIRE PROTECTION

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|---|---|
| | D | 4 | 2 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 1. Portable Fire Extinguishers | D | 4 | 2 | May be inoperative or missing provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations. | <div>(M) None required.</div> <div>(O) None required.</div> <div>(P) If installed, an Inoperative Placard will be placed on Pressure Charge Gauge of affected extinguisher and will be noted on ADLS.</div> |
| 2. Wing Overheat Warning Systems | C | 2 | 0 | Except for ER operations, may be inoperative provided: a) Wing Anti-Ice is not used, and b) Airplane is not operated in known or forecast icing conditions. NOTE: For Wing Anti-Ice System relief, see ATA 30, Ice and Rain Protection , Item 2. | <div>(M) None required.</div> <div>(O) None required.</div> <div>(P) An Inoperative Placard will be placed adjacent to affected Wing Anti-Ice Switch and will be noted on ADLS.</div> |

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26-FIRE PROTECTION

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|------------------------------|---|---|---|
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | | 4. REMARKS / EXCEPTIONS | | | |
| 3. APU Fire Detection System | C | 1 | 0 | (M) Except for ER operations, may be inoperative provided: a) APU is not used, b) Both engine driven generators are operative, c) RAT is operative, and d) Associated circuit breaker is pulled and collared. NOTE: External Air Start will be required for ground engine start. | (M Maintenance shall remove 12 screws to gain access to the External Air Start. Maintenance will pull and collar AUP CTRL: CPOP, D-5 circuit breaker. Maintenance will place an inoperative placard above the APU GEN switch on the Electrical Power Control Panel. Maintenance will place an inoperative placard above the APU MASTER Switch on the APU Control Panel. (Reference AMM 36-15-02) (O) None required. (P) An Inoperative Placard will be placed on APU "MASTER" Switch and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 4. Cargo Compartment Smoke Detection Systems | C | 1 | 0 | (O) May be inoperative provided associated compartment or zone remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. | (M) None required. (O) Flightcrew will ensure associated compartment zone remains empty or contains only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. AND Flightcrew will ensure: a) Rear baggage compartment is not used, b) Internal baggage door remains OPEN, and c) Airplane is operated at or below 40,000 feet. OR Flightcrew will ensure: a) Rear baggage compartment is not used, b) Internal baggage door remains CLOSED, c) Flightcrew investigates baggage compartment for possible fire in the event the "Aft Equipment Hot" message displays, and d) Airplane is operated accordance with AFM Limitations. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 6. Lavatory Fire Extinguisher Systems | C | 2 | 0 | May be inoperative. | (M) None required. (O) None required. (P) An Inoperative Placard will be placed on the Lavatory Fire Extinguisher and will be noted on ADLS. |

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26-FIRE PROTECTION

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|------------------------------|---|---------------------|--|
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | | 4. REMARKS / EXCEPTIONS | | | |
| 8. Galley Fire Extinguishing System | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Galley Fire Extinguisher and will be noted on ADLS. |
| 10. Electronic Equipment Rack Overheat Warning Systems | C | 2 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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27-FLIGHT CONTROLS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|---|--|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 1. Sidestick Pitch/Roll Trim Switches | C | 2 | 1 | May be inoperative provided: a) AP/DISC/TRIM RESET switch is operative, b) Pilot flying has operative Sidestick Pitch/Roll Trim switch or AP DISC/TRIM RESET switch, and c) Backup Pitch Trim Switch is operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 2. AP DISC/TRIM RESET Switches | C | 2 | 1 | May be inoperative provided pilot flying has operative AP DISC/TRIM RESET switch. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 3. Sidestick Channels | C | 4 | 3 | (M) May be inoperative provided the associated SSPC is pulled and collared. | (M) Maintenance shall ensure channel SSPC is pulled and collared: <ul style="list-style-type: none"> SIDESTICK L PRI (SSPC #2711), SIDESTICK L SEC (SSPC #2714), SIDESTICK R PRI (SSPC #2712), or SIDESTICK R SEC (SSPC #2713). |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|--|-----------------|---|---|--|---|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 4. Flight Control Computer (FCC) Channels | A | 4 | 3 | (M) May be inoperative provided: a) Failed channel is in the FCC Channel 1A or Channel 2B position, b) Associated circuit breaker is pulled and collared, and c) Repairs are made within 5 flight days. | (M) Maintenance shall pull and collar affected circuit breakers: • FCC 1A: REER, A-1, • FCC 2B: REER, A-2 |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 5. Backup Flight Control Unit (BFCU) | A | 1 | 0 | (M) May be inoperative provided: a) Associated circuit breaker is pulled and collared, and b) Repairs are made within 5 flight days. | (M) Maintenance shall pull and collar BFCU REER, B-1 circuit breaker. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 6. Sidestick Lateral/Roll Position Sensors 1) FCC RVDTs | A | 8 | 7 | May be inoperative provided repairs are made within 10 flight days. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 2) BFCU RVDTs | A | 2 | 1 | May be inoperative provided repairs are made within 10 flight days. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---|------------------------------|---|
| | | | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 7. Sidestick Longitudinal/Pitch Position Sensors 1) FCC RVDTs | A | 8 | 7 | May be inoperative provided repairs are made within 10 flight days. |
| | | | | (M) None required. (O) None required. |
| | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | A | 2 | 1 | May be inoperative provided repairs are made within 10 flight days. |
| | | | | (M) None required. (O) None required. |
| | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 8. Rudder Pedal Position Sensors 1) FCC RVDTs | A | 4 | 3 | May be inoperative provided repairs are made within 10 flight days. |
| | | | | (M) None required. (O) None required. |
| | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | A | 1 | 0 | (M) May be inoperative provided: a) Associated circuit breaker is pulled and collared, and b) Repairs are made within 10 flight days. |
| | | | | (M) Maintenance shall pull and collar BFCU: REER, B-1 circuit breaker. (O) None required. |
| | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|---|-----------------|---------------------|---|---|---|
| | | | 2. NUMBER INSTALLED | | | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | | 4. REMARKS / EXCEPTIONS | | |
| 9. Speed Brake Handle Position Sensors | A | 4 | 3 | May be inoperative provided repairs are made within 10 flight days. | (M) None required. | |
| | | | | | (O) None required. | |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
| 10. Rudder Pedal Force Sensors | A | 2 | 0 | May be inoperative provided repairs are made within 10 flight days. | (M) None required. | |
| | | | | | (O) None required. | |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
| 11. FCC Fan Modules | A | 2 | 1 | May be inoperative provided repairs are made within 10 flight days. | (M) None required. | |
| | | | | | (O) None required. | |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
| 12. FLT CTRL RESET Switch | C | 1 | 0 | May be inoperative. | (M) None required. | |
| | | | | | (O) None required. | |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |

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28-FUEL

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|------------------------------|--|
| | | | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 1. Fuel Tank Temperature Systems | C | 2 | 1 | (O) May be inoperative provided: a) The operative fuel tank temperature is used as an indication of temperature in the inoperative tank, b) Airplane is operated in accordance with AFM Limitations, and c) Both Fuel Low Quantity Warning Systems are operative. |
| | | | | (M) None required. |
| | | | | (O) Flightcrew will ensure operative fuel tank temperature is used as indication of fuel temperature and airplane is operated in accordance with AFM, Section 1, Limitations, Powerplant EICAS Indications. |
| | C | 2 | 0 | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | (M) None required. |
| | | | | (O) Flightcrew will ensure Total Air Temperature is used as an indication of fuel temperature and airplane is operated in accordance with AFM, Section 1, Limitations, Powerplant EICAS Indications. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|--|-----------------|---|---|--|--|
| | C | 2 | 1 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 2. EICAS or TSC Fuel Quantity Indicating Systems | C | 2 | 1 | (M) May be inoperative provided: a) Associated TSC Fuel Quantity Indicating System or EICAS Fuel Quantity Indicating System is operative, and b) The EICAS or the TSC will continue to display Left and Right Fuel Quantity. | (M) Maintenance will ensure tanks are filled using External, TSC Fuel Quantity Indicating System or EICAS Fuel Quantity Indicating System. Refer to AMM Chapter 12-13-00. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 2 | 1 | (M) Except for ER operations, either Left or Right Fuel Quantity display may be inoperative provided: a) Both tanks are completely filled using over wing refueling, b) Both fuel flow meters are operative, c) After takeoff, power is set by matching fuel flow indications on both engines, and d) Flightcrew maintains a log of fuel burned. NOTE: Maximum overwing fuel load for the G600 is approximately 33,500 lbs (15,196 kg)/ 5,000 gal (18,925 L). | (M) Maintenance will ensure BOTH tanks are completely filled using over wing method of refueling. NOTE: Do not pull Fuel Qty circuit breaker as this disables Fuel Level Low caution message. Refer to AMM Chapter 12-13-00. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

(continued)

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28-FUEL

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---|---|--|--|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 2. EICAS or TSC Fuel Quantity Indicating Systems (cont'd) | C | 2 | 1 | (M) Except for ER operations, either Left or Right Fuel Quantity display may be inoperative provided: a) Affected tank is defueled before each refueling, b) Affected tank is fueled with a known quantity of fuel, c) Both fuel flow meters are operative, d) After takeoff, power is set by matching fuel flow indications on both engines, and e) Flightcrew maintains a log of fuel burned. NOTE 1: Maximum overwing fuel load for the G600 is approximately 33,500 lbs (15,196 kg)/ 5,000 gal (18,925 L). NOTE 2: Total fuel indications will be invalid with an inoperative L or R indicator. | (M) Maintenance will Defuel affected tank before each refueling and refuel it with Known quantity of fuel. Refer to AMM Chapter 12-13-00. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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28-FUEL

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|---|
| | C | 2 | 3 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 3. Fuel Quantity Indicating System Channel | C | 2 | 1 | One channel may be inoperative provided both fuel flow meters are operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 4. Fuel Low Quantity Warning Systems | C | 2 | 0 | May be inoperative provided: a) Both Fuel Quantity Indicating Systems are operative, b) All Fuel Boost Pumps are operative, c) Fuel Crossflow Valve is OPENED when either wing tank contains 2,000 lbs. or less fuel, and d) Both Fuel Tank Temperature Systems are operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 5. Fuel Boost Pumps | C | 4 | 3 | Except for ER operations, may be inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, and d) Flightcrew complies with AFM, Section 03-14-10, Fuel Boost Pump Failure. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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28-FUEL

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 6. Fuel Intertank Valve | C | 1 | 0 | (M) Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Crossflow Valve is operative, c) Fuel Quantity Indicating System is operative, and d) Intertank Valve is verified CLOSED and electrically deactivated by pulling and collaring associated SSPCs. | (M) Maintenance will ensure: a) All Fuel Boost Pumps are operative, b) Fuel Crossflow Valve is operative, c) Fuel Quantity Indicating System is operative, and d) Intertank Valve is verified CLOSED and electrically deactivated by pulling and collaring SSPC 2810 (Fuel Itnk Vlv CLS) and SSPC 2811 (Fuel Itnk Vlv OPN). (O) None required. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 7. Heated Fuel Return Systems (HFRS) | C | 2 | 0 | May be inoperative provided: a) Flightcrew monitors fuel tank temperature, b) Airplane is operated in accordance with AFM Limitations, and c) Minimum TAT inflight is -40°C. | (M) None required. (O) None required. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 8. Fuel Boost Pump Warning Systems | C | 4 | 3 | Except for ER operations, may be inoperative provided: a) Fuel Crossflow Valve is operative, and b) Fuel Intertank Valve is operative. | (M) None required. (O) None required. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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28-FUEL

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 9. Fuel Crossflow Valve | C | 1 | 0 | (O) Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Fuel Intertank Valve is OPEN when either wing tank contains 2,000 lbs. or less fuel, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN. | (M) None required. |
| 1) Failed CLOSED | | | | | (O) Flightcrew will comply with provisos a), b) and c) using AFM Section 2, Normal Procedures and Fuel Synoptic. Flightcrew will OPEN Fuel Intertank Valve when either wing tank contains 2,000 lbs. or less fuel. Airplane is operated in accordance with AFM, Section 1, Limitations, Fuel Balance (1,000 lb. takeoff, 2,000 lbs. en route). |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 2) Failed OPEN | C | 1 | 0 | Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Airplane is operated in accordance with AFM Limitations, e) Fuel tank temperature system must be operative, and f) Flightcrew monitors fuel tank temperature. NOTE 1: Heated Fuel Return will be inoperative. NOTE 2: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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28-FUEL

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 10. Pressure Fueling System (Single Point Refueling) | D | 1 | 0 | (M) May be inoperative provided procedures are established to deactivate Pressure Fueling System. NOTE: Maximum overwing fuel load for the G600 is approximately 33,500 lbs (15,196 kg)/ 5,000 gal (18,925 L). | (M) Maintenance will ensure Pressure Fueling System is deactivated by selecting the Remote Fuel Shutoff on the overhead panel (OHPTS). |
| | | | | (O) None required. | |
| | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
| 11. Ground Service Control Panel | D | 1 | 0 | NOTE: Airplane can be pressure refueled using the TSCs to set automatic fueling shutoffs. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Ground Service Control Panel and will be noted on ADLS. |
| 12. Automatic Fueling System | D | 1 | 0 | NOTE: Both tanks can be filled using over wing refueling per the AMM. Maximum overwing fuel load for the G600 is approximately 33,500 lbs (15,196 kg)/ 5,000 gal (18,925 L). | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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28-FUEL

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|---|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 13. Fuel Cap Chains | D | 3 | 0 | May be inoperative or missing. | (M) None required. |
| 14. Single Point Refueling Cap | C | 1 | 0 | May be inoperative or missing provided single point refueling receptacle is checked for leaks before every takeoff. | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| | | | | | (O) None required. |
| 15. TSC REFUEL Control Menu | D | 1 | 0 | May be inoperative provided the Ground Service Control Panel is operational. | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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29-HYDRAULIC POWER

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---|---|--|--|
| | D | 2 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 1. Brake Accumulator Pressure Gauges (Main Wheelwells) | D | 2 | 0 | May be inoperative provided Brake Accumulator Pressure is available on Synoptic Page. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on face of Accumulator Pressure Indicator and will be noted on ADLS. |
| 2. Auxiliary Hydraulic Pump Pressure Indication | C | 1 | 0 | May be inoperative provided: a) Inboard Brake Accumulator Pressure is available on Synoptic Page, and b) Prior to engine start, Auxiliary Pump operation and pressure must be verified on synoptic by partially depleting and recharging inboard brake accumulator pressure. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 3. Power Transfer Unit (PTU) Hydraulic Pressure Indication | C | 1 | 0 | (O) May be inoperative provided: a) Left Hydraulic Pressure indication is operative, and b) PTU Hydraulic system is operative. | (M) None required. |
| | | | | | (O) Flightcrew will ensure Hydraulic Pressure Indication is operative and Power Transfer Unit operation is verified by performing successful flap operational test with only right engine running. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|--|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 4. PTU Hydraulic Pump (Auto Mode) | C | 1 | 0 | May be inoperative provided: a) Manual mode is verified to be operative before every flight, and b) Manual mode is selected on for each takeoff and landing. | (M) None required. (O) None required. NOTE: With right engine running, select PTU ON. Verify PTU pressure is present (3,000 psi +300/-400). (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 5. Auxiliary Hydraulic Pump (Auto Mode) | C | 1 | 0 | May be inoperative provided the Auxiliary pump is selected ON for takeoff and landing. | (M) None required. (O) None required. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 6. Left Hydraulic System Quantity Indicator (Fluid Quantity Indicator - Aft Equipment Area) | D | 1 | 0 | May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure. Indications are most accurate if system is pressurized. | (M) None required. (O) None required. (P) An Inoperative Placard will be placed on Fluid Quantity Indicator Panel and will be noted on ADLS. |

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29-HYDRAULIC POWER

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---|---|--|---|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 7. Right Hydraulic System Quantity Indicator (Fluid Quantity Indicator - Aft Equipment Area) | D | 1 | 0 | May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure. Indications are most accurate if system is pressurized. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Fluid Quantity Indicator Panel and will be noted on ADLS. |
| 8. Left Hydraulic System Quantity Indication (Synoptic) | C | 1 | 0 | May be inoperative provided: a) Quantity is checked on left reservoir indicator or Fluid Quantity Indicator before each departure. Indications are most accurate if system is pressurized, b) PTU is manually selected on for takeoff and landing, and c) Only one quantity indicating system is failed. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 9. Right Hydraulic System Quantity Indication (Synoptic) | C | 1 | 0 | May be inoperative provided: a) Quantity is checked by right reservoir indicator or Fluid Quantity Indicator before each departure. Indications are most accurate if system is pressurized, and b) Only one quantity indicating system is failed. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|---|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 10. Left Hydraulic Reservoir Temperature Sensors | C | 2 | 0 | May be inoperative provided quantity is checked on reservoir indicator before each departure. Indications are most accurate if system is pressurized. NOTE: With both temperature sensors failed, EICAS quantity will not be temperature compensated. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 11. Right Hydraulic Reservoir Temperature Sensors | C | 2 | 0 | May be inoperative provided quantity is checked on reservoir indicator before each departure. Indications are most accurate if system is pressurized. NOTE: With both temperature sensors failed, EICAS quantity will not be temperature compensated. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 12. Hydraulic Reservoir Replenishing System | D | 1 | 0 | (M) May be inoperative provided hydraulic reservoirs are replenished as needed using approved servicing techniques. | (M) Airplane may continue in service provided maintenance personnel replenish hydraulic reservoirs as needed using approved servicing techniques. Refer to Chapter AMM 12-15-00. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---|---|---|---|
| | C | 2 | 1 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 13. Brake Accumulator Pressure Transducer (Inboard or Outboard) | C | 2 | 1 | (O) May be inoperative provided: a) Synoptic brake pressure indications are operative, and b) Affected accumulator pre-charge and fully charged pressure (3,000 psi) is verified in respective main landing gear well gauge prior to each flight. | (M) None required. (O) Flightcrew will ensure brake synoptic brake pressure indications are operative, and affected accumulator pre-charge and fully charged pressure is verified in the respective main landing gear well gauge pre-flight: 1. With engines and hydraulics off, deplete residual brake accumulator pressure by cycling the parking brake handle up and down until only pre-charge pressure remains indicated. The correct accumulator pre-charge pressure in both wheel wells should be 700 psi and will increase or decrease 25 psi for each 10°F (5.6°C) above or below 70° (21°C). 2. For a loss of inboard accumulator pressure indication, select Aux Pump momentarily to fully charge the accumulator. The fully charged accumulator pressure (3,000 psi) should be verified in the left main landing gear well. 3. For a loss of outboard accumulator pressure indication, fully charged accumulator pressure can be verified once the right engine is started through gauge in the right main landing gear well. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| For Brake Temperature Monitoring System (BTMS) dispatch relief see ATA 31, INDICATING/RECORDING SYSTEMS , Item 3. | | | | | |

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30-ICE AND RAIN PROTECTION

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|---|--|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 1. Cowl Anti-Ice Pressure Indication Systems | A | 2 | 1 | (M)(O) Except for ER operations, one side may be inoperative provided: a) Affected Cowl Anti-Ice valve is locked open, b) Performance Computer is initialized on TSC with Cowl Anti-Ice selected: (FMS/Perf Takeoff/AC Config/Anti-Ice – Cowl), c) Repairs are made within 10 flight-hours (accumulated) when departure and arrival airport outside air temperature remains at or below +15 degrees C. When departure or arrival airport outside air temperature exceeds +15 degrees C, repairs must be made after 1 flight, not to exceed 10 flight-hours, and d) Flight time along with airport outside air temperature must be recorded in a log suitable to inform the gaining flight crew of the new flight-hour limitations with the Cowl Anti-Ice Valve locked open. | (M) Maintenance will lock-open the affected CAI valve. Refer to AMM Chapter 30-21-01. |
| 1) Cowl Anti-Ice Required | | | | | (O) Flightcrew will ensure flight time along with airport outside air temperature is recorded in aircraft discrepancy log to inform the gaining flight crew of the new flight-hour limitations with the Cowl Anti-Ice Valve locked open. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | |

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**TARGET CORPORATION
MINIMUM EQUIPMENT LIST**

Aircraft: Gulfstream GVII-G600
Registration No.: N183T Serial No.: 73115

Revision No.: 1
Based on MMEL Revision No.: 4

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Date: 04/23/24

30-ICE AND RAIN PROTECTION

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|------------------------------|--|
| | | | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 1. Cowl Anti-Ice Pressure Indication Systems (cont'd) | A | 2 | 1 | (O) Except for ER operations, one side may be inoperative provided: a) Airplane is operated at greater than +10 °C SAT, b) Performance Computer is initialized on TSC with Cowl Anti-Ice selected: (FMS/Perf Takeoff/AC Config/Anti-Ice – Cowl), c) Repairs are made within 10 flight-hours (accumulated) when departure and arrival airport outside air temperature remains at or below +15 °C. When departure or arrival airport outside air temperature exceeds +15 °C, repairs must be made after 1 flight, not to exceed 10 flight-hours, d) Flight time along with airport outside air temperature must be recorded in a log suitable to inform the gaining flight crew of the new flight-hour limitations with the Cowl Anti-Ice Valve locked open. |
| 2) Cowl Anti-Ice Not Required | | | | (M) None required. |
| (continued) | | | | (O) Flightcrew will ensure flight time along with airport outside air temperature is recorded in aircraft discrepancy log to inform the gaining flight crew of the new flight-hour limitations with the Cowl Anti-Ice Valve locked open. |
| | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|---------------------|------------------------------|-------------------------|---|---|
| | 2. NUMBER INSTALLED | 3. NUMBER REQ'D FOR DISPATCH | 4. REMARKS / EXCEPTIONS | | |
| | | | | | |
| | | | | | |
| 1. Cowl Anti-Ice Pressure Indication Systems (cont'd) 2) Cowl Anti-Ice Not Required (cont'd) | A | 2 | 1 | (O) Except for ER operations, one side may be inoperative provided: a) Airplane is operated in VMC, b) Airplane is not operated in visible moisture, c) Performance Computer is initialized on TSC with Cowl Anti-Ice selected: (FMS/Perf Takeoff/AC Config/Anti-Ice – Cowl), d) Repairs are made within 10 flight-hours (accumulated) when departure and arrival airport outside air temperature remains at or below +15 °C. When departure or arrival airport outside air temperature exceeds +15 °C, repairs must be made after 1 flight, not to exceed 10 flight-hours, e) Flight time along with airport outside air temperature must be recorded in a log suitable to inform the gaining flight crew of the new flight-hour limitations with the Cowl Anti-Ice Valve locked open. NOTE: Since CAI valve cannot be visually verified in the closed position, aircraft performance with CAI ON must be assumed. | (M) None required. (O) Flightcrew will ensure flight time along with airport outside air temperature is recorded in a log suitable to inform the gaining flight crew of the new flight-hour limitations with the Cowl Anti-Ice Valve locked open. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 2. Wing Anti-Ice Systems | C | 2 | 0 | Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 1) Automatic Functions | C | 2 | 0 | May be inoperative provided airplane is operated in accordance with AFM Limitations in Section 01-30-10 and 1-30-20. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 3. Windshield Heat Systems | C | 2 | 1 | Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 1) Windshield Heat Sensors | D | 4 | 2 | One sensor may be inoperative for each Windshield Heat System. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 4. Side Window Heat Systems | C | 2 | 0 | May be inoperative. | (M) None required. |
| 1) Side Window Heat Sensors | D | 6 | 2 | Two of the three Side Window Heat Sensors may be inoperative for each Side Window Heat System. | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| 2) Side Window Heat Sensors | C | 6 | 0 | May be inoperative. | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| 5. Ice Detection Systems | C | 2 | 0 | (O) May be inoperative provided airplane is operated in accordance with alternate AFM procedures. NOTE: With Ice Detection Systems inoperative, automatic anti-ice is not available. | (O) Refer to AFM Section 01-30-10, 01-30-20, and 01-30-30. Cowl Anti-Ice shall be selected ON manually any time visible moisture is present and the SAT is +10°C or less. Wing Anti-Ice should be selected ON manually if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets or windshield edges. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |

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| <p>TARGET CORPORATION MINIMUM EQUIPMENT LIST</p> |
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30-ICE AND RAIN PROTECTION

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES | |
|--|------------------------------|---|---|---|--------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 6. Cowl Anti-Ice Systems | A | 2 | 1 | (O) Except for ER operations, one may be inoperative provided: a) CAI is selected – OFF, and b) Performance Computer is initialized on TSC with Cowl Anti-Ice selected: (FMS/Perf Takeoff/AC Config/Anti-Ice – Cowl), c) Airplane is not operated in known or forecast icing conditions, d) Repairs are made within 10 flight-hours (accumulated) when departure and arrival airport outside air temperature remains at or below +15 °C. When departure or arrival airport outside air temperature exceeds +15 °C, repairs must be made after 1 flight, not to exceed 10 flight-hours, and e) Flight time along with airport outside air temperature must be recorded in a log suitable to inform the gaining flight crew of the new flight-hour limitations with the Cowl Anti-Ice Valve locked open. NOTE: Since CAI valve cannot be visually verified in the closed position, aircraft performance with CAI ON must be assumed. | (M) None required. |
| 1) Cowl Anti-Ice Not Required | | | | (O) Flightcrew will ensure flight time along with airport outside air temperature is recorded in aircraft discrepancy log to inform the gaining flight crew of the new flight-hour limitations with the Cowl Anti-Ice Valve locked open. | |
| | | | | (P) An Inoperative Placard will be placed on Probe Heat Switch and will be noted on ADLS. | |
| (continued) | | | | | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
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| | | | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 6. Cowl Anti-Ice Systems (cont'd) 2) Cowl Anti-Ice Required | A | 2 | 1 | <p>(M)(O) One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected CAI Valve is locked OPEN, b) Performance Computer is initialized on TSC with Cowl Anti-Ice selected: (FMS/Perf Takeoff/AC Config/Anti-Ice – Cowl), c) Airplane is operated in accordance with AFM Limitations and performance, d) Repairs are made within 10 flight-hours (accumulated) when departure and arrival airport outside air temperature remains at or below +15 °C. When departure or arrival airport outside air temperature exceeds +15 °C, repairs must be made after 1 flight, not to exceed 10 flight-hours, and e) Flight time along with airport outside air temperature must be recorded in a log suitable to inform the gaining flight crew of the new flight-hour limitations with the Cowl Anti-Ice Valve locked open. <p>(M) Maintenance will lock-open the affected CAI valve. Refer to AMM Chapter 30-21-01.</p> <p>(O) Flightcrew will ensure flight time along with airport outside air temperature is recorded in aircraft discrepancy log to inform the gaining flight crew of the new flight-hour limitations with the Cowl Anti-Ice Valve locked open.</p> <p>(P) An Inoperative Placard will be placed on Probe Heat Switch and will be noted on ADLS.</p> |

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|---|-----------------|----|---|---|---|
| | D | 2 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 7. Windshield Surface Seal Protection Systems | D | 2 | 0 | May be inoperative provided airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing. | (M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 8. Cabin Window Heat System | D | 1 | 0 | (M) May be inoperative provided: a) Cabin Window Heat switch is selected OFF, and b) Associated circuit breakers are pulled and collared. | (M) Maintenance shall ensure Cabin Window Heat System TSC SSPC circuit breakers are pulled and collared: • WDO HT L 1 & 3: 3008, • WDO HT L 2 & 4: 3009, • WDO HT L AFT: 3010, • WDO HT R 1 & 3: 3012, • WDO HT R 2 & 4: 3013, and • WDO HT R AFT: 3014 (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 1) Cabin Window Heating Elements | D | 10 | 0 | (M) May be inoperative provided the associated SSPC circuit breakers are pulled and collared. | (M) Maintenance shall ensure associated Window Heat TSC SSPC circuit breakers are pulled and collared: • WDO HT L 1 & 3: 3008, • WDO HT L 2 & 4: 3009, • WDO HT L AFT: 3010, • WDO HT R 1 & 3: 3012, • WDO HT R 2 & 4: 3013, and • WDO HT R AFT: 3014 (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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[For Overhead Panel Touchscreens \(OHPTS\) dispatch relief, see ATA 25, EQUIPMENT/FURNISHINGS, Item 16.](#)

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31-INDICATING / RECORDING SYSTEMS

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| | 2. NUMBER INSTALLED | | | | |
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| | 4. REMARKS / EXCEPTIONS | | | | |
| For Overhead Panel Touchscreens (OHPTS) dispatch relief, see ATA 25, EQUIPMENT/FURNISHINGS , Item 16. | | | | | |
| 1. Touch Screen Controllers (TSC) | | | | | |
| 1) TSCs Inoperative | C | 5 | 3 | (M)(O) Two TSCs may be inoperative provided: a) All Display Units are operative, b) If two TSCs are inoperative, one of the affected TSCs shall be placed into the observer position (TSC position 5), c) TSC 2 and 3 must be operative for dispatch, and d) Power to the affected units remains secured by pulling the associated CB/SSPC | (M) Maintenance will ensure power to the affected units remains secured by pulling the applicable TSC CB/SSPC: <ul style="list-style-type: none">• TSC 1 PWR: SSPC 3123,• TSC 2 PWR: POP C3,• TSC 3 PWR: CPOP C3,• TSC 4 PWR: SSPC 3127,• TSC 5A PWR: SSPC 3129, and• TSC 5B PWR: SSPC 3130 (O) Flightcrew will ensure TSC 2 and TSC 3 are operative for dispatch. If two TSCs are cracked or damaged, flightcrew will place one of the affected TSCs into the observer position (TSC position 5). Refer to OM Chapter 07-20-20. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| (continued) | | | | | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
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| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 1. Touch Screen Controllers (TSC) (cont'd) | D | 5 | 3 | (O) Two TSCs may be cracked or damaged provided: a) All Display Units are operative, b) Proper touch operation is verified by aircrew and any TSC with incorrect/faulty touch operation shall be treated as inoperative per this section, c) If two TSCs are cracked or damaged, one of the affected TSCs shall be placed into the observer position (TSC position 5, d) TSC 2 and 3 must be operative for dispatch, and e) Glass damage and touch operation shall be monitored for further deterioration. | (M) None required. |
| 2) TSC Cracked or Damaged | | | | | (O) Flightcrew will a) Ensure TSC 2 and TSC 3 are operative for dispatch, b) Verify proper touch operation and ensure any incorrect/faulty TSC is treated as inoperative, and c) Monitor glass damage and touch operations for further deterioration. If two TSCs are cracked or damaged, flightcrew will place one of the affected TSCs into the observer position (TSC position 5). Refer to OM Chapter 07-20-20. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|--|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 2. Flight Data Recorder (FDR) Systems (Operator Other Than a Holder of an Air Carrier of Commercial Operator Certificate) | C | 1 | 0 | Any in excess of those required may be inoperative provided repairs are made within 15 days. NOTE: Operators may ferry an aircraft with an inoperative flight recorder from a place where repair or replacement cannot be made to a place where they can be made. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | A | 1 | 0 | May be inoperative provided repairs are made within 3 days. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 3. Brake Temperature Monitoring System (BTMS including any/all brake temperature indications) | C | 1 | 0 | May be inoperative provided airplane is operated in accordance with AFM Appendix on Brake Kinetic Energy and Carbon Brake Cooling. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 4. Electronic Checklist | C | 1 | 0 | May be inoperative provided the current AFM is carried on board the airplane. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 5. Security System | D | 1 | 0 | (M) May be inoperative provided system is deactivated and secured by pulling and collaring associated SSPCs. | (M) Maintenance will pull and collar: <ul style="list-style-type: none">• SECURITY SYS PW: SSPC 5206,• SECURITY SYS VCCU: SSPC 5207. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 6. Engine Cowl Open Indicating System | D | 1 | 0 | May be inoperative provided right engine cowl is visually confirmed CLOSED before starting APU on the ground. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| | | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | | 4. REMARKS / EXCEPTIONS | | | | |
| 7. | Airplane Personality Modules (APM) | C | 4 | 3 | May be Inoperative. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 8. | Plastic Guard Switch Covers | D | 31 | 1 | May be inoperative provided APU fire EXT bottle switch cover is installed and operative. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 9. | Configuration Management Systems (CMS) | C | 2 | 1 | May be Inoperative. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| | | | 4. REMARKS / EXCEPTIONS | |
| 1. Rudder Pedal Steering System | A | 1 | 0 | May be inoperative provided: a) Nose Wheel Tiller Steering System is operative, b) Left seat pilot performs the taxi, takeoff and landing tasks, and c) Repairs are made within 5 flight days. |
| | | | | (M) None required. |
| | | | | (O) None required. |
| 2. Tiller Steering System | A | 1 | 0 | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | (M) None required. |
| | | | | (O) None required. |
| 3. Variable Gain Nose Wheel Steering | C | 1 | 0 | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | (O) May be inoperative provided the fixed gain steering mode is operative. |
| | | | | (M) None required. |
| 4. Nose Wheel Steering Accessory Hardware (Torque Link Lanyard, TPMS Cover and Lanyard) | | | | (O) Flightcrew will use tiller steering at or below taxi speed. Above taxi speed, use pedal steering only. If pedal steering is unavailable, use rudder inputs and/or differential braking until below 60 KCAS. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | Deleted in Revision 4. |

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32-LANDING GEAR

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 5. Tire Pressure Monitoring System | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 6. Nose Wheel Tire Pressure Monitoring Harness | D | 1 | 0 | (M) May be inoperative provided harness is deactivated and secured. | (M) Maintenance will ensure that if the harness can not be connected normally, it has to be secured so it does not flail in the wind. Refer to AMM Chapter 32-47-01 and 32-47-02. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 1 | 0 | (M) May be inoperative provided harness is removed. | (M) Maintenance will ensure that if the harness can not be connected normally, it has to be removed. Refer to AMM Chapter 32-47-01 and 32-47-02. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 7. Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheel Well) | B | 1 | 0 | May be inoperative provided Emergency Landing Gear Extension Bottle Pressure Cockpit Indication (2/3 SUMMARY or 2/3 HYDRAULIC Synoptic Display Page) is operative and checked prior to each flight. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|---|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 8. Emergency Landing Gear Extension Bottle Pressure Cockpit Indication | B | 1 | 0 | May be inoperative provided Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheelwell) is operative and checked prior to each flight. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 9. Landing Gear Extension/Retraction System (Includes Dump Valve, Gear Handle and Blow Down Bottles) | A | 1 | 0 | (O) May be inoperative provided: a) Airplane is operated with the landing gear in the extended position, b) Landing gear handle remains in the down position, c) Ground lock pins are installed to ensure that all three landing gears are LOCKED down throughout flight, d) Both pilots use cockpit headsets, e) Operations are not conducted in known or forecast icing conditions, f) Extended over water operations are prohibited, g) Flight is conducted in accordance with Landing Gear Extended Pre-Flight Planning and Performance, h) Category II operations are prohibited, i) EFVS operations below 200 feet above touchdown zone elevation are prohibited, and j) Repairs are made within 1 flight day. | (M) None required. |
| | | | | | (O) Flightcrew will install all three landing gear ground lock pins and ensure that the pin's flags are removed prior to every takeoff. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|------------------------------|---|---|---|--|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 10. Automatic Brake System | C | 1 | 0 | May be inoperative provided system is left in OFF position. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---|---|---|---|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 1. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems (Excluding EFIS and EICAS) | C | 6 | 0 | Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual control of switch lights and/or annunciations/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters. | (M) None required. |
| | | | | (O) None required. | |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
| 2. Passenger Cabin Interior Illumination System | D | 3 | 0 | May be inoperative provided: a) Cabin emergency lighting is operative, b) Sufficient lighting is operative for crew to perform required duties, and c) Lighting configuration at dispatch is acceptable to flightcrew. | (M) None required. |
| | | | | (O) None required. | |
| | | | | (P) An Inoperative Placard will be displayed near Cabin Interior lighting controls and will be noted on ADLS. | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|----|----|---|---|
| | C | 9 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 3. Passenger Lighted Information Signs | C | 9 | 0 | (O) May be inoperative provided flight crew uses the PA to provide instructions directly by voice to the passengers. | (M) None required. |
| | | | | | (O) Flightcrew will use the PA if available or communicate directly by voice to the passengers when they should remain seated or not smoke. |
| | | | | | (P) An Inoperative Placard will be placed on inoperative Passenger Lighted Information Signs and will be noted on ADLS. |
| 4. Beacon or Ground Recognition Light | C | 1 | 0 | May be inoperative provided wing and tail strobe lights are operative per item 5 and item 6 of this section. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 1 | 0 | May be inoperative provided airplane is not operated at night. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 5. Wing-tip Strobes (Anti-Collision) Light Contained in NAV/ACL Light Unit (LEDs) | C | 21 | 20 | One of the 21 individual LED lights in each NAV/ACL light unit may be inoperative. NOTE 1: Each wing-tip and the tail houses the NAV/ACL light unit. The ACL (anti-collision) section of the unit consists of 21 LED type lights. NOTE 2: An amber CAS message will be displayed if the strobe is inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|----|----|---|---|
| | C | 21 | 20 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 6. Tail Strobes (Anti-Collision) Light Contained in NAV/ACL Light Unit (LEDs) | C | 21 | 20 | One of the 21 LED lights may be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 7. Wing-tip Position (Navigation) Light Contained in NAV/ACL Light Unit (LEDs) | C | 21 | 0 | May be inoperative provided: a) Airplane is not operated at night, and b) Both Wing-tip strobe lights are operative. NOTE: An amber CAS message will be displayed if the strobe is inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 8 | 7 | One of the eight individual LED Lights may be inoperative. NOTE: Each wing-tip houses the NAV/ACL light unit. The NAV (navigation light) section of the unit consists of eight individual LED type lights. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 8 | 0 | May be inoperative provided airplane is not operated between sunset and sunrise. NOTE 1: If two of the eight individual LED lights fail, the NAV (navigation light) section of the NAV/ACL light unit on that wing is inoperative. NOTE 2: An amber CAS message will be displayed if the Wing Nav Light is inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|--|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 8. Tail Position (Navigation) Light Contained in NAV/ACL Light Unit (LEDs) | C | 4 | 3 | One of the four individual LED Lights may be inoperative. NOTE: The tail houses the NAV/ACL light unit. The NAV (navigation light) section of the unit consists of four individual LED type lights. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 4 | 0 | May be inoperative provided airplane is not operated between sunset and sunrise. NOTE 1: If two of the four individual LED lights fail, the NAV (navigation light) section of the NAV/ACL light unit on that wing is inoperative. NOTE 2: An amber CAS message will be displayed if the Tail Nav light is inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 9. Wing Inspection Lights | C | 2 | 0 | May be inoperative provided ground deicing procedures are performed during daylight hours or alternate light source such as a flashlight is used to ensure no ice remains on the airplane. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|--|
| | B | 2 | 1 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 10. Landing Lights | B | 2 | 1 | May be inoperative provided all three LED clusters of the taxi lights are operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 2 | 0 | May be inoperative provided airplane is not operated sunset to sunrise. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 11. Taxi Light System | C | 1 | 0 | May be inoperative provided landing lights are operational or airplane is not operated sunset to sunrise. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 1) Individual LED Light Clusters | C | 3 | 0 | May be inoperative provided landing lights are operational or airplane is not operated sunset to sunrise. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 12. Wing-tip Recognition Lights and Taxi Lights System | D | 4 | 0 | May be inoperative provided wing tip stobes are operational or airplane is not operated sunset to sunrise. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|------------------------------|---|---|---|
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | | 4. REMARKS / EXCEPTIONS | | | |
| 13. Floor Proximity Emergency Escape Path Marking System Lights | C | 15 | - | (M) Individual lights may be inoperative provided it is verified that FAA-approved minimum acceptable light levels are complied with. | (M) Maintenance will verify that FAA-approved minimum acceptable lighting levels specified in 14 CFR 25.812 are met. NOTE: Minimum acceptable light levels per 25.812 are an average of 0.05 foot-candles 6 inches above and parallel to the floor along the center line of the main passenger aisles and the passenger evacuation path. (O) None required. |
| 14. Pulse Light System (Identification Lights) | D | 1 | 0 | May be inoperative provided landing lights are operational or airplane is not operated sunset to sunrise. | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| | | | | | (O) None required. |
| 15. Logo Lights System | D | 1 | 0 | May be inoperative. | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| | | | | | (O) None required. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---|---|------------------------------|--|
| | D | 1 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 16. Ramp Lights System | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 17. Flashlight Charging Systems | D | 3 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 18. Aft Compartment Light (Boiler Room) | D | 3 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 20. Pylon Mounted Exterior Baggage Loading Light System | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|---|-----------------|----|---|---|--|
| | D | 3 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 21. Wheel Well Lights | D | 3 | 0 | May be Inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 22. Exterior Emergency Evacuation Lighting System | C | 1 | 0 | May be inoperative provided airplane is not operated at night. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 23. Service Door Light System | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 24. Dim and Test Annunciator Channels | C | 18 | 1 | May be inoperative provided the function is not used in an emergency procedure where the actuation of the switch is not displayed elsewhere in the cockpit. NOTE: The Door Safety Switch may not be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|--|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | 3. NUMBER REQ'D FOR DISPATCH | 4. REMARKS / EXCEPTIONS | |
| | | | | | |
| | | | | | |
| 25. Airstair Lights | D | 10 | 0 | May be inoperative provided a flashlight, or other light source, is used to illuminate airstair. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 26. Dome Lights | D | 9 | 0 | May be inoperative provided a flashlight, or other light source, is used to illuminate the vestibule area. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 27. Baggage Compartment Lights | D | 4 | 0 | May be inoperative provided no emergency equipment is carried in the baggage compartment. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 4 | 0 | May be inoperative provided an operative flashlight is installed in baggage compartment. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|--|-----------------|---|---|---|--|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| For Touchscreen Controller (TSC) relief, see ATA 31, INDICATING/RECORDING SYSTEMS , Item 1. | | | | | |
| For Overhead Panel Touchscreens (OHPTS) dispatch relief, see ATA 25, EQUIPMENT/FURNISHING , Item 16. | | | | | |
| 1. Directional Compass Reference Sensors (IRS 1-2-3) | B | 3 | 2 | May be inoperative provided both PFD Heading Indicating Systems operate independently by ensuring the same IRS is not used as the heading source for both pilots. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|--|-----------------|---|---|--|--|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 2. Attitude Reference Sensors Inertial 1) Inertial Reference System (IRS 1-2-3) | A | 3 | 2 | May be inoperative provided: a) Repairs are made within 1 flight day, b) Both PFD Attitude Indicating Systems operate independently by ensuring the same IRS is not used as the heading source for both pilots, c) Standby Flight Displays are operative, and d) Both AHRS sensors are operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | |
| 2) Attitude Heading Reference System (AHRS 1-2) | A | 2 | 1 | (M) May be inoperative provided: a) Repairs are made within 1 flight day, b) Both PFD Attitude Indicating Systems operate independently by ensuring the same IRS is not used as the heading source for both pilots, c) All three Attitude Reference Sensors (IRS 1-2-3) are operative, and d) Associated circuit breakers are pulled and collared. | (M) Maintenance will ensure associated circuit breakers are pulled and collared: • AHRS/MAG 1: POP, A-2, • AHRS/MAG 2: CPOP, A-2 |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | |

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|--|----------------------------|---------------------|------------------------------|---|---|--|
| | | 2. NUMBER INSTALLED | | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | | | 4. REMARKS / EXCEPTIONS | | | |
| 3. Standby Flight Displays (SFD) | C | 2 | 1 | (M)(O) One SFD may be inoperative provided: a) Both PFD Attitude Indicating Systems operate independently, b) All 3 Attitude Reference Sensors (IRS 1-2-3) are operative, c) No Display Unit failures exist, d) Airplane must be flown by pilot with operable SFD, and d) Associated circuit breaker is pulled and collared. | (M) Maintenance will ensure associated Standby Flight Display circuit breakers are pulled and collared: <ul style="list-style-type: none">• L SFD: POP B-1, or• RSFD: CPOP B-1 | |
| | | | | | (O) Flightcrew will ensure airplane is flown by pilot with operable SFD. | |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
| | C | 2 | 0 | Except for ER operations, the Attitude position indicator may be inoperative provided not required during IFR and over-the-top or night VFR operations. | (M) None required. | |
| | | | | | (O) None required. | |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
| | 1) Standby Heading Display | C | 2 | 0 | May be inoperative provided all three Heading Reference Systems are operative. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 2) NAV/Glideslope/Localizer Function | C | 2 | 0 | May be Inoperative. | (M) None required. | |
| | | | | | (O) None required. | |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
| 3) DME Displays | C | 2 | 0 | May be Inoperative. | (M) None required. | |
| | | | | | (O) None required. | |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 4. Weather Radar System | C | 1 | 0 | Except for ER operations, one or more system(s) may be inoperative provided the weather reports or forecasts available to the commander indicate that cumulonimbus clouds or other potentially hazardous weather conditions, which could be detected by the system(s) when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Radar Control Heads and will be noted on ADLS. |
| | | | | | |
| 5. VOR/ILS Navigation System | C | 3 | 1 | No relief may be provided to an inoperative system or component if powered by an emergency bus. NOTE 1: NAV 1 is powered by the Emergency bus. NOTE 2: One navigation system must be operative appropriate to the ground facilities to-be-used when operations are conducted: VFR Over-the-Top, VFR Night, or where IFR is mandatory. NOTE 3: An operable VOR or TACAN receiver or an operable and suitable RNAV system for operations under IFR in Class B airspace is required. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flight crew and will be noted on ADLS. |

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|--|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 6. Marker Beacon Systems | C | 2 | 0 | May be inoperative provided approach procedures do not require its use. | (M) None required. |
| 7. Automatic Direction Finding Systems | D | 1 | 0 | Except where en route operations or approach minimums require its use, any in excess of those required may be inoperative except one navigation system must be operative appropriate to the ground facilities to-be-used when operations are conducted: VFR Over-the-Top, VFR Night, or where IFR is mandatory. NOTE: An operable VOR or TACAN receiver or an operable and suitable RNAV system for operations under IFR in Class B airspace is required. | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 8. ATC Transponder and Automatic Altitude Reporting Systems (continued) | B | 2 | 0 | May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight. | (M) None required. |
| | | | | (O) None required. | |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flight crew and will be noted on ADLS. | |
| | D | 2 | 1 | Any in excess of one may be inoperative. NOTE 1: Flight Director, Autopilot, and Transponder must use the same Air Data source for flight into RVSM airspace. NOTE 2: Transponder and altitude reporting capability must be operative for flight into RVSM airspace. | (M) None required. |
| | | | | (O) None required. | |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flight crew and will be noted on ADLS. | |

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| | 2. NUMBER INSTALLED | | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | | |
| 8. ATC Transponder and Automatic Altitude Reporting Systems (cont'd) 1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required | A | 10 | 0 | May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit. | (M) None required. | |
| | | | | | (O) None required. | |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flight crew and will be noted on ADLS. | |
| 9. Distance Measuring Equipment (DME) Systems | D | 2 | 0 | If GPS is available the DME may be inoperative, except where en route operations or approach minimums require its use. Any in excess may be inoperative provided RNAV is not predicated upon its use. NOTE 1: DME is only required at or above FL 240 if operations are predicated on the use of VOR Navigation Equipment. NOTE 2: If GPS is not available, two (2) DMEs are required for RNAV. | (M) None required. | |
| | | | | | (O) None required. | |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flight crew and will be noted on ADLS. | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|--|
| | C | 2 | 1 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 10. Radio Altimeter Systems | C | 2 | 1 | May be inoperative provided: a) Remaining Radio Altimeter test results are satisfactory prior to dispatch, b) Landing weather minimums or operating procedures do not require its use, c) Other systems affected (EGPWS, TCAS, Autothrottle, Altimeter Ground Awareness Display, Synthetic Vision Primary Flight Display), and automatic cowl/wing anti-icing are considered, and d) Approach capability at destination and alternate airports must be assessed. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 11. Long Range Navigation Systems (IRS, GPS, and GNSSU) 1) IRS – 3 2) Blended GPS –2 (continued) | C | 5 | 2 | May be inoperative except where operations require the use of IRS, GPS, or GNSSU. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 5 | 2 | May be inoperative except where enroute operations or approach minimums required the use of GPS or GNSSU. NOTE 1: IRS Navigation Function only. See Attitude Reference Sensors for IRS Attitude Function. NOTE 2: IRS navigation capability required for RNP AR operations. NOTE 3: Under IFR or Overwater Operations, appropriate electronic navigational equipment consisting of at least two transmitters, two microphones, two headsets or one headset and one speaker, one marker beacon receiver, two independent receivers for navigation and two independent receivers for communication. And for extended overwater operations only, an additional transmitter. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on affected Instrument Controller and will be noted on ADLS. |

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|--|-----------------|------------------------------|---|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | | 4. REMARKS / EXCEPTIONS | | | |
| 11. Long Range Navigation Systems (cont'd) | | | | | |
| 1) GNSSU WAAS (Wide Area Augmentation System or SBAS – Space Based Augmentation System) Function | C | 2 | 0 | WAAS function may be inoperative provided en route and approach procedures do not require its use. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|--|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 12. Terrain Awareness and Warning System (TAWS) Class A TAWS Equipment Required | A | 2 | 0 | (O) May be inoperative provided: a) Pilot-Not-Flying (PNF) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations, and b) Repairs are made within 2 flight days. | (M) None required. |
| 1) GPWS | | | | | (O) Pilot-Not-Flying (PNF) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| a) Modes 1-4 | A | 4 | 0 | (O) May be inoperative provided: a) Pilot-Not-Flying (PNF) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations, and b) Repairs are made within 2 flight days. | (M) None required. |
| | | | | | (O) Pilot-Not-Flying (PNF) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| b) Test Mode | A | 1 | 0 | May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days. | (M) None required. |
| | | | | | (O) None required. |
| (continued) | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|------------------------------------|----------------------------------|-----------------|---------------------|------------------------------|--|--|
| | | | 2. NUMBER INSTALLED | | | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | | 4. REMARKS / EXCEPTIONS | | |
| 12. | TAWS (cont'd) | C | 2 | 1 | One may be Inoperative. | (M) None required. |
| c) | Glideslope Deviation(s) (Mode 5) | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | B | 2 | 0 | May be Inoperative. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | d) Advisory Callouts | B | 5 | 0 | (O) May be inoperative provided the Pilot-Not-Flying (PNF) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations. | (M) None required. |
| | | | | | | (O) Pilot-Not-Flying (PNF) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | C | 5 | 0 | (O) May be inoperative provided: a) Advisory callout not required, and b) Pilot-Not-Flying (PNF) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations. | (M) None required. |
| | | | | | | (O) Pilot-Not-Flying (PNF) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
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|---|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 12. TAWS (cont'd) | | | | | |
| e) Windshear Mode (Reactive) | B | 1 | 0 | (O) May be inoperative provided: a) At least one radio altimeter is valid, b) Alternate procedures are established and by reviewing windshear avoidance and windshear recovery procedures, and c) Flightcrew complies with AFM/AOM guidance in windshear situations and recommended procedures when encountering windshear. | (M) None required. (O) Flightcrew will comply with the AFM guidance 03-25-20 and 04-25-20 and AOM guidance 04-03-20, 04-02-20 and 07-02-50 in windshear situations and recommend procedures when encountering windshear. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 1 | 0 | (O) May be inoperative provided: a) Flightcrew will comply with the AFM guidance 03-25-20 and 04-25-20 and AOM guidance 04-03-20, 04-02-20 and 07-02-50 in windshear situations and recommend procedures when encountering windshear, and b) Windshear Detection and Avoidance System (Predictive) operates normally. | (M) None required. (O) Flightcrew will comply with the AFM guidance 03-25-20 and 04-25-20 and AOM guidance 04-03-20, 04-02-20 and 07-02-50 in windshear situations and recommend procedures when encountering windshear. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 2) Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions (continued) | B | 1 | 0 | (O) Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations. | (M) None required. (O) Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 12. TAWS (cont'd) 3) Terrain Displays | C | 2 | 1 | One may be inoperative provided the pilots display is operational. | (M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 4) Runway Awareness & Advisory System (RAAS) | B | 2 | 0 | May be inoperative. | (M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 2 | 0 | May be inoperative. | (M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 1 | 0 | (O) May be inoperative provided flightcrew will comply with AFM/AOM guidance in windshear situations and recommend procedures when encountering windshear. NOTE: RDR 4000 has predictive windshear detection capability. | (M) None required. (O) Flightcrew will comply with the AFM guidance 03-25-20 and 04-25-20 and AOM guidance 04-03-20, 04-02-20 and 07-02-50 in windshear situations and recommend procedures when encountering windshear. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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34-NAVIGATION

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 16. Traffic Alert and Collision Avoidance System (TCAS II) | B | 1 | 0 | (M) May be inoperative provided: a) System is deactivated and secured by pulling associated SSPC, and b) En route or approach procedures do not require its use to identify and avoid conflicting traffic. | (M) Maintenance shall deactivate and secure the system by pulling TCAS SSPC 3422. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s) | C | 2 | 1 | May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side. | (M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 2) Resolution Advisory (RA) Display System(s) | C | 2 | 1 | May be inoperative on the non-flying pilot side. | (M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| (continued) | C | 2 | 0 | (O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) En route or approach procedures do not require its use to identify and avoid conflicting traffic. | (M) None required. (O) Flightcrew shall reference Notams and Chart Notes for proposed route and approach TCAS requirements. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|------------------------------|---|---|--|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 16. Traffic Alert and Collision Avoidance System (TCAS II) 3) Traffic Alert Display System(s) 4) Audio Functions 5) Airspace Selection Function | C | 2 | 0 | (O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) En route or approach procedures do not require its use to identify and avoid conflicting traffic. | (M) None required. |
| | | | | | (O) Flightcrew will verify that TA Display System is NOT required for en route and/or approach phase of proposed flight. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | B | 1 | 0 | May be inoperative provided en route or approach procedures do not require use of TCAS. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 3 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|---|---|--|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 17. Guidance Panel Digital Indications and Mode Select Indications 1) Speed Display 2) Heading Display 3) VS/FPA Display 4) Altitude Select Display 5) LNAV (continued) | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 17. Guidance Panel Digital Indications and Mode Select Indications (cont'd) | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | (M) None required. |
| 6) VNAV | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 7) FLCH | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 8) Manual Speed | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 9) Heading Select | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| (continued) | | | | | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 17. Guidance Panel Digital Indications and Mode Select Indications (cont'd) 10) VS/FPA Select | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | (M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 11) Alt Hold Select | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | (M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 12) Approach | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | (M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 13) PFD Source | C | 1 | 0 | (O) May be inoperative provided associated value is available in Primary Flight Display. | (M) None required. (O) On initial power up of the airplane, the default is PFD command left PFD. If button is pushed several times, PFD command to the left PFD can be established by pulling and resetting Guidance Panel circuit breakers. •FLT GUID PNL 1: POP, A-1, FLT GUID PNL 2: CPOP, A-1 (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|---|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 18. Altitude Alerting System | A | 1 | 0 | (O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Aircraft is not operated in RVSM airspace, and c) Repairs are made within 3 flight days. NOTE: Flight into RVSM airspace is not allowed with inoperative Altitude Alerting System. | (M) None required. |
| 1) Aural Alert | C | 1 | 0 | May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally. | (O) Flightcrew will ensure Autopilot with Altitude Hold is operable. NOTE: Flight into RVSM airspace is not allowed with inoperative Altitude Alerting System. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | |
| 2) Visual Alert | C | 1 | 0 | May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|--|
| | C | 2 | 3 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 19. Display Units | C | 4 | 3 | (M)(O) May be inoperative provided: a) The unit is located in the DU 3 position, and b) The pilot in the left seat flies the airplane. NOTE: If DU 3 is inoperative, EFVS approaches to landing and rollout are prohibited. | (M) Maintenance will move the inoperative display unit to DU 3 position. Reference AMM Chapter 31-63-03. |
| 20. Magnetometers | C | 2 | 1 | May be inoperative provided: a) All three IRSs are operative, and b) No faults with the AHRS associated with the operative magnetometer. | (O) Flightcrew will discuss alternate procedures for loss of a second display for all phases of flight including failures during takeoff, approach, landing, and go-around. It is required that pilot in left seat fly airplane. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| 21. Head Up Display System | D | 1 | 0 | (M) May be inoperative provided landing weather minimums or operating procedures do not require its use. NOTE: If the HUD Comp Fan Fail CAS continues to cycle on and off, SSPC 3417 (HUD FAN L) may be pulled to prevent this nuisance cycling. It is recommended the SSPC be reset for ground operations especially in hot weather. | (O) None required. |
| | | | | | (M) If the HUD Comp Fan Fail CAS Message continues to cycle on and off, SSPC 3417 will be pulled to prevent this nuisance cycling. SSPC 3417 will be rest for ground operation, especially in hot weather. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 22. Slip-Skid-Indicator | B | 2 | 1 | May be inoperative provided: a) Both SFDs are installed and operative, and b) An operative Slip indication is obtained by selecting another IRS source via TSC. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | B | 2 | 0 | May be inoperative provided airplane is operated during day VMC conditions. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 23. Data LAN Management Unit (DLMU) | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|--|-----------------|---------------------|------------------------------|---------------------|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 24. Airshow Controller System (CabinView) 1) Cockpit Airshow Display System (CabinView) 2) Cabin Airshow Display System (CabinView) | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|---|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 26. Enhanced Vision System (EVS) 1) EVS Window Heat 2) Secondary (Non-HUD) EVS Display (on DUs) | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 1 | 0 | May be inoperative. If EVS video cannot be displayed on DU 3, EFVS approaches to landing and rollout are prohibited. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 27. Terrain Server Function/EGPWM Modules | C | 2 | 0 | May be inoperative. NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|---|--|
| | C | 4 | 3 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 28. Advanced Graphics Module (AGM) | C | 4 | 3 | (M)(O) May be inoperative provided: a) Inoperative AGM is located in the AGM 3 position, and b) Crew actions for subsequent failures are established. | (M) Maintenance will move the inoperative AGM module to the AGM 3 position. Refer to AMM Chapter 31-43-12. |
| | | | | | (O) Flightcrew will discuss the alternate procedures for sharing displays including if a display fails during all phases of flight including takeoff, approach, landing, and go-around. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 4 | 3 | (O) May be inoperative provided: a) Inoperative AGM is electronically switched to the AGM 3 position on OHP DU Ctrl/Test page resulting in DU 3 Red Xing, and b) Crew actions for subsequent failures are established. NOTE: Guidance for out-of-date databases can be found in AFM 01-34-100. | (M) None required. |
| | | | | | (O) Flightcrew will ensure: a) The failed AGM is electronically switched to the number 3 position, b) Verify that DU 3 is Red X'ed prior to dispatch, c) Dim DU 3 to eliminate the Red X, and d) Discuss alternate procedures for sharing displays in the event a second AGM or DU fails during any phase of flight. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|------------------------------|---|---|---|
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | | 4. REMARKS / EXCEPTIONS | | | |
| 30. Cockpit Printer | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 31. Cursor Control Devices | C | 2 | 0 | (M) May be inoperative provided: a) At least one TSC on the side of the inoperative CCD is operative, and b) Associated circuit breakers are pulled and collared: NOTE: Selection of CMC functions will not be available with both CCDs inoperative. | (M) Maintenance will pull and collar affected CCD circuit breakers: <ul style="list-style-type: none">• CCD 1: POP, C-4,• CCD 2: CPOP, C-4 |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|--|---------------------|------------------------------|-------------------------|--|---|
| | 2. NUMBER INSTALLED | 3. NUMBER REQ'D FOR DISPATCH | 4. REMARKS / EXCEPTIONS | | |
| | | | | | |
| | | | | | |
| 32. Flight Management System (FMS) Function | B | 3 | 2 | Except where en route operations or approach minimums require its use, may be inoperative provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, and c) Full capability with 2 operable systems. NOTE: Two systems are required for dispatch into NAT HLA or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, only require a single FMS. | (M) None required. |
| | | | | (O) None required. | |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |

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|---|------------------------------|---|---|--|--|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 32. Flight Management System (FMS) Function (cont'd) | | | | | |
| 1) Navigation Databases | A | 2 | 0 | May be inoperative provided: a) The latitude / longitude of each waypoint is verified by the flightcrew. b) It is not used in a primary navigation system required for en route operations or approaches that required a current database, c) Flightcrew will use IPad Application to properly assess the planned route and navigation frequency. Manually tune Navigation radios. And manually enter waypoints for route, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, e) Is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief. NOTE: Guidance for out-of-date navigation databases can be found in AFM 01-34-100. | (M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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Registration No.: N183T Serial No.: 73115

Revision No.: 1
Based on MMEL Revision No.: 4

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34-NAVIGATION

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|--|
| | B | 7 | 2 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 33. Radio Tuning Functions | B | 7 | 2 | May be Inoperative. | (M) None required |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 34. Charts Function on Display Units | D | 2 | 0 | May be inoperative provided current aeronautical charts are carried onboard the airplane and available to the flightcrew. NOTE: An out-of-date navigation database is not authorized MMEL relief per 14 CFR 91.503. | (M) None required |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 35. Video Function on Display Units | D | 1 | 0 | May be inoperative. | (M) None required |
| | | | | NOTE: If EVS video cannot be displayed on DU 3, EFVS approaches to landing and rollout are prohibited. | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 36. Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out) < | | | | | |

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|------------------------------------|--|------------------------------|---|---|--|--|
| | | 2. NUMBER INSTALLED | | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | | 4. REMARKS / EXCEPTIONS | | | | |
| 36. | Automatic Dependent Surveillance-Broadcast (ADS-B) System (cont'd) | B | 2 | 0 | (O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used. | (M) None required. |
| 1) | ADS-B Out Extended Squitter | | | | | (O) Flightcew will discuss alternate procedures for traffic awareness to include TCAS and use of air traffic control. Aircrew shall obtain authorization from ATC facilities having jurisdiction over planned route of flight. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | C | 2 | 1 | One may be inoperative provided prior to flight authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | D | 2 | 0 | May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| (continued) | | | | | | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|------------------------------|--|--|--|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 36. Automatic Dependent Surveillance-Broadcast (ADS-B) System (cont'd) 2) ADS-B Out UAT | | | | | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|--|------------------------------|---|---|---|--|
| | | 2. NUMBER INSTALLED | | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | | 4. REMARKS / EXCEPTIONS | | | | |
| 36. Automatic Dependent Surveillance-Broadcast (ADS-B) System (cont'd) 3) ADS-B In | C | 1 | 0 | (O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B In function that operates normally may be used. | (M) None required. | |
| | | | | | (O) Flightcrew will discuss traffic awareness including TCAS and use of air traffic control for traffic avoidance. Aircrew shall obtain authorization from ATC facilities having jurisdiction over planned route of flight. | |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
| | D | 1 | 0 | (O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used. | (M) None required. | |
| | | | | | (O) Flightcrew will discuss traffic awareness including TCAS and use of air traffic control for traffic avoidance. Aircrew shall obtain authorization from ATC facilities having jurisdiction over planned route of flight. | |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
| | 37. Cockpit Display and Traffic Information (CDTI) | D | 1 | 0 | NOTE: Cockpit Display Traffic Information (CDTI) display of data from other airplane systems may be used. | (M) None required. |
| | | | | | | (O) None required. |
| | | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 38 Synthetic Vision Primary Flight Display (SV-PFD) Functions | D | 2 | 0 | May be inoperative. | (M) None required. | |
| | | | | | (O) None required. | |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|---------------------|------------------------------|-------------------------|--|---|
| | 2. NUMBER INSTALLED | 3. NUMBER REQ'D FOR DISPATCH | 4. REMARKS / EXCEPTIONS | | |
| | | | | | |
| | | | | | |
| 39. Air Data Systems (ADS 1-2-3-4) | C | 4 | 3 | (M)(O) May be inoperative provided: a) Pilot and Copilot PFDs and SFDs: Verify separate, operative ADS sources are selected, b) No DCN failures are present, c) Autopilot is operative, d) Aircraft is operated at or below FL 250 and a minimum speed of 250 KCAS when above 10,000 feet MSL. Minimum approach speed is VREF + 5 knots and shall be maintained to the runway threshold, e) Airplane is operated in accordance with AFM Limitations, and f) Affected circuit breaker is pulled and collared. NOTE 1: Dispatch with a failed ADS is not allowed with EEC 5.4.2.4. NOTE 2: EEC Software can be verified as follows: On DU 2 or 3, select the CMC synoptic/SYSTEM DIAGNOSTICS/73 ENGINE FUEL AND CONTROL/DATA: LEFT (or RIGHT) ENGINE CONFIG STATUS/verify FADEC SW PN at the bottom of the table. NOTE 3: FCS Limited Dispatch Advisory CAS message will post. NOTE 4: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system. | (M) Maintenance shall pull and collar affected circuit breaker: • ADS 1: POP, B-6, or • ADS 2: CPOP, B-6, or • ADS 3: POP, B-5, or • ADS STBY: CPOP, B-5. |
| | | | | (O) Flightcrew will verify: a) Separate and operative ADS sources are selected, b) No DCN failures are annunciated, c) The autopilot is operative, d) A restricted flight envelope is used, and e) The inoperative ADS system circuit breaker is pulled and collared. | |
| | | | | (P) An Inoperative Placard will be placed on Air Data Systems to be seen by flightcrew and will be noted on ADLS. | |

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| 35-02 | Cabin Oxygen ON Warning System | 35-1 |
| 35-03 | Oxygen Service Panel Pressure Gauges | 35-2 |
| 35-05 | Oxygen Supply Warning System | 35-3 |
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| 35-10 | Oxygen System Overboard Discharg Indication | 35-4 |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|---|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 1. Passenger Oxygen System and Supply | B | 1 | 0 | May be inoperative provided: a) Automatic and manual cabin pressurization systems operate normally, and b) Airplane is operated below FL 250 with a cabin altitude at or below 14,000 feet MSL. -OR- May be inoperative provided airplane is operated without passengers. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on affected Oxygen Control Panel or Mask Unit and will be noted on ADLS. Additionally, affected seats shall be blocked and placarded. |
| 2. Cabin Oxygen ON Warning System | C | 1 | 0 | May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operative, and b) Cabin Altitude Pressure Warning System is operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed above "ON" position on Oxygen Control Panel and will be noted on ADLS. |
| | C | 1 | 0 | (O) May be inoperative provided airplane is operated in unpressurized configuration. | (M) None required. |
| | | | | | (O) To operate the airplane unpressurized, refer to AFM 03-21-90. |
| | | | | | (P) An Inoperative Placard will be placed above "ON" position on Oxygen Control Panel and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 3. Oxygen Service Panel Pressure Gauge | D | 2 | 0 | May be inoperative provided associated cockpit synoptic indication is operative and monitored. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Oxygen Service Panel Gauges and will be noted on ADLS. |

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35-OXYGEN

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---|---|---|---|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 5. Oxygen Supply Warning System | C | 2 | 0 | May be inoperative provided associated cockpit synoptic indication is operative and monitored. | (M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 6. Portable Protective Breathing Equipment (PBE) | D | 2 | 0 | (M) May be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to dangerous goods regulations. | (M) If PBE is left in a certified location Maintenance will ensure location placarding is obscured. Maintenance may also remove PBE from its installed location. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flight crew and will be noted on ADLS. |
| *** Tamper Seal or Tag | C | 2 | 0 | (O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight. | (M) None required. (O) Flightcrew will verify PBEs are properly installed and serviced at each preflight. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 7. Cockpit Oxygen Pressure Indications (Passenger or Crew Synoptic Indications) | C | 2 | 1 | (O) One may be inoperative provided: a) Oxygen Service Panel Pressure Gauges are operative and checked before every takeoff, and b) Crew Oxygen Off and Passenger Oxygen Off messages are not displayed on the CAS prior to every takeoff. | (M) None required. (O) Flightcrew will verify that sufficient oxygen is available for crew and passengers prior to every takeoff by checking the gauges in the oxygen service panel. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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35-OXYGEN

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|------------------------------|---|---|--|--|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 8. Passenger Oxygen Control Panel ALT SELECT (High Alt) Switch | C | 1 | 0 | May be inoperative provided airplane is operated from airports no higher than 14,500 feet in accordance with AFM Limitations. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 9. Therapeutic Oxygen | D | 1 | 0 | May be inoperative or missing. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 10. Oxygen System Overboard Discharge Indication | C | 1 | 0 | (O) Disc may be damaged or missing provided: a) Oxygen Service Panel pressure gauges are operative and checked before every takeoff, b) Crew Oxygen OFF and Passenger Oxygen OFF messages are not displayed on the CAS prior to every takeoff, c) Crew and Passenger Oxygen quantity is monitored prior to every takeoff and during flight, and d) Airplane is operated in accordance with AFM Limitations. | (M) None required. |
| | | | | | (O) Flightcrew will ensure, prior to takeoff, Oxygen Service Panel Pressure Gauges are operative and checked, Crew Oxygen OFF and Passenger Oxygen OFF CAS messages are not displayed, Crew and Passenger Oxygen Quantity is monitored prior to takeoff and during flight, and airplane is operated in accordance with AFM Limitations. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 36-PNEUMATIC | | | | | | |
| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES | | |
| | 2. NUMBER INSTALLED | | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | | |
| 1. Bleed Air Systems | C | 2 | 1 | (M) Except for ER operations, may be inoperative provided: | (M) Maintenance will CLOSE inoperative/associated Bleed Control Valve and electrically deactivate affected system. If failure occurs with 1) Right Bleed Air Control Valve: Select Right Bleed Air Valve OFF utilizing R Eng Bleed Air Switch and Pull R BLD AIR CTL CMD Circuit Breaker (SSPC 3602). 2) Left Bleed Air Control Valve: Select Left Bleed Air Valve OFF utilizing L Eng Bleed Air Switch and Pull L BLD AIR CTL CMD Circuit Breaker (SSPC 3601). In addition, opposite Engine Bleed Air System and Isolation Valve will be verified operative. Refer to AMM Chapter 36-12-03. | |
| 1) Pressurized Configuration | | | | a) Inoperative/associated Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, | (O) None required. | |
| | | | | b) Opposite Engine Bleed Air System is operative, | | |
| | | | | c) Isolation Valve is verified to be operative, | | |
| | | | | d) Airplane is not operated in forecast or known icing conditions, and | | |
| | | | | e) Airplane is operated in accordance with AFM, Section 03-21-10, Bleed Air System Failure Single. | (P) An Inoperative Placard will be placed above the affected Bleed Air Control Switch and will be noted on ADLS. | |
| (continued) | | | | | | |

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| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | | 4. REMARKS / EXCEPTIONS | | | |
| 1. Bleed Air Systems (cont'd) 2) Unpressurized Configuration | C | 2 | 0 | (M)(O) Except for ER operations, may be inoperative provided: a) Inoperative/associated Bleed Control Valve(s) is/are CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Airplane is not operated in forecast or known icing conditions, c) Rear baggage compartment is not used (empty), d) Internal baggage door remains OPEN, and e) Airplane is operated in accordance with AFM Limitations. | (M) Maintenance will ensure inoperative/associated Bleed Air Valve(s) is/are CLOSED and deactivated electrically. Refer to AMM Chapter 36-12-03. (O) Flightcrew will ensure internal baggage door remains OPEN. To operate the airplane unpressurized, refer to AFM 03-21-90. (P) An Inoperative Placard will be placed above affected Bleed Air Control Switch(es) and will be noted on ADLS. |

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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 2. Bleed Air Hot Warning Systems | | | | Deleted in Revision 4. | |
| 1) Pressurized Configuration | | | | Deleted in Revision 4. | |
| 2) Unpressurized Configuration | | | | Deleted in Revision 4. | |
| 3. Isolation Valve | C | 1 | 0 | (M) May be inoperative provided: a) Both Bleed Air Systems are operative, b) Both Environmental Control Systems (ECS) Packs are operative, c) Isolation Valve is electrically deactivated by pulling associated SSPC, d) Isolation Valve is is verified CLOSED, and e) Airplane is operated in accordance with AFM Chapter 1, Limitations. NOTE: Valve must be OPENED manually during left engine start. | (M) Maintenance will ensure BOTH Bleed Air System and Environmental Control System (ECS) Packs are operative. In addition, Isolation Valve is to be electrically deactivated by pulling SSPC 3607 (BLD AIR ISO SOL) and verified "CLOSED". Refer to AMM Chapters 21-21-01 and 36-12-04. |
| 4. Bleed Air System Switch Capsule Lights | C | 4 | 0 | May be inoperative provided Bleed Air System indications are available on the Synoptic display. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Bleed Air System Switch Capsule Lights and will be noted on ADLS. |

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| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 1. Potable Water System | C | 1 | 0 | (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, b) Associated system components are verified not to have leaks, and c) Passengers are advised of the inoperative water system. NOTE: Any portion of system which operates normally may be used. | (M) Maintenance will ensure appropriate procedures are established to deactivate applicable system components and verify that components do not have leaks. Refer to AMM Chapter 12-17-01 and 38-00-01. |
| | | | | (O) None required. | |
| | | | | (P) An Inoperative Placard will be placed on Potable Water System and will be noted on ADLS. | |
| | C | 1 | 0 | (M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced. | (M) Maintenance will drain the system and placard the access door to prohibit servicing. Refer to AMM Chapter 12-17-01. |
| | | | | (O) None required. | |
| | | | | (P) An Inoperative Placard will be placed on Potable Water System and will be noted on ADLS. | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|---|
| | C | 1 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 2. Lavatory Waste System | C | 1 | 0 | (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used. | (M) Maintenance will deactivate applicable system components and verify that components do not have leaks and placard the access door to prohibit servicing. Refer to AMM Chapter 38-31-00 thru 38-35-00 and AOMM Chapter 38-30-00 and 38-31-00. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Lavatory Waste System and will be noted on ADLS. |
| | C | 1 | 0 | (M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured CLOSED and placarded "INOPERATIVE-DO NOT ENTER". NOTE: These provisos are not intended to prohibit inspections by crewmembers. | (M) Maintenance will deactivate applicable system components and verify that components do not have leaks and placard the access door to prohibit servicing. Refer to AMM Chapter 38-31-00 thru 38-35-00 and AOMM Chapter 38-30-00 and 38-31-00. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed on Lavatory Waste System and will be noted on ADLS. |

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38-WATER / WASTE

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 3. Lavatory Dump/Drain System | C | 1 | 0 | May be inoperative provided: a) Dump valve is secured in the CLOSED and LOCKED position, and b) System is checked for leaks before every flight. | (M) None required. |
| 4. Vacuum Toilet Holding Tank Indicator | D | 1 | 0 | May be inoperative provided: a) Tank is verified to be serviced before first flight of the day, and b) Tank is serviced after the last flight of the day. | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) None required. |
| | | | | | (O) None required. |
| 5. Water Line Heater | D | 4 | 0 | (M)(O) Individual components may be inoperative provided: a) Inoperative components are deactivated or isolated, b) Inoperative components are verified to not have leaks, and c) One of the following resolutions has been accomplished or verified: 1) Unaffected potable water system is selected via GCMS, or 2) Affected heater has operative redundant backup, or 3) Consideration is given to affected water line enclosure temperature. NOTE: Gulfstream Tech Ops may be able to provide amplifying information on individual water line locations | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | | | | | (M) Maintenance will deactivate applicable system components and verify that components do not have leaks. Refer to AMM Chapter 12-17-00. |
| | | | | | (O) Flight crew will ensure one of the following resolutions has been accomplished or verified: 1) Unaffected potable water system is selected via GCMS, or 2) Affected heater has operative redundant backup, or 3) Consideration is given to affected water line enclosure temperature. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 6. Drain Mast Heater | C | 4 | 0 | (M) Individual components may be inoperative provided: a) Water system is drained and purged, b) Inoperative components are deactivated or isolated, and c) Flightcrew will ensure the system is not serviced | (M) Maintenance will deactivate applicable system components, drain the system and placard the access door to prohibit servicing. Refer to AMM Chapter 12-17-00. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|---------------------|------------------------------|-------------------------|---|---|
| | 2. NUMBER INSTALLED | 3. NUMBER REQ'D FOR DISPATCH | 4. REMARKS / EXCEPTIONS | | |
| | | | | | |
| | | | | | |
| 1. Data Concentration Network (DCN) (cont'd) 1) Remote Data Concentrator 12 (RDC 12) (cont'd) | A | 1 | 0 | NOTE 1: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system. NOTE 2: With RDC 12 failed the following systems are impacted: 1. ADS 2: Loss of control and display. No loss of ADS 2 to flight controls system and engines, 2. BARO Set: R Baroset knob unable to communicate with ADS 1 and 3, 3. EVS: Loss of control and display, 4. TSC 2 and 3: Loss of dimming control for OHPTS and console, 5. Right Ice Detector: Loss of automatic detection function, 6. Service door indication: Radome invalid, 7. Emergency Landing Gear Extension Bottle Pressure: Loss of display in cockpit, 8. Cockpit Pressurization Control Unit 1: Loss of displayed data to all Overhead Panel Touch Screens only. Data available on synoptics, and 9. Right SFD: Partial loss of displayed data. Does not impact display of attitude/airspeed/altitude or basic navigation data. | |
| | | | | (M) Maintenance will ensure Thrust Reversers are deactivated, stowed and LOCKED in forward thrust position. Refer to AMM Chapter 78-30-01. Maintenance will ensure DCN RDC 12 PWR 1: SSPC 4201 and DCN RDC 12 PWR 2: SSPC 4202 are pulled and collared. | |
| | | | | (O) Flightcrew will ensure: a) Cowl Anti-Ice shall be selected ON manually any time visible moisture is present and the SAT is +10° C or less. Wing Anti-Ice should be selected ON manually if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets or windshield edges, b) That an operative ADS is selected prior to departure, c) Select CPCU 2 for pressurization control and verify on ECS synoptic that CPCU 2 is in control, and d) Visually verify before each departure that the associated door is CLOSED and LOCKED/LATCHED. | |
| (continued) | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
| | 2. NUMBER INSTALLED | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | 4. REMARKS / EXCEPTIONS | | | |
| 1. Data Concentration Network (DCN) (cont'd) 2) Remote Data Concentrator 13 (RDC 13) | A | 1 | 0 | <p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) ADS 2, ADS 3, and STBY ADS (ADS 4) are operative. <p>Pilot should select a separate, operative ADS to resolve red Xs on Pilot PFD,</p> <ul style="list-style-type: none"> – After starting engines, ADS 2 Dgrd CAS will be posted. Confirm ADS 2 is operative by pulling associated ADS 1 CB and verifying ADS 2 Dgrd CAS clears, then reset associated ADS 1 CB. – ADS 2 Dgrd CAS will re-post on ground and clear during takeoff. – An FCS Limited Dispatch Advisory CAS posts and clears with the ADS 2 Dgrd CAS. – Eng Maint LTD, L-R may post. No further crew action is required. <p>d) Left Baroset knob is disabled by pulling and resetting associated CB,</p> <ul style="list-style-type: none"> – The L Baro Knob Fail Caution CAS will post. No further action is required. <p>e) Manual Pressurization Control System is operative and functionally checked,</p> <p>f) Flightcrew will select CPCU 1 for automatic pressurization control and verify on ECS synoptic that CPCU 1 is in control. To Swap CPCU channels, cycle to manual pressurization and back to automatic,</p> <p>g) Cabin Altitude, Differential Pressure and Rate-of-Climb Indicators are operative,</p> <p>h) Autopilot is operative (verify autopilot engagement on ground utilizing the TSC Systems Test Page, AP Disc option),</p> <p>i) Procedures do not require use of EVS,</p> <p>j) NWS steering is operative,</p> <p>k) Outboard brake pressure and temperature indications are operative,</p> <p>l) Manual wheel despin is performed prior to retracting gear after takeoff by using the Parking Brake to apply 300-400 psi brake pressure for 10 seconds,</p> <ul style="list-style-type: none"> – When the Parking Brake is used after takeoff with the landing gear extended, the Landing Config-Brake Warning CAS will assert until the condition is removed. <p>m) Airplane is operated in accordance with AFM Appendix on Brake Kinetic Energy and Carbon Brake Cooling,</p> <p>Procedure continued on next page.</p> |

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|---|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 1. Data Concentration Network (DCN) (cont'd) 2) Remote Data Concentrator 13 (RDC 13) | | | | | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|--|--|--|
| | 2. NUMBER INSTALLED | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | 4. REMARKS / EXCEPTIONS | | | |
| 1. Data Concentration Network (DCN) (cont'd) 2) Remote Data Concentrator 13 (RDC 13) | | | | (M) Maintenance will ensure Thrust Reversers are deactivated, stowed and LOCKED in forward thrust position. Refer to AMM Chapter 78-30-01. Maintenance will ensure DCN RDC 13 PWR 1: SSPC 4203 and DCN RDC 13 PWR 2: SSPC 4204 are pulled and collared. |
| | | | | (O) Flightcrew will: a) Select IRS 3 for display on DU-1, b) Cowl Anti-Ice shall be selected ON manually any time visible moisture is present and the SAT is +10° C or less. Wing Anti-Ice should be selected ON manually if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets or windshield edges, c) Ensure that an operative ADS is selected prior to departure, d) Will select CPCU 1 for pressurization control and verify on ECS synoptic that CPCU 1 is in control, e) Will verify "NWS Fixed Gain" is annunciated on CAS prior to dispatch, and f) Will visually verify before each departure that the associated door is CLOSED and LOCKED/LATCHED, |
| (continued) | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|--|--|---|
| | 2. NUMBER INSTALLED | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | 4. REMARKS / EXCEPTIONS | | | |
| 1. Data Concentration Network (DCN) (cont'd) 3) Remote Data Concentrator 14 (RDC 14) | | | | |

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| | 2. NUMBER INSTALLED | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | 4. REMARKS / EXCEPTIONS | | | |
| 1. Data Concentration Network (DCN) (cont'd) 3) Remote Data Concentrator 14 (RDC 14) | | | | |

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|---|------------------------------|--|--|--|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 1. Data Concentration Network (DCN) (cont'd) 4) Remote Data Concentrator 15 (RDC 15) | | | | | |

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|---|------------------------------|--|--|---|
| | 2. NUMBER INSTALLED | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | 4. REMARKS / EXCEPTIONS | | | |
| 1. Data Concentration Network (DCN) (cont'd) 4) Remote Data Concentrator 15 (RDC 15) | | | | <p>NOTE 1: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system. NOTE 2: With RDC 15 failed the following systems are impacted:</p> <ul style="list-style-type: none">1. Acoustic Door: Loss of position indication,2. ADS 3: Loss of display and control. No loss of ADS 3 data to flight controls system and engines,3. Autobrakes: Not available,4. Wheel Despin: Not available,5. Aux hydraulic pump: Automatic function not available for moving landing gear doors via landing gear maint. panel,6. Normal Outboard Brake Press: Loss of display,7. Outboard Brake Temp: Loss of display,8. LEER Fan: Loss of failure warning,9. MED: Crew must manually turn off ECS packs prior to closing MED. The MED Safety Switch on cockpit overhead panel inoperative. MED will close when commanded regardless of position of safety switch. Automatic activation of auxiliary hydraulic pump, if required, may take up to 20 seconds. Allow 30 seconds for MED to close following actuation of close switch without ASC 23,10. NAVCOM 3: Not available, and11. Pilot 121.5 switch: Capsule light not available. |
| | | | | (M) Maintenance will ensure Thrust Reversers are deactivated, stowed and LOCKED in forward thrust position. Refer to AMM Chapter 78-30-01. Maintenance will ensure DCN RDC 15 PWR 1: SSPC 4207 and DCN RDC 15 PWR 2: SSPC 4208 are pulled and collared. |
| | | | | (O) Flightcrew will ensure: a) An operative ADS is selected prior to departure, and b) Manually select Aux pump on via OHPTS in cockpit prior to moving landing gear doors via landing gear maintenance panel. |
| (continued) | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|---|---|---|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 1. Data Concentration Network (DCN) (cont'd) 5) Remote Data Concentrator 16 (RDC 16) | A | 1 | 0 | (M)(O) May be inoperative provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs and Switches are operative, c) Both PFD Attitude Indicating Systems operate independently, d) Both Standby Flight Display Attitude Indicators are operative, e) Both AHRS sensors are operative, f) GPS 1 is operative, g) OHPTS 1 and 2 are operative, h) Associated TCAS power SSPC is pulled and collared, i) UPS voltmeter is operative, j) Forward lavatory waste receptacle is empty, k) Forward lavatory is locked and placarded, "INOPERATIVE – DO NOT ENTER", l) Forward lavatory is used only by crewmembers, and m) Repairs are made within 1 flight day. NOTE: With RDC 16 failed the following systems are impacted: 1. IRS 2: Loss of control and display. No loss of IRS 2 data to flight controls system, 2. GPS 2: Loss of control and display, 3. OHPTS 3: Blanked, 4. TCAS: Not available, 5. UPS Battery: Loss of amps display, 6. R EER Fan: Loss of failure warning, 7. Co-Pilot 121.5 switch: Capsule light not available, 8. Lavatory Smoke Detectors: Not available for forward lavatory configurations, and 9. ADS-B in data not available. | |
| (continued) | | | | Refer to next page for (O) Operational and (P) Placarding Procedures. | |

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|--|------------------------------|--|--|---|--|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 1. Data Concentration Network (DCN) (cont'd) | | | | (M) Maintenance will ensure DCN RDC 16 PWR 1: SSPC 4209, DCN RDC 16 PWR 2: SSPC 4210 and SSPC 3422 are pulled and collared. | |
| 5) Remote Data Concentrator 16 (RDC 16) | | | | | (O) Flightcrew will: a) Select IRS 3 for display on DU-4, and b) May allow passengers to use the forward lavatory provided the passengers are briefed on the necessity to ensure that no flammable materials are used in the lavatory. |
| (continued) | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 1. Data Concentration Network (DCN) (cont'd) 6) Remote Data Concentrator 17 (RDC 17) | A | 1 | 0 | (M)(O) May be inoperative provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Acoustic and Mid-Cabin Doors are secured OPEN for taxi, takeoff, and landing, d) Both PFD Attitude Indicating Systems operate independently, e) IRS 1, 2, and 3 are operative, f) If operator is a Holder of an Air Carrier or Commercial Operator Certificate: <Not Applicable>, g) Operator other than a holder of an Air Carrier or Commercial Operator certificate: <ul style="list-style-type: none"> Cockpit Voice Recorder (CVR) is repaired within 15 days, h) Operations that require two LRCS (HF, SATCOM) are not conducted, i) Synoptic brake pressure indications are operative, j) Affected accumulator pre-charge and fully charged pressure (3,000 psi) is verified in respective main landing gear well gauge pre-flight, k) Conservative fuel quantity values are used for flight planning, l) Procedures do not require use of Inmarsat SATVOICE, m) Radio Altimeter 2 test results are satisfactory prior to dispatch, n) Landing weather minimums or operating procedures do not require the use of Radio Altimeter 1, o) Other systems affected by Radio Altimeter (EPGWS, TCAS, Autothrottle, Altimeter Ground Awareness Display, Synthetic Vision Primary Flight Display, and automatic cowl/wing anti-icing) are considered, p) Select GPWS INHIBIT on TSC aural inhibits page, | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|--|--|--|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 1. Data Concentration Network (DCN) (cont'd) 6) Remote Data Concentrator 17 (RDC 17) | | | | | |

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42-INTEGRATED MODULAR AVIONICS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|------------------------------|--|--|--|
| | 2. NUMBER INSTALLED | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | 4. REMARKS / EXCEPTIONS | | | |
| 1. Data Concentration Network (DCN) (cont'd) | | | | (M) Maintenance will ensure DCN RDC 17 PWR 1: SSPC 4211 and DCN RDC 17 PWR 2: SSPC 4212 are pulled and collared. |
| 6) Remote Data Concentrator 17 (RDC 17) | | | | |
| | | | | |
| | | | | (O) Flightcrew will: a) Assess approach capability at destination and alternate airports in terms of radio altimeter requirements in the unlikely event that RADALT 2 should fail, and b) Visually verify before each departure that the associated door is CLOSED and LOCKED/LATCHED. |
| (continued) | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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42-INTEGRATED MODULAR AVIONICS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 1. Data Concentration Network (DCN) (cont'd) 7) Remote Data Concentrator 18 (RDC 18) | | | | | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|------------------------------|--|--|---|
| | 2. NUMBER INSTALLED | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | 4. REMARKS / EXCEPTIONS | | | |
| 1. Data Concentration Network (DCN) (cont'd) 7) Remote Data Concentrator 18 (RDC 18) < | | | | |

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42-INTEGRATED MODULAR AVIONICS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|---------------------|------------------------------|-------------------------|--|---|
| | 2. NUMBER INSTALLED | 3. NUMBER REQ'D FOR DISPATCH | 4. REMARKS / EXCEPTIONS | | |
| | | | | | |
| | | | | | |
| 1. Data Concentration Network (DCN) (cont'd) 8) Remote Data Concentrator 19 (RDC 19) | A | 1 | 0 | (M)(O) Except for ER operations, may be inoperative provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Associated 60 Hz AC Electrical power system circuit breaker is pulled and collared, d) Flightcrew will brief passengers on items that are inoperative, e) Flight Data Recorder (FDR) is operative, f) Procedures do not require use of SATCOM voice (Iridium or Inmarsat), g) Left Main Battery Voltmeter is operative, h) Both battery charger fail messages are operative. Verify battery charger fail CAS by pulling L and R Batt Charger CBs on L and R PDB and verifying L-R Batt Charger Fail caution posts and then clears when CBs reset, i) Left Hydraulic Pressure Indication is operative, j) PTU Hydraulic system is operative, k) A crewmember verifies by visual inspection before each departure that the L Fuel Drain Valve and L Fuel Hopper Drain Valve doors (located underneath aircraft forward of left main wheel well near centerline) are CLOSED and LOCKED/LATCHED, and l) Repairs are made within 3 flight days. NOTE: With RDC 19 failed the following systems are impacted: 1. 60 Hz Power: Left converter not available, 2. Cockpit Voice Recorder: not available, 3. Iridium: Failure warning not available, 4. Battery Ammeters: Loss of display of left main battery amps, 5. Power Transfer Unit: Loss of display of pressure indication, 6. SATCOM: Voice transmission not available, and 7. Service door indication: L Fuel Drain Valve and L Fuel Hopper Drain Valve invalid. | |
| (continued) | | | | Refer to next page for (O) Operational and (P) Placarding Procedures. | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|------------------------------|--|--|---|
| | 2. NUMBER INSTALLED | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | 4. REMARKS / EXCEPTIONS | | | |
| 1. Data Concentration Network (DCN) (cont'd) 8) Remote Data Concentrator 19 (RDC 19) (cont'd) | | | | |

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42-INTEGRATED MODULAR AVIONICS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|------------------------------|---|
| | | | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 1. Data Concentration Network (DCN) (cont'd) | B | 1 | 0 | <p>(M)(O) Except for ER operations, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Associated 60 Hz AC Electrical power system circuit breaker is pulled and collared, d) Flightcrew will brief passengers on items that are inoperative, e) A crewmember will verify by visual inspection before each departure that the external baggage door is CLOSED and LOCKED, f) Internal baggage compartment door remains OPEN, g) Airplane is operated at or below 45,000 feet, h) Procedures do not require use of Inmarsat SATCOM, i) PTU manual mode is verified to be operative before every flight, j) PTU manual mode is selected ON for each takeoff and landing, k) A crewmember verifies by visual inspection before each departure that the Water Service, Waste Service and Tail Compartment doors are CLOSED and LOCKED/LATCHED l) Right Main Battery Voltmeter is operative, m) Both battery charger fail messages are operative. Verify batter charger fail CAS by pulling L and R Batt Charger CBs on L and R PDB and verifying L-R Batt Charger Fail caution posts and then clears when CBs reset, n) Automatic or Manual Zone Temperature control systems are operative, o) Left Hydraulic Quantity is checked by reservoir indicator before each departure. Indications are most accurate if system is pressurized, and p) Only one Hydraulic quantity indicating system is failed. <p>Refer to next page for Notes and (O) Operational and (P) Placarding Procedures.</p> |
| 9) Remote Data Concentrator 20 (RDC 20) | | | | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|--|--|---|
| | 2. NUMBER INSTALLED | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | 4. REMARKS / EXCEPTIONS | | | |
| 1. Data Concentration Network (DCN) (cont'd) 9) Remote Data Concentrator 20 (RDC 20) | | | | |

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42-INTEGRATED MODULAR AVIONICS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|--|--|--|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 1. Data Concentration Network (DCN) (cont'd) 10) Remote Data Concentrator 22 (RDC 22) < | | | | | |

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42-INTEGRATED MODULAR AVIONICS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 1. Data Concentration Network (DCN) (cont'd) 10) Remote Data Concentrator 22 (RDC 22) | A | 1 | 0 | <p>p) Prior to engine start Auxiliary Pump operation and pressure must be verified on brake synoptic (inboard parking brake pressure), and</p> <p>q) Repairs are made within 3 flight-days.</p> <p>NOTE: With RDC 22 failed the following systems are impacted:</p> <p>1. Internal Baggage Door: Position alerting not available,</p> <p>2. Lavatory Smoke Detector: Not available for aft lavatory configurations,</p> <p>3. FDR: Not available,</p> <p>4. Galley Smoke Detector: Not available for aft galley configurations,</p> <p>5. EBHA Battery: Loss of amps display,</p> <p>6. Service door indication: R Fuel Drain Valve and R Fuel Hopper Drain Valve invalid,</p> <p>7. Cockpit/Cabin Zone Temperature Indications: Partial loss of display of desired and actual temperature data,</p> <p>8. Hydraulic System Quantity Indication: Loss of display of right hydraulic quantity, and</p> <p>9. Aux Hydraulic Pump Pressure Indication: Loss of display.</p> | |
| (continued) | | | | (M) Maintenance will ensure DCN RDC 22 PWR 1: SSPC 4219 and DCN RDC 22 PWR 2: SSPC 4220 are pulled and collared. | |
| | | | | (O) Flightcrew shall verify by visual inspection before each departure that the R Fuel Drain Valve and R Fuel Hopper Drain Valve doors (located underneath aircraft forward of right main wheel well near centerline) are CLOSED and LOCKED/LATCHED. | |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |

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42-INTEGRATED MODULAR AVIONICS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|---|---|--|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 1. Data Concentration Network (DCN) (cont'd) 11) Remote Interface Unit 51 (RIU 51) | A | 1 | 0 | (M)(O) May be inoperative provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Procedures do not require use of SATCOM voice (Iridium or Inmarsat), d) Operator other than a holder of an Air Carrier or Commercial Operator certificate: <ul style="list-style-type: none">Cockpit Voice Recorder (CVR) is repaired within 15 days. f) Operations that require two LRCS (HF, SATCOM) are not conducted, g) A crewmember verifies by visual inspection before each departure that the External Air, L Forward Cowl and L Engine Access doors are CLOSED and LOCKED/LATCHED, and h) Repairs are made within 3 flight days. NOTE: With RIU 51 failed the following systems are impacted: 1. FDR: Not available, 2. HF 1: Not available, 3. SATCOM: Voice transmission not available, 4. Inmarsat: Not available, and 5. Service door indication: External Air, L Forward Cowl and L Engine Access invalid. | |
| | | | | (M) Maintenance will ensure DCN RIU 51 PWR 1: SSPC 4221 and DCN RIU 51 PWR 2: SSPC 4222 are pulled and collared. | |
| | | | | (O) Flightcrew will visually verify before each departure that the associated door and/or cowl are CLOSED and LOCKED/LATCHED. | |
| (continued) | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |

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42-INTEGRATED MODULAR AVIONICS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 1. Data Concentration Network (DCN) (cont'd) 12) Remote Interface Unit 52 (RIU 52) | | | | | |

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42-INTEGRATED MODULAR AVIONICS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|--|--|--|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 1. Data Concentration Network (DCN) (cont'd) 13) Remote Interface Unit 53 (RIU 53) | | | | | |

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| 42-INTEGRATED MODULAR AVIONICS | | | | | | |
| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES | | |
| | 2. NUMBER INSTALLED | | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | | |
| 1. Data Concentration Network (DCN) (cont'd) 14) Remote Interface Unit 54 (RIU 54) | D | 1 | 0 | (M)(O) May be inoperative provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Procedures do not require use of Inmarsat SATVOICE, d) Associated 60 Hz AC Electrical power system circuit breaker is pulled and collared: RIGHT PDB, REER: R FREQ CONV, and e) Flightcrew will brief passengers on items that are inoperative. NOTE: With RIU 54 failed the following systems are impacted: 1. 60 Hz Power: Right converter not available, and 2. Inmarsat: Not available. | | (M) Maintenance will ensure DCN RIU 54 PWR 1: SSPC 4227 and DCN RIU 54 PWR 2: SSPC 4228 and associated 60 Hz AC Electrical power system, REER: R FREQ CONV, circuit breakers are pulled and collared. (O) Flightcrew will brief the passengers on the items that are inoperative with the failure of the power source for cabin entertainment. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
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| <p>TARGET CORPORATION MINIMUM EQUIPMENT LIST</p> |
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42-INTEGRATED MODULAR AVIONICS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---|------------------------------|--|
| | | | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 1. Data Concentration Network (DCN) (cont'd) 15) Switch 1 (SW 1) | A | 1 | 0 | <p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) ADS 2, ADS 2, and STBY ADS (ADS 4) are operative, d) Manual Pressurization Control System is operative and functionally checked, e) EICAS Cabin Altitude, Differential Pressure and Rate-of-Climb Indicators are operative, f) Autopilot is operative, (verify autopilot engagement on ground utilizing the TSC Systems Test Page, AP Disc option), g) NWS is operative, h) Both PFD Attitude Indicating Systems operate independently, i) Both Standby Flight Display Attitude Indicators are operative, j) Both AHRS sensors are operative, k) Remaining RIU (Secondary Power Control Channel) is operational as verified by displaying Secondary Power on TSC with "Connected to Left" indication, l) All other components of the electrical system are operative, and m) Repairs are made within 1 flight day. <p>NOTE 1: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system.</p> <p>NOTE 2: With SW 1 failed the following systems are impacted:</p> <ul style="list-style-type: none"> 1. ADS 1: Loss of control and display. No loss of ADS 1 to flight controls system and engines, 2. IRS 1: Loss of control and display. No loss of IRS 1 data to flight controls system, 3. NWS: Fixed gain only due to loss of IRS 1 data, and 4. Secondary Power: Left controller single channel fault. <p>Refer to next page for (O) Operational and (P) Placarding Procedures.</p> |

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| <p style="text-align: center;">TARGET CORPORATION MINIMUM EQUIPMENT LIST</p> | | | | |
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| 42-INTEGRATED MODULAR AVIONICS | | | | |
| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES | |
| | 2. NUMBER INSTALLED | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | 4. REMARKS / EXCEPTIONS | | | |
| 1. Data Concentration Network (DCN) (cont'd) 15) Switch 1 (SW 1) | | | (M) Maintenance will ensure DCN SW 1 PWR 1: SSPC 4229 and DCN SW 1 PWR 2: SSPC 4230 are pulled and collared. | |
| | | | (O) Flightcrew will use Normal Procedures and Fuel Synoptic to ensure: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Fuel tank temperature system is operative. Flightcrew will: a) Select IRS 3 for display on DU-1, b) Ensure that an operative ADS is selected prior to departure, and c) Verify "NWS Fixed Gain" is annunciated on CAS prior to departure. | |
| | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|---|---|--|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 1. Data Concentration Network (DCN) (cont'd) 16) Switch 2 (SW 2) | A | 1 | 0 | (M)(O) May be inoperative provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs and Switches are operative, c) ADS 1, ADS 3, and STBY ADS (ADS 4) are operative, d) Manual Pressurization Control System is operative, e) EICAS Cabin Altitude, Differential Pressure and Rate of Climb Indicators are operative, f) Autopilot is operative, g) Both PFD Attitude Indicating Systems operate independently, h) Both Standby Flight Display Attitude Indicators are operative, i) Both AHRS sensors are operative, j) Remaining RIU (Secondary Power Control Channel) is operational, k) All other components of the electrical system are operative, and l) Repairs are made within 1 flight-day NOTE 1: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system. NOTE 2: With SW 2 failed, the following systems are impacted: 1. ADS 2: Loss of control and display. No loss of ADS 2 to flight controls system and engines, 2. IRS 2: Loss of control and display. No loss of IRS 2 data to flight controls system, and 3. Secondary Power: Right controller single channel fault. | |
| (continued) | | | | (M) Maintenance will ensure DCN SW 2 PWR 1: SSPC 4231 and DCN SW 2 PWR 2: SSPC 4232 are pulled and collared. | |
| | | | | (O) Flightcrew will ensure same IRS is NOT used as attitude source for both pilots. Flightcrew will ensure that an operative ADS is selected prior to departure. | |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|------------------------------|---|---|---|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 1. Data Concentration Network (DCN) (cont'd) 17) Switch 3 (SW 3) | C | 1 | 0 | (M)(O) May be inoperative provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) ADS 1, ADS 2, and Standby ADS (ADS 4) are operative, d) Manual Pressurization Control System is operative and functionally checked, e) Cabin Altitude, Differential Pressure and Rate-of-Climb Indicators are operative, f) Autopilot is operative, (verify autopilot engagement on ground utilizing the TSC Systems Test Page, AP Disc option), g) Remaining RIU (Secondary Power Control Channel) is operational as verified by displaying Secondary Power on TSC with "Connected to Left" indication, and h) All other components of the electrical system are operative. NOTE 1: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system. NOTE 2: With SW 3 failed the following systems are impacted: 1. ADS 3: Loss of control and display. No loss of ADS 3 to flight controls system and engines, and 2. Secondary Power: Left controller single channel fault. | |
| | | | | (M) Maintenance will ensure DCN SW 3 PWR 1: SSPC 4233 and DCN SW 3 PWR 2: SSPC 4234 are pulled and collared. | |
| | | | | (O) Flightcrew will ensure that an operative ADS is selected prior to departure. | |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
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|---|------------------------------|---|---|--|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQ'D FOR DISPATCH | | | | |
| | 4. REMARKS / EXCEPTIONS | | | | |
| 1. Data Concentration Network (DCN) (cont'd) 18) Switch 4 (SW 4) | C | 1 | 0 | (M)(O) May be inoperative provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDC, RIUs and switches are operative, c) ADS 1, ADS 2, and ADS 3 are operative, d) Manual Pressurization Control System is operative, e) EICAS Cabin Altitude, Differential Pressure and Rate-of-Climb Indicators are operative, f) Autopilot is operative, g) Remaining RIU (Secondary Power Control Channel) is operative, and h) All other components of the electrical system are operative. NOTE: With SW 4 failed, the following system are impacted: 1. ADS 4: Loss of failure warning of ADS 4. No loss of ADS 4 data to Standby Flight Displays, flight control system and engines, and 2. Secondary Power: Right controller single channel fault. | |
| | | | | (M) Maintenance will ensure DCN SW 4 PWR 1: SSPC 4235 and DCN SW 4 PWR 2: SSPC 4236 are pulled and collared. | |
| | | | | (O) Flightcrew will ensure that an operative ADS is selected prior to departure. | |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |

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45-CENTRAL MAINTENANCE COMPUTER

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 1. Central Maintenance Computer (CMC) | C | 1 | 0 | (O) May be inoperative provided all faults are recorded after each flight. | (M) None required. |
| | | | | | (O) Flightcrew shall record all faults as a Note on the ADLS. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 1 | 0 | (M)(O) May be inoperative or missing provided: a) All faults are recorded after each flight, and b) CMC module is replaced with an Airflow Blockage Module (ABM) if CMC module is removed from MAU. | (M) Maintenance shall replace the CMC module with an Airflow Blockage Module (ABM) if CMC module is removed from MAU. Refer to AMM Chapter 45-45-02. |
| | | | | | (O) Flightcrew shall record all faults as a Note on the ADLS. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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45-CENTRAL MAINTENANCE COMPUTER

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|---|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 2. Aircraft Health and Trend Monitoring System (AHTMS) 1) Aircraft Health and Trend Monitoring Unit (AHTMU) | D | 1 | 0 | (M) May be inoperative provided associated circuit breaker is pulled and collared. | (M) Maintenance shall pull and collar affected circuit breakers: <ul style="list-style-type: none">• HLTH TRND MON PRI: TSC SSPC, 4602, or• HLTH TRND MON SEC: TSC SSPC, 4603 (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 2) Wireless Data Networking Unit (WDNU) | D | 1 | 0 | (M) May be inoperative provided associated circuit breaker is pulled and collared. | (M) Maintenance shall pull and collar affected circuit breakers: <ul style="list-style-type: none">• HLTH TRND MON PRI: TSC SSPC, 4602, or• HLTH TRND MON SEC: TSC SSPC, 4603 (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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46-INFORMATION SYSTEMS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|------------------------------|---|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | | 4. REMARKS / EXCEPTIONS | | | |
| 1. Electronic Flight Bag Systems (EFBs) 3) Power Supply / Power Connection | C | 3 | 0 | (O) May be inoperative provided flightcrew can acquire data through datalink, SATCOM or FliteFone, or over the VHF radio through either FSS or Flight Watch. | (M) None required. |
| | | | | | (O) Flightcrew will establish alternate procedures to ensure required information normally provided by the EFB is available. These alternate procedures include using acquired data through datalink, SATCOM or FliteFone, or over the VHF radio through either a FSS or Flight Watch. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | D | 3 | 0 | May be inoperative provided flightcrew monitors and manages the battery duration of EFB during flight. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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49-AIRBORNE AUXILIARY POWER

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|---|---|
| | C | 1 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 1. Auxiliary Power Unit (APU) | C | 1 | 0 | <p>(M) Except for ER operations, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Both Engine Driven generators are operative, b) RAT is operative, c) Associated circuit breaker is pulled and collared, d) APU air inlet door is secured and fully CLOSED prior to flight, and e) External AC ground power is available and used for each initial aircraft power-up. <p>NOTE: External Air Start will be required for ground engine start.</p> | <p>(M) Maintenance will ensure Air Intake Door is secured fully CLOSED by visually verifying door is CLOSED and pulling and collaring the APU door actuator circuit breaker. Maintenance will pull and collar APU CTRL: CPOP, D-5 circuit breaker. Maintenance shall remove 12 screws to gain access to the External Air Start. (Reference AMM 36-15-02)</p> <p>(O) None required.</p> <p>(P) An Inoperative Placard will be placed on APU "MASTER" Switch and will be noted on ADLS.</p> |

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49-AIRBORNE AUXILIARY POWER

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---|------------------------------|---|
| | | | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 2. APU EGT Indicators (EICAS and Overhead) | C | 4 | 1 | One must be operational for dispatch unless APU is not operated. |
| | | | | (M) None required. |
| | | | | (O) None required. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 4 | 0 | (M) Except for ER operations, may be inoperative provided: a) APU is not used, b) Both Engine Driven generators are operative, and c) RAT is operative. NOTE: External Air Start will be required for ground engine start. |
| | | | | (M) Maintenance shall remove the Ground Pneumatic Connector Panel. Maintenance will place an inoperative placard above the APU GEN switch on the Electrical Power Control Panel. Maintenance will place an inoperative placard above the APU MASTER Switch on the APU Control Panel (Reference AMM 36-15-02) |
| | | | | (O) None required. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. An Inoperative Placard will be placed above APU Gen Switch on Electric Power Control Panel (EPCP) and will be noted on ADLS. An Inoperative Placard will be placed above APU MASTER Switch on APU Control Panel and will be noted on ADLS. |

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49-AIRBORNE AUXILIARY POWER

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---|------------------------------|---|
| | | | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 3. APU RPM Indicators (EICAS and Overhead) | C | 4 | 1 | One must be operational for dispatch unless APU is not operated. |
| | | | | (M) None required. |
| | | | | (O) None required. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 4. APU "READY" Light System | C | 4 | 0 | (M) Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Driven generators are operative, and c) RAT is operative. NOTE: External Air Start will be required for ground engine start. |
| | | | | (M) Maintenance shall remove the Ground Pneumatic Connector Panel. Maintenance will place an inoperative placard above the APU GEN switch on the Electrical Power Control Panel. Maintenance will place an inoperative placard above the APU MASTER Switch on the APU Control Panel. (Reference AMM 36-15-02) |
| | | | | (O) None required. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. An Inoperative Placard will be placed above APU Gen Switch on Electric Power Control Panel (EPCP) and will be noted on ADLS. An Inoperative Placard will be placed above APU MASTER Switch on APU Control Panel and will be noted on ADLS. |
| 4. APU "READY" Light System | C | 4 | 2 | May be inoperative. |
| | | | | (M) None required. |
| | | | | (O) None required. |
| 4. APU "READY" Light System | C | 4 | 2 | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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49-AIRBORNE AUXILIARY POWER

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 5. APU/Engine Oil Replenishing System | D | 1 | 0 | May be inoperative. | (M) None required. (O) None required. (P) An Inoperative Placard will be placed on APU Oil Quantity Indication System and will be noted on ADLS. |
| 6. APU ON Indicator Light | C | 1 | 0 | May be inoperative. | (M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 7. APU Air Load Control Valve | C | 1 | 0 | (M)(O) May be inoperative provided valve is verified in CLOSED position. NOTE: External Air Start will be required for ground engine start. | (M) Maintenance will ensure APU Air Load Valve is verified in a CLOSED position by Butterfly Plate Shaft Indicator. Refer to AMM Chapter 49-51-02. Maintenance shall remove the Ground Pneumatic Connector Panel.to gain access to the External Air Start Connector and connect the external air source. (Reference AMM 36-15-02) (O) Flightcrew shall perform the External Air Start procedure. (Reference AFM 02-08-40) (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 8. APU External Fire Warning Alarm (Fire Warning Bell) | C | 1 | 0 | May be inoperative provided APU operation is monitored in cockpit. | (M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|------------------------------|---|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQ'D FOR DISPATCH | | | |
| | | 4. REMARKS / EXCEPTIONS | | | |
| 9. APU Air Inlet Door System | C | 1 | 0 | (M)(O) Except for ER operations, may be inoperative provided: a) APU Air Inlet door is secured fully CLOSED, b) APU is considered inoperative, c) Both Engine Driven Generators are operative, and d) RAT is operative. NOTE: External Air Start will be required for ground engine start. | (M) Maintenance will ensure Air Intake Door is secured fully CLOSED by visually verifying door is CLOSED and pulling and collaring the APU door actuator circuit breaker. Maintenance will place an inoperative placard above the APU MASTER Switch on the APU Control Panel. Refer to AMM Chapter 49-12-01 and 49-12-02. Maintenance shall remove the Ground Pneumatic Connector Panel to gain access to the External Air Start Connector and connect the external air source. (Reference AMM 36-15-02) |
| | | | | (O) ER operations are not permitted with an inoperative APU Air Inlet Door System. Flightcrew will ensure: a) APU is considered inoperative, b) Both Engine Driven Generators are operative, and c) RAT is operative. | |
| | | | | (P) An Inoperative Placard will be placed on APU Control Panel and will be noted on ADLS. | |
| | | | | | |
| 10. Surge Control Valve | C | 1 | 0 | Except for ER operations, may be inoperative provided: a) APU is restricted to ground use only at pressure altitude of 8,000 feet or below, b) Both Engine Driven generators are operative, and c) RAT is operative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|---|--|
| | C | 2 | 1 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 11. Ignition System Channels | C | 2 | 1 | One may be Inoperative provided the other system is operational. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 12. EGT Thermocouple System | C | 2 | 1 | One system may be Inoperative provided the other system is operational. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 13. Inlet Temperature Sensor (T2) | C | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 14. Inlet Pressure Transmitter (P2) | C | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 15. RPM Speed Sensor Channels | C | 2 | 1 | One channel may be Inoperative provided the other channel if operational. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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|--|-----------------|---------------------|------------------------------|-------------------------|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 16. APU Hour Meter | C | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 17. Oil Temperature | C | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 18. APU Start/Engine Cowl Interrupt System | D | 1 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 19. Deprime Solenoid | C | 1 | 0 | (M) May be inoperative. | (M) Maintenance will verify Deprime Solenoid is inoperative by reference to Central Maintenance Computer (CMC). Maintenance will visually check APU oil level and perform APU start, run and shutdown per AFM NORMAL procedures. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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52-DOORS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|---|
| | C | 1 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 1. External/Service Door Warning Light System | C | 1 | 0 | May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED/LATCHED by: a) Door latches or lock handles are flush, and b) Door edges are flush with fuselage. <ul style="list-style-type: none"> • Engine Access (Left Engine), • Engine Access (Right Engine), • External Air, • External Power, • Forward Cowl (Left Engine), • Forward Cowl (Right Engine), • Fuel Drain Valve (Left Wing), • Fuel Drain Valve (Right Wing), • Fuel Hopper Drain Valve (Left Wing), • Fuel Hopper Drain Valve (Right Wing), • Fuel Service, • Refuel Port, • Ldg Gear Maintenance, • Oxygen Service, • Radome, • Security, • Tail Compartment, • Waste Service, and • Water Service. | <div>(M) None required.</div> <div>(O) None required.</div> <div>(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.</div> |
| For Nose/Main Wheel Well Door indication relief, see ATA 32. LANDING GEAR. | | | | | |

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52-DOORS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 2. External Baggage Door Operating System | C | 1 | 0 | May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 3. External Baggage Door Warning System | C | 1 | 0 | May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 4. Lavatory Door | D | 2 | 0 | (O) May be inoperative provided the affected door is secured OPEN or CLOSED for taxi, takeoff, and landing. NOTE: Included pop-up panels, latches, locks, and handles. | (M) None required. |
| | | | | | (O) Flightcrew will ensure the affected door is locked closed, or held open with a door stop for taxi, takeoff, and landing. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 5. Main Entry Door Acoustic Curtain/Door System | D | 1 | 0 | May be inoperative provided the door is secured OPEN for taxi, takeoff, and landing. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream GVII-G600
Registration No.: N183T Serial No.: 73115

Revision No.: 1
Based on MMEL Revision No.: 4

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52-DOORS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|---|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 6. Main Entrance Door (MED) Warning System | A | 1 | 0 | May be inoperative provided: a) With the parking brake applied and the MED closed, the MED is visually confirmed latched and locked via noting of three dots on bayonets and the indication dot on the lock mechanism torque tube, and b) Repairs are made within 1 flight day. NOTE 1: Main Door Advisory message will change to a Main Main Door Caution message once the parking brake is released. When power is advanced for takeoff, it will trigger an associated "Takeoff Config-MED" Warning message. NOTE 2: Warning messages (Takeoff Config-MED) cannot be inhibited for takeoff and must be acknowledged. NOTE 3: "Takeoff Config-MED" will inhibit pressurization of the aircraft while on ground. This will not prevent aircraft from pressurizing normally once weight off wheels. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

**TARGET CORPORATION
MINIMUM EQUIPMENT LIST**

Aircraft: Gulfstream GVII-G600
Registration No.: N183T Serial No.: 73115

Revision No.: 1
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52-DOORS

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|---|
| | C | 4 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 7. Overwing Exit Doors Warning System (indicating system or individual door(s) warning indication inoperative) | C | 4 | 0 | (O) May be inoperative provided before each departure: a) A crewmember will remove or pull back the Velcro closeout panel and verify by visual inspection that in each of the 4 Overwing Exit Doors the locking tabs are extended and engaged, and b) All four Overwing Exit Door Release Handles are stowed flush. | (M) None required. |
| | | | | (O) Prior to takeoff, flightcrew must comply with proviso. | |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. | |
| 8. Internal Baggage Door | C | 1 | 0 | May be inoperative provided airplane is operated at or below FL 450 and the baggage compartment is not used. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 9. Internal Baggage Door Warning System (Cockpit Indications) | C | 1 | 0 | May be inoperative provided: a) Door is verified to be CLOSED and LOCKED by a crewmember prior to climbing above 45,000 feet after each use, and b) Door is placarded "DO NOT ENTER" at or above 45,000 feet. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 10. Interior Pocket Doors | D | 1 | 0 | May be inoperative provided the affected door is secured OPEN for taxi, takeoff, and landing. NOTE: Includes pop-up panels, latches, locks, and handles. | (M) Maintenance will ensure the affected door is secured OPEN for taxi, takeoff, and landing. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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There are currently no items for Chapter 71.

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TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream GVII-G600
Registration No.: N183T Serial No.: 73115

Revision No.: 1
Based on MMEL Revision No.: 4

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73-ENGINE FUEL & CONTROL

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 1. Primary Fuel Flow (Flowmeter) | C | 2 | 0 | May be inoperative. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 2. Fuel Low Pressure Warning Systems (EICAS) | C | 2 | 1 | May be inoperative provided: a) Associated Fuel Boost Pumps are operative, and b) Airplane is operated at or below FL 200. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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Aircraft: Gulfstream GVII-G600
Registration No.: N183T Serial No.: 73115

Revision No.: 1
Based on MMEL Revision No.: 4

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73-ENGINE FUEL & CONTROL

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|------------------------------|--|
| | | | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | 4. REMARKS / EXCEPTIONS | |
| 3. Engine FADEC System | A | 2 | 0 | Airplane may be dispatched with Cyan "Eng Maint (###)" and/or "Eng Maint LTD" messages displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the PWC 815GA Time Limits Manual, chapter 5 (no extensions are authorized), and b) FADEC faults are reviewed by flightcrew before each takeoff. NOTE 1: "###" is the number of hours remaining until a Do Not Dispatch Status. Cyan "Eng Maint LTD" messages require maintenance action within 500 hours. NOTE 2: Dispatch is permissible with only one engine in short term dispatch (Eng Maint ###) where ### is any number between 125 and 1. Dispatch is also permissible with one engine in short term dispatch and one engine in long term dispatch (Eng Maint LTD) or both engines in LTD." |
| | | | | (M) None required. |
| | | | | (O) None required. |
| | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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Aircraft: Gulfstream GVII-G600
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74-IGNITION

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|---|
| | A | 4 | 3 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 1. Ignition Systems (Includes Igniter and/or Ignition Exciter) | A | 4 | 3 | May be inoperative provided: a) All three remaining ignition systems are operative, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 150 flight-hours. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | A | 4 | 2 | May be inoperative provided: a) Each engine has an operative ignition system, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 10 flight-days. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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Aircraft: Gulfstream GVII-G600
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77-ENGINE INDICATING

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|---|-----------------|---|---|--|--|
| | | | | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 1. N1/N2 Tachometer, and TGT Indications EICAS | C | 6 | 2 | May be inoperative provided affected engine parameter (N1, N2 or TGT) data is available on at least 2 displays (DUs and/or TSCs). NOTE: There are two primary sets of indications on the EICAS, one for left and one for right engine. However, the EICAS can be displayed on any of the 4 DUs and are available on 2 TSCs (#2 and #3). | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 2. Standby Engine Instruments On TSC | C | 2 | 1 | May be inoperative provided associated engine indications are operative on at least one DU and one TSC. NOTE: TSC 2 and 3 must be operative for dispatch. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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TARGET CORPORATION
MINIMUM EQUIPMENT LIST

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78-ENGINE EXHAUST

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|---|
| | C | 2 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 1. Thrust Reversers | C | 2 | 0 | (M) May be inoperative provided: a) Affected Thrust Reverser is deactivated, stowed, and LOCKED in forward thrust position, and b) Airplane is operated in accordance with AFM Limitations and Procedures. | (M) May be inoperative provided: a) Affected Thrust Reverser is deactivated, stowed, and LOCKED in forward thrust position. Refer to AMM Chapter 78-30-01. b) Airplane is operated IAW AFM Limitations and Procedures. NOTE: Dry landing distances are not affected by inoperative thrust reversers. Landing distance calculations for wet or contaminated runways must account for inoperative thrust reversers per OM Contaminated Runway Landing Performance. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| SYSTEM No. | System Name | Page No. |
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| 79-01 | APU/Engine Oil Replenishment System | 79-1 |
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79-ENGINE OIL

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---------------------|------------------------------|--|--|
| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQ'D FOR DISPATCH | | |
| | | | 4. REMARKS / EXCEPTIONS | | |
| 1. APU/Engine Oil Replenishment System | D | 1 | 0 | May be inoperative provided the APU oil quantity is verified on the APU oil quantity gauge before each APU start. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| 2. Oil Quantity Indications (EICAS/TSC/Gound Service Control Panel) | C | 3 | 0 | May be inoperative provided the engine oil quantity is verified on the engine oil quantity gauge before each engine start. | (M) None required. |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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80-STARTING

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|---|
| | C | 2 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 1. Engine Starting Systems | C | 2 | 0 | (M)(O) May be inoperative provided: a) Start Valve has not failed in OPEN position, b) Start Valve is manually OPENED and CLOSED for engine starting, and c) Engine start is accomplished in accordance with AMM Chapter 80, Section 80-10-02, Air Turbine Starter Valve – Manual Override. | (M) Maintenance will ensure: a) Start Valve has not failed in OPEN position through visual inspection, b) Start Valve is manually OPENED and CLOSED for engine starting in accordance with AMM Chapter 80, Section 80-10-02, and c) The Airstart Ignition System is operative. Reference AMM 80-10-02 |
| | | | | | (O) Flightcrew will comply with procedures for Manually Overriding Starter Air Valve. Reference AMM 80-10-02 |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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80-STARTING

| 1. SYSTEM, SEQUENCE & ITEM NUMBERS | REPAIR CATEGORY | | | | MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES |
|--|-----------------|---|---|--|---|
| | C | 2 | 0 | 2. NUMBER INSTALLED | |
| | | | | 3. NUMBER REQ'D FOR DISPATCH | |
| | | | | 4. REMARKS / EXCEPTIONS | |
| 2. Start Valve Position Indications | C | 2 | 0 | (M) May be inoperative provided: a) Start Valve has not failed in OPEN position as verified by visual means through an access panel, b) Ignition ON indication is operative during engine start, and c) Start Valve is verified CLOSED following engine start by visual means. | (M) Maintenance will ensure: a) Start Valve has not failed in OPEN position through visual inspection, b) Start Valve is manually OPENED and CLOSED for engine starting in accordance with AMM Chapter 80, Section 80-10-02, and c) Start Valve is manually OPENED and CLOSED for engine starting. Reference AMM 80-10-02 |
| | | | | | (O) None required. |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |
| | C | 2 | 0 | (M)(O) May be inoperative provided: a) Start Valve has not failed in OPEN position, b) Start Valve is manually OPENED and CLOSED for engine starting, c) Engine start is accomplished in accordance with AMM Chapter 80, Section 80-10-02, Air Turbine Starter Valve – Manual Override. | (M) Maintenance will ensure: a) Start Valve has not failed in OPEN position through visual inspection, b) Start Valve is manually OPENED and CLOSED for engine starting in accordance with AMM Chapter 80, Section 80-10-02, and c) Start Valve is manually OPENED and CLOSED for engine starting. Reference AMM 80-10-02 |
| | | | | | (O) Flightcrew will comply with procedures for Manually Overriding Starter Air Valve. Reference AMM 80-10-02 |
| | | | | | (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. |

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| <p>TARGET CORPORATION MINIMUM EQUIPMENT LIST</p> | | |
| <p>Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115</p> | <p>Revision No.: 1 Based on MMEL Revision No.: 4</p> | <p>Page No.: 2-1 Date: 04/23/24</p> |
| <p>SECTION TWO</p> | | |

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-2 Date: 04/23/24 |
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1. Section Two of the MEL will list only Crew Alerting system (CAS) messages meeting the following requirements:
 - a. Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.
 - b. Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
 - c. Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.
2. CAS message relief items not meeting these requirements will be listed in Section One of the MEL.

MMEL POLICY LETTER (PL) 25 – MMEL and MEL Definitions

FAA Policy Letter 25 is in the revision process at the time of the MMEL release. The following paragraph for Gulfstream G600 may be inserted for Item 32.K of the policy letter.

K. GULFSTREAM GVII (G600)

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY (cyan or blue) and STATUS (White). Any WARNING, CAUTION or ADVISORY alert message affects airplane dispatch status and require that the AFM and MEL be used to determine dispatch capability. STATUS (white) messages do not affect airplane dispatch capability. For MAINTENANCE messages (i.e., includes the words "Maintenance REQD", "MAINT" or "Maintenance" in the text of the message), the systems are designed to be fault tolerant; however, for any "Maintenance Required", "MAINT" or "Maintenance" message, the MMEL Section II shall be verified for dispatch purposes. An umbrella CAS message is identified with an "(U)" and may have subordinate displayed and non-displayed Consequential Alert (CA) messages. MEL dispatch capability for an umbrella message and its subordinate CA messages is to be made by referencing only the umbrella message in the MEL. An umbrella messages' subordinate CA messages do not have to be considered for dispatch capability.

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| A/T 1-2 FAIL (Cyan – Advisory) | B | (O) Airplane may be dispatched provided affected Autothrottle(s) is confirmed disengaged. | Flightcrew will confirm Autothrottles are disengaged. |
| A/T Inhibit – Disconnect SW (Cyan – Advisory) | B | Airplane may be dispatched provided Autothrottle is considered inoperative. | None required. |
| Acoustic Door Closed (Amber – Caution) | C | (O) Airplane may be dispatched provided door is in the stowed/open position during taxi, takeoff, and landing. | Flightcrew will ensure door is secured OPEN for taxi, takeoff, and landing. |
| ADF Fail (Cyan – Advisory) | C | Airplane may be dispatched provided ADF is not required for an IFR flight or instrument approach. | None required. |
| ADS 1-2-3-4 Dgrd (Amber – Caution) | B | (O) Airplane may be dispatched with any single ADS degraded provided: a) Separate but operative (unaffected) ADS sources are selected on each PFD with the remaining unaffected source selected on both SFDs, b) Manual Pressurization Control System is operative and functionally checked, c) Cabin Altitude and Differential Pressure Indicators are operative, d) Cabin Rate of Climb Indicator is operative, and e) Autopilot is operative. NOTE 1: This message may accompany a Probe Ht Fail Amber CAS message. NOTE 2: This message may accompany: <ul style="list-style-type: none">• RDC 12 Fail Cyan CAS message,• RDC 13 Fail Amber CAS message,• RDC 14 Cyan CAS message, or• RDC 15 Amber CAS message. | Flightcrew will ensure separate but operative (unaffected) ADS sources are selected on each PFD with the remaining unaffected source selected on both SFDs and Manual Pressurization Control System is operative and functionally checked. |

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-4 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| ADS 1-2-3-4 Fail (Cyan – Advisory) | B | (O) May be inoperative provided: a) Pilot and Copilot PFDs and SFDs: Verify separate, operative ADS sources are selected, b) No DCN failures are present, c) Autopilot is operative, d) Aircraft is operated at or below FL 250 and a minimum speed of 250 KCAS when above 10,000 feet MSL. Minimum approach speed is VREF + 5 knots and shall be maintained to the runway threshold, e) Airplane is operated in accordance with AFM Limitations, and f) Affected circuit breaker: • ADS 1: POP, B-6, or • ADS 2: CPOP, B-6, or • ADS 3: POP, B-5, or • ADS STBY: CPOP, B-5 is pulled and collared. NOTE 1: FCS Limited Dispatch Advisory CAS message will post. NOTE 2: ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system. | Flightcrew will verify: a) Separate and operative ADS sources are selected, b) No DCN failures are annunciated, c) The autopilot is operative, d) A restricted flight envelope is used, and e) The inoperative ADS system circuit breaker is pulled and collared. |
| ADS 1-2-3-4 TAT Fail (Cyan – Advisory) | B | Airplane may be dispatched with any single Advisory ADS TAT Fail CAS message. NOTE: FCS Limited Dispatch Advisory CAS message will post. | None required. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|--|--------------------|---|--|
| | | 2. LIMITATIONS and/or PROCEDURES | |
| ADS-B Fail (Amber – Caution) | A | Airplane may be dispatched provided: a) Prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process, and b) Repairs are made within 10 consecutive calendar-days. NOTE 1: Flight Director, Autopilot, and Transponder must use the same Air Data source for flight into RVSM airspace. NOTE 2: Transponder and altitude reporting capability must be operative for flight into RVSM airspace. | Flightcrew will discuss traffic awareness including TCAS and use of air traffic control for traffic avoidance. Flightcrew shall obtain authorization from ATC facilities having jurisdiction over planned route of flight. |
| ADS-B In Fail (Cyan – Advisory) | C | Airplane may be dispatched. CDTI data will not be available and must be supplemented with other means of deconflictions. | None required. |
| ADS-B Out Fail (Cyan – Advisory) | A | Airplane may be dispatched provided: a) Prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process, and b) Repairs are made within 10 consecutive calendar-days. NOTE: Any ADS-B function that operates normally may be used. | Flightcrew will discuss traffic awareness including TCAS and use of air traffic control for traffic avoidance. Flightcrew shall obtain authorization from ATC facilities having jurisdiction over planned route of flight. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Aft Emer Battery Fail (U) (Amber – Caution) | A | (O) Airplane may be dispatched provided: a) All other components of the electrical systems are operative, b) All three IRSs and both AHRS are operational, and c) Repairs are made within 1 flight day. NOTE: EICAS message “IRU Sec Pwr 2 - 3 Fail” will be displayed. Each MAIN AC BUS can be powered by the L GEN, R GEN and APU. | Flightcrew will ensure all other components of the electrical systems are operative and all three IRSs and both AHRS are operational. |
| AGM 1-2-3-4 Fail (Cyan – Advisory) | B | (O) Airplane may be dispatched with one AGM inoperative provided: a) The inoperative AGM is electronically switched to the AGM 3 position from the OHPTS DU Ctrl/Test tab resulting in DU3 red Xing, b) Crew actions for subsequent failures are established, and c) Backup charts used. | Flightcrew will ensure: a) The failed AGM is electronically switched to the number 3 position from the OHPTS DU Ctrl/Test tab, b) Verify that DU 3 is Red X'ed prior to dispatch, c) Dim DU 3 to eliminate the Red X, and d) Discuss alternate procedures for sharing displays in the event a second AGM or DU fails during any phase of flight. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| AHRS 1-2 DG Mode (Amber – Caution) | A | (O) Airplane may be dispatched with one AHRS in DG mode provided: a) Both PFD Attitude Indicating Systems operate independently, b) Affected SFD heading source is set to IRS 3, c) All three Attitude Reference Sensors (IRS 1-2-3) are operative, and d) Repairs are made within 3 flight days. | Flightcrew will ensure: a) Both PFD Attitude Indicating System operate independently, b) Affected SFD heading source is set to IRS 3, and c) All three Attitude Reference Sensors (IRS 1-2-3) are operative. |
| AHRS 1-2 Fail (Cyan – Advisory) | A | (O) Airplane may be dispatched with one AHRS inoperative provided: a) Both PFD Attitude Indicating Systems operate independently, b) Associated circuit breaker is pulled and collared, c) All three Attitude Reference Sensors (IRS 1-2-3) are operative, and d) Repairs are made within 1 flight day. | Flightcrew will ensure: a) Both PFD Attitude Indicating Systems operate independently, b) Affected circuit breaker is pulled and collared: • AHRS/MAG 1: POP, A-2, • AHRS/MAG 2: CPOP, A-2, and c) All three Attitude Reference Sensors (IRS 1-2-3) are operative. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|--|--------------------|--|---|
| | | 2. LIMITATIONS and/or PROCEDURES | |
| Alt Fuel Pump Fail L-R (Amber – Caution) | B | (O) Except for ER operations, airplane may be dispatched with one Alternate Fuel Boost Pump inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, and d) Flightcrew comply with AFM, Section 03-14-10, Fuel Boost Pump Failure. | Flightcrew will ensure: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, and d) Airplane is operated in accordance with AFM, Section 03-14-10, Fuel Boost Pump Failure. |
| AMM Config Fail (Cyan – Advisory) | C | Airplane may be dispatched provided current and appropriate airport information charts or current electronic charts are available and used. | None required. |
| AP 1-2 Fail (Cyan – Advisory) | B | (O) Except for ER operations, airplane may be dispatched provided: a) One AP is operational, and b) Airplane is operated in accordance with AFM Limitations. NOTE: AP is required for NAT HLA, RVSM, RNP, and PRNAV operations. | Except for ER operations flightcrew will ensure one AP is operational and airplane is operated in accordance with AFM Limitation. |
| APM 1-2-3-4 Fail (Cyan – Advisory) | B | Airplane may be dispatched with one of the four APMs inoperative. | None required. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|---|--------------------|--|--|
| | | 2. LIMITATIONS and/or PROCEDURES | |
| APU GCU Fail (Cyan – Advisory) | A | (O) Except for ER operations, airplane may be dispatched provided: a) Associated circuit breaker is pulled and collared, b) Both Engine Driven generators are operative, c) RAT is operative, d) External AC ground power is available and used for each initial aircraft power-up, and e) Repairs are made within 2 flight days. | Flightcrew will ensure: a) APU GCU PWR: LEFT PDBP, LEER circuit breaker is pulled and collared, b) Both Engine Driven generators are operative, c) RAT is operative, and d) External AC ground power is available and used for each initial aircraft power-up. |
| APU Generator Fail (Cyan – Advisory) | A | (O) Except for ER operations, airplane may be dispatched provided: a) Associated circuit breaker is pulled and collared, b) Both Engine Driven generators are operative, c) RAT is operative, d) External AC ground power is available and used for each initial aircraft power-up, and e) Repairs are made within 2 flight days. | Flightcrew will ensure: a) APU GCU PWR: LEFT PDBP, LEER circuit breaker is pulled and collared, b) Both Engine Driven generators are operative, c) RAT is operative, and d) External AC ground power is available and used for each initial aircraft power-up. |
| APU Generator Maint Req'd (Cyan – Advisory) | C | Airplane may be dispatched. | None required. |
| APU Maintenance Required (Cyan – Advisory) | C | Airplane may be dispatched. | None required. |

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Aircraft: Gulfstream GVII-G600
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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|---|--------------------|--|---|
| | | 2. LIMITATIONS and/or PROCEDURES | |
| ATC 1-2 Fail (Blue – Advisory) | C | Airplane may be dispatched with one inoperative. NOTE 1: Flight Director, Autopilot, and Transponder must use the same Air Data source for flight into RVSM airspace. NOTE 2: Transponder and altitude reporting capability must be operative for flight into RVSM airspace. Reference 14 CFR 91.215. | None required. |
| Autobrake Fail (Amber – Caution) | B | Airplane may be dispatched provided system is left in OFF position. | None required. |
| Auto Temp Fail C/F/A (Amber – Caution) | B | (O) Airplane may be dispatched provided: a) Associated manual control system is operative, and b) Associated temperature indicator is operative. | Flightcrew will ensure: a) Associated manual control system is operative, and b) Associated temperature indicator is operative. |
| Aux Hyd Press Sensor Fail (Cyan – Advisory) | B | (O) Airplane may be dispatched provided prior to engine start, Auxiliary Pump operation and pressure must be verified on synoptic by partially depleting and recharging inboard brake accumulator pressure. | Flightcrew will ensure prior to engine start, Auxiliary Pump operation and pressure is verified on synoptic by partially depleting and recharging inboard brake accumulator pressure. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Bag Smoke Det Fail (Cyan – Advisory) | B | (O) Airplane may be dispatched provided: a) Internal baggage door remains OPEN, and b) Airplane is operated at or below FL 400. | Flightcrew will verify by visual inspection internal baggage door is OPEN. |
| | B | (O) Airplane may be dispatched provided: a) Rear baggage compartment is not used (empty or only non-combustible material), b) Internal baggage door remains CLOSED, and c) Flightcrew investigates baggage compartment for possible fire in the event the “Aft Equipment Hot” message displays. | Flightcrew will ensure: a) Rear baggage compartment is not used (empty or only non-combustible material), b) Internal baggage door remains CLOSED, and c) Investigates baggage compartment for possible fire in the event the “Aft Equipment Hot” message displays. |
| Baro ADS 1-2-3-4 Fail, L-R (Cyan – Advisory) | B | (O) Airplane may be dispatched with any single Baro ADS failure provided an operative ADS is selected on each SFD. | Flightcrew will ensure an operative ADS is selected on each SFD. |
| Baro Knob Fail, L-R (Amber – Caution) | B | Airplane may be dispatched with any single Baro Knob failure. | None required. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|--|--------------------|--|--|
| | | 2. LIMITATIONS and/or PROCEDURES | |
| BAS Fail, L-R (Pressurized Configuration) (Amber – Caution) | B | (O) Except for ER operations, airplane may be dispatched with one Bleed Air System inoperative provided: a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified to be operative, d) Airplane is not operated in forecast or known icing conditions, and e) Airplane is operated in accordance with AFM, Section 03-21-10, Bleed Air System Failure Single. | Flightcrew will ensure: a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF: <ul style="list-style-type: none">• L BAS FAIL: TSC BLD AIR CTRLR L 1, 3603 BLD AIR CTRLR L 2, 3604 BLD AIR CTL CMD L, 3601,• R BAS FAIL: TSC BLD AIR CTRLR R 1, 3605 BLD AIR CTRLR R 2, 3606 BLD AIR CTL CMD R, 3602, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified to be operative, and d) Airplane is operated in accordance with AFM, Section 03-21-10, Bleed Air System Failure Single. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| BAS Fail, L-R (Unpressurized Configuration) (Amber – Caution) | B | (O) Except for ER operations, airplane may be dispatched unpressurized with both Bleed Air System inoperative provided: a) Inoperative Bleed Control Valves are CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Airplane is not operated in forecast or known icing conditions, c) Rear baggage compartment is not used (empty), d) Internal baggage door remains OPEN, and e) Airplane is operated in accordance with AFM Limitations. | Flightcrew will ensure: a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF: <ul style="list-style-type: none">L BAS FAIL: TSC BLD AIR CTRLR L 1, 3603 BLD AIR CTRLR L 2, 3604 BLD AIR CTL CMD L, 3601,R BAS FAIL: TSC BLD AIR CTRLR R 1, 3605 BLD AIR CTRLR R 2, 3606 BLD AIR CTL CMD R, 3602, b) Airplane is not operated in forecast or known icing conditions, c) Rear baggage compartment is not used (empty), d) Internal baggage door remains OPEN, e) Airplane is operated in accordance with AFM Limitations, and f) Airplane is operated unpressurized in accordance with AFM Section 03-21-90. |
| BAS Maintenance, L-R (Cyan – Advisory) | C | Airplane may be dispatched. | None required. |

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| CAS Message | 1. REPAIR CATEGORY | | | OPERATIONAL (O), PROCEDURES | |
| | 2. LIMITATIONS and/or PROCEDURES | | | | |
| Batt Charger Fail, L (Amber – Caution) | A | (O) Airplane may be dispatched with one inoperative provided: a) Both Engine Generators are operative, b) APU Generator is operative, c) Associated circuit breaker on the Power Distribution Box is pulled and collared, d) RAT is operative, e) L Main BATT Switch is selected OFF, and f) Repairs are made within 2 flight days. | | Flightcrew will ensure: a) Both Engine Generators are operative, b) APU Generator is operative, c) L BATT CHRGR: Left EER circuit breaker on the Power Distribution Box is pulled and collared, d) RAT is operative, and e) L Main BATT Switch is selected OFF. | |
| BFCU Fail (Cyan – Advisory) | A | (O) Airplane may be dispatched provided: a) Associated circuit breaker is pulled and collared, and b) Repairs are made within 5 flight days. | | Flightcrew will ensure BFCU: REER, B-1 circuit breaker is pulled and collared. | |
| Brake Maintenance Req'd (Cyan – Advisory) | B | Airplane may be dispatched. | | None required. | |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|---|--------------------|--|--|
| | | 2. LIMITATIONS and/or PROCEDURES | |
| Cabin Smoke Det Fault (Cyan – Advisory) | A | Airplane may be dispatched provided repairs are made within 10 calendar-days. | None required. |
| CAI Fail, L-R (Amber – Caution) | A | <p>(O) Except for ER operations, airplane may be dispatched when Cowl Anti-Ice is not required provided:</p> <ul style="list-style-type: none">a) CAI is selected – OFF,b) Performance Computer is initialized on TSC with Cowl Anti-Ice selected: (FMS/Perf Takeoff/AC Config/Anti-Ice – Cowl),c) Airplane is not operated in known or forecast icing conditions,d) Repairs are made within 10 flight-hours (accumulated) when departure and arrival airport outside air temperature remains at or below +15° C. When departure or arrival airport outside air temperature exceeds +15° C, repairs must be made after one flight, not to exceed 10 flight-hours, ande) Flight time along with airport outside air temperature must be recorded in a log suitable to inform the gaining flight crew of the new flight-hour limitations with the Cowl Anti-Ice Valve locked open. <p>NOTE 1: For dispatch relief in conditions that require Cowl Anti-Ice, see Section One for relief.</p> <p>NOTE 2: Since CAI valve cannot be visually verified in the closed position, aircraft performance with CAI ON must be assumed.</p> | <p>Flightcrew will ensure:</p> <ul style="list-style-type: none">a) CAI is selected – OFF,b) Performance Computer is initialized on TSC with COWL ANTIICE selected ON, andc) Airplane is not operated in known or forecast icing conditions. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| CAU 3 Fail (Amber – Caution) | A | Airplane may be dispatched provided: a) A passenger seat in the passenger cabin is made available to a third crew member for the performance of official duties, and b) Repairs are made within 2 flight-days. | None required. |
| | A | Airplane may be dispatched provided: a) Required minimum safety equipment (seat belt and oxygen) is available, b) Seat is acceptable to the third crew member for performance of official duties, and c) Repairs are made within 2 flight-days. NOTE 1: These provisos are intended to provide for occupancy of the above seats by a third crew member when the minimum safety equipment (safety belt and oxygen) is functional and the third crew member determines the condition to be acceptable. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). NOTE 3: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). | None required. |
| CCD 1-2 Fail (Cyan – Advisory) | B | (O) Airplane may be dispatched provided: a) At least one Touch Screen Controller (TSC) on the side of the inoperative CCD is operative, and b) Associated CCD circuit breaker is pulled and collared. NOTE: Selection of CMC functions will not be available with both CCDs inoperative. | Flightcrew will ensure: a) At least one Touch Screen Controller (TSC) on the side of the inoperative CCD is operative, and b) Affected CCD circuit breaker is pulled and collared: <ul style="list-style-type: none">• CCD 1: POP, C-4, or• CCD 2: CPOP, C-4. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Check L-R SFD Heading (Amber – Caution) | B | Airplane may be dispatched provided all three Heading Reference Systems (IRS) are operative. | None required. |
| Check L-R SFD Pitch (Amber – Caution) | A | Airplane may be dispatched with both SFD pitch attitude position indicator inoperative provided: a) Operations are conducted in Day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within 1 flight day. | None required. |
| | B | (O) Airplane may be dispatched with one SFD pitch attitude position indicator inoperative provided: a) Both PFD Attitude Indicating Systems operate independently, b) All three Attitude Reference Sensors (IRS 1-2-3) are operative, and c) Associated circuit breakers are pulled and collared. | Flightcrew will ensure: a) Both PFD Attitude Indicating Systems operate independently, b) All three Attitude Reference Sensors (IRS 1-2-3) are operative, and c) Failed side AHRS and Magnetometer circuit breakers are pulled and collared: <ul style="list-style-type: none">AHRS/MAG 1: POP, A-2, orAHRS/MAG 2: CPOP, A-2. |
| Check L-R SFD AOA (Amber – Caution) | A | Airplane may be dispatched with both SFD AoA indicators inoperative provided: a) Operations are conducted in Day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within 1 flight day. | None required. |
| | B | (O) Airplane may be dispatched with one SFD AoA indicator inoperative provided: a) Both PFD AoA Indicating Systems operate independently, and b) All three Attitude Reference Sensors (IRS 1-2-3) are operative. | Flightcrew will ensure: a) Both PFD AoA Indicating Systems operate independently, and b) All three Attitude Reference Sensors (IRS 1-2-3) are operative. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Check L-R SFD Roll (Amber – Caution) | A | Airplane may be dispatched with both SFD roll attitude position indicators inoperative provided: a) Operations are conducted in Day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within 1 flight day. | None required. |
| | B | (O) Airplane may be dispatched with one SFD roll attitude position indicator inoperative provided: a) Both PFD Attitude Indicating Systems operate independently, b) All three Attitude Reference Sensors (IRS 1-2-3) are operative, and c) Associated circuit breakers are pulled and collared. | Flightcrew will ensure: a) Both PFD Attitude Indicating Systems operate independently, b) All three Attitude Reference Sensors (IRS 1-2-3) are operative, and c) Failed side AHRS and Magnetometer circuit breakers are pulled and collared: <ul style="list-style-type: none">AHRS/MAG 1: POP, A-2, orAHRS/MAG 2: CPOP, A-2. |
| Check L-R SFD ADS (Amber – Caution) | B | If the result of a faulty STBY ADS, airplane may be dispatched provided: a) Airplane is operated in day VMC only, b) Both Engine Generators are operative, and c) APU Generator is operative. | None required. |
| CMC Fail (Cyan – Advisory) | B | (O) Airplane may be dispatched provided all faults are recorded after each flight. | Flightcrew will ensure all faults are recorded after each flight. |
| CMF 1-2 Fail (Cyan – Advisory) | B | Airplane may be dispatched. If both failed, datalink is inoperative. | None required. |
| CMS 1-2 Fail (Cyan – Advisory) | B | Airplane may be dispatched with one inoperative. | None required. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| CPAM Fail (Cyan – Advisory) | B | Airplane may be dispatched provided both auto systems are operative. | None required. |
| CPCS 1-2 Fail (Amber – Caution) | A | (O) Except for ER operations, airplane may be dispatched provided: a) Manual Pressurization Control System is operative and functionally checked, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, e) Airplane is operated in accordance with AFM Limitations, and f) Repairs are made within 2 flight days. | Flightcrew will ensure: a) Manual Pressurization Control System is operative and functionally checked, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, and e) Airplane is operated in accordance with AFM Limitations. |
| | A | (O) Except for ER operations, airplane may be dispatched in unpressurized configuration provided: a) Manual pressurization is selected, b) The outflow valve is in the full OPEN position, c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON, and d) Repairs are made within 2 flight days. | Flightcrew will ensure: a) Manual pressurization is selected, b) The outflow valve is in the full OPEN position, and c) Both engine bleeds and air conditioning packs are selected ON if available, or RAM Air is selected ON. |
| CPCS 1-2 Fail (Cyan – Advisory) | B | (O) Except for ER operations, airplane may be dispatched with one CPCS channel failed provided: a) Manual Pressurization Control System is operative and functionally checked, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, and d) Autopilot is operative. | Flightcrew will ensure: a) Manual Pressurization Control System is operative and functionally checked, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, and d) Autopilot is operative. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| CPCS Landing Elevation Fail (Cyan – Advisory) | C | Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations. | None required. |
| CPCS Maintenance Required (Cyan – Advisory) | C | Airplane may be dispatched. | None required. |
| CPCS Semi (Cyan – Advisory) | C | Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations. | None required. |
| CVR System Fail (Cyan – Advisory) | A | Airplane may be dispatched provided repairs are made within 15 days. | None required. |

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-21 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Database Configuraton (Cyan – Advisory) | A | May be inoperative provided: a) The latitude / longitude of each waypoint is verified by the flightcrew. b) It is not used in a primary navigation system required for en route operations or approaches that required a current database, c) Flightcrew will use IPad Application to properly assess the planned route and navigation frequency. Manually tune Navigation radios. And manually enter waypoints for route, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, e) Is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief. NOTE: Guidance for out-of-date navigation databases can be found in AFM 01-34-100. | None required. |
| DCN Maintenance (Cyan – Advisory) | C | Airplane may be dispatched. | None required. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-22 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| DCN RDC 16 FAIL (U) (Cyan – Advisory) | A | <p>(O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none">a) Associated SSPCs are pulled and collared,b) All other DCN RDCs, RIUs, and Switches are operative,c) Flightcrew will select IRS 3 for display on DU 4,d) Both PFD Attitude Indicating Systems operate independently,e) Both Standby Flight Display Attitude Indicators are operative,f) Both AHRS sensors are operative,g) GPS 1 is operative,h) OHPTS 1 and 2 are operative,i) Associated TCAS power SSPC is pulled and collared,j) UPS voltmeter is operative,k) Forward lavatory waste receptacle is empty,l) Forward lavatory is used only by crewmembers, andm) Repairs are made within 1 flight day. <p>NOTE: With RDC 16 failed the following systems are impacted:</p> <ul style="list-style-type: none">1. IRS 2: Loss of control and display. No loss of IRS 2 data to flight controls system,2. GPS 2: Loss of control and display,3. OHPTS 3: Blanked,4. TCAS: Not available,5. UPS Battery: Loss of amps display,6. R EER Fan: Loss of failure warning,7. Co-Pilot 121.5 switch: Capsule light not available,8. Lavatory Smoke Detection Systems: Forward not available, and9. ADS-B in data not available. | <p>Flightcrew will ensure:</p> <ul style="list-style-type: none">a) DCN RDC 16 PWR 1: SSPC 4209 and DCN RDC 16 PWR 2: SSPC 4210 are pulled and collared,b) All other DCN RDCs, RIUs, and Switches are operative,c) Select IRS 3 for display on DU 4,d) TCAS system power SSPC #3422 is pulled and collared,e) Forward lavatory waste receptacle is empty, andf) Forward lavatory is used only by crewmembers. Flightcrew may allow passengers to use the forward lavatory provided the passengers are briefed on the necessity to ensure that no flammable materials are used in the lavatory. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-23 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| DCN RDC 17 FAIL (U) (Amber – Caution) | A | (O) Airplane may be dispatched provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Acoustic and Mid-Cabin Doors are secured OPEN for taxi, takeoff, and landing, d) Both PFD Attitude Indicating Systems operate independently, e) IRS 1, 2, and 3 are operative, f) Operator other than a holder of an Air Carrier or Commercial Operator certificate, • Cockpit Voice Recorder (CVR) is repaired within 15 days, h) Conservative fuel quantity values are used for flight planning, i) Operations that require two LRCS (HF, SATCOM) are not conducted. j) Synoptic brake pressure indications are operative. k) Affected accumulator pre-charge and fully charged pressure (3,000 psi) is verified in respective main landing gear well gauge pre-flight. Conservative fuel quantity values are used for flight planning, l) Procedures do not require use of Inmarsat SATVOICE, m) Radio Altimeter 2 test results are satisfactory prior to dispatch, n) Landing weather minimums or operating procedures do not require the use of Radio Altimeter 1, o) Other systems affected by Radio Altimeter (EPGWS, TCAS, Autothrottle, Altimeter Ground Awareness Display, Synthetic Vision Primary Flight Display and automatic cowl/wing anti-icing) are considered, p) GPWS INHIBIT on TSC aural inhibits page is selected, q) Flightcrew will assess approach capability at destination and alternate airports in terms of radio altimeter requirements in the unlikely event that RADALT 2 should fail, r) A crewmember verifies by visual inspection before each departure that the External Air, L Forward Cowl, and L Engine Access doors is CLOSED and LOCKED/LATCHED, s) Manual wheel despin is performed prior to retracting gear after takeoff by applying 300-400 psi brake pressure for 10 seconds, and t) Repairs are made within 1 flight-day. Refer to next page for Notes and (O) Operational Procedures. | |
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| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-24 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY 2. LIMITATIONS and/or PROCEDURES | OPERATIONAL (O), PROCEDURES |
| DCN RDC 17 FAIL (U) (cont'd) (Amber – Caution) | <p>NOTE: With RDC 17 failed the following systems are impacted:</p> <ol style="list-style-type: none"> 1. Acoustic and Mid-Cabin Doors: Position indication invalid, 2. AHRS 1: Failure warning not available, 3. Auto brakes: Not available, 4. Autothrottle 1: Not available, 5. Aux Pump: No automatic activation for low inboard brake accumulator pressure, 6. Cabin Smoke Detector: Not available, 7. FDR: Not available, 8. FQMS degraded, 9. HF 1: Not available, 10. Inboard brake accumulator pressure: Loss of display, 11. Inmarsat: No voice transmit available, 12. IRS 3: Not available for selection on standby flight displays, 13. Rad Alt 1: Not available, 14. Service door indication: External Air, L Forward Cowl, and L Engine Access invalid, 15. Landing Lights: Pulse mode not available, and 16. Wheel Despin: Not available. | <p>Flightcrew will:</p> <ol style="list-style-type: none"> a) DCN RDC 17 PWR 1: SSPC 4211 and DCN RDC 17 PWR 2: SSPC 4212 are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Acoustic and Mid-Cabin Doors are secured OPEN for taxi, takeoff, and landing, d) Affected accumulator pre-charge and fully charged pressure (3,000 psi) is verified in respective main landing gear well gauge pre-flight. Conservative fuel quantity values are used for flight planning, e) Radio Altimeter 2 test results are satisfactory prior to dispatch, f) Assess approach capability at destination and alternate airports in terms of radio altimeter requirements in the unlikely event that RADALT 2 should fail, g) A crewmember verifies by visual inspection before each departure that the External Air, L Forward Cowl, and L Engine Access doors is CLOSED and LOCKED/LATCHED, and h) Manual wheel despin is performed prior to retracting gear after takeoff by applying 300-400 psi brake pressure for 10 seconds. |

| <div style="text-align: center;"> TARGET CORPORATION MINIMUM EQUIPMENT LIST </div> | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-25 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY 2. LIMITATIONS and/or PROCEDURES | OPERATIONAL (O), PROCEDURES |
| DCN RDC 19 FAIL (U) (Cyan – Advisory) | A | (O) Except for ER operations, airplane may be dispatched provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Affected L FREQ CONV: LPDB 60 Hz AC Electrical power system circuit breaker is pulled and collared, d) Flightcrew will brief passengers on items that are inoperative with the failure of the power source for cabin entertainment, e) Flight Data Recorder (FDR) is operative, f) Procedures do not require use of Iridium SATCOM, g) Procedures do not require use of SATCOM voice (Iridium or Inmarsat), h) Left Main Battery Voltmeter is operative, i) Both battery charger fail messages are operative. (Verify battery charger fail CAS by pulling L and R Batt Charger CBs on L and R PDB and verifying L-R Batt Charger Fail caution posts and then clears when CBs reset), j) Left Hydraulic Pressure Indication is operative, k) PTU Hydraulic system is operative. Flightcrew will verify this by performing successful flap operational test with only the right engine running, l) A crewmember verifies by visual inspection before each departure that the L Fuel Drain Valve and L Fuel Hopper Drain Valve doors (located underneath aircraft forward of left main wheel well near centerline) are CLOSED and LOCKED/LATCHED, and m) Repairs are made within 2 flight-days. Refer to next page for Notes and (O) Operational Procedures. |
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TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream GVII-G600
Registration No.: N183T Serial No.: 73115

Revision No.: 1
Based on MMEL Revision No.: 4

Page No.: 2-26
Date: 04/23/24

| CAS Message | 1. REPAIR CATEGORY 2. LIMITATIONS and/or PROCEDURES | OPERATIONAL (O), PROCEDURES |
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| DCN RDC 19 FAIL (U) (cont'd) (Cyan – Advisory) | NOTE: With RDC 19 failed, the following systems are impacted: 1. 60 Hz Power: Left converter not available, 2. Cockpit Voice Recorder: Not available, 3. Iridium: Failure warning not available, 4. Battery Ammeters: Loss of display of left main battery amps, 5. Power Transfer Unit: Loss of display of pressure indication, 6. SATCOM: Voice transmission not available, and 7. Service door indication: L Fuel Drain Valve and L Fuel Hopper Drain Valve invalid. | Flightcrew will ensure: a) DCN RDC 19 PWR 1: SSPC 4215 and DCN RDC 19 PWR 2: SSPC 4216 are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Affected L FREQ CONV: LPDB 60 Hz AC Electrical power system circuit breaker is pulled and collared, d) Brief passengers on items that are inoperative with the failure of the power source for cabin entertainment, e) Both battery charger fail messages are operative. (Verify battery charger fail CAS by pulling L and R Batt Charger CBs on L and R PDB and verifying L-R Batt Charger Fail caution posts and then clears when CBs reset), f) PTU Hydraulic system is operative. Flightcrew will verify this by performing successful flap operational test with only the right engine running, and g) A crewmember verifies by visual inspection before each departure that the L Fuel Drain Valve and L Fuel Hopper Drain Valve doors (located underneath aircraft forward of left main wheel well near centerline) are CLOSED and LOCKED/LATCHED. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-27 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| DCN RDC 20 FAIL (U) (Cyan – Advisory) | A | (O) Except for ER operations, airplane may be dispatched provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Associated 60 Hz AC Electrical power system circuit breaker is pulled and collared, d) Flightcrew will brief passengers on items that are inoperative with the failure of the power source for cabin entertainment, e) A crewmember will verify by visual inspection before each departure that the external baggage door is CLOSED and LOCKED, f) Internal baggage compartment door remains OPEN, g) Airplane is operated at or below 40,000 feet, h) Procedures do not require use of Inmarsat SATCOM, i) PTU manual mode is verified to be operative before every flight. Flightcrew will select PTU manually on with the right engine running and verify PTU pressure is present (3,000 PSI +300/-400), j) PTU manual mode is selected on for each takeoff and landing, k) A crewmember verifies by visual inspection before each departure that the Water Service, Waste Service, and Tail Compartment doors are CLOSED and LOCKED/LATCHED, l) Right Main Battery Voltmeter is operative, m) Both battery charger fail messages are operative. (Verify battery charger fail CAS by pulling L and R Batt Charger CBs on L and R PDB and verifying L-R Batt Charger Fail caution posts and then clears when CBs reset), n) Automatic or Manual Zone Temperature control systems are operative, o) Left Hydraulic Quantity is checked by reservoir indicator before each departure. Indications are most accurate if system is pressurized, p) Only one Hydraulic quantity indicating system is failed, and q) Repairs are made within 2 calendar-days. | |
| | (continued) | | Refer to next page for Notes and (O) Operational Procedures. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-28 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| DCN RDC 20 FAIL (U) (cont'd) (Cyan – Advisory) | <p>NOTE: With RDC 20 failed the following systems are impacted:</p> <ol style="list-style-type: none">60 Hz Power: Right converter not available,Air Conditioning System: Right Pack in default mode,Bleed Air System: Right Bleed Air System in default mode,Baggage Doors: Internal and External position alerting not available,Baggage Smoke Detector: Not available,Inmarsat: Not available,Power Transfer Unit: Automatic operation not available,Service door indication: Water Service, Waste Service, Internal Baggage, and Tail Compartment invalid,Battery Ammeters: Loss of display of right main battery amps,Cockpit/Cabin Zone Temperature Indications: Partial loss of display of desired and actual temperature data, andHydraulic System Quantity Indication (EICAS): Loss of display of left hydraulic quantity. | | <p>Flightcrew will ensure:</p> <ol style="list-style-type: none">DCN RDC 20 PWR 1: SSPC 4217 and DCN RDC 20 PWR 2: SSPC 4218 are pulled and collared,All other DCN RDCs, RIUs, and Switches are operative,Affected R FREQ CONV: RPDB 60 Hz AC Electrical power system circuit breaker is pulled and collared,Brief passengers on items that are inoperative with the failure of the power source for cabin entertainment,Verify by visual inspection before each departure that the external baggage door is CLOSED and LOCKED,Internal baggage compartment door remains OPEN,PTU manual mode is verified to be operative before every flight. Select PTU manually on with the right engine running and verify PTU pressure is present (3,000 PSI +300/-400),PTU manual mode is selected on for each takeoff and landing,Verifies by visual inspection before each departure that the Water Service, Waste Service, and Tail Compartment doors are CLOSED and LOCKED/LATCHED,Both battery charger fail messages are operative. (Verify battery charger fail CAS by pulling L and R Batt Charger CBs on L and R PDB and verifying L-R Batt Charger Fail caution posts and then clears when CBs reset), andLeft Hydraulic Quantity is checked by reservoir indicator before each departure. Indications are most accurate if system is pressurized. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-29 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| DCN RDC 22 FAIL (U) (Cyan – Advisory) | A | (O) Except for ER operations, airplane may be dispatched provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Internal Baggage Door is verified to be CLOSED and LOCKED by a crewmember prior to climbing above 45,000 feet after each use, d) Internal Bagge Door is placarded, “DO NOT ENTER” at or above 45,000 feet, e) Aft lavatory waste receptacle is empty, f) Aft lavatory is used only by crewmembers, g) Operator other than a holder of an Air Carrier or Commercial Operator certificate: <ul style="list-style-type: none">• Cockpit Voice Recorder (CVR) is repaired within 15 days, h) EBHA voltmeter is operative, i) A crewmember verifies by visual inspection before each departure that the R Fuel Drain Valve and R Fuel Hopper Drain Valve doors (located underneath aircraft forward of right main wheel well near centerline) are CLOSED and LOCKED/LATCHED, j) Automatic or Manual Zone Temperature control systems are operative, k) Right Hydraulic Quantity is checked by reservoir indicator or Fluid Quantity Indicator in the aft equipment compartment before each departure. Indication are most accurate if system is pressurized, l) Only one Hydraulic quantity indicating system is failed, m) Cockpit brake pressure indications are operative, n) Prior to engine start Auxiliary Pump operation and pressure must be verified on brake synoptic (inboard parking brake pressure), o) Repairs are made within 2 flight-days. Refer to next page for Notes and (O) Operational Procedures. | |
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| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-30 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| DCN RDC 22 FAIL (U) (cont'd) (Cyan – Advisory) | NOTE: With RDC 22 failed the following systems are impacted: 1. Internal Baggage Door: Position alerting not available, 2. Lavatory Smoke Detector: Not available for aft lavatory configurations, 3. FDR: Not available, 4. Galley Smoke Detector: Not available for aft galley configurations, 5. Air Conditioning System: Left Pack in default mode, 6. Bleed Air System: Left Bleed Air System in default mode, 7. EBHA Battery: Loss of amps display, 8. Service door indication: R Fuel Drain Valve and R Fuel Hopper Drain Valve invalid, 9. Cockpit/Cabin Zone Temperature Indications: Partial loss of display of desired and actual temperature data, 10. Hydraulic System Quantity Indication: Loss of display of right hydraulic quantity, and 11. Aux Hydraulic Pump Pressure Indication: Loss of display. | | Flightcrew will ensure: a) DCN RDC 22 PWR 1: SSPC 4219 and DCN RDC 22 PWR 2: SSPC 4220 are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Internal Baggage Door is verified to be CLOSED and LOCKED by a crewmember prior to climbing above 40,000 feet after each use, d) Internal Bagge Door is placarded, "DO NOT ENTER" at or above 40,000 feet, e) Aft lavatory waste receptacle is empty, f) Aft lavatory is used only by crewmembers. Flightcrew may allow passengers to use the aft lavatory provided the passengers are briefed on the necessity to ensure that no flammable materials are used in the lavatory, g) A crewmember verifies by visual inspection before each departure that the R Fuel Drain Valve and R Fuel Hopper Drain Valve doors (located underneath aircraft forward of right main wheel well near centerline) are CLOSED and LOCKED/LATCHED, h) Right Hydraulic Quantity is checked by reservoir indicator or Fluid Quantity Indicator in the aft equipment compartment before each departure. Indication are most accurate if system is pressurized, i) Only one Hydraulic quantity indicating system is failed, j) Cockpit brake pressure indications are operative, k) Prior to engine start Auxiliary Pump operation and pressure must be verified on brake synoptic (inboard parking brake pressure). |
| | Refer to Section 1, Chapter 42. INTEGRATED MODULAR AVIONICS for DCN RDC failures not contained here in Section 2. | | |

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-31 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| DCN RIU 51 FAIL (U) (Cyan – Advisory) | A | (O) Airplane may be dispatched provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Procedures do not require use of SATCOM voice (Iridium or Inmarsat), d) If operator is a Holder of an Air Carrier or Commercial Operator Certificate: <Not Applicable>, e) Operator other than a holder of an Air Carrier or Commercial Operator certificate: – Cockpit Voice Recorder (CVR) is repaired within 15 days. f) Operations that require two LRCS (HF, SATCOM) are not conducted, g) A crewmember verifies by visual inspection before each departure that the External Air, L Forward Cowl, and L Engine Access doors are CLOSED and LOCKED/LATCHED, and h) Repairs are made within 2 flight days. NOTE: With RIU 51 failed the following systems are impacted: 1. FDR: Not available, 2. HF 1: Not available, 3. SATCOM: Voice transmission not available, 4. Inmarsat: Voice transmission not available, and 5. Service door indication: External Air, L Forward Cowl, and L Engine Access invalid. | Flightcrew will ensure: a) DCN RIU 51 PWR 1: SSPC 4221, and DCN RIU 51 PWR 2: SSPC 4222 are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Procedures do not require use of SATCOM voice (Iridium or Inmarsat), d) Operations that require two LRCS (HF, SATCOM) are not conducted, e) A crewmember verifies by visual inspection before each departure that the External Air, L Forward Cowl, and L Engine Access doors are CLOSED and LOCKED/LATCHED. |

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-32 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| DCN RIU 52 FAIL (U) (Cyan – Advisory) | B | (O) Airplane may be dispatched provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Operations that require 2 LRCS (HF, SATCOM) are not conducted, d) A crewmember verifies by visual inspection before each departure that the R Forward Cowl and R Engine Access doors are CLOSED and LOCKED/LATCHED. NOTE: With RIU 52 failed the following systems are impacted: 1. HF 2: Not available, and 2. Service door indication: R Forward Cowl, and R Engine Access invalid. | Flightcrew will ensure: a) DCN RIU 52 PWR 1: SSPC 4223, and DCN RIU 52 PWR 2: SSPC 4224 are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Operations that require 2 LRCS (HF, SATCOM) are not conducted, d) A crewmember verifies by visual inspection before each departure that the R Forward Cowl and R Engine Access doors are CLOSED and LOCKED/LATCHED. |
| DCN RIU 53 FAIL (U) (Cyan – Advisory) | C | (O) Airplane may be dispatched provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Procedures do not require use of SATCOM voice (Iridium or Inmarsat), d) Associated 60 Hz AC Electrical power system circuit breaker is pulled and collared; LEER: L FREQ CONV, and e) Flightcrew will brief passengers on items that are inoperative with the failure of the power source for cabin entertainment. NOTE: With RIU 53 failed the following systems are impacted: 1. 60 Hz Power: Left converter not available, 2. SATCOM: Voice transmission not available, and 3. Inmarsat: Not available. | Flightcrew will ensure: a) DCN RIU 53 PWR 1: SSPC 4225, and DCN RIU 53 PWR 2: SSPC 4226 are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Procedures do not require use of SATCOM voice (Iridium or Inmarsat), d) Affected LEER: L FREQ CONV 60 Hz AC Electrical power system circuit breaker is pulled and collared, and e) Flightcrew will brief passengers on items that are inoperative with the failure of the power source for cabin entertainment. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-33 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| DCN RIU 54 FAIL (U) (Cyan – Advisory) | C | (O) Airplane may be dispatched provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Procedures do not require use of Inmarsat SATVOICE, d) Associated 60 Hz AC Electrical power system circuit breaker is pulled and collared: REER: R FREQ CONV, and e) Flightcrew will brief passengers on items that are inoperative with the failure of the power source for cabin entertainment. NOTE: With RIU 54 failed, the following systems are impacted: 1. 60 Hz Power: Right converter not available, and 2. Inmarsat: Not available. | Flightcrew will ensure: a) DCN RIU 54 PWR 1: SSPC 4227, and DCN RIU 54 PWR 2: SSPC 4228 are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Procedures do not require use of Inmarsat SATVOICE, d) Affected REER: R FREQ CONV 60 Hz AC Electrical power system circuit breaker is pulled and collared, and e) Flightcrew will brief passengers on items that are inoperative with the failure of the power source for cabin entertainment. |

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-34 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| DCN SW 1 FAIL (U) (Cyan – Advisory) | A | <p>(O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none">a) Associated SSPCs are pulled and collared,b) All other DCN RDCs, RIUs, and Switches are operative,c) ADS 2, ADS 3, and STBY ADS (ADS 4) are operative. Flightcrew will ensure that an operative ADS is selected prior to departure.<ul style="list-style-type: none">– ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system.d) Manual Pressurization Control System is operative and functionally checked,e) Cabin Altitude, Differential Pressure, and Rate-of-Climb Indicators are operative,f) Autopilot is operative (verify autopilot engagement on ground utilizing the TSC Systems Test Page, AP Disc option),g) NWS is operative. Flightcrew will verify “NWS Fixed Gain” is annunciated on CAS prior to departure,h) Both PFD Attitude Indicating Systems operate independently,i) Both Standby Flight Display Attitude Indicators are operative,j) Both AHRS sensors are operative,k) Flightcrew will select IRS 3 for display on DU 1,l) Remaining RIU (Secondary Power Control Channel) is operational as verified by displaying Secondary Power on TSC with “Connected to Left” indication,m) All other components of the electrical system are operative, andn) Repairs are made within 1 flight-day. <p>NOTE: With SW 1 failed the following systems are impacted:</p> <ul style="list-style-type: none">1. ADS 1: Loss of control and display. No loss of ADS 1 to flight controls system and engines,2. IRS 1: Loss of control and display. No loss of IRS 1 data to flight controls system,3. NWS: Fixed gain only due to loss of IRS 1 data, and4. Secondary Power: Left controller single channel fault. | <p>Flightcrew will ensure:</p> <ul style="list-style-type: none">a) DCN SW 1 PWR 1: SSPC 4229, and DCN SW 1 PWR 2: SSPC 4230 are pulled and collared,b) All other DCN RDCs, RIUs, and Switches are operative,c) Ensure that an operative ADS is selected prior to departure,d) Manual Pressurization Control System is operative and functionally checked,e) Verify autopilot engagement on ground utilizing the TSC Systems Test Page, AP Disc option,f) Flightcrew will verify “NWS Fixed Gain” is annunciated on CAS prior to departure,g) Flightcrew will select IRS 3 for display on DU 1, andh) Remaining RIU (Secondary Power Control Channel) is operational as verified by displaying Secondary Power on TSC with “Connected to Left” indication. |

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-35 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| DCN SW 2 FAIL (U) (Cyan – Advisory) | A | May be inoperative provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs and Switches are operative, c) ADS 1, ADS 3 and STBY ADS (ADS 4) are operative. Flightcrew will ensure an operative ADS is selected prior to departure. – ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system. d) Manual Pressurization Control System is operative, e) EICAS Cabin Altitude, Differential Pressure and Rate of Climb Indicators are operative, f) Autopilot is operative, g) Both PFD Attitude Indicating Systems operate independently, h) Both Standby Flight Display Attitude Indicators are operative, i) Both AHRS sensors are operative, j) Airplane is operated in accordance with alternate AFM procedures pertaining to loss of Inertial Reference systems. Flight crew will ensure same IRS is NOT used as attitude source for both pilots, k) Remaining RIU (Secondary Power Control Channel) is operational, l) All other components of the electrical system are operative, and m) Repairs are made within 1 flight-day. NOTE: With SW 2 failed, the following systems are impacted: 1. ADS 2: Loss of control and display. No loss of ADS 2 to flight controls system and engines. 2. IRS 2: Loss of control and display. No loss of IRS 2 data to flight controls system. 3. Secondary Power: Right controller single channel fault. | None required. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-36 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| DCN SW 3 FAIL (U) (Cyan – Advisory) | B | (O) Airplane may be dispatched provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) ADS 1, ADS 2, and STBY ADS (ADS 4) are operative. Flightcrew will ensure an operative ADS is selected prior to departure. – ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system d) Manual Pressurization Control System is operative and functionally checked, e) Cabin Altitude, Differential Pressure, and Rate-of-Climb Indicators are operative, f) Autopilot is operative (verify autopilot engagement on ground utilizing the TSC Systems Test Page, AP Disc option), g) Remaining RIU (Secondary Power Control Channel) is operational as verified by displaying Secondary Power on TSC with “Connected to Left” indication, and h) All other components of the electrical system are operative. NOTE: With SW 3 failed the following systems are impacted: 1. ADS 3: Loss of control and display. No loss of ADS 3 to flight controls system and engines, and 2. Secondary Power: Left controller single channel fault. | Flightcrew will ensure: a) DCN SW 3 PWR 1: SSPC 4233, and DCN SW 3 PWR 2: SSPC 4234 are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Flightcrew will ensure that an operative ADS is selected prior to departure, d) Manual Pressurization Control System is operative and functionally checked, e) Verify autopilot engagement on ground utilizing the TSC Systems Test Page, AP Disc option, f) Remaining RIU (Secondary Power Control Channel) is operational as verified by displaying Secondary Power on TSC with “Connected to Left” indication. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-37 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| DCN SW 4 FAIL (U) (Cyan – Advisory) | B | (O) May be inoperative provided: a) Associated SSPCs are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) ADS 1, ADS 2, and ADS 3 are operative. Flight crew will ensure that an operative ADS is selected prior to departure, d) Manual Pressurization Control System is operative, e) EICAS Cabin Altitude, Differential Pressure and Rate of Climb Indicators are operative, f) Autopilot is operative, g) Remaining RIU (Secondary Power Control Channel) is operational, and h) All other components of the electrical system are operative. NOTE: With SW 4 failed, the following systems are impacted: 1. ADS 4: Loss of ADS 4 failure warning. No loss of ADS 4 data to Standby Flight Displays, flight controls system and engines. – ADS STBY, STBY ADS, and ADS 4 are interchangeable terms for the same air data system. 2. Secondary Power: Right controller single channel fault. | Flightcrew will ensure: a) DCN SW 4 PWR 1: SSPC 4235 and DCN SW 4 PWR 2: SSPC 4236 are pulled and collared, b) All other DCN RDCs, RIUs, and Switches are operative, c) Flightcrew will ensure that an operative ADS is selected prior to departure, d) Manual Pressurization Control System is operative and functionally checked, e) Verify autopilot engagement on ground utilizing the TSC Systems Test Page, AP Disc option, f) Remaining RIU (Secondary Power Control Channel) is operational. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-38 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| DDC Config Fail (Cyan – Advisory) | C | Airplane may be dispatched provided charts are used as available on the primary displays or refer to backup charts. | None required. |
| Dimming Maint Required (Cyan – Advisory) | B | Airplane may be dispatched. | None required. |
| DME 1-2 Fail (Cyan – Advisory) | C | Airplane may be dispatched except where en route operations or approach minimums require its use. Any in excess of those required may be inoperative. NOTE: DME is only required at or above FL 240 if operations are predicated on the use of VOR Navigation Equipment. Only 1 or 2, Not Both. | None required. |
| EGPWM SYS 1-2 Fail (Cyan – Advisory) | B | Airplane may be dispatched provided GPWS functions are operative. NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction. | None required. |
| Elec Power Maint Req, L-R (Amber – Caution) | C | Airplane may be dispatched provided no other electrical power system related CAS are present. | None required. |
| Emergency Exit Unlocked (Amber – Caution) | B | (O) Airplane may be dispatched provided before each departure: a) A crewmember verifies by visual inspection that in each of the four Overwing Exit Doors the locking tabs are extended and engaged, and b) All four Overwing Exit Door Release Handles are stowed flush. | Flightcrew will ensure before each departure: a) A crewmember verifies by visual inspection that in each of the four Overwing Exit Doors the locking tabs are extended and engaged, and b) All four Overwing Exit Door Release Handles are stowed flush. |

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-39 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Eng ACC Fail, L-R (Cyan – Advisory) | D | Airplane may be dispatched. | None required. |
| Eng Fire Det Maint, L-R (Cyan – Advisory) | B | Except for ER operations, airplane may be dispatched. | None required. |
| Eng Maint ###, L-R (Cyan – Advisory) | A | Airplane may be dispatched with Cyan “Eng Maint ###” message displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the PWC 815GA Time Limits Manual, chapter 5 (no extensions are authorized), and b) FADEC faults are reviewed by flight crew before each takeoff. NOTE 1: “###” is the number of hours remaining until a Do Not Dispatch Status. Cyan “Eng Maint LTD” messages require maintenance action within 500 hours. NOTE 2: Dispatch is permissible with only one engine in short term dispatch (Eng Maint ###) where ### is any number between 125 and 1. Dispatch is also permissible with one engine in short term dispatch and one engine in long term dispatch (Eng Maint LTD) or both engines in LTD.” | None required. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-40 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Eng Maint LTD, L-R (Cyan – Advisory) | A | Airplane may be dispatched with Cyan “Eng Maint LTD” messages displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the PWC 815GA Time Limits Manual, Chapter 5 (no extensions are authorized), and b) FADEC faults are reviewed by flight crew before each takeoff. NOTE 1: “###” is the number of hours remaining until a Do Not Dispatch Status. Cyan “Eng Maint LTD” messages require maintenance action within 500 hours. NOTE 2: Dispatch is permissible with only one engine in short term dispatch (Eng Maint ###) where ### is any number between 125 and 1. Dispatch is also permissible with one engine in short term dispatch and one engine in long term dispatch (Eng Maint LTD) or both engines in LTD.” | None required. |

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-41 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Eng Synch Fail (Cyan – Advisory) | D | Airplane may be dispatched. | None required. |
| EVS Fail (Cyan – Advisory) | C | Airplane may be dispatched. | None required. |
| EVS Degraded (Cyan – Advisory) | C | Airplane may be dispatched. | None required. |
| EVS Self Preservation (Cyan – Advisory) | C | Airplane may be dispatched. | None required. |
| External Baggage Door (Amber – Caution) | B | (O) Airplane may be dispatched provided the door is verified to be CLOSED and LOCKED by a crewmember. | Flightcrew will ensure the door is verified to be CLOSED and LOCKED. |

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Aircraft: Gulfstream GVII-G600
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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|--|----------------------------------|---|--|
| | 2. LIMITATIONS and/or PROCEDURES | | |
| FCC 1A Fail (U) (Cyan – Advisory) | A | (O) Airplane may be dispatched provided: a) Inoperative channel SSPC is pulled and collared, and b) Repairs are made within 5 flight days. | Flightcrew will ensure inoperative channel SSPC, FCC 1A: REER, A-1 is pulled and collared. |
| FCC 2B Fail (U) (Cyan – Advisory) | A | (O) Airplane may be dispatched provided: a) Inoperative channel SSPC is pulled and collared, and b) Repairs are made within 5 flight days. | Flightcrew will ensure inoperative channel SSPC, FCC 2B: REER, A-2 is pulled and collared. |
| FCS Limited Dispatch (Cyan – Advisory) | B | (O) Airplane may be dispatched provided Flight Control System faults are reviewed by flightcrew before each takeoff. | Flightcrew will ensure Flight Control System faults are reviewed before each takeoff. |
| FCS Maintenance Required (Blue – Advisory) | A | Airplane may be dispatched provided, prior to each flight: a) Flightcrew complies with AFM procedures, b) All FCS-related CMC faults are logged for maintenance, and c) Repairs are made within 3 flight-days. | Flightcrew will ensure Flight Control System faults are reviewed before each takeoff. |
| FDR System Fail (Cyan – Advisory) | A | Airplane may be dispatched provided repairs are made within 15 days. | None required. |
| Flaps Maintenance (Cyan – Advisory) | C | Airplane may be dispatched. | None required. |
| FMS 1-2-3 Fail (Cyan – Advisory) | A | Two required for dispatch. Airplane may be dispatched except where enroute operations or approach minimums require its use, provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, c) Full capability with two (2) operable systems, and d) Repairs are made within 2 flight days. NOTE: Two systems are required for dispatch into NAT HLA or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, only require a single FMS. | None required. |

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-43 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| FMS/GPS Pos Mon Unavail (Cyan – Advisory) | B | (O) Airplane may be dispatched provided: a) FMS position is checked against available sensors, and b) If errors encountered, affected GPS is de-selected as a position sensor and FMS position is updated. | Flightcrew will ensure: a) FMS position is checked against available sensors, and b) If errors encountered, affected GPS is de-selected as a position sensor and FMS position is updated. |
| FQMS Degrade, L-R (Cyan – Advisory) | C | (O) Airplane may be dispatched provided: a) Select CMC synoptic page and record all faults, b) Use conservative fuel quantity values for flight planning, and c) Record any faults displayed on Fuel Quantity Service Panel when on ground. | Flightcrew will ensure: a) Select CMC synoptic page and record all faults, b) Use conservative fuel quantity values for flight planning, and c) Record any faults displayed on Fuel Quantity Service Panel when on ground. |
| | C | (O) Except for ER operations, either Left or Right Fuel Quantity display may be inoperative and airplane may be dispatched provided: a) Both tanks are completely filled using over wing refueling, b) Both fuel flow meters are operative, c) After takeoff, power is set by matching fuel flow indications on both engines, d) Flightcrew refers to the Fuel Servicing section of the Operating Manual, and e) Flightcrew maintains a log of fuel burned. NOTE: Maximum over wing fuel load is approximately 33,500 lbs (15,196 kg)/ 5,000 gal (18,925 lit). | Flightcrew will ensure: a) Both tanks are completely filled using over wing refueling, b) Both fuel flow meters are operative, c) After takeoff, power is set by matching fuel flow indications on both engines, d) Flightcrew refers to the Fuel Servicing section of the Operating Manual, and e) Flightcrew maintains a log of fuel burned. |

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-44 Date: 04/23/24 |
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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Front WShld Heat Fail, L-R (Amber – Caution) | B | Except for ER operations, airplane may be dispatched with one inoperative provided airplane is not operated in known or forecast icing conditions. | None required. |
| Front WShld Heat Fault, L-R (Cyan – Advisory) | C | Airplane may be dispatched. | None required. |
| Fuel Crossflow Valve Open (White – Status) | B | (O) Except for ER operations, airplane may be dispatched provided: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Airplane is operated in accordance with AFM Limitations, e) Fuel tank temperature system must be operative, and f) Flightcrew monitors fuel tank temperature. NOTE 1: Heated Fuel Return will be inoperative. NOTE 2: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN. | Flightcrew will ensure: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Airplane is operated in accordance with AFM Limitations, e) Fuel tank temperature system must be operative, and f) Flightcrew monitors fuel tank temperature. |
| Fuel Return Fail, L-R (Cyan – Advisory) | B | (O) Airplane may be dispatched provided: a) Flightcrew monitors fuel tank temperature, and b) Airplane is operated in accordance with AFM Limitations. | Flightcrew will ensure: a) Fuel tank temperature is monitored, and b) Airplane is operated in accordance with AFM Limitations. |

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-45 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Fwd Emer Battery Fail (U) (Amber – Caution) | A | (O) Airplane may be dispatched provided: a) Affected Forward Battery is swapped with AFT Battery (#2 IRU and #3 IRU backup battery position), and thus Fwd Emer Battery Fail CAS then clears, b) All other components of the electrical systems are operative, c) All three IRSs and both AHRS are operational, and d) Repairs are made within 1 flight day. NOTE 1: EICAS message “IRU Sec Pwr 2 - 3 Fail” will be displayed. Each MAIN AC BUS can be powered by the L GEN, R GEN and APU. NOTE 2: IRU No. 1 is powered by the Fwd Emerg Batt or by the L ESS DC BUS. Only one IRS is required for the flight controls to remain in Normal Mode. | Flightcrew will ensure: a) Affected Forward Battery is swapped with Aft Battery (#2 IRU and #3 IRU backup battery position) and thus Fwd Emer Battery Fail CAS then clears, b) All other components of the electrical systems are operative, and c) All three IRSs and both AHRS are operational. |
| Fwd Emer Battery Volts (U) (Amber – Caution) | A | (O) Airplane may be dispatched provided: a) Affected Forward Battery is swapped with Aft Battery (#2 IRU and #3 IRU backup battery position) and thus Fwd Emer Battery Volts CAS then clears, b) All other components of the electrical systems are operative, c) All three IRSs and both AHRS are operational, and d) Repairs are made within 1 flight day. NOTE 1: EICAS message “IRU Sec Pwr 2 – 3 Fail” will be displayed. Each MAIN AC BUS can be powered by the L GEN, R GEN, and APU. NOTE 2: IRU No. 1 is powered by the Fwd Emerg Batt or by the L ESS DC BUS. Only one IRS is required for the flight controls to remain in Normal Mode. | Flightcrew will ensure: a) Affected Forward Battery is swapped with Aft Battery (#2 IRU and #3 IRU backup battery position) and thus Fwd Emer Battery Fail CAS then clears, b) All other components of the electrical systems are operative, and c) All three IRSs and both AHRS are operational. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|--|----------------------------------|--|--|
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Galley Smoke Det Fault (Cyan – Advisory) | A | Airplane may be dispatched provided repairs are made within 10 calendar-days. | None required. |
| GCU Fail, L-R (Cyan – Advisory) | A | (O) Except for ER operations, airplane may be dispatched provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450, c) RAT is operative, and d) Repairs are made within 2 flight days. | Flightcrew will ensure: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450, and c) RAT is operative. |
| Generator Fail, L-R (Cyan – Advisory) | A | (O) Except for ER operations, airplane may be dispatched provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450, c) RAT is operative, and d) Repairs are made within 2 flight days. | Flightcrew will ensure: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450, and c) RAT is operative. |
| GPS 1-2 Fail (Amber – Caution) | B | Airplane may be dispatched except where operations require the use of GPS or GNSSU. | None required. |
| GPS 1-2 Fail (Cyan – Advisory) | B | Airplane may be dispatched except where operations require the use of GPS or GNSSU. | None required. |
| GPWS 1-2 Fail (Cyan – Advisory) | A | (O) Airplane may be dispatched provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days. | Flightcrew will ensure Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|---|----------------------------------|---|--|
| | 2. LIMITATIONS and/or PROCEDURES | | |
| HF 1-2 Fail (Cyan – Advisory) | D | May be inoperative provided HF communications are not required for the route of flight. | None required. |
| | C | (O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE System operates normally, b) SATVOICE services are available over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, d) Alternate procedures are established and used, and e) The SATCOM preflight test on the data link manager tab is performed. | Prior to departure, flightcrew will perform operational check on Satvoice and functioning HF radio. Check Notams, and SATVOICE coverage for route of flight and perform operational check on VHF transivers and functioning HF system. |
| HUD Comp Fan Fail (Cyan – Advisory) | C | Airplane may be dispatched provided extended HUD ground operations are avoided. NOTE: If the HUD Comp Fan Fail CAS continues to cycle on and off, SSPC 3417 (HUD FAN L) may be pulled to prevent this nuisance cycling. It is recommended the SSPC be reset for ground operations especially in hot weather. | None required. |
| HUD OHU Fan Fail (Cyan – Advisory) | C | (O) Airplane may be dispatched provided: a) Extended HUD ground operations are avoided, and b) Pilot selected HUD brightness is reduced. | Flightcrew will ensure: a) Extended HUD ground operations are avoided, and b) Pilot selected HUD brightness is reduced. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|---|----------------------------------|--|---|
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Hyd Qty Sensor Fail, L (Cyan – Advisory) | B | (O) Airplane may be dispatched provided: a) Left quantity is checked by reservoir indicator before each departure. Indications are most accurate if system is pressurized, b) PTU is manually selected ON for takeoff and landing, and c) Right Hydraulic Quantity Sensor is operative. | Flightcrew will ensure: a) Left quantity is checked by reservoir indicator before each departure. Indications are most accurate if system is pressurized, b) PTU is manually selected ON for takeoff and landing, and c) Right Hydraulic Quantity Sensor is operative. |
| Hyd Qty Sensor Fail, R (Cyan – Advisory) | B | (O) Airplane may be dispatched, provided: a) Right quantity is checked by reservoir indicator before each departure. Indications are most accurate if system is pressurized, and b) Left Hydraulic Quantity Sensor is operative. | Flightcrew will ensure: a) Right quantity is checked by reservoir indicator before each departure. Indications are most accurate if system is pressurized, and b) Left Hydraulic Quantity Sensor is operative. |
| Hyd Temp Sensor Fail, L (Cyan – Advisory) | B | (O) Airplane may be dispatched with both sensors failed provided quantity is checked by reservoir indicator before each departure. Indications are most accurate if system is pressurized. NOTE: With both sensors failed, Synoptic quantity will not be temperature compensated. | Flightcrew will ensure quantity is checked by reservoir indicator before each departure. Indications are most accurate if system is pressurized. |
| Hyd Temp Sensor Fail, R (Cyan – Advisory) | B | (O) Airplane may be dispatched with both sensors failed provided quantity is checked by reservoir indicator before each departure. Indications are most accurate is system is pressurized. NOTE: With both sensors failed, Synoptic quantity will not be temperature compensated. | Flightcrew will ensure quantity is checked by reservoir indicator before each departure. Indications are most accurate if system is pressurized. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|---|----------------------------------|--|---|
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Ice Detect Fail, L-R (Amber – Caution) | B | (O) Airplane may be dispatched provided: a) Cowl Anti-Ice shall be selected ON manually any time visible moisture is present and SAT is +10 degrees C or less, and b) Wing Anti-Ice should be selected ON manually if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets or windshield edges. NOTE: With Ice Detection Systems inoperative, automatic anti-ice is not available. | Flightcrew will ensure: a) Cowl Anti-Ice shall be selected ON manually any time visible moisture is present and SAT is +10 degrees C or less, and b) Wing Anti-Ice should be selected ON manually if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets or windshield edges. |
| Inmarsat Fail (Cyan – Advisory) | C | May be inoperative except where Inmarsat is required. | None required. |
| Internal Baggage Door (Cyan – Advisory) | B | (O) Airplane may be dispatched provided: a) Door is verified to be CLOSED and LOCKED by a crewmember prior to climbing above 45,000 feet after each use, and b) Door is placarded “DO NOT ENTER” at or above 45,000 feet. NOTE: If door cannot be verified CLOSED and LOCKED by a crewmember, do not operate above 45,000 feet. | Flightcrew will ensure: a) Door is verified to be CLOSED and LOCKED by a crewmember prior to climbing above 45,000 feet after each use, and b) Door is placarded “DO NOT ENTER” at or above 45,000 feet. |

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream GVII-G600
Registration No.: N183T Serial No.: 73115

Revision No.: 1
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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|--|----------------------------------|---|---|
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Iridium Fail (Cyan – Advisory) | C | May be inoperative provided crew checks to ensure: a) Route to be flown does not require its use for CPDLC or ADS-C operations, and b) Departure or route clearance authorizations are not dependent on its use. | None required. |
| IRS 1-2-3 Fail (Cyan – Advisory) | A | (O) Airplane may be dispatched with one IRS inoperative provided: a) Repairs are made within 1 flight-day, b) Both PFD Attitude Indicating Systems operate independently, c) Standby Flight Displays (SFD) are operative, d) Flightcrew will ensure same IRS is NOT used as attitude source for both pilots and airplane is operated in accordance with AFM speed Limitations, and e) Both AHRS sensors are operative. | Flightcrew will ensure: a) Both PFD Attitude Indicating Systems operate independently, b) Standby Flight Displays (SFDs) are operative, c) Same IRS is NOT used as attitude source for both pilots and airplane is operated in accordance with AFM speed Limitations, and d) Both AHRS sensors are operative. |
| IRU On Secondary Power (Cyan – Advisory) | A | Airplane may be dispatched provided: a) Only one IRS is on Secondary power, and b) Repairs are made within 1 flight-day. | None required. |
| IRU Sec Pwr 1-2-3 Fail (Cyan – Advisory) | A | Airplane may be dispatched provided: a) Affected battery is located in the aft position (#2 IRU and #3 IRU backup battery position), b) All other components of the electrical systems are operative, c) All three IRSs and both AHRS are operational, and d) Repairs are made within 1 flight-day. | None required. |

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream GVII-G600
Registration No.: N183T Serial No.: 73115

Revision No.: 1
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Date: 04/23/24

| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|---|----------------------------------|---|--|
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Lav Smoke Det Fault (Fwd-Aft) (Cyan – Advisory) | B | (O) Airplane may be dispatched provided for each affected lavatory: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded, “INOPERATIVE-DO NOT ENTER”, and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. | Flightcrew may allow passengers to use the lavatories provided the passengers are briefed on the necessity to ensure that no flammable materials are used in the lavatory. |
| LG Maintenance Required (Cyan – Advisory) | B | Airplane may be dispatched. | None required. |
| Main Door (Cyan – Advisory) | A | (O) Airplane may be dispatched provided: a) With the parking brake applied and the MED closed, the MED is visually confirmed latched and locked via noting or three dots on bayonets and the indication dot on the lock mechanism torque tube, and b) Repairs are made within 1 flight-day. NOTE 1: Main Door Advisory message will change to a Main Main Door Caution message once the parking brake is released. When power is advanced for takeoff, it will trigger an associated “Takeoff Config-MED” Warning message. NOTE 2: Warning messages (Takeoff Config-MED) cannot be inhibited for takeoff and must be acknowledged. NOTE 3: “Takeoff Config-MED” will inhibit pressurization of the aircraft while on ground. This will not prevent aircraft from pressurizing normally once weight off wheels. | Flightcrew shall ensure with the parking brake applied and the MED closed, the MED is visually confirmed latched and locked via noting of three dots on bayonets and the indication dot on the lock mechanism torque tube. |
| Main Door Maint Req'd (Cyan – Advisory) | B | (O) Airplane may be dispatched provided with the parking brake is applied and the Main Entrance Door (MED) closed, the MED is visually confirmed latched and locked via noting of three dots on bayonets and the indication dot on the lock mechanism torque tube. | Flightcrew will ensure with the parking brake applied and the Main Entrance Door (MED) closed, the MED is visually confirmed latched and locked via noting of three dots on bayonets and the indication dot on the lock mechanism torque tube. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-52 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Main Fuel Pump Fail, L-R (Amber – Caution) | B | (O) Except for ER operations, airplane may be dispatched with one Main Fuel Boost Pump inoperative provided: a) Fuel Crossflow Valve is OPEN and operative, b) Both Alt Fuel Pumps are operative, c) Fuel Intertank Valve is operative, d) Both Fuel Low Quantity Warning Systems are operative, and e) Airplane is operated in accordance with AFM Section 03-14-10, Fuel Boost Pump Failure. | Flightcrew will ensure: a) Fuel Crossflow Valve is OPEN and operative, b) Both Alt Fuel Pumps are operative, c) Fuel Intertank Valve is operative, d) Both Fuel Low Quantity Warning Systems are operative, and e) Airplane is operated in accordance with AFM Section 03-14-10, Fuel Boost Pump Failure. |
| Main TRU Fault, L-R (Amber – Caution) | A | (O) Airplane may be dispatched with one Main TRU inoperative provided: a) Both Generators are operative, b) Both essential TRUs are operative, c) Auxiliary TRU is operative, d) APU Generator is operative, e) Both Battery chargers are operative, f) Both Main Airplane Batteries are operative, g) Inoperative TRU circuit breaker on the Power Distribution Box is pulled and collared: • L MAIN TRU: LPDB in Left Main AC Section, • R MAIN TRU: RPDB in Right Main AC Section h) Provide flashlights to passengers for their use as needed, and i) Repairs are made within 2 flight-days. | Flightcrew will ensure: a) Both Generators are operative, b) Both essential TRUs are operative, c) Auxiliary TRU is operative, d) APU Generator is operative, e) Both Battery chargers are operative, f) Both Main Airplane Batteries are operative, g) Inoperative TRU circuit breaker on the Power Distribution Box is pulled and collared: • L MAIN TRU: LPDB in Left Main AC Section, • RIGHT MAIN TRU: RPDB in Right Main AC Section, and h) Provide flashlights to passengers for their use as needed. |

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream GVII-G600
Registration No.: N183T Serial No.: 73115

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|---|----------------------------------|--|--|
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Mid Cabin Door Closed (Amber – Caution) | C | (O) Airplane may be dispatched provided the door is in the stowed/open position during taxi, takeoff, and landing. | Flightcrew shall ensure the door is in the stowed/open position during taxi, takeoff, and landing. |
| MRC 1 Fail (Amber – Caution) | A | Airplane may be dispatched with one Modular Radio Cabinet (MRC) failed, provided: a) Associated Comm and Nav radios and opposite ATC are operative, and b) Repairs are made within 1 flight-day. NOTE: Dispatch is acceptable with MRC 1 failed and EICAS cyan messages “APM 3 Fail” and “ASCB FAIL” displayed. | None required. |
| MRC 2 Fail (Cyan – Advisory) | A | Airplane may be dispatched provided: a) Associated Comm and Nav radios and opposite ATC are operative, and b) Repairs are made within 1 flight-day. NOTE: With MRC 2 failed expect advisory “APM 4 Fail” and “ASCB Fail” message displayed. | None required. |

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-54 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| NAV 2 Fail (Cyan – Advisory) | B | Airplane may be dispatched provided no relief may be provided to an inoperative systems or component if powered by an emergency bus. | None required. |
| NAV/Strobe Fail, L-R (Amber – Caution) | B | Airplane may be dispatched provided: a) Strobe light function of the combined NAV/Strobe unit is operative, and b) Airplane is not operated at night. | None required. |
| NAV/Strobe Maint Req'd (Cyan – Advisory) | B | Airplane may be dispatched. | None required. |
| NAVCOM 3 Fail (Cyan – Advisory) | B | Airplane may be dispatched provided flightcrew can acquire data through datalink, SATCOM or FliteFone, or over the VHF radio. | None required. |
| NWS FIXED Gain (Cyan – Advisory) | B | Airplane may be dispatched provided Nose Wheel Tiller Steering System is operative. | None required. |
| NWS Maintenance Req'd (Cyan – Advisory) | B | Airplane may be dispatched. | None required. |

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-55 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| OHPTS 1-2-3 Fail (Cyan – Advisory) | B | (O) Airplane may be dispatched with one Overhead Panel Touch Screen inoperative provided: a) All Display Units are operative, and b) Associated CB/SSPC is pulled and collard. | Flightcrew will ensure with one Overhead Panel Touch Screen inoperative: a) All Display Units are operative, and b) Inoperative OHPTS CB/SSPC is pulled and collard: <ul style="list-style-type: none">• OVHD PNL 1: POP E-6,• OVHD PNL 2: CPOP E-6, or• OVHD PNL 3: SSPC: 3131. |
| OHPTS Touch Temp, 1-2-3 (Amber – Caution) | B | Airplane may be dispatched with any/all OHPTS Touch Temp CAS messages provided screen temperatures allow normal use. | None required. |

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Aircraft: Gulfstream GVII-G600
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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|--|----------------------------------|---|--|
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Pack Fail, L-R (Amber – Caution) | B | (O) Except for ER operations, the airplane may be dispatched provided: a) Inoperative ECS Pack is selected OFF, b) Thrust Recovery Outflow Valve is operative, and c) Airplane is operated in accordance with AFM Limitation Sections 01-21-10 Cabin Pressurization Control, and 03-01-10 Pack Failure – Single. | Flightcrew will ensure: a) Inoperative ECS Pack is selected OFF, b) Thrust Recovery Outflow Valve is operative, and c) Airplane is operated in accordance with AFM Section, 01-21-10 Cabin Pressurization Control and 03-01-10 Pack Failure – Single. |
| | B | (O) Except for ER operations, airplane may be dispatched in the unpressurized configuration with both ECS Packs inoperative provided: a) Thrust Recovery Outflow Valve is operative, b) Rear baggage compartment is not used (empty), and c) Internal baggage door remains OPEN. | Flightcrew will ensure: a) Thrust Recovery Outflow Valve is operative, b) Rear baggage compartment is not used (empty), and c) Internal baggage door remains OPEN. |
| Pack Maintenance, L-R (Cyan – Advisory) | C | Airplane may be dispatched. | None required. |
| Pedal Steering Fail (Amber – Caution) | B | Airplane may be dispatched provided: a) Nose Wheel Tiller Steering System is operative, and b) Left seat pilot performs the taxi, takeoff, and landing tasks. | None required. |
| Pred Windshear Unavailable (Cyan – Advisory) | B | (O) May be inoperative provided alternate procedures are established and used. NOTE: RDR-4000 has predictive windshear detection capability (optional). | Flightcrew will comply with the AFM guidance 03-25-20 and 04-25-20 and AOM guidance 04-03-20, 04-02-20 and 07-02-50 in windshear situations and recommend procedures when encountering windshear. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-57 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Probe HT 3-4 Fail (Cyan – Advisory) | B | (O) Airplane may be dispatched with any listed single Probe heat failure provided: a) Separate but operative (unaffected) ADS sources are selected on each PFD with the remaining unaffected source selected on both SFDs, b) Manual Pressurization Control System is operative and is functionally checked, c) Cabin Altitude and Differential Pressure Indicators are operative, d) Cabin Rate of Climb Indicator is operative, e) Autopilot is operative, and f) Icing conditions are avoided. NOTE 1: Transponder and Flight Director/Autopilot must use same ADC data for RVSM. NOTE 2: Expect an ADS 3 or 4 Dgrd Amber CAS message. Both SFDs may be required to use this degraded ADS. | Flightcrew will ensure: a) Separate but operative (unaffected) ADS sources are selected on each PFD with the remaining unaffected source selected on both SFDs, b) Manual Pressurization Control System is operative and is functionally checked, c) Cabin Altitude and Differential Pressure Indicators are operative, d) Cabin Rate of Climb Indicator is operative, e) Autopilot is operative, and f) Icing conditions are avoided. |
| PSU Fan Fail (Cyan – Advisory) | B | (O) May be inoperative provided: a) Ambient Temperature is 95 degrees F (35 degrees C) or cooler, b) TRU electrical loads are 50% or less, c) Right main TRU is operative, d) Both Environmental Control System (ECS) Packs are operative, e) Internal Baggage Door remains OPEN, and f) Airplane is operated at or below FL 400. | Flightcrew will ensure: a) Ambient Temperature is 95 degrees F (35 degrees C) or cooler, b) TRU electrical loads are 50% or less, c) Right main TRU is operative, d) Both Environmental Control System (ECS) Packs are operative, e) Internal Baggage Door remains OPEN, and f) Airplane is operated at or below FL 400. |

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-58 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| PTU Hyd Press Sensor Fail (Cyan – Advisory) | B | (O) Airplane may be dispatched provided: a) Left Hydraulic Pressure Indication is operative, and b) PTU Hydraulic system is operative. NOTE: Proper operation of the PTU can be verified by performing the following steps: 1. Chocks – Installed 2. AUX Pump – NOT ARM 3. Pedal Brakes – Apply for 5 seconds 4. Inboard Brake Accumulator – Verify steady 3,000 PSI charge 5. AUX Pump – AR | Flightcrew will ensure: a) Left Hydraulic Pressure Indication is operative, and b) PTU Hydraulic system is operative. |
| PSU Shutoff Valve Fail (Cyan – Advisory) | B | (O) Airplane may by dispatched provided: a) PTU Hydraulic System operations is verified by performing successful flap operation with only the right engine running, and b) PTU pressure of 3,000 psi is verified with only the right engine running and 0 psi is verified with both engines running (with PTU Armed). | Flightcrew will ensure: a) PTU Hydraulic System operations is verified by performing successful flap operation with only the right engine running, and b) PTU pressure of 3,000 psi is verified with only the right engine running and 0 psi is verified with both engines running (with PTU Armed). |

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-59 Date: 04/23/24 |
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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Rad Alt 1-2 Fail (Cyan – Advisory) | B | Airplane may be dispatched with one Radio Altimeter failed provided: a) Remaining Radio Altimeter test results are satisfactory prior to dispatch, b) Landing weather minimums or operating procedures do not require its use, c) Other systems affected (EGPWS, TCAS, Autothrottle, Altimeter Ground Awareness Display, Synthetic Vision Primary Flight Display and automatic cowl/wing anti-icing) are considered, and d) Approach capability at destination and alternate airports must be assessed. | None required. |
| RAAS 1-2 Fail (Cyan – Advisory) | B | Airplane may be dispatched. | None required. |
| Refuel System Fail (Cyan – Advisory) | B | (O) Airplane may be dispatched provided: a) Pressure Fueling System is deactivated by selecting the REMOTE FUELING SHUTOFF Switch on the overhead panel to CLOSED, and b) Flightcrew refers to the Fuel Servicing section of the Operating Manual. NOTE: Maximum over wing fuel load is approximately 33,500 lbs (15,196 kg)/ 5,000 gal (18,925 lit). | Flightcrew will ensure Pressure Fueling System is deactivated by selecting the REMOTE FUELING SHUTOFF Switch on the overhead panel to CLOSED. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-60 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Sec Pwr Ctlr Flt, L-R (U) (Cyan – Advisory) | B | Airplane may be dispatched with a Sec Pwr Ctlr channel fault provided: a) Remaining Sec Pwr Ctlr is operational, and b) All other components of the Electrical system are operative. | None required. |
| Service Door (Cyan – Advisory) | B | (O) Airplane may be dispatched provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED/LATCHED by: a) Door latches or lock handles are flush, and b) Door edges are flush with fuselage. <ul style="list-style-type: none">• Engine Access (Left Engine),• Engine Access (Right Engine),• External Air,• External Power,• Forward Cowl (Left Engine),• Forward Cowl (Right Engine),• Fuel Drain Valve (Left Wing),• Fuel Drain Valve (Right Wing),• Fuel Hopper Drain Valve (Left Wing),• Fuel Hopper Drain Valve (Right Wing),• Fuel Service,• Refuel Port,• Ldg Gear Maintenance,• Oxygen Service,• Radome,• Security,• Tail Compartment,• Waste Service, and• Water Service. | Flightcrew will verify by visual inspection before each departure that the associated door is CLOSED and LOCKED/LATCHED by: a) Door latches or lock handles are flush, and b) Door edges are flush with fuselage. <ul style="list-style-type: none">• Engine Access (Left Engine),• Engine Access (Right Engine),• External Air,• External Power,• Forward Cowl (Left Engine),• Forward Cowl (Right Engine),• Fuel Drain Valve (Left Wing),• Fuel Drain Valve (Right Wing),• Fuel Hopper Drain Valve (Left Wing),• Fuel Hopper Drain Valve (Right Wing),• Fuel Service,• Refuel Port,• Ldg Gear Maintenance,• Oxygen Service,• Radome,• Security,• Tail Compartment,• Waste Service, and• Water Service. |

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Aircraft: Gulfstream GVII-G600
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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|--|----------------------------------|--|--|
| | 2. LIMITATIONS and/or PROCEDURES | | |
| SFD FAIL, L-R (Cyan – Advisory) | B | (O) Airplane may be dispatched with one SFD inoperative provided: a) Both PFD Attitude Indicating Systems operate independently, b) All three Attitude Reference Sensors (IRS 1-2-3) are operative, c) No Display Unit failures exist, and d) Associated circuit breaker is pulled and collared. | Flightcrew will ensure: a) Both PFD Attitude Indicating Systems operate independently, b) All three Attitude Reference Sensors (IRS 1-2-3) are operative, c) No Display Unit failures exist, and d) Associated L SFD: POP B-1, or R SFD: CPOP B-1 Standby Flight Display circuit breaker is pulled and collared. |
| SFD Touch Temp, L-R (Amber – Caution) | B | Airplane may be dispatched with either or both SFD Touch Temp CAS messages provided screen temperatures allow normal use or the physical menu and set knob are used to control SFD functions. | None required. |
| Side WShld Heat Fail, L-R (Amber – Caution) | B | Airplane may be dispatched. | None required. |
| Side WShld Heat Fault, L-R (Cyan – Advisory) | C | Airplane may be dispatched. NOTE: This message will automatically clear after 5 minutes. | None required. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-62 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Stuck MIC CAU 3-4 (Cyan – Advisory) | C | (O) Airplane may be dispatched with one Cockpit Audio Unit indicating Stuck MIC CAU provided: a) At least one Pilot and Copilot TSC is operative, b) Associated circuit breaker is pulled and collared, c) It is not required as determined by the Pilot-in-Command, d) Flight Deck to cabin communication is operative, and e) Alternate procedures are established and used such as using manual PA system or giving oral instructions. | Flightcrew will ensrue: a) At least one Pilot and Copilot TSC is operative, b) Affected Observer CAU: CPOP, G-2 circuit breaker is pulled and collared, c) It is not required as determined by the Pilot-in-Command, d) Flight Deck to cabin communication is operative, and e) Alternate procedures are established and used such as using manual PA system or giving oral instructions. |
| SURF Unavailable (Cyan – Advisory) | C | Airplane may be dispatched. Surface CDTI data will not be available and must be supplemented with other means of deconfliction. | None required. |
| Tail NAV/Strobe Fail, L-R (Amber – Caution) | B | Airplane may be dispatched provided the aircraft is not operated at night. | None required. |
| TAT Probe 1-2 Ht Fail (Cyan – Advisory) | B | Airplane may be dispatched with any single TAT Probe heat failure provided icing conditions are avoided. NOTE: Be prepared to select Alternate Engine Control on the onside (L for TAT PROBE 1 HT Fail , R for TAT PROBE 2 HT Fail) engine if icing conditions are encountered. | None required. |
| TCAS Fail (Cyan – Advisory) | A | (O) Airplane may be dispatched provided: a) Associated SSPC is pulled and collared, b) May be inoperative for Domestic and International use. Notams and Chart notes shall be referenced for proposed route, and approach TCAS requirements, and c) Repairs are made within 2 flight-days. | Flightcrew will ensure: a) TCAS, SSPC 3422 is pulled and collared, and b) May be inoperative for Domestic and International use. Notams and Chart notes shall be referenced for proposed route, and approach TCAS requirements. |

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| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-63 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Terrain 1-2 Fail (Cyan – Advisory) | B | Airplane may be dispatched. NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction. | None required. |
| Terrain Display Fail (Cyan – Advisory) | B | Airplane may be dispatched. NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction. | None required. |
| Throttle Quad 1-2 Fail (Cyan – Advisory) | B | (O) Airplane may be dispatched Autothrottle is considered inoperative and associated SSPC is pulled and collared. NOTE: With both Channel 1 and Channel 2 failed, the autothrottle system will be inoperative. | Flightcrew will ensure Autothrottle is considered inoperative and SPC 7307 is pulled. |
| Thrust Rev Maint Mode, L-R (Cyan – Advisory) | B | Airplane may be dispatched CAS message clears upon engine start. | None required. |
| Tiller Steering Fail (Amber – Caution) | A | Airplane may be dispatched provided: a) Rudder Pedal Steering System is operative, b) “NWS Fixed Gain” (Cyan) CAS message is not displayed, c) Crew considers liminations of increased turn radius in confined ramp areas, d) Pedal steering allows for normal operations for taxi, takeoff and landing, and e) Repairs are made within 5 flight-days. | None required. |

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| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|--|----------------------------------|--|---|
| | 2. LIMITATIONS and/or PROCEDURES | | |
| TSC 1-2-3-4 Fan Fail (Cyan – Advisory) | B | Airplane may be dispatched provided no more than two TSCs have failed fans. | None required. |
| TSC 5 Fan Fail (Cyan – Advisory) | B | Airplane may be dispatched provided no more than two TSCs have failed fans. | None required. |
| TSC 1-2-3-4-5 Fail (Cyan – Advisory) | B | (O) Airplane may be dispatched with one TSC inoperative provided: a) All Display Units are operative. b) Associated CB/SSPC is pulled and collard, and c) TSC 2 and TSC 3 must be operative for dispatch. NOTE: For relief with two TSCs inoperative, see Section 1 of the MMEL. | Flightcrew will ensure: a) All Display Units are operative, and b) Inoperative TSC CB/SSPC is pulled and collard: <ul style="list-style-type: none">• TSC 1 PWR: SSPC 3123,• TSC 4 PWR: 3127,• TSC 5A PWR: SSPC 3129, or• TSC 5B PWR: SSPC 3130. |
| TSC 1-2-3-4-5 Touch Temp (Amber – Caution) | B | Airplane may be dispatched with any/all TSC Touch Temp CAS messages provided screen temperatures allow normal use. | None required. |
| VHF COM 2 Fail (Cyan – Advisory) | B | Airplane may be dispatched provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures. NOTE: Comm 1, NAV 1 and ATC 1 are powered by the Emergency Bus. | None required. |
| VSA Unavailable (Cyan – Advisory) | C | Airplane may be dispatched. Airborne CDTI data will not be available and must be supplemented with other means of deconfliction. | None required. |

| TARGET CORPORATION MINIMUM EQUIPMENT LIST | | | |
|---|----------------------------------|---|--|
| Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 | | Revision No.: 1 Based on MMEL Revision No.: 4 | Page No.: 2-65 Date: 04/23/24 |
| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
| | 2. LIMITATIONS and/or PROCEDURES | | |
| Windshear 1-2 Fail (Cyan – Advisory) | A | (O) Airplane may be dispatched provided: a) At least one radio altimeter is valid, b) Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures, c) Flightcrew will comply with AFM/AOM guidance in windshear situations and recommend procedures when encountering windshear, and d) Repairs are made within 2 flight-days. | Flightcrew will ensure: a) At least one radio altimeter is valid, b) Alternate procedures are established and used, and c) Flightcrew will comply with AFM/AOM guidance in windshear situations and recommend procedures when encountering windshear. |
| Wing Anti-Ice Fail, L-R (Amber – Caution) | B | (O) Except for ER operations, airplane may be dispatched provided: a) Airplane is not operated in known or forecast icing conditions, and b) Affected side Wing Anti-Ice is selected and remains OFF. | Flightcrew will ensure: a) Airplane is not operated in known or forecast icing conditions, and b) Affected side Wing Anti-Ice is selected and remains OFF. |

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream GVII-G600
Registration No.: N183T Serial No.: 73115

Revision No.: 1
Based on MMEL Revision No.: 4

Page No.: 2-66
Date: 04/23/24

| CAS Message | 1. REPAIR CATEGORY | | OPERATIONAL (O), PROCEDURES |
|---|----------------------------------|--|---|
| | 2. LIMITATIONS and/or PROCEDURES | | |
| 60 Hz MPT Fail (Cyan – Advisory) | B | (O) Airplane may be dispatched provided: a) Associated SSPC circuit breakers are pulled and collared, b) 60 Hz switch is selected OFF, c) Provision are made for cabin and cockpit outlets loss of 60 Hz power, and d) Flightcrew will brief the passengers on the items that are inoperative with the failure of the power source for cabin entertainment. NOTE: EICAS message “L-R 60 Hz Power Fail” will be displayed. | Flightcrew will ensure: a) Affected SSPC circuit breakers are pulled and collared: <ul style="list-style-type: none">• 60HZ CTRLR A (A), SSPC 2420• 60HZ CTRLR A (B), SSPC 2421• 60HZ CTRLR A (C), SSPC 2422• 60HZ CTRLR B (A), SSPC 2423• 60HZ CTRLR B (B), SSPC 2424• 60HZ CTRLR B (C), SSPC 2425 b) 60 Hz switch is selected OFF, c) Provision are made for cabin and cockpit outlets loss of 60 Hz power, and d) Passengers are briefed on the items that are inoperative with the failure of the power source for cabin entertainment. |
| 60 Hz Power Fail, L-R (Cyan – Advisory) | C | (O) Airplane may be dispatched provided: a) Associated circuit breaker is pulled and collared, and b) Flightcrew will brief passengers on items that are inoperative. | Flightcrew will ensure: a) Affected circuit breaker is pulled and collared: <ul style="list-style-type: none">• L FREQ CONV: LPDB,• R FREQ CONV: RPDB, and b) Passengers are briefed on items that are inoperative. |

AIRCRAFT DISCREPANCY LOG SHEET (ADLS)

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| AIRCRAFT REGISTRATION # _____ | | |
| Location: | Date Discovered: | Discovered By: |
| Discrepancy: | | |
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| Corrective Action: | | |
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| | | |
| This aircraft was repaired in accordance with manufacturer's service instructions and current regulations and is approved for return to service. | | |
| Corrected By: | Certificate #: | Date: |

AIRCRAFT DISCREPANCY LOG SHEET (ADLS)

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| AIRCRAFT REGISTRATION # _____ | | |
| Location: | Date Discovered: | Discovered By: |
| Discrepancy: | | |
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| Corrective Action: | | |
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AIRCRAFT DISCREPANCY LOG SHEET (ADLS)

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