



GULFSTREAM G600

N183T

COCKPIT REFERENCE GUIDE

Revision 1, July 2024

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AIRPLANE POWER-UP

EMERGENCY POWER ARM/Check+
MAIN BATTERIES (Left and Right)..... ON
FCS BATTERIES ON
Fire Test Perform
APU MASTER..... ON
ELECTRICAL POWER CONTROL Panel Check
BLEED AIR Panel..... Check
Main Door..... Verify open

--- Verify APU Ready Light On ---
APU START
Electronic Checklist.....select NORMAL

END



SECURING FROM APU POWER

Times and Fuel Record/Log
Purge..... As required
Oil Quantity Check (10 to 30 minutes after engine shutdown)
GCMS *Hangar or Ramp Shutdown Preselect*
Cabin Power.....OFF
FCS BATTERIESOFF
EMERGENCY POWEROFF
APU STOP
APU MASTER (RPM less than 70%)Off
TROV Verify closed
MAIN BATTERIES (APU RPM is 0%).....OFF
Wheel Chocks.....In place
PARKING BRAKE As required
Gear PinsInstall
Probe CoversInstall

****CAUTION****

When closing the main door, activation of auxiliary hydraulic pump may take up to 20 seconds. remain clear of the main door for 30 seconds following actuation of close switch.

Exterior Doors..... Secure

END



EXTERNAL AC POWER APPLICATION

EXT PWR..... OFF (out)

Ext Connect then ON

External TROV fan As required

MAIN BATTERIES ON

EXT PWR switch annunciator Checked illuminated

EXT PWR ON

CABIN PRES CONTROL MANUAL and TROV open (if Ext. fan in use)

IRSs ON (if desired)

EMERGENCY POWER ARM

-If planning to utilize Cabin systems-

CABIN MASTERS (CABIN/GALLEY, 60HZ) Verify in

CABIN PWR..... All On (as desired)

GALLEY REFRIGERATOR As required (GCMS touchscreen)

-If aircraft is in hangar-

SAT-IRIDIUM (Cabin Power Pg. 1) OFF

KA-SAT-BBND (Cabin Power Pg. 2) OFF

SAT-INMARSAT (Cabin Power Pg. 2) OFF

END



REMOVING EXTERNAL AC POWER

CABIN PWR.....OFF
EMERGENCY POWEROFF
CABIN PRESSURE CONTROL AUTO (out)
EXT PWR..... OFF (out)
MAIN BATTERIES.....OFF
GPU OFF then disconnected
EXTERNAL TROV FAN OFF and removed

END



REFERENCE INFORMATION

AIRCRAFT DIMENSIONS

WINGSPAN	95'
LENGTH	96'1"
HEIGHT	25'3"
MIN TURN DIAMETER.....	120'
MIN WIDTH FOR 180 DEG TURN.....	65'

FLIGHT ATTENDANT / ES BRIEFING

Flight Time.....	Enroute time and anticipated weather or ATC delays
Aircraft.....	Safety equipment checked, MEL items that affect the flight
Armed	Executives Services declaration of their armed status
Catering.....	What's onboard for the passengers to eat
Coms.....	Establish a communications text chain for the crew
Turbulence.....	Forecasted turbulence
Signals.....	Cockpit to cabin signals to be used:

- SEATBELT sign on below 10,000' for sterile cockpit, at other times for turbulence
- NO SMOKE sign on for Flight Attendant to be seated (takeoff/landing, turbulence)
- Multiple chimes for Flight Attendant requested to come to cockpit

TFS RUNWAY CONDITION ASSESSMENT MATRIX

Assessment Criteria RCAM			Target Recommended Crosswind Limit (Including Gusts)
Runway Surface Description	RWYCC	Pilot Braking Action	G280 and G600
DRY	6	N/A	G280 25 / G600 30
WET (The runway surface is covered by any visible dampness or water up to and including 1/8 inch (3 mm) depth) Up to and including 1/8 inch (3 mm) depth: SLUSH DRY SNOW WET SNOW	5	GOOD	15-24
Outside Air Temperature -15°C and Colder: COMPACTED SNOW	4	GOOD TO MEDIUM	12-14
SLIPPERY (WHEN) WET (wet runway) DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW Greater than 1/8 inch (3 mm) depth: DRY SNOW WET SNOW Warmer than -15°C outside air temperature: COMPACTED SNOW	3	MEDIUM	10-12
Greater than 1/8 inch (3 mm) depth: STANDING WATER SLUSH	2	MEDIUM TO POOR	0-9
ICE, WET ICE SLUSH ON TOP OF ICE WATER ON TOP OF COMAPACTED SNOW DRY SNOW or WET SNOW ON TOP OF ICE	1 & 0	POOR TO LESS THAN POOR / NIL	N/A



COLD WEATHER OPERATIONS

FOR REFERENCE ONLY, CONSULT THE AIRCRAFT OPERATING MANUAL AND LARGE CABIN COLD WX OPS MANUAL FOR COMPLETE GUIDANCE.

Plane Book > Operating Manual > All Weather and Special Flight Ops > Cold Weather Operations

ARINC Docs > Gulfstream G600 > Gulfstream Aircraft Documents > Cold Wx Ops Manual

PREFLIGHT AND ENGINE START

- **Ensure all ice is removed from the inlet, fan, and nose cone. If currently in or previously exposed to icing conditions with SAT of 5 deg C or below, a closeup visual inspection with adequate lighting is recommended. Inspect all fan blade surfaces (leading edges, trailing edges, front side, back side, etc.) for the presence of frozen ice deposits. The fan must be verified to be free to rotate and completely free of ice.**
- **IF N1 EVM EXCEEDS 0.15 IPS AT IDLE IMMEDIATELY AFTER ENGINE START, DO NOT ADVANCE THROTTLES, SHUTDOWN THE ENGINE.**



DEICE / ANTI-ICE APPLICATION

- Consult the Aircraft Operating Manual:

Plane Book > Operating Manual > All Weather and Special Flight Ops > Cold Weather Operations / Deicing and Anti-Icing Supplemental Information

- Consult with ground crew and reference TFS Deice Reference Card.
- An operational check of flight controls is required prior to flight if Deice or Anti-Ice has been applied to the aircraft.

TAXI and TAKEOFF

- When icing conditions are present, periodic engine accelerations must be performed to shed ice from the fan blades. The engine accelerations (targeting a 5 second acceleration) must be conducted to a minimum of 60% N1 with a two second dwell at that power setting. The procedure should be performed at 10 minute intervals during all ground operations. The first engine acceleration should be done as soon as practical during taxi, but not more than 10 minutes after engine start.



ENGINE ICE SHEDDING (GROUND)

CAI / WAI..... Verify ON
Throttles (one at a time)..... 60% N1 minimum for 2 seconds
ThrottlesIdle
WAI As required

- Wing Anti-Ice must be on 4 minutes prior to takeoff in icing conditions.
- Wing Anti-Ice use on ground is limited to a cumulative 20 minutes to prevent de-ice / anti-ice fluid coagulation and contamination of leading edge.

END

EMERGENCY BRIEFING INFORMATION

T. TYPE OF EMERGENCY

- PROBLEM
- PLAN
- CALL FIRESIDE PARTNERS 302-613-2020 (Time Permitting)

E. EXIT PLAN

- MAIN CABIN DOOR
- OVERWING EXITS

S. SIGNALS

- 2 MINUTE
- 10 SECONDS
- "EVACUATE"

T. TIME TO TOUCHDOWN

P. PREPARE PAX

- T.E.S.T.
- ENLIST ABLEBODIED PAX
- RE-SEAT
- BRACE POSITION
- DON LIFE VESTS IF APPLICABLE

R. READY CABIN

- STOW LOOSE ITEMS
- NON-ESSENTIAL POWER
- SECURE CABINETS

E. EVAC/EXIT REVIEW

- BRIEF PAX
- DEMO EXITS
- BRIEF AND TRAIN ABP ON DUTIES
- DEMO LIFE RAFTS IF APPLICABLE

P. PIC REPORT

- ABOVE ITEMS COMPLETE
- ISSUES
- BE SEATED AND BELTED



CREW RESPONSE TO ACCIDENT or INCIDENT

IMMEDIATE ACTIONS:

- **Assist Passengers in evacuating AC to safe location.**
- **If able, gather needed supplies, medical equipment and portable Satphone (if equipped).**
- **Contact 911, MedLink or emergency responders.**
- **Attend to immediate medical needs of passengers.**
- **Prepare visual distress signals if in remote area and activate ELT.**
- **Call Fireside Partners 302-613-2020**
 - **Fireside will notify Director, Chief Pilot, DOM, or C3**
- **Proceed to TFS Crew Accident/Incident Response Guidelines in ARINC docs.**



EMERGENCY EVACUATION

Crew and Pax Briefing (time permitting).....T.E.S.T. and P.R.E.P
ATCADVISE
PARKING BRAKE Set
FUEL CONTROLS (L & R)..... OFF
Fire Handles (L & R)Pull (solenoid release required)
Fire Handles (L & R) (if Req'd) ... Rotate fully to DISCH 1 / DISCH 2
CABIN PRESSURE CONTROL MANUAL
Outflow Valve.....Full open (climb)
FCS BATTERIES.....OFF

Note

The APU will shut down when the Right Main Battery switch is selected off.

MAIN BATTERIES (Left and Right) OFF
Passengers / Crew Evacuate immediately

END

Refer to previous page for Crew Response to Accident or Incident.