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.



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Current MEL Revision	Revision 1	MEL Date	04/23/2024
FAA MMEL Version Used	Gulfstream GVII-G500/G600 Revision: 4	MMEL Date	03/12/2024
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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PC Degrees Celsius (or Centigrade) BATT Battery PF Degrees Fahrenheit BCN Beacon A/P Autoplot 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 ADI Altitude Display Indicator BTL Bottle ADIS-B Automatic Dependent Surveillance - Broadcast BRNAV Basic Area Navigation ADS-B Automatic Dependent Surveillance - Contract CAS Crew Alerting System ADS-C Automatic Dependent Surveillance - Contract CAS Crew Alerting System AED Automatic External Defibriliator 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 ALRT Alert Alert CH Channel ALT Alternate/Altitude CHGR Charge AMM Aircraft Maintenance Manual CHRGR Charger AMMP Ampere CHRGR Charger AMNUN Annuciator CKPT Cockpit AOA Angle of Attack CLSD Closed AOM Airplane Operating Manual CMD Communications Management Function AP Autopilot CMU Communications Management Function APP Approach COMT Control ACC Air craft Service Change CPAM Cabin Pressure Acquisition Module ASCB Avionics Standard Communication Bus CPCS Cabin Pressure Acquisition Module ACCB Automatic CPOP Copilot's Overhead Circuit Breaker Panel	14 CFR	Title 14 Code of Federal Regulations	AUX	Auxiliary
A/P Autorpilot AUTORIOTE BITE Built-In Test Equipment A/T Autothrottle BKUP Backup AC Alternating Current ACCUM Accumulator BOT Bottom ACFT Aircraft BPCU Bus Power Control Unit ADF Automatic Direction Finder BRK Brake ADI Attitude Display Indicator ADI Attitude Display Indicator 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(6) Circuit Breaker(6) AFIS Airborne Flight Information System CDL Configuration Deviation List AGL Above Ground Level CDL Configuration Deviation List AGL Above Ground Level CDT Cockpit Display and Traffic Information AIL Aileron CDU Control Display Unit ALRT Alert Alert CH Channel ALT Alternate/Altitude CHRG Charge AMM Aircraft Maintenance Manual CHRGR Charge AMM Aircraft Maintenance Manual CHRGR Charge AMM Aircraft Maintenance Manual CHRGR Charge AMM Aircraft Maintenance Manual CMB Communications Management Function AP Angle of Attack CLSD Communication Management Function AP Autopilot CMM Communication Management Function AP Autopilot CMF Control Control APP Approach COMM Communication Management Unit APP Approach COMM Communication Management Unit ASC Aircraft Service Change CPAM Cabin Pressure Acquisition Module ASCB Avionics Standard Communication Bus CPCS Cabin Pressure Acquisition Module ASCB Avionics Standard Communication Bus CPCS Cabin Pressure Acquisition Module	°C	Degrees Celsius (or Centigrade)	BATT	Battery
A/T Autothrottle BKUP Backup AC Alternating Current AC Alternating Current BLD Bleed ACCUM Accumulator BOT Bottom ACFT Aircraft ADF Automatic Direction Finder ADF Automatic Direction Finder ADI Attitude Display Indicator BTL Bottle ADS-B Automatic Dependent Surveillance - Broadcast ADS-C Automatic Dependent Surveillance - Contract AED Automatic Dependent Surveillance - Contract AED Automatic Dependent Surveillance - Contract AFIS Airborne Flight Information System CCD Curroor Control Device AFM Airplane Flight Manual AGL Above Ground Level ALT Alert ALT Alert ALT Alert ALT Alternate/Altitude ANM Aircraft Maintenance Manual ANNUN Annunciator AOA Angle of Attack AOM Airplane Operating Manual AOM Communications Management Function APP Approach APP Approach ACC Aircraft Service Change ANCE Air Traffic Control COTT Control ASC Aircraft Service Change ANCE Air Traffic Control COTDLC Controller-Pilot Data Link Communications	°F	Degrees Fahrenheit	BCN	Beacon
ACC Alternating Current ACCUM Accumulator ACCUM Accumulator ACFT Aircraft ADF Automatic Direction Finder ADF Automatic Direction Finder ADI Attitude Display Indicator ADI Attitude Display Indicator ADIS Aircraft Discrepancy Log Sheet ADLS Aircraft Discrepancy Log Sheet ADS-B Automatic Dependent Surveillance - Broadcast ADS-C Automatic Dependent Surveillance - Contract AED Automatic External Defibrillator AFIS Airborne Flight Information System CCD Cursor Control Device AFM Airplane Flight Manual AGL Above Ground Level ALT Alert ALT Alternate/Altitude AMP Ampere AMM Aircraft Maintenance Manual ANNUN Annunciator ANNUN Annunciator AOA Angle of Attack AOM Airplane Operating Manual AOMM Airplane Operating Manual AOMM Aircraft Outfitting Maintenance Manual AOMM Airplane Operating Manual AOMM Communications Management Function APP Approach ACC Aircraft Service Change ASCB Avionics Standard Communication Bus ATC Air Traffic Control CONT Control Controller-Pilot Data Link Communication	A/P	Autopilot	BITE	Built-In Test Equipment
ACCUM Accumulator 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 Alert CH Channel ALT Alternate/Altitude CHGR Charger AMP Ampere CHRG Charger AMM Aircraft Maintenance Manual CHRGR Charger ANNUN Annunciator CKPT Cockpit AOA Angle of Attack AOM Airplane Operating Manual AOMM Aircraft Outfitting Maintenance Manual AOMM Aircraft Outfitting Maintenance Manual APP Autopilot CMU Communications Management Function APP Autopilot CMU Communications Management Unit APP Approach ASC Aircraft Service Change ASC Avionics Standard Communication Bus ATC Air Traffic Control CCPDL Controller-Pilot Data Link Communications	A/T	Autothrottle	BKUP	Backup
ACFT Aircraft 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 Alert CH Channel ALT Alternate/Altitude CHGR Charger AMM Aircraft Maintenance Manual CHRGR Charger AMM Aircraft Maintenance Manual CHRGR Charger ANNUN Annunciator CKPT Cockpit AOA Angle of Attack CLSD Closed AOM Airplane Operating Manual AOMM Aircraft Outfitting Maintenance Manual CMF Communications Management Function AP Autopilot CMU Communications Management Unit APP Approach COMM Communication Module ASCB Avionics Standard Communication Bus CPCS Cabin Pressure Acquisition Module ASCB Avionics Standard Communication Bus CPCS Cabin Pressure Controller System ATC Air Traffic Control	AC	Alternating Current	BLD	Bleed
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 Alert CH Channel ALT Alternate/Altitude CHGR Charger AMM Aircraft Maintenance Manual CHRGR Charger AMM Aircraft Maintenance Manual CHRGR Charger ANNUN Annunciator CKPT Cockpit AOA Angle of Attack AOM Airplane Operating Manual AOMM Aircraft Outfitting Maintenance Manual CMD Communications Management Function AP Autopilot CMF Communications Management Unit APP Approach ASC Aircraft Service Change ANC Aircraft Service Change ANC Aircraft Service Change ANC Air Traffic Control CPDLC Controller System ATC Air Traffic Control	ACCUM	Accumulator	BOT	Bottom
ADI Attitude Display Indicator ADLS Aircraft Discrepancy Log Sheet ADS-B Automatic Dependent Surveillance - Broadcast ADS-C Automatic Dependent Surveillance - Contract AED Automatic External Defibrillator AED CCD Cursor Control Device AFM Airplane Flight Information System CCD Cursor Control Device AFM Airplane Flight Manual AGL Above Ground Level CDL Configuration Deviation List CDL Control Display and Traffic Information AIL Aileron CDU Control Display Unit CHART Alert Alternate/Altitude CHGR Charger AMP Ampere AMP Ampere AMP Ampere CHRG Charger AMM Aircraft Maintenance Manual CHRGR Charger ANNUN Annunciator CKPT Cockpit AOA Angle of Attack CLSD Closed AOM Airplane Operating Manual AOMM Aircraft Outfitting Maintenance Manual CMF Communications Management Function AP Autopilot APP Approach COMM Communication Management Unit APP Approach COMM Communication Module ASCB Avionics Standard Communication Bus CPCS Cabin Pressure Acquisition Module ASCB Avionics Standard Communication Bus CPCS Cabin Pressure Controller System ATC	ACFT	Aircraft	BPCU	Bus Power Control Unit
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) CED Automatic External Defibrillator CCD Cursor Control Device AFM Airplane 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 CHART Alert CH Channel ALT Alternate/Altitude CHGR Charger AMP Ampere CHRG Charger CHRG Charge 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 Communications Management Unit APP Approach COMM Communications Management Unit ASC Aircraft Service Change CPAM Cabin Pressure Acquisition Module ASCB Avionics Standard Communication Bus CPCS Cabin Pressure Controller System ATC Air Traffic Control	ADF	Automatic Direction Finder	BRK	Brake
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 Charge ANNUN Annunciator ANNUN Annunciator AOA Angle of Attack CLSD Closed AOM Airplane Operating Manual AOMM Aircraft Outfitting Maintenance Manual AOMM Aircraft Outfitting Maintenance Manual AP Autopilot AP Approach AP Approach COMM Communications Management Function AP Approach COMM Communication Standard Communication Bus CPCS Cabin Pressure Controller System ATC Air Traffic Control CPDLC Controller-Pilot Data Link Communications	ADI	Attitude Display Indicator	BTL	Bottle
ADS-C Automatic Dependent Surveillance - Contract CB(s) Circuit Breaker(s) 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 Alert CH Channel ALT Alternate/Altitude CHGR Charger AMP Ampere CHRG Charger AMM Aircraft Maintenance Manual CHRGR Charger ANNUN Annunciator CKPT Cockpit AOA Angle of Attack CLSD Closed AOM Airplane Operating Manual CMB Communications Management Function AP Autopilot CMU Communications Management Unit APP Approach COMM Communications Management Unit APP Approach COMM Communications Management Unit ASC Aircraft Service Change CPAM Cabin Pressure Acquisition Module ASCB Avionics Standard Communication Bus CPCS Cabin Pressure Controller System ATC Air Traffic Control	ADLS	Aircraft Discrepancy Log Sheet	BTMS	Brakes Temperature Monitoring 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 CMB COMD Command AOMM Aircraft Outfitting Maintenance Manual CMF Communications Management Function AP Autopilot CMU Communications Management Unit APP Approach COMM Communication(s) APC Aircraft Service Change CPAM Cabin Pressure Acquisition Module ASCB Avionics Standard Communication Bus CPCS Cabin Pressure Controller System ATC Air Traffic Control	ADS-B	Automatic Dependent Surveillance - Broadcast	BRNAV	Basic Area Navigation
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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 Communications Management Unit APC Alternate Charge CPAM Cabin Pressure Acquisition Module ASC Aircraft Service Change CPAM Cabin Pressure Controller System ATC Air Traffic Control CPDLC Controller-Pilot Data Link Communications	AED	Automatic External Defibrillator	CB(s)	Circuit Breaker(s)
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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	AP	Autopilot	CMU	Communications Management Unit
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ATC Air Traffic Control CPDLC Controller-Pilot Data Link Communications		S .	-	
				The state of the s
AUTO Automatic CPOP Copilot's Overhead Circuit Breaker Panel	_			
	AUTO	Automatic	CPOP	Copilot's Overhead Circuit Breaker Panel

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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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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
MISCMP	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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	7101101111	NO THIS TIBBLE	***************************************
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

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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Revision Level	Log o Date	f Revisions	Initials		
Revision Level	Date	Page Numbers	Initials		
Original	June 12, 2023	All	GAC		
Revision 1	April 23, 2024	All / Updated to MMEL Revision 4	GAC		



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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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HIGHLIGHTS OF CHANGE		

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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HIGHLIGHTS OF CHANGE

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.

A decision (1 - 0 - 4 - 1 (4 (4 0))	A. AOLI: Fite II. II. also since for a section in the AATI for to all in the AATI for the AATI f
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),	The FAA-approved AFM/RFM (or POH) is the document approved by the responsible FAA Aircraft
Rotorcraft Flight Manual (RFM), or	Certification Service office during type certification. The approved flight manual for the specific aircraft is
Pilot's Operating Handbook (POH)	listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the governing
Filot's Operating Handbook (FOH)	
	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
<u> </u>	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).
	20 01, 70 20 02, or approved hight mandal (All W. N. W. Ol 1 Ol 1).

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Continuing Authorization – Single	An aircraft operator who has authorization to use an FAA-approved MEL may also have authority to use a
Extension	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	Many aircraft display system fault indications to the flightcrew by use of computerized display systems.
(EFAS)	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.

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DEFINITIONS			

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
. 5 ,	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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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.)

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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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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.
 - <u>NOTE 2</u>: 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.

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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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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	SECTION ONE							

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SECTION ONE							
	STATEMENT PAGE						

This MEL is based off the FAA MMEL.

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

TARGET CORPORATION MINIMUM EQUIPMENT LIST TABLE OF CONTENTS 21-AIR CONDITIONING System Name Page No. Automatic Pressurization Control Systems (CPCS) 21-1 Manual Pressurization Control System 21-3 Cockpit Zone Temperature Control System & Cabin Zone Temperature Control Systems 21-3 Environmental Control System (ECS) Packs 21-5 Air Conditioning System Pack Inlet Valves 21-6

Pressure Relief Valve 21-7

 Ram Air System
 21-8

 PSU Fan
 21-8

SYSTEM

No.

21-01

21-02

21-03

21-04

21-05

21-06 21-07

21-08

21-09 21-10

21-11

21-12

TARGET CORPORATION MINIMUM EQUIPMENT LIST Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 Registration No.: N183T Serial No.: 73115 Registration Revision No.: 4 Page No.: 21-1 Based on MMEL Revision No.: 4 Date: 04/23/24 21-AIR CONDITIONING										
1. SYSTEM, SEQUENCE & ITEM NUMBERS		PAIR 2. N	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES							
Automatic Pressurization Control Systems (CPCS)	В	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 	 (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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Registration No.: N183T Serial No.	: /31′	15		Based on MMEL Re 21-AIR CONDITIONING	vision No.: 4 Date: 04/23/24							
1. SYSTEM,	RE	DΔIR	САТ	EGORY 21-AIR CONDITIONING	MAINTENANCE (M), OPERATIONAL (O),							
SEQUENCE &	'_	_		BER INSTALLED	AND PLACARDING (P)							
ITEM NUMBERS		2.1		NUMBER REQ'D FOR DISPATCH	PROCEDURES							
				4. REMARKS / EXCEPTIONS								
Automatic Pressurization Control Systems (CPCS) (cont'd)												
	С	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. 							
	В	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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Registration No.: N183T Serial No.	: 731	15			Based on MMEL Rev	vision No.: 4	Date: 04/23/24				
					AIR CONDITIONING	T					
1. SYSTEM, SEQUENCE &	RE			EGORY		MAINTE	ENANCE (M), OPERATIONAL (O),				
ITEM NUMBERS		2. [BER INSTALLED NUMBER REQ'D FOR	DICDATOLI		AND PLACARDING (P) PROCEDURES				
TI EW NOWBERG			3. ľ	4. REMARKS / EXC			TROOLSONLO				
Manual Pressurization Control System	С	1	0	May be inoperative p	provided both ation Control Systems	(M) None required					
,				are operative.	,	(O) None required.					
							Placard will be placed in a prominent by flightcrew and will be noted on ADLS.				
Cockpit Zone Temperature Control System & Cabin Zone Temperature Control Systems											
One Zone Inoperative (Automatic and Manual	С	3	2	(O) One may be inop a) Ram Air is op		(M) None required.					
Control)				b) Airplane is op		pressurization and both engine bleeds available. If not, se pressure to be non (P) An Inoperative	airplane unpressurized, select manual slew outflow valve to full open position with and air conditioning packs selected ON if elect RAM Air ON. Monitor cabin differential ninally zero psid during the flight. Placard will be placed in a prominent by flightcrew and will be noted on ADLS.				
Two Zones Inoperative (Automatic and Manual	С	3	1	(O) May be inoperati a) Ram Air is opera	itive, and	(M) None required.					
Control)				b) Airplane is opera configuration.	ated in unpressurized	pressurization and both engine bleeds available. If not, se pressure to be non	airplane unpressurized, select manual slew outflow valve to full open position with and air conditioning packs selected ON if elect RAM Air ON. Monitor cabin differential minally zero psid during the flight. Placard will be placed in a prominent				
(continued)							by flightcrew and will be noted on ADLS.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	731	15		vision No.: 4	Page No.: 21-4 Date: 04/23/24						
registration (vo.: 14100) Cenarivo	701	10		21-AIR CONDITIONING	131011 140 4	Date: 04/20/24					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS				MAINTE	NANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
Cockpit Zone Temperature Control System & Cabin Zone Temperature Control Systems (cont'd) Local of Automotic Systems		2		May be in an arative provided.	(NA) Nigna va suita d						
3) Loss of Automatic Systems	С	3	0	 May be inoperative provided: a) Associated manual control system is operative, and b) Associated temperature indicator is operative. 		Placard will be placed in a prominent by flightcrew and will be noted on ADLS.					
4) Loss of Manual Systems	С	3	0	May be inoperative provided: a) Associated automatic control system is operative, and b) Associated temperature indicator is operative. 		Placard will be placed in a prominent by flightcrew and will be noted on ADLS.					

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 731	15		Page No.: 21-5 Povision No.: 4 Date: 04/23/24							
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		NUME	EGORY BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES						
4. Environmental Control System (ECS) Packs 1) Pressurized Configuration	С	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. 	Cabin Pressurization Control, and 03-01-10 Pack Failure – Single.						
2) Unpressurized Configuration	С	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.							

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 Revision No.: 1 Page No.: 21-6 Based on MMEL Revision No.: 4 Date: 04/23/24											
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		NUME	EGORY BER INSTALLED JUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAIN ⁻	TENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
5. Air Conditioning System Pack Inlet Valves	С	2	1	 (M)(O) Except for ER operations, may be inoperative provided: 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. 	electrically deact switch is selected NOT be pulled. F CAUTION: Pullin CB will cause val (O) Flightcrew with 01-21-10 Cabin Failure – Single.	(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. CAUTION: Pulling (de-energizing) associated Air Conditioning CB will cause valve to open, allowing airflow to restart. (O) Flightcrew will reference AFM Limitation Sections 01-21-10 Cabin Pressurization Control, and 03-01-10 Pack Failure – Single.					
6. Thrust Recovery Outflow Valve (TROV) System	С	1	0	 (M)(O) May be inoperative provided: 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. 	(M) Maintenance OPEN position a CAB PRESS MA Refer to AMM Ch (O) To operate th Section 03-21-90 Also refer to AFM detected in the b (P) An Inoperativ	will ensure Outflow Valve is positioned to full nd electrically de-energized by pulling the N CTL (SSPC 2113). hapter 21-31-01 and 21-31-03. he airplane unpressurized, refer to AFM					

	TARGET CORPORATION MINIMUM EQUIPMENT LIST												
Aircraft:	: Gulfstream GVII-G600				Page No.: 21-7								
Registra	ation No.: N183T Serial No.:	: 7311	5			Based on MMEL Rev	ision No.: 4	Date: 04/23/24					
						IR CONDITIONING							
1. SYS		RE			EGORY		MAINTE	NANCE (M), OPERATIONAL (O),					
SEQUE			2. N		BER INSTALLED			AND PLACARDING (P)					
HEMIN	IUMBERS			3. N	UMBER REQ'D FOR			PROCEDURES					
					4. REMARKS / EXCE								
7. F	Pressure Relief Valve	С	1	0	May be inoperative p		(M) None required.						
					a) Cabin differential	are operative, and	(O) None required.						
					b) Maximum cruise		(O) None required.						
					30,000 feet.	anticac io infinitoa to	(P) An Inoperative	Placard will be placed on Cabin Pressure					
					,		Control Panel and will be noted on ADLS.						
		С	1	0	(O) May be inoperation operated in unpressu	ve provided airplane is irized configuration.	(M) None required.						
						ŭ	(O) To operate the airplane unpressurized, refer to AFM Section 03-21-90.						
							(P) An Inoperative	Placard will be placed on Cabin Pressure will be noted on ADLS.					
_	Cabin Pressure Control						Control i anorana	WIII DO NOTOGO OTT A DEG.					
1) F	Fault/Manual Switch Light Function Only)	С	1	0	May be inoperative p Pressure Manual (ca		(M) None required.						
	Light Fundaon Only)				when Manaul is selec		(O) None required.						
							(P) An Inoperative	Placard will be placed on Control Panel and					
							will be noted on AD	-					
	Remote Filter Pressure Relief Valve	В	1	0	May be Inoperative.		(M) None required.						
(1	PRV))						(O) None required.						
								Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.					

				TADO	NET CORROR ATION		
					SET CORPORATION JM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	: 731 ⁻	15		vision No.: 4	Page No.: 21-8 Date: 04/23/24		
SYSTEM, SEQUENCE & ITEM NUMBERS Cabin Pressure Acquisition Module (CPAM)	C	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR 4. REMARKS / EXCE 1 0 May be inoperative posystems are operative			PTIONS rovided both auto	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES (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. Ram Air System Pressurized Configuration	С	1	0	is operative and f	urization Control live, live, live, live attion Control System liunctionally checked, live Regulating and lare operative, and land controllers are	(M) Maintenance wishutoff systems are Refer to AMM 36-12 Regulation. (O) None required.	ill ensure bleed air pressure regulating and
12. PSU Fan	С	1	0	(O) May be inoperative a) Ambient Temperative 95 F (35 C) or composition of the compositi	ature is oler, ads are 50% or less, s operative, tal Control System operative, Door remains OPEN,	 (M) None required. (O) Flightcrew will: a) Minimize groun weather. b) During Ground 50%. c) For ground ope and baggage dand outflow valued. d) Airplane is operative for the control of the cont	d operation time, especially during hot operation, monitor TRU load – limit load to ration longer than 15 minutes ensure main oors are closed, APU air is selected "ON" ve is fully OPEN, and rated at or below FL 450. Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.

TARGET CORPORATION MINIMUM EQUIPMENT LIST **TABLE OF CONTENTS** 22-AUTO FLIGHT Page SYSTEM System Name No. No. 22-01 Autothrottle Systems 22-1 22-02 22-03 22-04 22-05 22-06 Autopilots/Flight Directors (FD or FGC) 22-2 22-07

	TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream G	SVII-G600				Revision No.: 1		Page No.: 22-1					
Registration No.: N18	3T Serial No.:	7311	15			Based on MMEL Rev	rision No.: 4	Date: 04/23/24				
						2-AUTO FLIGHT						
1. SYSTEM,		RE			EGORY		MAINTE	NANCE (M), OPERATIONAL (O),				
SEQUENCE &			2. N		BER INSTALLED			AND PLACARDING (P)				
ITEM NUMBERS				3. N	<u>IUMBER REQ'D FOR</u>			PROCEDURES				
					4. REMARKS / EXC							
Autothrottle Sys	stems	С	2	0	May be inoperative p not used.	provided Autothrottle is	(M) None required.					
					not usea.		(O) None required.					
							position to be seen	Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.				
2. Performance Ma Systems (Smart		С	2	0	May be inoperative p Handbook is immedi	provided Performance	(M) None required.					
Oysterns (Ginari	ii eii/TOLD)				flightcrew.	ately available to the	(O) None required.					
								Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.				
3. Side Stick Autor	pilot	С	2	1	May be inoperative p	provided:	(M) None required.	by highlicrew and will be noted on ADLS.				
Disconnect Butt	tons				a) Autopilot is not u	tilized below	(0) 11					
					1,500 feet AGL, b) Approach minim	ums do not require	(O) None required.					
					use of the autopi			Placard will be displayed in a prominent				
					c) Airplane is pilote operative button.		position to be seen	by flightcrew and will be noted on ADLS.				
4. Autothrottle Disc	connect	С	2	1	One may be inoperate	tive.	(M) None required.					
Buttons (On Thrust Leve	er Handles)						(O) None required.					
								Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.				
		С	2	0	(M) May be inoperati			nall pull and collar SSPC 7307.				
					Autothrottle is not us SSPC is pulled and of		(O) None required.					
								Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.				

	TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600	7044				Revision No.: 1	Talla a Nila — A	Page No.: 22-2			
Registration No.: N183T Serial No.:	7311	15		22	Based on MMEL Rev	ision No.: 4	Date: 04/23/24			
1. SYSTEM,	RE			EGORY	E-AOTO I LIOITI	MAINTENANCE (M), OPERATIONAL (O),				
SEQUENCE & ITEM NUMBERS		2. N		BER INSTALLED	DIODATOLI		AND PLACARDING (P) PROCEDURES			
TIEW NOWBERS			3.1	NUMBER REQ'D FOR 4. REMARKS / EXCE			FROCEDORES			
5. Autothrottle	С	2	1	One may be Inoperat		(M) None required.				
Engage/Disengage Switches (On Thrust Lever Stem)						(O) None required.				
						(P) An Inoperative and will be noted or	Placard will be placed on Thrust Lever Stem n ADLS.			
	С	2	2 0	(M) May be inoperative provided Autothrottle is not used and associated		(M) Maintenance sl	hall pull and collar SSPC 7307.			
				SSPC is pulled and o	SSPC is pulled and collared.					
						and will be noted or				
6. Autopilots/Flight Directors (FD or FGC)	С	2	1		perations may be en route operations or do not require its use.		ill pull and reset the affected MAU Channel el circuit breakers in attempt to reset the			
				NOTE: Autopilot/FD/FGC is required for NAT HLA, RVSM, RNP, and PRNAV operations.		FGC 1: MAU 1A (POP A-6 MAU 2A (POP A-4				
				ореганопо.		FGC 2: MAU 1B (POP A-5 MAU 2B (POP A-3				
						(O) None required.				
							Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	15		Revision No.: 1 Based on MMEL Re 22-AUTO FLIGHT	Page No.: 22-3 evision No.: 4 Date: 04/23/24				
1. SYSTEM, SEQUENCE & ITEM NUMBERS		2. N	NUME	EGORY BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
7. Takeoff/Go-Around (TO/GA) Buttons (On Power Lever Handles)	С	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.				
	С	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				

TARGET CORPORATION MINIMUM EQUIPMENT LIST

TABLE OF CONTENTS 23-COMMUNICATIONS

SYST No	SVCIAM NAMA	Page No.
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23-03	Selective Call (SELCAL) Systems	
23-04	Emergency Locator Transmitter (ELT)	23-3
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Aircraft: Gulfstream GVII-G600	Page No.: 23-1								
Registration No.: N183T Serial No.	: 7311	15		Based on MMEL Rev	vision No.: 4 Date: 04/23/24				
4 0)(07514	155	<u> </u>	~	23-COMMUNICATIONS	MAINTENANCE (M) OPERATIONAL (O)				
1. SYSTEM,	KE			EGORY	MAINTENANCE (M), OPERATIONAL (O),				
SEQUENCE & ITEM NUMBERS		2. N		BER INSTALLED	AND PLACARDING (P) PROCEDURES				
TIEW NOWBERS			3.1	NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	- I NOOLDONES				
4 Communications Systems		2	1		(M) Name required				
1. Communications Systems (VHF, UHF)	D	3	1	Any in excess of one may be inoperative provided it is not powered by Emergency	(M) None required.				
,				AC Bus, Emergency DC Bus, Battery Bus,	(O) None required.				
				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.				
				NOTE: No. 1 VHF COMM must be operative – powered by the emergency bus.	(P) An Inoperative Placard will be placed adjacent to affected MCDU and will be noted on ADLS.				
Cockpit Voice Recorder (CVR)	ice Recorder A 1		0	May be inoperative provided repairs are made within 15 flight days.	(M) None required.				
(Operator Other Than a Holder of an Air Carrier or				made within 10 hight days.	(O) None required.				
Commercial Operator Certificate)				Refer to 14 CFR 91.609(b)(5)(i) and (b)(5)(ii).	(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.				
Independent Power Source	С	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.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 7311	15		rision No.: 4	Page No.: 23-2 Date: 04/23/24					
					OMMUNICATIONS	_				
1. SYSTEM,	RE			EGORY		MAINTE	NANCE (M), OPERATIONAL (O),			
SEQUENCE &		2. N		BER INSTALLED			AND PLACARDING (P)			
ITEM NUMBERS			3. N	UMBER REQ'D FOR		-	PROCEDURES			
				4. REMARKS / EXC						
Selective Call (SELCAL) Systems	С	2	0	(O) May be inoperati member monitors the	ve provided one crew e appropriate	(M) None required.				
				frequency.		(O) One crew mem assigned frequency	ber shall monitor the appropriate ATC /.			
							Placard will be displayed in a prominent			
		_				_	by flightcrew and will be noted on ADLS.			
	D	2	0	May be inoperative p	rovided aircraft can radio communications	(M) None required.				
				as the primary mean	means of ATC	(O) None required.				
				communication over			Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			
1) Channels	С	10	0	(O) Flightcrew will er radios are monitored		(M) None required.				
				operation.	during ampiano	(O) Flightcrew will e	ensure:			
				oporation.		,	der monitors audio from the VHF and HF			
						communication				
						and	ceipt of the tone set assigned to the airplane,			
							ght compartment with call alert signals.			
							Placard will be displayed in a prominent			
						_	by flightcrew and will be noted on ADLS.			
	D	10	0	May be inoperative p		(M) None required.				
				as the primary mean	radio communications	(O) None required.				
				communication over		(O) None required.				
					occariio rogiono.		Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			

				TARGET CORPORATION			
				MINIMUM EQUIPMENT LIST Revision No.: 1			
Aircraft: Gulfstream GVII-G600		_	Page No.: 23-3				
Registration No.: N183T Serial No.	o.: 7311	5		Based on MMEL Rev	rision No.: 4 Date: 04/23/24		
4 CVCTEM	DEI	DAID	CAT	23-COMMUNICATIONS EGORY	MAINTENIANIOE (M) ORERATIONIAL (O)		
1. SYSTEM, SEQUENCE &	KEI			BER INSTALLED	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P)		
ITEM NUMBERS		Z. I		UMBER REQ'D FOR DISPATCH	PROCEDURES		
			J. IV	4. REMARKS / EXCEPTIONS			
4. Emergency Locator Transmitter (ELT)				T. KEWAKKO / EXCEL HONG			
1) Survival Type ELTs	D	2	0	May be inoperative or missing provided airplane is not operated in extended	(M) None required.		
				overwater operations.	(O) None required.		
				NOTE: Survival Type ELT must be installed on at least one of the required life raft(s) for extended over-water operations.	(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	Α	1	0	(M) May be inoperative provided: a) System is deactivated, and	(M) Maintenance will pull and collar the POP G-4 ELT circuit breaker.		
				b) Repairs are made within 90 consecutive calendar-days.	(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.		
	А	1	0	(M) May be missing provided: a) Placard stating "ELT not installed" is	(M) Maintenance will pull and collar the POP G-4 ELT circuit breaker.		
				placed in view of the pilot, and b) Repairs are made within 90	(O) None required.		
				consecutive calendar days.	(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.		
(continued)							

				TARGET CORPORATION MINIMUM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 23-4
Registration No.: N183T Serial No.	.: 7311	15		Based on MMEL Rev	vision No.: 4	Date: 04/23/24
				23-COMMUNICATIONS		
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAINT	ENANCE (M), OPERATIONAL (O),
SEQUENCE &		2. N	NUME	BER INSTALLED		AND PLACARDING (P)
ITEM NUMBERS			3. N	IUMBER REQ'D FOR DISPATCH		PROCEDURES
				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 v breaker.	will pull and collar the POP G-4 ELT circuit
					(O) None required.	
						e Placard will be displayed in a prominent n by flightcrew and will be noted on ADLS.
	D	1	0	May be missing provided placard stating "ELT not installed" is placed inview of the	(M) None required	d.
				pilot.	(O) None required	d
(continued)					. ,	e Placard will be displayed in view of the pilot installed" and will be noted on ADLS.

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600				Page No.: 23-5				
Registration No.: N183T Serial No	.: 7311	15		Based on MMEL Rev				
				23-COMMUNICATIONS				
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O),			
SEQUENCE &		2. 1	NUME	BER INSTALLED	AND PLACARDING (P)			
ITEM NUMBERS			3. N	IUMBER REQ'D FOR DISPATCH	PROCEDURES			
				4. REMARKS / EXCEPTIONS				
Emergency Locator Transmitter (ELT) (cont'd)								
3) Remote ELT Switch	D	1	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and	(M) Maintenance will ensure the remote switch is disconnected from the ELT and the ELT Switch is placed in the ARM position before dispatch.			
				b) ELT Switch is placed in the ARMED mode.	(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.			

	TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600					Page No.: 23-6					
Registration No.: N183T Serial No.	: 731′	15			Revision No.: 1 Based on MMEL Rev	vision No.: 4	Date: 04/23/24			
				23-C	OMMUNICATIONS					
1. SYSTEM,	RE	PAIR	CAT	EGORY		MAINTE	NANCE (M), OPERATIONAL (O),			
SEQUENCE &		2. N	NUME	BER INSTALLED			AND PLACARDING (P)			
ITEM NUMBERS			3. N	IUMBER REQ'D FOR	DISPATCH		PROCEDURES			
				4. REMARKS / EXCI	EPTIONS					
5. Crewmember Interphone	С	2	1	One may be inopera		(M) None required.				
System				flightcrew uses PA to		(=)				
					to cabin crew directly	(O) None required.				
				in either cockpit or ca	abin to pass	(P) An Inonerative	Placard will be placed on Interphone System			
				IIIIOIIIIalioii.		and will be noted o				
Passenger Configuration										
a) Flight Deck to Cabin, Cabin	С	1	0	(O) May be inoperati	ve provided flightcrew	(M) None required.				
to Flight Deck Function		•			cate with cabin crew	()				
				or speak to cabin cre	ew directly in either		use PA to communicate with cabin crew or			
				cockpit or cabin to pa	ass information.		w directly in either cockpit or cabin to pass			
						information.				
					unction(s) that operate		Placard will be placed on Interphone System			
I) Flight Book to Consul				normally may be use		and will be noted o	-			
b) Flight Deck to Ground Function	С	1	0	uses hand signals or	ve provided flightcrew	(M) None required.				
1 diletion				communicate with gr		(O) Flightcrew may	use hand signals for communications with			
				communicate with gr	odria orow.	ground crew.	os nana signale lei communicatione mui			
						(P) An Inoperative	Placard will be placed on Interphone System			
						and will be noted o	n ADLS.			
	D	1	0	May be inoperative p		(M) None required.				
				communication with ground crew is not necessary.		(O) None required.				
							Placard will be placed on Interphone System			
						and will be noted o	n ADLS.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial N	No.: 7311	5			Revision No.: 1 Page No.: 23-7 Based on MMEL Revision No.: 4 Date: 04/23/24		Page No.: 23-7 Date: 04/23/24		
				23-COMMUNICATION	NS				
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS		MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
6. Interphone Systems	D	1	0	May be inoperative.	((M) None required.(O) None required.(P) An Inoperative I and will be noted or	Placard will be placed on Interphone System		
7. Cockpit Speakers	С	2	0	May be inoperative provided: a) Affected speaker is not required aural warnings, and b) An operative headset is provided each person on cockpit duty.	for (Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		

	TARGET CORPORATION MINIMUM EQUIPMENT LIST									
	aft: Gulfstream GVII-G600 stration No.: N183T Serial No.	: 7311	15			Revision No.: 1 Based on MMEL Rev	ision No.: 4	Page No.: 23-8 Date: 04/23/24		
rtogio	Aradion Non Miles				23-C	COMMUNICATIONS	1010111101111	Date: 0 1/26/21		
SEQU	/STEM, JENCE & NUMBERS	RE		UME	EGORY BER INSTALLED IUMBER REQ'D FOR 4. REMARKS / EXCI	DISPATCH	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
1)	Passenger Address (PA) Systems Passenger Configuration Lavatory Speakers	С	1	0	coordinates with cab regarding alternate, remergency procedur restrictions. NOTE: Any station for normally may be use (O) May be inoperati	normal, and res, and/or operating unction(s) that operate	Flightcrew may use pass information to cabin crew directly information. (P) An Inoperative	coordinate with cabin crew prior to flight. e flight deck-to-cabin interphone system to cabin crew. Also, flightcrew may speak to in either cockpit or cabin to pass Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		
_	Satellite Communication Systems	D	1	0	May be inoperative processes to ensure: a) Route to be flow use for CPDLC county and b) Departure or rou	provided crew checks n does not require its or ADS-C operations,	speaking through the announcement. (P) An Inoperative position to be seen (M) None required. (O) None required. (P) An Inoperative position to be seen (M) None required.	Placard will be displayed in a prominent by flightcrew and will be noted on ADLS. Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		

TARGET CORPORATION									
	MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600				Page No.: 23-9					
Registration No.: N183T Serial No.	o.: 731	15		Based on MMEL Re	vision No.: 4 Date: 04/23/24				
4 0)(075)4		<u> </u>		23-COMMUNICATIONS	MAINTENANCE (A) OPERATIONAL (O)				
1. SYSTEM, SEQUENCE &	RE			EGORY	MAINTENANCE (M), OPERATIONAL (O),				
ITEM NUMBERS		2. N		BER INSTALLED	AND PLACARDING (P) PROCEDURES				
TI EW NOWIDENS			3. ľ	NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	1 NOOLDONES				
40 Drawa and ad Danasa and		14			(M) Naga a saggina d				
 Prerecorded Passenger Announcement Systems 	С	1	0	(O) May be inoperative provided manual PA system is used to inform passengers.	(M) None required.				
Announcement Systems				Flightcrew or cabin crew may give oral	(O) Flightcrew will comply with proviso in remarks column by				
				instructions to the passengers.	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				
	D	1	0	May be inoperative provided no	position to be seen by flightcrew and will be noted on ADLS.				
	ן ין טן	0	passengers are on board.	(M) None required.					
				passengers are on board.	(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	С	3	0	May be inoperative provided associated boom microphone operates normally.	(M) None required.				
wiicropriories				boom microphone operates normally.	(O) None required.				
					(e) Hene 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.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600					Revision No.: 1		Page No.: 23-10		
Registration No.: N183T Serial No.	: 7311	15			Based on MMEL Rev	ision No.: 4	Date: 04/23/24		
23-COMMUNICATIONS									
1. SYSTEM,	RE	PAIR	CAT	EGORY		MAINTENANCE (M), OPERATIONAL (O),			
SEQUENCE &		2. N		BER INSTALLED		AND PLACARDING (P)			
ITEM NUMBERS			3. N	UMBER REQ'D FOR	3161 7 (1 61 1		PROCEDURES		
				4. REMARKS / EXC	EPTIONS				
12. Flight Deck Headsets Earphones/Headphones and Boom Microphones									
Headset Boom Microphones	Α	3	0	May be inoperative p		(M) None required.			
					perates normally, and ade within 3 flight days.	(O) None required.			
				b) Repairs are mad			Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		
	D	3	0	May be inoperative pa Aircraft is not op b) No passengers a	erated over water, and	(M) None required.			
				NOTE: For flights over transmitters, 2) two mineadsets or one head 4) two independent retwo independent electronits are required.	microphones, 3) two adset and one speaker receivers, and at least	(O) None required.			
						(P) An Inoperative position to be seen	Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		
Headset Earphones/Headphones	С	3	1	May be inoperative pr flight deck speaker or		(M) None required.			
						(O) None required.			
						position to be seen	Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		
4) Active Noise Canceling/Reduction	D	3	0	May be inoperative properties function of headset is	provided normal audio	(M) None required.			
Function				Turicuon or neauset i	ο υμειατίνε.	(O) None required.			
							Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		

	TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircr	aft: Gulfstream GVII-G600				Page No.: 23-11				
Regi	stration No.: N183T Serial No	o.: 731 1	15		vision No.: 4 Date: 04/23/24				
	23-COMMUNICATIONS								
	YSTEM,	RE			EGORY	MAINTENANCE (M), OPERATIONAL (O),			
	UENCE &		2. N		BER INSTALLED	AND PLACARDING (P)			
IIIEN	ITEM NUMBERS			3. N	UMBER REQ'D FOR DISPATCH	PROCEDURES			
		4. REMARKS / EXCEPTIONS							
13.	Alerting Systems (Audio/Visual)								
1)	Passenger Configuration								
a)	Flight Deck Call Visual Alerting System	D	1	0	May be inoperative provided flight deck audio alerting system is operative.	(M) None required.			
						(O) None required.			
					NOTE: The flight deck audio alerting must	(P) An Inoperative Placard will be displayed in a prominent			
					always be operative.	position to be seen by flightcrew and will be noted on ADLS.			
c)	Flight Attendant Audio	С	1	0	(O) May be inoperative provided flightcrew	(M) None required.			
	Alerting System				coordinates with flight attendants prior to				
					departure verbal commands to each other	(O) Flightcrew will coordinate with flight attendant prior to			
					and passengers.	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.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600				Page No.: 23-12			
Registration No.: N183T Serial No.	: 7311	5		rision No.: 4 Date: 04/23/24			
23-COMMUNICATIONS							
1. SYSTEM,	REI	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O),		
SEQUENCE &		2. N	IUME	BER INSTALLED	AND PLACARDING (P)		
ITEM NUMBERS			3. N	IUMBER REQ'D FOR DISPATCH	PROCEDURES		
		4. REMARKS / EXCEPTIONS					
14. Handset Systems							
Passenger Configuration							
a) Flight Deck	С	2	0	(O) May be inoperative provided: a) Flight deck to cabin communication	(M) None required.		
				operates normally, and b) Flightcrew uses PA or direct oral	(O) Flightcrew will use PA or direct oral communications as necessary.		
				communications as necessary between the affected stations.	(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	В	4	0	(O) May be inoperative provided Flightcrew uses PA or direct oral communications as	(M) None required.		
				necessary between the affected stations.	(O) Flightcrew will use PA or direct oral communications as necessary.		
				NOTE: Any handset(s) function(s) that operate normally may be used.	(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.		

Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No 1. SYSTEM, SEQUENCE &		PAIR		TARGET CORPORATION MINIMUM EQUIPMENT LIST Revision No.: 1 Based on MMEL Rev 23-COMMUNICATIONS EGORY BER INSTALLED	Page No.: 23-13 pision No.: 4 MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P)
ITEM NUMBERS		2.1		NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	PROCEDURES
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: 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.

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial N	lo.: 731	15		Page No.: 23-14 ision No.: 4 Date: 04/23/24			
1. SYSTEM, SEQUENCE & ITEM NUMBERS			NUME	23-COMMUNICATIONS EGORY BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
16. NAVCOM Radio (Refers to VHF COM/NAV Radio 3)	С	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)	С	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.		
(continued)	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.		

	TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircr	aft: Gulfstream GVII-G600				Revision No.: 1	Page No.: 23-15					
Regi	stration No.: N183T Serial No	.: 731′	15		Based on MMEL Rev	rision No.: 4 Date: 04/23/24					
	23-COMMUNICATIONS										
	YSTEM,	RE			EGORY	MAINTENANCE (M), OPERATIONAL (O),					
	UENCE &		2.1		BER INSTALLED	AND PLACARDING (P)					
IIIEN	M NUMBERS			3. N	UMBER REQ'D FOR DISPATCH	PROCEDURES					
					4. REMARKS / EXCEPTIONS						
17. 1) a) b)	Datalink System (CMF) (cont'd) Controller Pilot Datalink Communications (CPDLC) ATN B1 (PM-CPDLC/Link 2000+) 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. (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. (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 					
18.	Modular Radio Cabinet (MRC)	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.	position to be seen by flightcrew and will be noted on ADLS. (M) None required. (O) None required.					
					NOTE: Dispatch is acceptable with a MRC 1 or MRC 2 failed and EICAS Cyan message "APM FAIL" and "ASCB FAIL" displayed.	(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					Revision No.: 1		Page No.: 23-16			
Registration No.: N183T Serial No.:	7311	15			Based on MMEL Rev	ision No.: 4	Date: 04/23/24			
23-COMMUNICATIONS										
1. SYSTEM,	RE	PAIR	CAT	EGORY		MAINTE	NANCE (M), OPERATIONAL (O),			
SEQUENCE &		2. N	IUME	BER INSTALLED			AND PLACARDING (P)			
ITEM NUMBERS			3. N	NUMBER REQ'D FOR D	DISPATCH		PROCEDURES			
				4. REMARKS / EXCE	PTIONS					
19. Push-To-Talk (PTT) Switch	С	4	2	May be inoperative pr	ovided each pilot has	(M) None required.				
			at least one PTT Swit	at least one PTT Switch available.						
					(O) None required.					
						(P) An Inoperative Placard will be displayed in a prominent				
							by flightcrew and will be noted on ADLS.			
						(2.1)				
20. Backup Volume Knob	С	3	0	May be inoperative.		(M) None required.				
						(O) None required.				
					(P) An Inoperative	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

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SYSTE No.	YSTEM System Name								
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24-02	APU Generator	24-1							
24-03	Transformer-Rectifier Units (TRU)	24-2							
24-04	Left Main Airplane Battery Charger								
24-05	Left Main Airplane Battery	24-3							
24-06	Battery Ammeters (OHPTS)	24-4							
24-07	Battery Voltmeters (OHPTS). Electrical Power System EICAS Displays. Master Power Switch Lights (L GEN, R GEN, APU GEN, EXT PWR)	24-4							
24-08	Electrical Power System EICAS Displays	24-5							
24-09	Master Power Switch Lights (L GEN, R GEN, APU GEN, EXT PWR)	24-10							
24-11	External Power System	24-10							
24-12	Ground Service Bus System	24-10							
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24-14	Forward and Aft Emergency Battery (IRU Back Up Batteries)	24-11							
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24-16	<u>60 Hz MPT</u>	24-12							

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Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 7311	15		Page No.: 24-1 vision No.: 4 Date: 04/23/24						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	EGORY BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
Engine Generators APU Generator	ВВВ	2	0	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) Except for ER operations, may be inoperative provided:	 (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. (M) Maintenance will place an inoperative placard above the APU 					
				inoperative provided: a) Both Engine Generators are operative, b) RAT is operative, and c) Associated circuit breaker is pulled and collared.	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.					
inoperative provided: a) Both engine generative, b) RAT is operative, c) APU is not used,				 (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 Generate Switch on Electric Power Control Panel (EPCP) and will be noted on ADLS. 					

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 7311	15		Page No.: 24-2 Poisson No.: 4 Date: 04/23/24						
SYSTEM, SEQUENCE & ITEM NUMBERS Transformer-Rectifier Units	RE		UME	EGORY BER INSTALLED JUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS (M) May be inoperative provided:	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES (M) Maintenance shall pull and collar inoperative TRU circuit					
(TRU)				 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. 	breaker on the Power Distribution Box. 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 pro a) Both Engine Generator b) APU Generator is oper c) L BATT CHRGR: Left I breaker on the Power I is pulled and collared, d) RAT is operative, and e) L Main BATT Switch is NOTE: Sec Pwr Ctlr Flt, L of CAS is expected to post. N or MEL action is required to		 (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, 	(O) None required. (P) An Inoperative Placard will be placed above Battery Charger Circuit Breaker and will be noted on ADLS.							

	TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	15		Page No.: 24-3 ision No.: 4 Date: 04/23/24							
1. SYSTEM, SEQUENCE & ITEM NUMBERS REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS					MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES						
5. Left Main Airplane Battery	В	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: 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. 						

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 24-4										
Registration No.: N183T Serial No.	o.: 7311	5		Based on MMEL Rev	vision No.: 4	Date: 04/23/24				
24-ELECTRICAL POWER										
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAINTE	ENANCE (M), OPERATIONAL (O),				
SEQUENCE &		2. N		BER INSTALLED		AND PLACARDING (P)				
ITEM NUMBERS			3. N	UMBER REQ'D FOR DISPATCH		PROCEDURES				
				4. REMARKS / EXCEPTIONS						
6. Battery Ammeters	С	2	0	May be inoperative provided:	(M) None required.					
(OHPTS)				a) Associated voltmeter is operative, andb) Both battery charger fail messages are	(2)					
				operative.	(O) None required.					
				NOTE: Both battery chargers cannot	(P) An Inoperative	Placard will be placed on affected Battery				
				display Fail Messages.	Ammeter and will b	pe noted on ADLS.				
	С	2	0	May be inoperative provided battery ammeter indications are available.	(M) None required.					
					(O) None required.					
						Placard will be placed on affected Battery				
					Ammeter and will b					
7. Battery Voltmeters (OHPTS)	С	2	1	May be inoperative provided associated ammeter is operative.	(M) None required.					
					(O) None required.					
						Placard will be placed on affected Battery				
					Voltmeter and will I					
	С	2	1	May be inoperative provided Battery Voltmeter indication is available.	(M) None required.					
					(O) None required.					
					(P) An Inoperative Voltmeter and will I	Placard will be placed on affected Battery be noted on ADLS.				

					TARGET CORPORATION MINIMUM EQUIPMENT LIST					
Aircraft: Gulfstrea	Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 24-5									
Registration No.: N	N183T Serial No.	: 7311	5		Based on MMEL Re					
					24-ELECTRICAL POWER					
1. SYSTEM,		REI	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O),				
SEQUENCE &			2. N	_	BER INSTALLED	AND PLACARDING (P)				
ITEM NUMBERS				3. N	IUMBER REQ'D FOR DISPATCH	PROCEDURES				
					4. REMARKS / EXCEPTIONS					
8. Electrical Po EICAS Displ										
1) L Gen Voltm	eter	С	1	0	May be inoperative if the frequency 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.					
2) L Gen Frequ	ency Meter	С	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 Loadr	neter	С	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 Voltm	neter	С	1	0	May be inoperative if the frequency and loadmeter are operative.	(M) None required.				
				·	(O) None required.					
(C						(P) An Inoperative Placard will be placed in a prominent				
(continued)						position to be seen by flightcrew and will be noted on ADLS.				

	TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Airc	Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 24-6										
Reg	istration No.: N183T Serial No	o.: 7311	5			. Revision No.: 4	Date: 04/23/24				
	24-ELECTRICAL POWER										
	SYSTEM,	REI	PAIR	CAT	EGORY	MAINT	ENANCE (M), OPERATIONAL (O),				
	QUENCE &		2. 1	NUME	ER INSTALLED		AND PLACARDING (P)				
ITE	M NUMBERS			3. N	IUMBER REQ'D FOR DISPATCH		PROCEDURES				
					4. REMARKS / EXCEPTIONS						
8.	Electrical Power System EICAS Displays (cont'd)										
5)	R Gen Frequency Meter	С	1	0	May be inoperative if the voltmeter and loadmeter are operative.	(M) None required	d.				
					·		(O) None required.				
							e Placard will be placed in a prominent en by flightcrew and will be noted on ADLS.				
6)	R Gen Loadmeter	С	1	0	May be inoperative if the voltmeter and frequency meter are operative.	(M) None required	` '				
						(O) None required					
							e Placard will be placed in a prominent				
٦١	A DLL Maltina at a n		4		Marcha in a partice if the frequency		n by flightcrew and will be noted on ADLS.				
7)	APU Voltmeter	С	1	0	May be inoperative if the frequency me and loadmeter are operative.	ter (M) None required	J.				
					and loadiffictor are operative.	(O) None required	d.				
							e Placard will be placed in a prominent on by flightcrew and will be noted on ADLS.				
8)	APU Frequency Meter	С	1	0	May be inoperative if the voltmeter and loadmeter are operative.	(M) None required	d.				
loadificior dio ope					,		(O) None required.				
							(P) An Inoperative Placard will be placed in a prominent				
	(continued)					position to be see	n by flightcrew and will be noted on ADLS.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST Page No.: 24-7 Aircraft: Gulfstream GVII-G600 Revision No.: 1 Registration No.: N183T Serial No.: 73115 Based on MMEL Revision No.: 4 Date: 04/23/24 **24-ELECTRICAL POWER** REPAIR CATEGORY MAINTENANCE (M), OPERATIONAL (O), SYSTEM. AND PLACARDING (P) **SEQUENCE &** 2. NUMBER INSTALLED **PROCEDURES** ITEM NUMBERS 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS **Electrical Power System** EICAS Displays (cont'd) APU Loadmeter May be inoperative if the voltmeter and (M) None required. frequency meter are operative. (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. May be inoperative provided external (M) None required. 10) Ext AC Pwr Voltmeter D power is not used. (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. 11) Ext AC Pwr Frequency Meter May be inoperative when external power is not used. (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 May be inoperative when external power is (M) None required. not used. (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)

TARGET CORPORATION MINIMUM EQUIPMENT LIST Page No.: 24-8 Aircraft: Gulfstream GVII-G600 Revision No.: 1 Date: 04/23/24 Registration No.: N183T Serial No.: 73115 Based on MMEL Revision No.: 4 **24-ELECTRICAL POWER** REPAIR CATEGORY MAINTENANCE (M), OPERATIONAL (O), 1. SYSTEM, AND PLACARDING (P) **SEQUENCE &** 2. NUMBER INSTALLED **PROCEDURES** ITEM NUMBERS 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS **Electrical Power System** EICAS Displays (cont'd) 13) Main and Essential TRÚ May be inoperative if the loadmeters are (M) None required. operative. 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. May be inoperative if the voltmeters are (M) None required. Main and Essential TRU Loadmeters operative. (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. May be inoperative if the loadmeter is Ext DC Pwr Voltmeter (M) None required. D 1 operative. (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. May be inoperative if external DC power is (M) None required. not in use. (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)

					ET CORPORATION JM EQUIPMENT LIST					
Aircraft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 24-9				
Registration No.: N183T Serial No.	o.: 7311	5			Based on MMEL Rev	vision No.: 4	Date: 04/23/24			
24-ELECTRICAL POWER										
1. SYSTEM,	REI			EGORY		MAINT	ENANCE (M), OPERATIONAL (O),			
SEQUENCE & ITEM NUMBERS		2. 1		BER INSTALLED			AND PLACARDING (P) PROCEDURES			
HEW NUMBERS			3. N	IUMBER REQ'D FOR			PROCEDURES			
				4. REMARKS / EXCE	EPTIONS					
8. Electrical Power System										
EICAS Displays (cont'd) 16) Ext DC Pwr Loadmeter	D	1	0	May be inoperative if	the voltmeter is	(M) None required				
16) Ext DC PWI Loadifietei		'	0	operative.	the volumeter is	(IVI) None required	1.			
	Operative.			(O) None required.						
			. ,							
					Placard will be placed in a prominent					
				.			n by flightcrew and will be noted on ADLS.			
	D	1	0	May be inoperative if not in use.	external DC power is	(M) None required	1.			
				not in use.		(O) None required				
						(O) None required				
							Placard will be placed in a prominent			
						position to be seen by flightcrew and will be noted on ADLS.				
17) Battery Ammeters	С	2	0	May be inoperative p ammeters on OHPTS		(M) None required	J.			
					•	(O) None required	I.			
						(P) An Inoperative	Placard will be placed in a prominent			
							n by flightcrew and will be noted on ADLS.			
18) Battery Voltmeters	С	2	0	May be inoperative provided the battery voltmeters on OHPTS are operative.		(M) None required	1.			
	voluncials on orni 10 are operative.			(O) None required.						
							Placard will be placed in a prominent			
						position to be seen	n by flightcrew and will be noted on ADLS.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST Page No.: 24-10 Aircraft: Gulfstream GVII-G600 Revision No.: 1 Registration No.: N183T Serial No.: 73115 Based on MMEL Revision No.: 4 Date: 04/23/24 **24-ELECTRICAL POWER** MAINTENANCE (M), OPERATIONAL (O), SYSTEM. REPAIR CATEGORY AND PLACARDING (P) SEQUENCE & 2. NUMBER INSTALLED **PROCEDURES** ITEM NUMBERS 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS Master Power Switch Lights (M) None required. 4 May be inoperative provided associated AC loadmeter and voltmeter are operative (L GEN, R GEN, APU GEN, (O) None required. EXT PWR) and selected for monitoring on AC Synoptic. (P) An Inoperative Placard will be placed on affected Master Power Switch and will be noted on ADLS. May be inoperative. 11. External Power System (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 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 2 (M)(O) May be inoperative provided: (M) Maintenance shall pull and collar affected circuit breaker: a) Associated circuit breaker is pulled and **Systems** L FREQ CONV: LPDB. collared, and R FREQ CONV: RPDB b) Flightcrew will brief passengers on (O) Flightcrew will brief the passengers on the items that are items that are inoperative. 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.

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 731′	15		24 EI	Revision No.: 1 Based on MMEL Rev ECTRICAL POWER	ision No.: 4	Page No.: 24-11 Date: 04/23/24		
1. SYSTEM, SEQUENCE & ITEM NUMBERS		UME	EGORY BER INSTALLED IUMBER REQ'D FOR 4. REMARKS / EXCE	DISPATCH	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
14. Forward and Aft Emergency Battery (IRU Back Up Batteries)	В	2	1	(M) One may be inop a) Affected battery i into the aft positio #3 IRU backup b b) All other compon system are opera c) All three IRSs an operational.	perative provided: is located or moved on (#2 IRU and attery position), ients of the electrical ative, and	(M) Maintenance vibattery position. Refer to AMM Cha			
	operational. NOTE 1: EICAS message "IRU Sec Portion 1: EICAS message" IRU Sec Portion 2: Figure 1: EICAS message "IRU Sec Portion 2: Figure 2: Figure 2: Figure 2: Figure 2: Figure 2: Figure 3: Fi		s powered by the Fwd L ESS DC BUS. Only or the flight controls to		e Placard will be displayed in a prominent n by flightcrew and will be noted on ADLS.				
15. SEC Pwr Ctlr Channel (SSPC Controller Fault L-R)	С	4	3		gle Sec Pwr Ctlr may nel (PRI or SEC onal, and lents of the electrical	(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.			

Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 TARGET CORPORATION MINIMUM EQUIPMENT LIST Revision No.: 1 Based on MMEL Revision No.: 4 24-ELECTRICAL POWER TARGET CORPORATION MINIMUM EQUIPMENT LIST Page No.: 24-12 Date: 04/23/24									
1. SYSTEM, SEQUENCE & ITEM NUMBERS			3. N	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS		ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
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. 	60HZ CTF (O) None required (P) An Inoperative	shall pull and collar affecxted circuit breakers: RLR A (A), SSPC 2420 RLR A (B), SSPC 2421 RLR A I, SSPC 2422 RLR B (A), SSPC 2423 RLR B (B), SSPC 2424 RLR B I, SSPC 2425 I. Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST

TABLE OF CONTENTS 25-EQUIPMENT / FURNISHINGS

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TARGET CORPORATION MINIMUM EQUIPMENT LIST **TABLE OF CONTENTS 25-EQUIPMENT / FURNISHINGS** SYSTEM Page System Name No. No. 25-25 25-26 25-27 25-28 25-29

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 25-1											
Registration No.: N183T Serial No	o.: 731	15		Based on MMEL Rev		Date: 04/23/24					
				25-EQUIPMENT / FURNISHING							
1. SYSTEM,	RE			EGORY	MAINTE	NANCE (M), OPERATIONAL (O),					
SEQUENCE & ITEM NUMBERS		2. N		BER INSTALLED		AND PLACARDING (P) PROCEDURES					
ITEM NOMBERS			3. N	NUMBER REQ'D FOR DISPATCH		PROCEDURES					
			1	4. REMARKS / EXCEPTIONS							
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	(M) Maintenance w equipment from pla	rill placard and remove the inoperative ain sight.					
		life rafts, each eq survivor locator lig appropriately equ flown for flights m flying time or mor	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.	(O) None required. (P) An Inoperative Placard will be displayed in a promine position to be seen by flightcrew and will be noted on AD							
				NOTE: See Item 25.2 for flotation devices.							

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600					Page No.: 25-2				
Registration No.: N183T Serial No.	: 7311	15		Based on MMEL Rev		Date: 04/23/24			
				25-EQUIPMENT / FURNISHING	,				
1. SYSTEM,	RE			EGORY	MAINTE	ENANCE (M), OPERATIONAL (O),			
SEQUENCE &		2.1		BER INSTALLED		AND PLACARDING (P)			
ITEM NUMBERS			3. N	IUMBER REQ'D FOR DISPATCH	=	PROCEDURES			
				4. REMARKS / EXCEPTIONS					
2. Flotation Devices	D	18	-	May be missing or inoperative except for	(M) None required.				
Life Vest - 16				over water operations.					
Life Rafts - 2				NOTE 1: Inoperative floatation device is					
				tagged inoperative, removed from the					
				installed location, and placed out of sight					
		device.	so it cannot be mistaken for a functional	(O) None required.					
					(-)				
				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	(D) An Incorporation	Discoud will be also ad in a pression at			
				rated capacity and buoyancy to accommodate occupants of the aircraft		Placard will be placed in a prominent			
				and each must be equipped with or contain		by flightcrew and will be noted on ADLS. umber of units if less than requirements for			
				at least 1 approved survivor locator light,	maximum capacity				
				1 approved pyrotechnic signaling device	maximum capacity.				
				and 1 survival kit. At least 1 of the required					
				life rafts must have an approved survival					
				type emergency locator transmitter					
				attached.					

TARGET CORPORATION										
MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	: 7311	15		Revision No.: 1 Based on MMEL Rev	Page No.: 25-3 rision No.: 4 Date: 04/23/24					
25-EQUIPMENT / FURNISHINGS										
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O),					
SEQUENCE &		2. N		BER INSTALLED	AND PLACARDING (P)					
ITEM NUMBERS			3.1	UMBER REQ'D FOR DISPATCH	PROCEDURES					
				4. REMARKS / EXCEPTIONS						
3. Passenger Seats1) Passenger Seats (Includes all Configurations and Locations)	D	12	0	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and	(M) None required.					
				b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".	(O) None required.					
				NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. NOTE 3: Inoperative seats do not affect the required number of flight attendants.	(P) A "Do Not Occupy" Placard will be placed on affected seat and will be noted on ADLS.					
Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	12	0	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	 (M) Maintenance will ensure seat is secured in the taxi, takeoff, and landing (TTL) position 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. (O) None required. (P) A "Do Not Operate Positioning Controls" Placard will be placed on affected seat mechanism and will be noted on ADLS. 					
D 12 0 May be inoperative and seat occupied provided seat back is immovable in the tax takeoff, and landing (TTL) position.		provided seat back is immovable in the taxi,	(M) None required. (O) None required.							
(continued)					(P) A "Do Not Operate Positioning Controls" Placard will be placed on affected seat mechanism and will be noted on ADLS.					

	TARGET CORPORATION MINIMUM EQUIPMENT LIST										
	aft: Gulfstream GVII-G600 stration No.: N183T Serial No.:	: 7311	5		Page No.: 25-4 vision No.: 4 Date: 04/23/24						
1. SYSTEM, SEQUENCE & ITEM NUMBERS				NUME	25-EQUIPMENT / FURNISHING: EGORY BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
3. 4) a) b)	Passenger Seats (cont'd) Armrest With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls Without Seat Positioning Controls for Taxi, Takeoff,	D	12		 (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. May be inoperative or missing and seat occupied provided it does not restrict 	 (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. (O) None required. (P) A "Do Not Operate" Placard will be placed on affected seat armrest and will be noted on ADLS. (M) None required. 					
E)	and Landing (TTL) and/or Other Controls				access to any emergency exit, egress route, or main aisle.	(O) None required. (P) A "Do Not Operate" Placard will be placed on affected seat armrest and will be noted on ADLS.					
5) a)	Seat Belt/Air Bag Restraint Systems Seat Belt/Air Bag Required by 14 CFR 91.205	D	12	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	(M) None required.(O) None required.(P) A "Do Not Occupy" Placard will be placed of affected seat					
	(continued)			L		and will be noted on ADLS.					

	TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Airc	Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 25-5											
Reg	istration No.: N183T Serial No.:	7311	15		Based on MMEL Rev		Date: 04/23/24					
	25-EQUIPMENT / FURNISHINGS											
SEC	SYSTEM, QUENCE & M NUMBERS	RE		NUME	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES						
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.						
5.	Observer Seat not Required	D	1	0	NOTE: The pilot-in-command will		Placard will be displayed in a prominent by flight crew and will be noted on ADLS.					
	by Regulations detection (Including Associated is fu		determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	(O) None required. (P) An Inoperative Placard will be displayed in a prominent								
6.	"Fasten Seat Belt While Seated" Signs or Placards	Total Zoll I I I I I I I I I I I I I I I I I I		One or more signs or placards may be illegible or missing provided a legible sign	position to be seen by flightcrew and will be noted on ADLS. (M) None required.							
	Sealed Signs of Flacellus				or placard is readable from each occupied passenger seat.	(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.						

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	ision No.: 4	Page No.: 25-6 Date: 04/23/24									
1. SYSTEM, SEQUENCE & ITEM NUMBERS			3. N	25-EQUIPMENT / FURNISHINGS EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTE	NANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
7. Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/Closets	С			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 	stored in the comp	vill verify that no emergency equipment is artment, secure the compartment CLOSED nst use for storage of any equipment.				
(continued)				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.		Placard will be placed on affected Storage and Lavatory Storage Compartment/Closets n ADLS.					

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 731 <i>′</i>	15		ision No.: 4	Page No.: 25-7 Date: 04/23/24				
1. SYSTEM, SEQUENCE & ITEM NUMBERS		2. 1	3. N	EGORY BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
7. Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/Closets	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 1. A REMARKS / EXCEPTIONS 2. O Removed of the provided and the provided and the provided and the prominent of the pr				(O) Flightcrew will compartment is not placed in the compartment in the compartme	will verify that no emergency equipment is partment, secure the compartment CLOSED ainst use for storage of any equipment. I ensure passengers are briefed that bin or ot used. e" Placard will be placed on affected Storage y, and Lavatory Storage sets and will be noted on ADLS.			
(continued)				closet (permanently affixed) is available for					

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 25-8											
Registration No.: N183T Serial No.	: 731 <i>′</i>	15		Based on MMEL Rev	ision No.: 4	Date: 04/23/24					
<u> </u>	25-EQUIPMENT / FURNISHINGS										
1. SYSTEM, SEQUENCE &	RE			EGORY BER INSTALLED	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES						
ITEM NUMBERS		2.1		NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS							
7. Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/Closets (cont'd)	С	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	(O) None required.						
				security program, as appropriate.		" Placard will be placed on affected Storage and Lavatory Storage Compartment/Closets on ADLS.					
Storage Compartment Key Locks	D	1	0	(M) May be inoperative in unlocked position provided doors can be secured by other means.	stored in the comp	vill verify that no emergency equipment is partment, secure the compartment/closets ard it against use for storage of any					
					(P) An Inoperative Bins/Cabin, Galley	Placard will be placed on affected Storage r, and Lavatory Storage sets and will be noted on ADLS.					

TARGET CORPORATION MINIMUM EQUIPMENT LIST													
Aircraft: Gulfstream GVII-G600													
Registration No.: N183T Serial No.:	7311	5			Based on MMEL Revi		Date: 04/23/24						
25-EQUIPMENT / FURNISHINGS													
1. SYSTEM,	REI	PAIR	CATI	EGORY		MAINTE	NANCE (M), OPERATIONAL (O),						
SEQUENCE &		2. N	IUMB	BER INSTALLED			AND PLACARDING (P)						
ITEM NUMBERS			3. N	IUMBER REQ'D FOR	DISPATCH		PROCEDURES						
				4. REMARKS / EXCE	PTIONS								
8. Cargo Restraint System						(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.							
				Airplane Fligh Airplane Fligh (AFMS), Pilot's Operat TC/STC Weig Manual (W	I Type Certificate (STC) It Manual (AFM), It Manual Supplement Iting Handbook (POH), It and Balance (BM), and Ite within 120 calendar-		lacard will be displayed in a prominent by flightcrew and will be noted on ADLS.						
	A	1	0		ive or missing provided nent remains empty, le within 120		lacard will be displayed in a prominent by flightcrew and will be noted on ADLS.						
	A	1	0	Original Equipm	ated in accordance with ent Manufacturer urce document, and de within 120		lacard will be displayed in a prominent by flightcrew and will be noted on ADLS.						

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 25-10 Registration No.: N183T Serial No.: 73115 Based on MMEL Revision No.: 4 Date: 04/23/24											
				25-EQUIPMENT / FURNISHING	S						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		NUM	FEGORY BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES						
10. Galley/Cabin Waste Receptacles Access Doors/Covers	С	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.	to accommodate a	ensure that sufficient trash bags are available II waste that may be generated. Placard will be placed on affected Receptacles Access Doors/Covers and will					

	TARGET CORPORATION MINIMUM EQUIPMENT LIST										
-	raft: Gulfstream GVII-G600					Page No.: 25-11					
Reg	istration No.: N183T Serial No.:	7311	15			Based on MMEL Rev		Date: 04/23/24			
	25-EQUIPMENT / FURNISHINGS										
	SYSTEM,	RE			EGORY		MAINTE	NANCE (M), OPERATIONAL (O),			
	QUENCE &		2. I	N <u>UM</u> E	BER INSTALLED			AND PLACARDING (P)			
IIIEN	M NUMBERS			3. NUMBER REQ'I		D FOR DISPATCH		PROCEDURES			
			4. REMARKS / EXCEPTIONS								
11.	Exterior Lavatory Door Ashtrays										
2)	Airplanes With Only One Exterior Lavatory Door	Α	1	0	May be missing or inoperative for 10 days		(M) None required.				
	Ashtray Installed						(O) None required.				
								Placard will be placed on affected Exterior tray and will be noted on ADLS.			
12.	External Camera System	D	1	0	May be inoperative.		(M) None required.				
							(O) None required.				
								Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			
13.	Cockpit Smoke Vision	D	2	2 0	May be inoperative of	or removed.	(M) None required.				
	System (CSVS)/Emergency Vision Assurance System						(O) None required.				
(EVAS) (STC ST00892LA)							(P) An Inoperative I handle and will be r	Placard will be placed on vertical adjustment noted on ADLS.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No	o.: 731′	15		vision No.: 4	Page No.: 25-12 Date: 04/23/24			
1. SYSTEM, SEQUENCE & ITEM NUMBERS		NUME	EGORY BER INSTALLED IUMBER REQ'D FOR 4. REMARKS / EXCE			ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
Pilot Seats Vertical Adjustment	С	2	0	May be inoperative p a) Seat is secured a crewmember's re b) Fore-aft adjustme	at individual equirements, and	(M) None required (O) None required (P) An Inoperative handle and will be	. Placard will be placed on vertical adjustment	
2) Armrest	С	4	0	May be inoperative p a) Affected armrest or removed, and b) Seat is acceptab crewmember.	is in upright position	(M) None required (O) None required	. Placard will be placed on affected armrest	
3) Recline Adjustment	С	2	0	and	provided: at a position ected crewmember, nove full fore-aft on its	(M) None required (O) None required	. Placard will be placed on recline adjustment	
4) Lumbar Support (continued)	С	2	0	May be inoperative acceptable to affecte				

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No	.: 731 <i>′</i>	15		Page No.: 25-13 vision No.: 4 Date: 04/23/24				
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		NUME	25-EQUIPMENT / FURNISHING EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
14. Pilot Seat(s) (cont'd)5) Thigh Support	С	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's seat adjustment to thigh support area and will be noted on ADLS.			
6) Fore-aft Adjustment	В	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	С	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. 			

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
	ream GVII-G600 b.: N183T Serial No.:	7311	Page No.: 25-14 vision No.: 4 Date: 04/23/24					
1. SYSTEM, REPAIR CATEGO SEQUENCE & 2. NUMBER I ITEM NUMBERS 3. NUMBER					25-EQUIPMENT / FURNISHING EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
16. Overhea Touchso	id Panel creen (OHPTS)	C 3 2 (M) May be inoperative provided: a) All Display Units are operative, and b) Associated CB/SSPC is pulled and		(M) May be inoperative provided: a) All Display Units are operative, and	 (M) Maintenance shall pull and collar affected circuit breakers: 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 L	ocks	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		
18. Airplane	Ladders	С	1	0	(O) May be inoperative or removed	position to be seen by flightcrew and will be noted on ADLS. (M) None required.		
·					provided removed weight is accounted for in Weight and Balance calculations.	(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.		
,	Hardware s, Lanyards, etc.)	a) Ladder is secured by alternate meand b) If ladder is removed, all remaining		provided: a) Ladder is secured by alternate means, and b) If ladder is removed, all remaining pins and hardware is secured to prevent	 (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. 			

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	o.: 731′	15		Page No.: 25-15 vision No.: 4 Date: 04/23/24						
25-EQUIPMENT / FURNISHINGS										
1. SYSTEM, SEQUENCE &	RE			EGORY BER INSTALLED	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P)					
ITEM NUMBERS		2. 1		IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	PROCEDURES					
20. Portable Flashlight /	С	3	0	May be inoperative or removed provided:	(M) None required.					
Flashlight Holder				a) Crewmember assigned to the affected position has an equivalent	(O) None required.					
				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.	(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	(M) None required.					
				certified location until removed from the aircraft at the next suitable maintenance facility, and	(O) None required.					
				 b) Location placarding is removed or obscured. 	(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)		-	0	May be inoperative, damaged, or missing provided item(s) is deferred in accordance with TARGET CORPORATION's NEF	(M) None required.					
				deferral program. The NEF program, procedures, and processes are outlined in the TARGET CORPORATION's NEF	(O) None required.					
				Manual. (M) and (O) procedures are included in the NEF document.	(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.					
				NOTE: Exterior lavatory door ashtrays are not considered NEF items.						

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600		Page No.: 25-16						
Registration No.: N183T Serial No.	: 7311	15		rision No.: 4	Date: 04/23/24			
25-EQUIPMENT / FURNISHINGS 1. SYSTEM, REPAIR CATEGORY MAINTENANCE (M), OPERATIONAL (O),								
SEQUENCE &	'\-			BER INSTALLED		AND PLACARDING (P)		
ITEM NUMBERS				NUMBER REQ'D FOR I	DISPATCH	-	PROCEDURES '	
			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		it as a unit the serviceable by If removed, and c) Repairs or re	ensure: led or placarded in a manner that will identify hat cannot be mistaken for a fully unit, location placarding is removed or obscured, eplacements are made within one flight.	
				part of the normal cor equipment. No MMEL equipment and 14 CF inspection requireme	relief applies to that R maintenance and		Placard will be placed on Automatic External and/or Associated Equipment and will be	
	D	1	0	May be incomplete, in	noperative, or	(M) None required.		
				removed.		(O) None required.		
				Placard will be placed on Automatic External and/or Associated Equipment and will be				

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	731 ⁻	15		Page No.: 25-17 vision No.: 4 Date: 04/23/24				
3								
1. SYSTEM, SEQUENCE & ITEM NUMBERS	ICE & 2. NUMBER INSTALLED				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
24. First Aid Kit (FAK) and/or Associated Equipment	D	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. Any over one may be incomplete, inoperative, or removed. 	 (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. (M) None required. (O) None required. 			

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Airc	raft: Gulfstream GVII-G600					Page No.: 25-18			
Reg	istration No.: N183T Serial No.:	7311	15		Based on MMEL R	evision No.: 4	Date: 04/23/24		
					25-EQUIPMENT / FURNISHIN				
	SYSTEM,	RE	PAIR	CAT	EGORY	MAINT	MAINTENANCE (M), OPERATIONAL (O),		
	UENCE &		2. N		BER INSTALLED		AND PLACARDING (P)		
ITEN	M NUMBERS			3. N	IUMBER REQ'D FOR DISPATCH		PROCEDURES		
					4. REMARKS / EXCEPTIONS				
25.	Cabin Management System	D	1	0	May be Inoperative.	(M) None required	d.		
						(O) 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	(M) None required.		
	(0000 01 002)				(O) None required.				
						corresponding Ca	e Placard will be displayed on or near the abin Management System to be seen by be noted on ADLS.		
2)	Cabin Processor Unit (CPU-01-001)	D	2	0	May be Inoperative.	(M) None required.			
	(01 0 01 001)					(O) None required	d.		
						corresponding Ca	e Placard will be displayed on or near the abin Management System to be seen by be noted on ADLS.		
3)	GCMS Controllers (GCMS-02-002)	D	2	0	May be Inoperative.	(M) None required	d.		
	. ,					(O) None required	d.		
	(continued)					corresponding Ca	e Placard will be displayed on or near the abin Management System to be seen by be noted on ADLS.		

TARGET CORPORATION MINIMUM EQUIPMENT LIST Page No.: 25-19 Aircraft: Gulfstream GVII-G600 Revision No.: 1 Date: 04/23/24 Registration No.: N183T Serial No.: 73115 Based on MMEL Revision No.: 4 **25-EQUIPMENT / FURNISHINGS** REPAIR CATEGORY MAINTENANCE (M), OPERATIONAL (O), 1. SYSTEM, AND PLACARDING (P) **SEQUENCE &** 2. NUMBER INSTALLED **PROCEDURES** ITEM NUMBERS 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS Cabin Management System (Cont'd) I/O Concentrators D 2 May be Inoperative. (M) None required. (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. May be Inoperative. 5) Aft I/O Concentrators D 2 (M) None required. (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. (M) None required. **AVDS Nodes** May be Inoperative. (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. Galley Touch Screen May be Inoperative. (M) None required. D 1 (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. (continued)

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600)				Revision No.: 1		Page No.: 25-20			
Registration No.: N183T Seria	No.: 731	15			Based on MMEL Rev		Date: 04/23/24			
25-EQUIPMENT / FURNISHINGS										
1. SYSTEM,	RE			TEGORY		MAINTENANCE (M), OPERATIONAL (O),				
SEQUENCE &		2.		BER INSTALLED			AND PLACARDING (P)			
ITEM NUMBERS			3. I	NUMBER REQ'D FOR D			PROCEDURES			
				4. REMARKS / EXCE	PTIONS					
25. Cabin Management Syste (Cont'd)	em									
8) Vestibule Touch Screen (CTS100-001)	D	1	0	May be Inoperative.		(M) None required.				
(0.0.00 00.)						(O) None required.				
							Placard will be displayed on or near the in Management System to be seen by be noted on ADLS.			
9) Maintenance Data Server (GCMS-02-002)	D	1	0	May be Inoperative.		(M) None required.				
						(O) None required.				
							Placard will be displayed on or near the			
							in Management System to be seen by			
		+	<u> </u>			flightcrew and will b	pe noted on ADLS.			
10) Switching Nodes (GCMS-01-001)	D	23	0	May be Inoperative.		(M) None required.				
						(O) None required.				
							Placard will be displayed on or near the			
							in Management System to be seen by			
						flightcrew and will be	pe noted on ADLS.			

	TARGET CORPORATION MINIMUM EQUIPMENT LIST										
_	raft: Gulfstream GVII-G600 stration No.: N183T Serial No.:	7311	15		Page No.: 25-21 Date: 04/23/24						
	25-EQUIPMENT / FURNISHINGS										
1. S	YSTEM,	RE	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O),					
SEQ	UENCE &		2 1	NI IMI	BER INSTALLED	AND PLACARDING (P)					
ITEN	NUMBERS		2.1		NUMBER REQ'D FOR DISPATCH	PROCEDURES ` ´					
				J. 1	4. REMARKS / EXCEPTIONS						
			1	1							
26.	Flightcrew Sleeping Facilities	С	1	0	(M)(O) May be inoperative provided crew	(M) Maintenance will ensure seat/bunk, and all its mechanisms					
	Crew Seat				seat is secured in a position acceptable to	and components, are secured to the individual crewmembers					
	(Includes Crew Seat Recline				the crewmember(s) who will occupy the	requirements.					
	Mechanism, Berthing				crew seat.	(O) Flightcrew will evaluate seat to ensure it is acceptable for					
	Mechanism, Armrests, Swivel					resting.					
	Mechanism, and				NOTE: All other equipment in the flightcrew						
	Electrical/Electronic				sleeping facilities is covered by the NEF	(P) An Inoperative Placard will be placed adjacent to the Crew					
	Systems/Components)				program.	Rest and will be noted on ADLS.					
	, ,	D	1	0	May be inoperative provided:	(M) None required.					
					a) Crew seat is not occupied, and	()					
					b) Crew Rest is placarded	(O) None required.					
					"INOPERATIVE – DO NOT USE".						
						(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	С	2	0	May be inoperative provided:	(M) None required.					
	Adustment				a) Adjustments can be secured in a	()					
					position that suits individual pilot(s),	(O) None required.					
					and						
					b) Position of supports (s) permits normal	(P) An Inoperative Placard will be displayed in a prominent					
					full flight control movement.	position to be seen by flightcrew and will be noted on ADLS.					
		С	2	1	(M) One may be inoperative provided:	(M) Maintenance shall remove affected sidestick support by					
			_	ļ '	a) Affected arm support is removed, and	referring to AMM Chapter 25.					
					b) Primary Pilot flying utilizes	(O) None required.					
					non-affected arm support.	(O) None required.					
					non-aneoted ann support.	(P) An Inoperative Placard will be displayed in a prominent					
						position to be seen by flightcrew and will be noted on ADLS.					
			<u> </u>	1		position to be seen by highliciew and will be noted on ADLS.					

				TARGET CORPORATION MINIMUM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 25-22
Registration No.: N183T Serial No	.: 731	15		Based on MMEL Re	vision No.: 4	Date: 04/23/24
				25-EQUIPMENT / FURNISHING	<u>gs</u>	
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		NUM	BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
28. Crash Axe	D	1	0	May be missing.		
29. Low Frequency Underwater Locator Device (LF-ULD)	D	1	0	May be inoperative provided airplane is not operated in extended overwater operations.	(M) None required (O) None required (P) An Inoperative position to be see	d. d. e Placard will be displayed in a prominent n by flightcrew and will be noted on ADLS.
	С	1	0	May be inoperative or missing.		

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600					Page No.: 25-23						
Registration No.: N183T Serial No.:	7311	15		Based on MMEL Rev	vision No.: 4	Date: 04/23/24					
	25-EQUIPMENT / FURNISHINGS										
1. SYSTEM,	RE			EGORY	MAINTE	NANCE (M), OPERATIONAL (O),					
SEQUENCE & ITEM NUMBERS		2.		BER INSTALLED		AND PLACARDING (P) PROCEDURES					
ITEM NOWBERS			3.1	NUMBER REQ'D FOR DISPATCH		PROCEDURES					
			<u> </u>	4. REMARKS / EXCEPTIONS	1 (2.0) 2.4						
30. Equipment for Location of an Aircraft in Distress	Α	1	0	(M) May be inoperative provided:		ill deactivate the system by pulling and					
(ADT, ELT-DT, and GADSS)				a) System is deactivated, and b) Repairs are made within 90	collaring ELT circui (O) None required.	t breaker.					
(AD1, EE1-D1, and OAD30)				consecutive calendar-days.	(O) None required.						
				concedure calcinaal aaye.	(P) An Inoperative	Placard will be displayed in a prominent					
						by flightcrew and will be noted on ADLS.					
	Α	1 0	0	(M) May be missing provided:		ill display a placard stating "ELT not					
				a) Placard stating, "ELT not installed," is	installed" in view of	the pilot.					
				placed in view of the pilot, and b) Repairs are made within 90	(O) None required.						
				consecutive calendar-days.	(P) An Inoperative	Placard will be displayed in view of the pilot					
					to show "ELT not installed" and will be noted on ADLS.						
	С	1	0	May be inoperative provided that at least one automatic ELT 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.					
	D	1	0	Any in excess of those required by 14 CFR 91.207 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.					

TARGET CORPORATION MINIMUM EQUIPMENT LIST **TABLE OF CONTENTS 26-FIRE PROTECTION** SYSTEM Page System Name No. No. 26-01 26-02 Wing Overheat Warning Systems 26-1 26-03 26-04 26-06 26-08 26-10

				TARGET CORPORATION MINIMUM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600					Page No.: 26-1	
Registration No.: N183T Serial No.	: 731 <i>′</i>	15		Based on MMEL Rev	ision No.: 4	Date: 04/23/24
1 0)(075)1		<u> </u>		26-FIRE PROTECTION		ENAMOS (A)) OBERATIONAL (O)
1. SYSTEM,	RE			EGORY	MAINI	ENANCE (M), OPERATIONAL (O),
SEQUENCE & ITEM NUMBERS		2. N		BER INSTALLED	-	AND PLACARDING (P) PROCEDURES
TTEW NOWIDERS			3. N	IUMBER REQ'D FOR DISPATCH		PROCEDURES
				4. REMARKS / EXCEPTIONS		
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.		
2. Wing Overheat Warning Systems	С	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.		

Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 7311	15		TARGET CORPORATION MINIMUM EQUIPMENT LIST Revision No.: 1 Based on MMEL Rev 26-FIRE PROTECTION	ision No.: 4	Page No.: 26-2 Date: 04/23/24
1. SYSTEM, SEQUENCE & ITEM NUMBERS			3. N	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS		ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
3. APU Fire Detection System	С	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. 	External Air Start. Maintenance will p breaker. Maintenance will p GEN switch on the Maintenance will p MASTER Switch o (Reference AMM 3)	Placard will be placed on APU "MASTER"

	TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	: 731 <i>′</i>	15		vision No.: 4	Page No.: 26-3 Date: 04/23/24					
26-FIRE PROTECTION										
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH	MAINT	FENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
4. Cargo Compartment Smoke Detection Systems	С	1	0	4. REMARKS / EXCEPTIONS (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.	remains empty or equipment, ballas away kits. AND Flightcrew will en a) Rear bagga b) Internal bag c) Airplane is c OR Flightcrew will en a) Rear bagga b) Internal bag c) Flightcrew in possible firmessage c d) Airplane is c (P) An Inoperative position to be see	Il ensure associated compartment zone r contains only empty cargo handling st (ballast may be loaded in ULDs), and/or fly sure: age compartment is not used, agage door remains OPEN, and operated at or below 40,000 feet. sure: age compartment is not used, agage door remains CLOSED, and operated sure baggage compartment for re in the event the "Aft Equipment Hot" displays, and operated accordance with AFM Limitations. The Placard will be displayed in a prominent en by flightcrew and will be noted on ADLS.				
Lavatory Fire Extinguisher Systems	С	2	0	May be inoperative.						

					ET CORPORATION JM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600					Revision No.: 1		Page No.: 26-4
Registration No.: N183T Serial No.	o.: 731	15			Based on MMEL Rev	vision No.: 4	Date: 04/23/24
					IRE PROTECTION		
1. SYSTEM,	RE	PAIR	CAT	EGORY		MAINTE	NANCE (M), OPERATIONAL (O),
SEQUENCE &		2.1	<u>IUME</u>	BER INSTALLED			AND PLACARDING (P)
ITEM NUMBERS			3. N	NUMBER REQ'D FOR	DISPATCH		PROCEDURES
				4. REMARKS / EXCE	EPTIONS		
8. Galley Fire Extinguishing System	D	1	0	May be inoperative.		(M) None required.	
						(O) None required.	
							Placard will be placed on Galley Fire vill be noted on ADLS.
10. Electronic Equipment Rack Overheat Warning Systems	С	2	0	May be inoperative.		(M) None required.	
						(O) None required.	
							Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.

TARGET CORPORATION MINIMUM EQUIPMENT LIST TABLE OF CONTENTS 27-FLIGHT CONTROLS M System Name Page No. Sidestick Pitch/Roll Trim Switches 27-1 AP DISC/TRIM RESET Switches 27-1 Sidestick Channels 27-1 Flight Control Computer (FCC) Channels 27-2 Backup Flight Control Unit (BFCU) 27-2 Sidestick Lateral/Roll Position Sensors 27-2

Sidestick Longitudinal/Pitch Position Sensors 27-3

Rudder Pedal Position Sensors 27-3
Speed Brake Handle Position Sensors 27-4

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FCC Fan Modules 27-4

SYSTEM

No.

27-01

27-02

27-03

27-04 27-05

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Aircra	aft: Gulfstream GVII-G600				Page No.: 27-1						
Regis	stration No.: N183T Serial No.:	7311	5		Based on MMEL Rev						
_	27-FLIGHT CONTROLS										
	YSTEM,	RE	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O),					
	JENCE &		2. N	<u>IUME</u>	BER INSTALLED	AND PLACARDING (P)					
ITEM	NUMBERS			3. N	UMBER REQ'D FOR DISPATCH	PROCEDURES					
					4. REMARKS / EXCEPTIONS						
1.	Sidestick Pitch/Roll Trim	С	2	1	May be inoperative provided:	(M) None required.					
	Switches				a) AP/DISC/TRIM RESET switch is						
					operative, b) Pilot flying has operative Sidestick	(O) None required.					
					Pitch/Roll Trim switch or						
					AP DISC/TRIM RESET switch, and	(P) An Inoperative Placard will be displayed in a prominent					
					c) Backup Pitch Trim Switch is operative.	position to be seen by flightcrew and will be noted on ADLS.					
2.	AP DISC/TRIM RESET	С	2	1	May be inoperative provided pilot flying	(M) None required.					
	Switches				has operative AP DISC/TRIM RESET						
					switch.	(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	С	4	3	(M) May be inoperative provided the	(M) Maintenance shall ensure channel SSPC is pulled and					
					associated SSPC is pulled and collared.	collared:					
						SIDESTICK L PRI (SSPC #2711), SIDESTICK L PRI (SSPC #2714)					
						SIDESTICK L SEC (SSPC #2714), SIDESTICK D DRU (SSPC P P P P P P P					
						 SIDESTICK R PRI (SSPC #2712), or SIDESTICK R SEC (SSPC #2713). 					
						• OIDEOTION N OLO (OOF O #21 10).					
						(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.					
						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	.: 731	15		Page No.: 27-2 vision No.: 4 Date: 04/23/24	
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		NUME	EGORY BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
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 Sensors1) FCC RVDTs	A	8	7	May be inoperative provided repairs are made within 10 flight days.	(M) 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.

	TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircı	raft: Gulfstream GVII-G600					Revision No.: 1	Page No.: 27-3			
	istration No.: N183T Serial No.:	7311	5			Based on MMEL Rev	ision No.: 4	Date: 04/23/24		
- 3	27-FLIGHT CONTROLS									
1. S	YSTEM,	RE	PAIR	CAT	EGORY		MAINTE	ENANCE (M), OPERATIONAL (O),		
	UENCE &		2 N	JUME	BER INSTALLED		AND PLACARDING (P)			
ITEN	M NUMBERS				NUMBER REQ'D FOR	DISPATCH	-	PROCEDURES ` ´		
				0	4. REMARKS / EXCE		-			
7.	Sidestick Longitudinal/Pitch Position Sensors FCC RVDTs	А	8	7	May be inoperative p	rovided repairs are	(M) None required.			
					made within 10 flight	•	position to be seen	Placard will be placed in a prominent by flightcrew and will be noted on ADLS.		
2)	BFCU RVDTs	Α	2	1	May be inoperative p		(M) None required.			
					made within 10 flight	days.	(O) None required.			
								Placard will be placed in a prominent by flightcrew and will be noted on ADLS.		
8.	Rudder Pedal Position Sensors FCC RVDTs	А	4	3	May be inoperative p		(M) None required.			
					made within 10 flight	days.	(O) None required.			
							position to be seen	Placard will be placed in a prominent by flightcrew and will be noted on ADLS.		
2)	BFCU RVDTs	A	1	0	(M) May be inoperative provided:a) Associated circuit breaker is pulled and collared, and		bréaker.	hall pull and collar BFCU: REER, B-1 circuit		
					b) Repairs are made	e within 10 flight days.	(O) None required.			
								Placard will be placed in a prominent by flightcrew and will be noted on ADLS.		

				TARGET CORPORATION MINIMUM EQUIPMENT LIST						
Aircraft: Gulfstream GVII-G600				Page No.: 27-4						
Registration No.: N183T Serial N	o.: 731′	15		Based on MMEL Re	evision No.: 4 Date: 04/23/24					
27-FLIGHT CONTROLS										
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O),					
SEQUENCE &		2. 1	<u>IUME</u>	BER INSTALLED	AND PLACARDING (P)					
ITEM NUMBERS			3. N	UMBER REQ'D FOR DISPATCH	PROCEDURES					
				4. REMARKS / EXCEPTIONS						
Speed Brake Handle Position Sensors	А	4	3	May be inoperative provided repairs are made within 10 flight days.	(M) None required.					
				5 ,	(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.					
Rudder Pedal Force Sensors	А	2	0	May be inoperative provided repairs are made within 10 flight days.	(M) None required.					
Consors				made warm to might days.	(O) None required.					
					(P) An Inoperative Placard will be placed in a prominent					
14 500 5 14 11		_			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					
	_	1			position to be seen by flightcrew and will be noted on ADLS.					
12. FLT CTRL RESET Switch	С	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.					

TARGET CORPORATION MINIMUM EQUIPMENT LIST

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28-03	Fuel Quantity Indicating System Channel	28-4
28-04	Fuel Low Quantity Warning Systems	28-4
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28-06	Fuel Intertank Valve	28-5
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Registration No.: N183T Serial No.:	: 7311	15		Based on MMEL Rev	ision No.: 4	Date: 04/23/24			
				28-FUEL	T				
1. SYSTEM, SEQUENCE &	RE		UME	EGORY BER INSTALLED	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P)				
ITEM NUMBERS			3. N	IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS		PROCEDURES			
Fuel Tank Temperature Systems	С	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. 	used as indication in accordance with EICAS Indications. (P) An Inoperative	ensure operative fuel tank temperature is of fuel temperature and airplane is operated AFM, Section 1, Limitations, Powerplant Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			
		2	0	 (O) May be inoperative provided: a) Total Air Temperature is used as an indication of fuel temperature. 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 indication of fuel te accordance with Al EICAS Indications. (P) An Inoperative				

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 28-2 Registration No.: N183T Serial No.: 73115 Based on MMEL Revision No.: 4 28-FUEL									
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		CAT IUME 3. N	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
EICAS or TSC Fuel Quantity Indicating Systems	С	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. 				
(continued)	С	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. 				

	TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial N	lo.: 7311	15		rision No.: 4	Page No.: 28-3 Date: 04/23/24			
				28-FUEL		·		
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAIN	TENANCE (M), OPERATIONAL (O),		
SEQUENCE &		2. N	NUME	BER INSTALLED		AND PLACARDING (P)		
ITEM NUMBERS			3. N	NUMBER REQ'D FOR DISPATCH]	PROCEDURES		
				4. REMARKS / EXCEPTIONS]			
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 				
NO the (1)				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.		ve Placard will be displayed in a prominent en by flightcrew and will be noted on ADLS.		

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 28-4 Registration No.: N183T Serial No.: 73115 Based on MMEL Revision No.: 4 Date: 04/23/24 28-FUEL										
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE	PAIR 2. N	CAT NUME 3. N	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES						
Fuel Quantity Indication System Channel	ating 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 V Systems	Varning 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	С	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.					

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	15		Page No.: 28-5 evision No.: 4 Date: 04/23/24					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		CAT NUME 3. N	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
6. Fuel Intertank Valve	С	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 VIv CLS) and SSPC 2811 (Fuel Itnk VIv 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)	С	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	С	4	3	Except for ER operations, may be inoperative provided: a) Fuel Crossflow Valve is operative, an 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. 				

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	15		Page No.: 28-6 vision No.: 4 Date: 04/23/24					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	EGORY BER INSTALLED UMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
9. Fuel Crossflow Valve 1) Failed CLOSED	С	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. (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 Exince a) b) c) d) e) f) NC ince			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. 	(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.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 28-7 Registration No.: N183T Serial No.: 73115 Based on MMEL Revision No.: 4 Date: 04/23/24										
Registration No.: N183T Serial No.	. /311	5		28-FUEL	ision No.: 4 Date: 04/23/24					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE	_	IUME	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
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.					

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600		Page No.: 28-8									
Registration No.: N183T Serial No.:	7311	5		Based on MMEL Rev	rision No.: 4	Date: 04/23/24					
28-FUEL											
1. SYSTEM, SEQUENCE &	REI			EGORY BER INSTALLED	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P)						
ITEM NUMBERS			3. N	IUMBER REQ'D FOR DISPATCH		PROCEDURES					
				4. REMARKS / EXCEPTIONS							
13. Fuel Cap Chains	D	3	0	May be inoperative or missing.	(M) None required.						
					(O) None required						
						Placard will be placed in a prominent by flightcrew and will be noted on ADLS.					
14. Single Point Refueling Cap	С	1	0	May be inoperative or missing provided single point refueling receptacle is checked	(M) None required	l.					
				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.					
15. TSC REFUEL Control Menu	D	1	0	May be inoperative provided the Ground Service Control Panel is operational.	(M) None required.						
				Service Control Famor to operational.	(O) None required						
						Placard will be placed in a prominent n by flightcrew and will be noted on ADLS.					

TARGET CORPORATION MINIMUM EQUIPMENT LIST **TABLE OF CONTENTS** 29-HYDRAULIC POWER SYSTEM Page System Name No. No. 29-01 29-02 29-03 29-04 29-05 29-06 Left Hydraulic System Quantity Indicator (Fluid Quantity Indicator - Aft Equipment Area) 29-2 29-07 29-08 29-09 Right Hydraulic System Quantity Indication (Synoptic) 29-3 29-10 29-11 29-12 29-13 Brake Accumulator Pressure Transducer (Inboard or Outboard) 29-5 For Brake Temperature Monitoring System (BTMS) dispatch relief see ATA 31, INDICATING/RECORDING SYSTEMS, Item 3.

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Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	7311	5		vision No.: 4	Page No.: 29-1 Date: 04/23/24						
29-HYDRAULIC POWER 1. SYSTEM, REPAIR CATEGORY MAINTENANCE (M), OPERATIONAL (O),											
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		NUME	EGORY BER INSTALLED IUMBER REQ'D FOR I 4. REMARKS / EXCE		MAIN I	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
Brake Accumulator Pressure Gauges (Main Wheelwells)	D	2	0	May be inoperative p Accumulator Pressur Synoptic Page.							
Auxiliary Hydraulic Pump Pressure Indication	С	1	0	b) Prior to engine st operation and pre verified on synop depleting and red brake accumulate	ccumulator Pressure ynoptic Page, and cart, Auxiliary Pump essure must be tic by partially charging inboard or pressure.	(M) None required (O) None required (P) An Inoperative	1.				
3. Power Transfer Unit (PTU) Hydraulic Pressure Indication C 1 0 (O) May be inoperative provided: a) Left Hydraulic Pressure indication operative, and b) PTU Hydraulic system is operative.					essure indication is	operative and Pov performing succes engine running. (P) An Inoperative	e Placard will be placed in a prominent n by flightcrew and will be noted on ADLS.				

				TARGET CORPORATION MINIMUM EQUIPMENT LIST			
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial N	o.: 7311	5		vision No.: 4	Page No.: 29-2 Date: 04/23/24		
_				29-HYDRAULIC POWER		·	
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REI		UME	BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAIN	ITENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
4. PTU Hydraulic Pump (Auto Mode)	С	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.	Verify PTU pres (P) An Inoperati		
5. Auxiliary Hydraulic Pump (Auto Mode)	С	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.	(P) An Inoperati		

(P) An Inoperative Placard will be placed on Fluid Quantity Indicator Panel and will be noted on ADLS.

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 29-3 Registration No.: N183T Serial No.: 73115 Based on MMEL Revision No.: 4 Date: 04/23/24 29-HYDRAULIC POWER										
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE	PAIR 2. N	MAINTE	NANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES						
7. Right Hydraulic System Quantity Indicator (Fluid Quantity Indicator - Aft Equipment Area)	D	1	0		indicator or using	(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)	С	1	0	before each depa most accurate if b) PTU is manually takeoff and landi	ked on left reservoir Quantity Indicator arture. Indications are system is pressurized, selected on for	(M) None required.(O) None required.(P) An Inoperative I	Placard will be displayed in a prominent 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 reserved indicator or Fluid Quantity Indicator before each departure. Indications a most accurate if system is pressurized and b) Only one quantity indicating system failed.							Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			

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Aircraft: Gulfstream GVII-G600				Revision No.: 1	Page No.: 29-4				
Registration No.: N183T Serial No.	: 7311	5		Based on MMEL Rev	Based on MMEL Revision No.: 4 Date: 04/23/24				
29-HYDRAULIC POWER									
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O),				
SEQUENCE & ITEM NUMBERS		2. N		BER INSTALLED	AND PLACARDING (P)				
			3. NUMBER REQ'D FOR DISPATCH		PROCEDURES				
				4. REMARKS / EXCEPTIONS					
10. Left Hydraulic Reservoir Temperature Sensors		2	0	May be inoperative provided quantity is checked on reservoir indicator before each	(M) None required.				
·				departure. Indications are most accurate if system is pressurized.	(O) None required.				
				NOTE: With both temperature sensors failed, EICAS quantity will not be temperature compensated.	position to be seen	Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			
11. Right Hydraulic Reservoir Temperature Sensors	С	2	0	May be inoperative provided quantity is checked on reservoir indicator before each	(M) None required.				
				departure. Indications are most accurate if system is pressurized.	(O) None required.				
				NOTE: With both temperature sensors failed, EICAS quantity will not be temperature compensated.		Placard will be displayed in a prominent 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.		ontinue in service provided maintenance hydraulic reservoirs as needed using techniques.			
					Refer to Chapter Al	MM 12-15-00.			
					(O) None required.				
						Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600				Page No.: 29-5				
Registration No.: N183T Serial No.:	731′	15		ision No.: 4 Date: 04/23/24				
4 0)(07514		- · · · ·	0.4	29-HYDRAULIC POWER	MAINTENANCE (A) ODERATIONAL (O)			
1. SYSTEM,	RE	PAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P)			
SEQUENCE & ITEM NUMBERS		2. N		BER INSTALLED	PROCEDURES			
			3. IV	IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS				
13. Brake Accumulator Pressure	С	2	1	(O) May be inoperative provided:	(M) None required.			
Transducer (Inboard or		_	l '	a) Synoptic brake pressure indications	(O) Flightcrew will ensure brake synoptic brake pressure			
Outboard)				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.	 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.								

TARGET CORPORATION MINIMUM EQUIPMENT LIST **TABLE OF CONTENTS 30-ICE AND RAIN PROTECTION** SYSTEM Page System Name No. No. Cowl Anti-Ice Pressure Indication Systems 30-1 30-01 30-02 Wing Anti-Ice Systems 30-4 30-03 Windshield Heat Systems 30-4 30-04 Side Window Heat Systems 30-5 30-05 Ice Detection Systems 30-5 30-06 Cowl Anti-Ice Systems 30-6 30-07 Windshield Surface Seal Protection Systems 30-8 30-08

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IVIIINIIVIOIVI EQUIFIVIENT LIST										
Aircraft: Gulfstream GVII-G600					Revision No.: 1		Page No.: 30-1			
Registration No.: N183T Serial No.	o.: 7311	5			Based on MMEL Rev		Date: 04/23/24			
	-				ID RAIN PROTECTIO					
1. SYSTEM,	RE			EGORY		MAINTE	ENANCE (M), OPERATIONAL (O),			
SEQUENCE &		2. 1		BER INSTALLED			AND PLACARDING (P) PROCEDURES			
ITEM NUMBERS			3. N	UMBER REQ'D FOR D		_	PROCEDURES			
				4. REMARKS / EXCE	PTIONS					
Cowl Anti-Ice Pressure Indication Systems										
1) Cowl Anti-Ice Required	A	2	1	TSC with Cowl Ar (FMS/Perf Takeof – Cowl), c) Repairs are made 10 flight-hours (ac departure and arr air temperature re +15 degrees C. Warrival airport outs exceeds +15 degree be made after 1 fl	rovided: ti-Ice valve is locked nputer is initialized on nti-Ice selected: ff/AC Config/Anti-Ice within ccumulated) when ival airport outside emains at or below When departure or side air temperature rees C, repairs must ight, not to exceed	(O) Flightcrew will eair temperature is rethe gaining flight crocowl Anti-Ice Valve	ensure flight time along with airport outside ecorded in aircraft discrepancy log to inform ew of the new flight-hour limitations with the elocked open.			
(continued)				log suitable to info	with airport outside nust be recorded in a orm the gaining flight ight-hour limitations	position to be seen	by flightcrew and will be noted on ADLS.			

TARCET CORRORATION									
TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600				.: 1	Page No.: 30-2				
Registration No.: N183T Serial No.	.: 7311	15			MEL Revision No.: 4	Date: 04/23/24			
4 00/07514	LDE			30-ICE AND RAIN PRO		NITEMANOE (M) OPERATIONAL (O)			
1. SYSTEM, SEQUENCE &	KE			EGORY	IVIAII	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P)			
ITEM NUMBERS		2. 1		BER INSTALLED		PROCEDURES			
TI EW NOWIBERO			3.1	IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS		TROOLDONLO			
Cowl Anti-Ice Pressure				4. KEWAKKS / EXCEPTIONS					
Cowl Anti-Ice Pressure Indication Systems (cont'd)									
2) Cowl Anti-Ice Not Required	A	2	1	(O) Except for ER operations, one	side (M) None requi	red			
2) Cow And Ice Not Required			'	may be inoperative provided:	(W) None requir	(W) None required.			
				a) Airplane is operated at greater	than				
				+10 °C SAT,					
				b) Performance Computer is initial					
				TSC with Cowl Anti-Ice selecte					
				(FMS/Perf Takeoff/AC Config/		will ensure flight time along with airport outside			
				– Cowl),c) Repairs are made within		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.			
				10 flight-hours (accumulated) v					
				departure and arrival airport ou		aive looked open.			
				air temperature remains at or b					
				+15 °C. When departure or arr	val				
				airport outside air temperature	(D) A I	. 5			
				exceeds +15 °C, repairs must		tive Placard will be placed in a prominent			
				made after 1 flight, not to exce	d bosition to be s	een by flightcrew and will be noted on ADLS.			
				10 flight-hours,	stoido				
	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								
(continued)				open.					

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Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 731 ²	15		Revision No.: 1 Based on MMEL Rev	Page No.: 30-3 Vision No.: 4 Date: 04/23/24				
3				30-ICE AND RAIN PROTECTION					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	EGORY BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
 Cowl Anti-Ice Pressure Indication Systems (cont'd) 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.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600					Page No.: 30-4				
Registration No.: N183T Serial No.	: 7311	5			Based on MMEL Re		Date: 04/23/24		
30-ICE AND RAIN PROTECTION									
1. SYSTEM,	RE			EGORY		MAINTE	NANCE (M), OPERATIONAL (O),		
SEQUENCE &		2.1		BER INSTALLED			AND PLACARDING (P)		
ITEM NUMBERS			3. N	UMBER REQ'D FOR			PROCEDURES		
				4. REMARKS / EXC	EPTIONS				
2. Wing Anti-Ice Systems	С	2	0	Except for ER operat inoperative provided		(M) None required.			
				operated in known or conditions.		(O) None required.			
				conditions.			Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		
1) Automatic Functions	С	2	0	May be inoperative provided airplane is operated in accordance with AFM		(M) None required.	by highlorew and will be noted on 7626.		
				Limitations in Section 1-30-20.		(O) None required.			
				. 66 26.			Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		
3. Windshield Heat Systems	С	2	1	Except for ER operat inoperative provided		(M) None required.			
				operated in known or conditions.	forecast icing	(O) None required.			
							Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		
Windshield Heat Sensors	D	4	2	One sensor may be i Windshield Heat Sys		(M) None required.			
				ĺ		(O) None required.			
							Placard will be displayed in a prominent		
							by flightcrew and will be noted on ADLS.		

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	: 7311	5		Revision No.: 1 Based on MMEL Rev 30-ICE AND RAIN PROTECTION					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	EGORY BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
4. Side Window Heat Systems	С	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.				
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.	(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) Side Window Heat Sensors	С	6	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.				
5. Ice Detection Systems	С	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.	 (M) None required. (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. 				

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Aircraft: Gulfstream GVII-G600			Page No.: 30-6							
Registration No.: N183T Serial No.:	: 7311	15		Based on MMEL Rev						
				30-ICE AND RAIN PROTECTIO						
1. SYSTEM,	RE			EGORY	MAINTENANCE (M), OPERATIONAL (O),					
SEQUENCE & ITEM NUMBERS		2. N		BER INSTALLED	AND PLACARDING (P) PROCEDURES					
ITEM NOWBERS			3.1	NUMBER REQ'D FOR DISPATCH	PROCEDURES					
	1	1	<u> </u>	4. REMARKS / EXCEPTIONS						
Cowl Anti-Ice Systems Cowl Anti-Ice Not Required	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 	(M) None 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)				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.						

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Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	5			Revision No.: 1 Page No.: 30-7 Based on MMEL Revision No.: 4 Date: 04/23/24				
				30-ICE AI	ND RAIN PROTECTION	N			
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REI		NUME	EGORY BER INSTALLED NUMBER REQ'D FOR 4. REMARKS / EXCE		MAINTE	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
6. Cowl Anti-Ice Systems (cont'd) 2) Cowl Anti-Ice Required Output Description:	А	2	1	TSC with Cowl A (FMS/Perf Takeo – Cowl), c) Airplane is opera with AFM Limitati performance, d) Repairs are made hours (accumulat and arrival airpor temperature rema +15 °C. When de airport outside air exceeds +15 °C, made after 1 fligh 10 flight-hours, ai e) Flight time along air temperature m log suitable to inforcew of the new f	ve is locked OPEN, imputer is initialized on inti-lce selected: iff/AC Config/Anti-lce ted in accordance ons and e within 10 flight- ited) when departure it outside air eins at or below inparture or arrival in temperature repairs must be int, not to exceed ind	(O) Flightcrew will of air temperature is rethe gaining flight creation Cowl Anti-Ice Valve	ensure flight time along with airport outside recorded in aircraft discrepancy log to inform rew of the new flight-hour limitations with the e locked open. Placard will be placed on Probe Heat Switch		

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Aircraft: Gulfstream GVII-G600				Revision No.: 1	Page No.: 30-8					
Registration No.: N183T Serial No	.: 731	15		Based on MMEL Re	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					
4 0)(07514		D 4 1 D		30-ICE AND RAIN PROTECTIO						
1. SYSTEM, SEQUENCE &	RE			EGORY	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P)					
ITEM NUMBERS		2. ľ		BER INSTALLED	PROCEDURES					
TI EW NOWIDENS			3. 1	NUMBER REQ'D FOR DISPATCH	- TROOLDONES					
7. Windshield Surface Seal			<u> </u>	4. REMARKS / EXCEPTIONS	(M) Nana naminad					
7. Windshield Surface Seal Protection Systems	D	2	0	May be inoperative provided airplane is not operated in precipitation within 5 NM of the	(M) None required.					
				airport of takeoff or intended 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.					
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. 					
1) Cabin Window Heating Elements	D	10	0	(M) May be inoperative provided the associated SSPC circuit breakers are pulled and collared.	position to be seen by flightcrew and will be noted on ADLS. (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.					

TARGET CORPORATION MINIMUM EQUIPMENT LIST **TABLE OF CONTENTS** 31-INDICATING / RECORDING SYSTEMS SYSTEM Page System Name No. No. For Overhead Panel Touchscreens (OHPTS) dispatch relief, see ATA 25, EQUIPMENT/FURNISHINGS, Item 16. 31-01 31-02 31-03 31-04 Electronic Checklist 31-4 31-05 Security Systems 31-4 31-06 Engine Cowl Open Indicating System 31-4 31-07 31-08 31-09

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	5		Page No.: 31-1 ision No.: 4 Date: 04/23/24				
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UMB	EGORY ER INSTALLED UMBER REQ'D FOR 4. REMARKS / EXCI			TENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
For Overhead Panel Touchscreens (OHPTS) dispatch relief, see ATA 25, EQUIPMENT/FURNISHINGS, Item 16. 1. Touch Screen Controllers								
(TSC) 1) TSCs Inoperative	С	5	3	affected TSCs s observer positio c) TSC 2 and 3 mu dispatch, and d) Power to the affe	s are operative, inoperative, one of the shall be placed into the n (TSC position 5),	remains secured TSC 1 PW TSC 2 PW TSC 3 PW TSC 4 PW TSC 5A P TSC 5B P	e will ensure power to the affected units I by pulling the applicable TSC CB/SSPC: VR: SSPC 3123, VR: POP C3, VR: CPOP C3, VR: SSPC 3127, VR: SSPC 3129, and VWR: SSPC 3130 vill ensure TSC 2 and TSC 3 are operative for	
(continued)				CB/SSPC	ng the associated	the affected TSCs Refer to OM Cha (P) An Inoperation	eracked or damaged, flightcrew will place one of so into the observer position (TSC position 5). Example 107-20-20. Example 207-20-20. Example 207-20-20. Example 207-20-20. Example 307-20-20. Example 307-20. Example 307-20. Example 307-20. Example 307-20.	

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Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 7	'311	5		Page Nosion No.: 4 Date: 0					
	PAIR	IUME	EGORY ER INSTALLED UMBER REQ'D FOR DISPATO	MAINTENANCE (M), OPERATIONA AND PLACARDING (P) PROCEDURES		ACARDING (P)			
Touch Screen Controllers (TSC) (cont'd) TSC Cracked or Damaged	D	5	3	 (O) Two TSCs may be cracked damaged provided: a) All Display Units are operation is aircrew and any TSC with incorrect/faulty touch operation, c) If two TSCs are cracked one of the affected TSCs aplaced into the observer prosition 5, d) TSC 2 and 3 must be operation in the operation, e) Glass damage and touch shall be monitored for furtideterioration. 	d or ative, verified by ration shall per this or damaged, shall be rosition (TSC) rative for	 b) Verify proper touch open incorrect/faulty TSC is to the incorrect of the incorrect o	reated as inoperative, and and touch operations for further maged, flightcrew will place one of server position (TSC position 5).		

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	15		Page No.: 31-3 Date: 04/23/24					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		IUME	31-INDICATING / RECORDING SYS' EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
2. Flight Data Recorder (FDR) Systems (Operator Other Than a Holder of an Air Carrier of Commercial Operator Certificate)	С	1	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.				
Brake Temperature Monitoring System (BTMS including any/all brake temperature indications)	С	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.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	15		vision No.: 4	Page No.: 31-4 Date: 04/23/24				
9				31-INDICATING / RECORDING SYS	TEMS	,			
1. SYSTEM, SEQUENCE & ITEM NUMBERS		PAIR 2. N	CAT NUME 3. N	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
4. Electronic Checklist	С	1	0	May be inoperative provided the current AFM is carried on board the airplane.	(M) None required.				
					position to be seen	Placard will be displayed in a prominent 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: • SECURITY SYS PW: SSPC 5206, • SECURITY SYS VCCU: SSPC 5207.				
						Placard will be displayed in a prominent 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.				
						Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			

				TARGET CORPORATION MINIMUM EQUIPMENT LIST						
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 31-5										
Registration No.: N183T Serial No.:	7311	15		Based on MMEL Rev	vision No.: 4	Date: 04/23/24				
31-INDICATING / RECORDING SYSTEMS										
1. SYSTEM, SEQUENCE & ITEM NUMBERS	SYSTEM, REPAIR CATEGORY EQUENCE & 2. NUMBER INSTALLED				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
7. Airplane Personality Modules (APM)	С	4	3	May be Inoperative.						
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)	С	2	1	May be Inoperative.						

TARGET CORPORATION MINIMUM EQUIPMENT LIST **TABLE OF CONTENTS 32-LANDING GEAR** SYSTEM Page System Name No. No. 32-01 32-02 Tiller Steering System 32-1 32-03 32-04 32-05 Nose Wheel Tire Pressure Monitoring Harness 32-2 32-06 32-07 32-08 32-09 32-10

TARGET CORPORATION MINIMUM EQUIPMENT LIST Page No.: 32-1 Aircraft: Gulfstream GVII-G600 Revision No.: 1 Registration No.: N183T Serial No.: 73115 Based on MMEL Revision No.: 4 Date: 04/23/24 **32-LANDING GEAR** REPAIR CATEGORY MAINTENANCE (M), OPERATIONAL (O), 1. SYSTEM. AND PLACARDING (P) SEQUENCE & 2. NUMBER INSTALLED **PROCEDURES** ITEM NUMBERS 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS (M) None required. Rudder Pedal Steering Α 1 May be inoperative provided: System a) Nose Wheel Tiller Steering System is (O) None required. operative. b) Left seat pilot performs the taxi, takeoff (P) An Inoperative Placard will be displayed in a prominent and landing tasks, and c) Repairs are made within 5 flight days. position to be seen by flightcrew and will be noted on ADLS. May be inoperative provided: Tiller Steering System (M) None required. a) Rudder Pedal Steering System is operative, (O) None required. b) "NWS Fixed Gain" (Cyan) CAS message is not displayed, c) Crew considers limitations of increased (P) An Inoperative Placard will be displayed in a prominent turn radius in confined ramp areas. position to be seen by flightcrew and will be noted on ADLS. and d) Repairs are made within 5 flight days. (O) May be inoperative provided the fixed (M) None required. Variable Gain Nose Wheel gain steering mode is operative. Steering (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. 4. Nose Wheel Steering Deleted in Revision 4. Accessory Hardware (Torque Link Lanyard, TPMS Cover and Lanyard)

					TARGET CORPORA MINIMUM EQUIPMEN	
	Gulfstream GVII-G600 ation No.: N183T Serial No.:	: 7311	5		L. C.	EL Revision No.: 4 Date: 04/23/24
1. SYSTEM, SEQUENCE & ITEM NUMBERS REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS						MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	re Pressure Monitoring estem	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.
_	ose Wheel Tire Pressure conitoring Harness	D	1	0	(M) May be inoperative provided ha is deactivated and secured.	
		D	1	0	(M) May be inoperative provided ha is removed.	. , ,
Ext	nergency Landing Gear tension Bottle Pressure auge (Nose Wheel Well)	В	1	0	May be inoperative provided Emerg Landing Gear Extension Bottle Pres Cockpit Indication (2/3 SUMMARY of HYDRAULIC Synoptic Display Page operative and checked prior to each	ncy (M) None required. 2/3 (O) None required. is

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 Registration No.: N183T Serial No.: 73115 Revision No.: 1 Based on MMEL Revision No.: 4 Date: 04/23/24 32-LANDING GEAR									
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UMB	EGORY ER INSTALLED UMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
Emergency Landing Gear Extension Bottle Pressure Cockpit Indication	В	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 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	t pins			

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600					Revision No.: 1		Page No.: 32-4		
Registration No.: N183T Serial No.:	7311	5			Based on MMEL Rev	rision No.: 4	Date: 04/23/24		
	32-LANDING GEAR								
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REF	PAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR D 4. REMARKS / EXCE				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
10. Automatic Brake System	С	1	0	May be inoperative prin OFF position.	provided system is left				

TARGET CORPORATION MINIMUM EQUIPMENT LIST

TABLE OF CONTENTS 33-LIGHTS

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33-16	Ramp Lights System	33-7
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33-18	Aft Compartment Light (Boiler Room)	33-7
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				TARGET CORPORATION MINIMUM EQUIPMENT LIST						
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 33-1										
Registration No.: N183T Serial No.:	7311	15		Based on MMEL Re	vision No.: 4	Date: 04/23/24				
	33-LIGHTS									
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAINTE	NANCE (M), OPERATIONAL (O),				
SEQUENCE &		2. N	NUME	BER INSTALLED		AND PLACARDING (P)				
ITEM NUMBERS				NUMBER REQ'D FOR DISPATCH		PROCEDURES				
				4. REMARKS / EXCEPTIONS						
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	(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.					
Passenger Cabin Interior	D	3	0	NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters. May be inoperative provided:	(M) None required.					
Illumination System				 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. 		Placard will be displayed near Cabin Interior d will be noted on ADLS.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST

	MINIMUM EQUIPMENT LIST									
Aircr	aft: Gulfstream GVII-G600					Revision No.: 1		Page No.: 33-2		
Regi	stration No.: N183T Serial No.	: 7311	5		ision No.: 4	Date: 04/23/24				
						33-LIGHTS				
	YSTEM,	REI	PAIR	CAT	EGORY		MAINTE	NANCE (M), OPERATIONAL (O),		
	UENCE &		2. N		BER INSTALLED			AND PLACARDING (P)		
IIIEN	1 NUMBERS			3. N	<u> UMBER REQ'D FOR [</u>			PROCEDURES		
					4. REMARKS / EXCE					
3.	Passenger Lighted Information Signs	С	9	0	(O) May be inoperativuses the PA to provide		(M) None required.			
					by voice to the passengers.			use the PA if available or communicate the passengers when they should remain te.		
							(P) An Inoperative I Passenger Lighted ADLS.	Placard will be placed on inoperative Information Signs and will be noted on		
4.	4. Beacon or Ground Recognition Light		strobe lights are ope		May be inoperative pr strobe lights are opera	ovided wing and tail ative per item 5 and	(M) None required.			
					item 6 of this section.		(O) None required.			
								Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		
		С	1	0	May be inoperative properated at night.	ovided airplane is not	(M) None required.			
					3		(O) None required.			
								Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		
5.	Wing-tip Strobes (Anti-Collision) Light	С	21	20	One of the 21 individu NAV/ACL light unit ma		(M) None required.			
	Contained in NAV/ACL Light Unit (LEDs)				NOTE 1: Each wing-ti the NAV/ACL light uni	t.	(O) None required.			
					The ACL (anti-collision consists of 21 LED typ NOTE 2: An amber CA displayed if the strobe	AS message will be		Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		

	TARGET CORPORATION MINIMUM EQUIPMENT LIST								
	ft: Gulfstream GVII-G600 tration No.: N183T Serial No.:	7311	15		Revision No.: 1 Based on MMEL Rev	Page No.: 33-3 Date: 04/23/24			
SEQU	STEM, IENCE & NUMBERS	REI		UME	33-LIGHTS EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
	Tail Strobes (Anti-Collision) Light Contained in NAV/ACL Light Unit (LEDs)	С	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.			
			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.			
	7. Wing-tip Position (Navigation) Light Contained in NAV/ACL Light Unit (LEDs)		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 no 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			0	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	(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.	: 731 <i>′</i>	15		Page No.: 33-4 pision No.: 4 Date: 04/23/24					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE	PAIR 2. N	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES						
8. Tail Position (Navigation) Light Contained in NAV/ACL Light Unit (LEDs)	С	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.				
	С	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	С	2	0	May be inoperative provided ground deicing procedures are preformed 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.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600					Page No.: 33-5				
Registration No.: N183T Serial No.:	7311	5			Based on MMEL Rev	ision No.: 4	Date: 04/23/24		
1. SYSTEM, SEQUENCE &	REI			EGORY BER INSTALLED	33-LIGHTS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P)			
ITEM NUMBERS				IUMBER REQ'D FOR D 4. REMARKS / EXCE	PTIONS		PROCEDURES		
10. Landing Lights	В	2	1	May be inoperative pr clusters of the taxi ligh		(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.		
	С	2	0	May be inoperative provided airplane is not operated sunset to sunrise.		(M) None required.			
						(O) None required.			
							Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		
11. Taxi Light System	С	1	0	May be inoperative pr are operational or airp		(M) None required.	, ,		
				sunset to sunrise.		(O) None required.			
							Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		
Individual LED Light Clusters	С	3	0	May be inoperative pr are operational or airp		(M) None required.	, ,		
				sunset to sunrise.		(O) None required.			
							Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		
12. Wing-tip Recognition Lights and Taxi Lights System	D	4	0	May be inoperative pr		(M) None required.	, ,		
and rake Eighte System				stobes are operational or airplane is not operated sunset to sunrise.		(O) None required.			
							Placard will be displayed in a prominent 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 Revi	Page No.: 33-6 ision No.: 4 Date: 04/23/24						
	33-LIGHTS										
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPA	2. N <u>U</u>	MBE 3. N <u>U</u>	GORY R INSTALLED MBER REQ'D FOR DISPATCH REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES						
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. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS. 						
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.							
15. Logo 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.						

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 33-7									
Registration No.: N183T Serial No.:	7311	15			Based on MMEL Revision No.: 4	Date: 04/23/24			
_	33-LIGHTS								
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAIN	TENANCE (M), OPERATIONAL (O),			
SEQUENCE &		2. N	NUME	BER INSTALLED		AND PLACARDING (P)			
ITEM NUMBERS			3. N	NUMBER REQ'D FOR	DISPATCH	PROCEDURES			
				4. REMARKS / EXCE	PTIONS				
16. Ramp Lights System	D	1	0	May be inoperative.	(M) None require	ed.			
					(O) None require	ed.			
						ve Placard will be displayed in a prominent en by flightcrew and will be noted on ADLS.			
17. Flashlight Charging Systems	D	3	0	May be inoperative.	(M) None require	, ,			
					(O) None require	ed.			
						ve Placard will be displayed in a prominent en by flightcrew and will be noted on ADLS.			
18. Aft Compartment Light (Boiler Room)	D	3	0	May be inoperative.	(M) None require				
(Boilet recently					(O) None require	ed.			
						ve Placard will be displayed in a prominent en by flightcrew and will be noted on ADLS.			
20. Pylon Mounted Exterior Baggage Loading Light	D	1	0	May be inoperative.	(M) None require	, o			
System					(O) None require	ed.			
						ve Placard will be displayed in a prominent en by flightcrew and will be noted on ADLS.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	7311	5			Revision No.: 1 Based on MMEL Revision No.: 4		Page No.: 33-8 Date: 04/23/24				
33-LIGHTS											
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REI		UME	EGORY BER INSTALLED IUMBER REQ'D FOR 4. REMARKS / EXCE	DISPATCH	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
21. Wheel Well Lights	D	3	0	May be Inoperative.		(M) None required.					
							Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.				
22. Exterior Emergency Evacuation Lighting System	С	1	0	May be inoperative provided airplane is not operated at night.		(M) None required. (O) None required.					
						(P) An Inoperative position to be seen	Placard will be displayed in a prominent 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.					
						position to be seen	Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.				
24. Dim and Test Annunciator Channels	С	18	1	May be inoperative p not used in an emerg where the actuation of displayed elsewhere	of the switch is not	(M) None required. (O) None required.					
				NOTE: The Door Saf inoperative.	ety Switch may not be		Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.				

Revision No.: 1 Based on MMEL Revision No.: 4 Date: 04/23/24	TARGET CORPORATION MINIMUM EQUIPMENT LIST										
1. SYSTEM, SEQUENCE & ITEM NUMBERS 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. NUMBER INSTALLED 4. REMARKS / EXCEPTIONS 2. NUMBER INSTALLED 5. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 2. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 3. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 4. Number Req'D FOR DISPATCH 4. REMARKS / EXCEPTIONS 5. Number Req'D FOR DISPATCH 5. REMARKS / EXCEPTIONS 6. Number Req'D FOR DISPATCH 5. REMARKS / EXCEPTIONS 6. Number Req'D FOR DISPATCH 5. REMARKS / EXCEPTIONS 6. Number Req'D FOR DISPATCH 5. REMARKS / EXCEPTIONS 6. Number Req'D FOR DISPATCH 5. REMARKS / EXCEPTIONS 6. Number Req'D FOR DISPATCH 5. REMARKS / EXCEPTIONS 7. Number Req'D FOR DISPATCH 5. REMARKS / EXCEPTIONS 7. Number Req'D FOR DISPATCH 5. REMARKS / EXCEPTIONS 8. Number Req'D FOR DISPATCH 5. REMARKS / EXCEPTIONS 8. Number Req'D FOR DISPATCH 5. REMARKS / EXCEPTIONS 9. Number Req'D FOR DISPATCH 5. REMARKS / EXCEPTIONS 9. Number Req'D FOR DISPATCH 5. REMARKS / EXCEPTIONS 9. N		: 7311	5			Based on MMEL Revision No.: 4					
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(P) An Inoperative Placard will be displayed in a prominent					_	55 5	(O) None require	h			
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							(P) An Inoperative	e Placard will be displayed in a prominent			
								position to be seen by flightcrew and will be noted on ADLS.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST

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34-01	Directional Compass Reference Sensors (IRS 1-2-3)	34-1
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Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 34-1										
Registration No.: N183T Serial No.:	7311	15			Based on MMEL Rev	rision No.: 4	Date: 04/23/24			
				3	4-NAVIGATION					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	1. SYSTEM, REPAIR CATEGORY SEQUENCE & 2. NUMBER INSTALLED					MAINTE	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
(TSC) relief, see ATA 31, INDICATING/RECORDING SYSTEMS, Item 1. For Overhead Panel Touchscreens (OHPTS) dispatch relief, see ATA 25, EQUIPMENT/FURNISHING, Item 16.										
Reference Sensors					ystems operate suring the same IRS is					

TARGET CORPORATION MINIMUM EQUIPMENT LIST Page No.: 34-2 Aircraft: Gulfstream GVII-G600 Revision No.: 1 Registration No.: N183T Serial No.: 73115 Based on MMEL Revision No.: 4 Date: 04/23/24 34-NAVIGATION REPAIR CATEGORY 1. SYSTEM, MAINTENANCE (M), OPERATIONAL (O), **SEQUENCE &** AND PLACARDING (P) 2. NUMBER INSTALLED **PROCEDURES** ITEM NUMBERS 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS Attitude Reference Sensors Inertial Inertial Reference System 3 May be inoperative provided: (M) None required. a) Repairs are made within 1 flight day, (IRS 1-2-3) (O) None required. b) Both PFD Attitude Indicating Systems operate independently by ensuring the same IRS is not used as the heading (P) An Inoperative Placard will be displayed in a prominent source for both pilots, position to be seen by flightcrew and will be noted on ADLS. c) Standby Flight Displays are operative. d) Both AHRS sensors are operative. (M) May be inoperative provided: Attitude Heading Reference (M) Maintenance will ensure associated circuit breakers are System (AHRS 1-2) a) Repairs are made within 1 flight day, pulled and collared: b) Both PFD Attitude Indicating Systems • AHRS/MAG 1: POP, A-2, operate independently by ensuring the • AHRS/MAG 2: CPOP, A-2 same IRS is not used as the heading (O) None required. source for both pilots, c) All three Attitude Reference Sensors (IRS 1-2-3) are operative, and (P) An Inoperative Placard will be displayed in a prominent d) Associated circuit breakers are pulled position to be seen by flightcrew and will be noted on ADLS. and collared.

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600					Page No.: 34-3					
Registration No.: N183T Serial No.:	: 7311	5			Based on MMEL Rev	rision No.: 4	Date: 04/23/24			
-				3	4-NAVIGATION					
1. SYSTEM,	RE	PAIR	CAT	EGORY		MAINTE	NANCE (M), OPERATIONAL (O),			
SEQUENCE &		2. N	IUME	BER INSTALLED		AND PLACARDING (P)				
ITEM NUMBERS			3. N	UMBER REQ'D FOR			PROCEDURES			
				4. REMARKS / EXC	EPTIONS					
3. Standby Flight Displays (SFD)	С	2	1	(M)(O) One SFD may provided: a) Both PFD Attitude operate independ b) All 3 Attitude Refe	e Indicating Systems lently,	circuit breakers are pulled and collared: • L SFD: POP B-1, or • RSFD: CPOP B-1				
				 (IRS 1-2-3) are open c) No Display Unit for d) Airplane must be operable SFD, and d) Associated circuit collared. 	perative, ailures exist, flown by pilot with ad breaker is pulled and	SFD. (P) An Inoperative P	risure airplane is flown by pilot with operable rlacard will be displayed in a prominent position rew and will be noted on ADLS.			
	С	2	0	Except for ER operation		(M) None required.				
				position indicator may		(O) None required.				
				provided not required over-the-top or night \	/FR operations.	to be seen by flighto	lacard will be displayed in a prominent position rew and will be noted on ADLS.			
Standby Heading Display	С	2	0	May be inoperative pr		(M) None required.				
				Heading Reference S	ystems are operative.	(O) None required.				
						to be seen by flighto	lacard will be displayed in a prominent position rew and will be noted on ADLS.			
2) NAV/Glideslope/Localizer	С	2	0	May be Inoperative.		(M) None required.				
Function						(O) None required.				
						to be seen by flighto	lacard will be displayed in a prominent position rew and will be noted on ADLS.			
3) DME Displays	С	2	0	May be Inoperative.		(M) None required.				
						(O) None required.				
							lacard will be displayed in a prominent position rew and will be noted on ADLS.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 Registration No.: N183T Serial No.: 73115 Revision No.: 1 Based on MMEL Revision No.: 4 Date: 04/23/24 34-NAVIGATION									
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		IUME	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTI	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
4. Weather Radar System	С	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	С	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 operations under IFR in Class B airspace is required.					

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600	7044			Page No.: 34-5					
Registration No.: N183T Serial No.:	7311	15		Based on MMEL Rev	vision No.: 4	Date: 04/23/24			
				EGORY	MAINTE	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
6. Marker Beacon Systems	С	2	0	May be inoperative provided approach procedures do not require its use.					
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.	(M) None required.(O) None required.(P) An Inoperative	, ,			

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 34-6										
Registration No.: N183T Serial No.:	7311	15		Based on MMEL Rev	vision No.: 4	Date: 04/23/24				
	1			34-NAVIGATION						
1. SYSTEM,	RE			EGORY	MAINTE	ENANCE (M), OPERATIONAL (O),				
SEQUENCE &		2. N		BER INSTALLED		AND PLACARDING (P)				
ITEM NUMBERS			3. N	IUMBER REQ'D FOR DISPATCH		PROCEDURES				
				4. REMARKS / EXCEPTIONS						
8. ATC Transponder and Automatic Altitude Reporting	В	2	2 0 May be inoperative provided: a) Operations do not require its use, and (M) None require its use, and		(M) None required.					
Systems				b) Prior to flight, approval is obtained from ATC facilities having jurisdiction	(O) None required.					
				over planned route of flight.		Placard will be displayed in a prominent by flight crew and will be noted on ADLS.				
	D	2	1	Any in excess of one may be inoperative.	(M) None required.					
				NOTE 1: Flight Director, Autopilot, and Transponder must use the same Air Data source for flight into RVSM airspace.	(O) None required.					
(continued)				NOTE 2: Transponder and altitude reporting capability must be operative for flight into RVSM airspace.	(P) An Inoperative Placard will be displayed in a prominent position to be seen by flight crew and will be noted on ADLS.					

				TARGET CORPORATION MINIMUM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	5		vision No.: 4	Page No.: 34-7 Date: 04/23/24	
				34-NAVIGATION		
1. SYSTEM, SEQUENCE &	RE		IUME	EGORY BER INSTALLED	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P)	
ITEM NUMBERS			3. N	IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS		PROCEDURES
ATC Transponder and Automatic Altitude Reporting Systems (cont'd) 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.		
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	l.

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600					n No.: 1		Page No.: 34-8				
Registration No.: N183T Serial No.	: 7311	5		•	on MMEL Revi	ision No.: 4	Date: 04/23/24				
				34-NAVIGA	ATION	1					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REI		IUME	EGORY ER INSTALLED IUMBER REQ'D FOR DISPATC 4. REMARKS / EXCEPTIONS	Н	MAINTE	:NANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
10. Radio Altimeter Systems	С	2	1	May be inoperative provided: a) Remaining Radio Altimeter are satisfactory prior to dis b) Landing weather minimum operating procedures do nouse, c) Other systems affected (ECTCAS, Autothrottle, Altimer Awareness Display, Synthe Primary Flight Display), an cowl/wing anti-icing are cound d) Approach capability at desalternate airports must be a	patch, s or ot require its GPWS, ter Ground etic Vision d automatic nsidered, tination and		Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 34-9											
Registration No.: N183T Serial No	.: 7311	5		Based on MMEL Rev	ision No.: 4	Date: 04/23/24					
				34-NAVIGATION							
1. SYSTEM,	REI	PAIR	CAT	EGORY	MAINT	ENANCE (M), OPERATIONAL (O),					
SEQUENCE &		2. N	NUME	BER INSTALLED		AND PLACARDING (P)					
ITEM NUMBERS			3. N	NUMBER REQ'D FOR DISPATCH		PROCEDURES					
				4. REMARKS / EXCEPTIONS							
11. Long Range Navigation	С	5	2	May be inoperative except where	(M) None required	d.					
Systems				operations require the use of IRS, GPS, or							
(IRS, GPS, and GNSSU)				GNSSU.	(O) None required	d.					
4) IDC 2					(D) An Inoporative	Placard will be displayed in a prominent					
1) IRS – 3 2) Blended GPS –2					position to be seen by flightcrew and will be noted on ADLS.						
2) Bierided GF3 –2	С	5	2		(M) None required	, ,					
		J	_	May be inoperative except where enroute	(ivi) None required	J.					
			operations or approach minimums required the use of GPS or GNSSU.								
			NOTE 1: IRS Navigation Function on See Attitude Reference Sensors for I								
				Attitude Function.	(O) None required	1.					
				NOTE 2: IRS navigation capability required	, ,						
				for RNP AR operations.							
				NOTE 3: Under IFR or Overwater							
				Operations, appropriate electronic							
				navigational equipment consisting of at	(P) An Inonerative	Placard will be placed on affected					
				least two transmitters, two microphones,		oller and will be noted on ADLS.					
				two headsets or one headset and one	motrament contro	mer and will be noted on ABEG.					
			speaker, one marker beacon receiver, two								
				independent receivers for navigation and							
(continued)				two independent receivers for							
(33/14/14/34)				communication. And for extended							
				overwater operations only, an additional							
				transmitter.							

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 34-10											
Registration No.: N183T Serial N	0.: /31	15			Based on MMEL Rev	ISION No.: 4	Date: 04/23/24				
					4-NAVIGATION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR				BER INSTALLED		MAINT	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
Long Range Navigation Systems (cont'd) GNSSU WAAS (Wide Area Augmentation System or SBAS – Space Based Augmentation System) Function	С	2	0	WAAS function may be provided en route and procedures do not reconstruction.	oe inoperative d approach						

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 34-11 Registration No.: N183T Serial No.: 73115 Based on MMEL Revision No.: 4 Date: 04/23/24 34-NAVIGATION								
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		<u>IUME</u>	EGORY BER INSTALLED IUMBER REQ'D FOR 4. REMARKS / EXCI	DISPATCH	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
12. Terrain Awareness and Warning System (TAWS) Class A TAWS Equipment Required 1) GPWS	A	2	0	(O) May be inoperati a) Pilot-Not-Flying (flight progress wi altimeter data an	ve provided: (PNF) will monitor ith reference to radio nd situational advise Pilot-Flying	reference to radio advise Pilot-Flying	g (PNF) will monitor flight progress with altimeter data and situational awareness and (PF) of adverse situations. Placard will be displayed in a prominent	
a) Modes 1-4	A	4	0	(O) May be inoperating a) Pilot-Not-Flying (in flight progress with altimeter data and awareness and a (PF) of adverse significant controls.	(PNF) will monitor ith reference to radio nd situational advise Pilot-Flying	(M) None required (O) Pilot-Not-Flying reference to radio advise Pilot-Flying (P) An Inoperative	by flightcrew and will be noted on ADLS.	
b) Test Mode (continued)	A	1	0		orovided: ered inoperative, and le within 2 flight days.			

				TARGET CORPORATION MINIMUM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial N	o.: 7311	5		Page No.: 34-12 vision No.: 4 Date: 04/23/24		
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	34-NAVIGATION EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
12. TAWS (cont'd) c) Glideslope Deviation(s) (Mode 5)	С	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.	
	В	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	В	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.	
(continued)	С	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. 	

	TARGET CORPORATION MINIMUM EQUIPMENT LIST								
	aft: Gulfstream GVII-G600 stration No.: N183T Serial No.:	7311	5		Revision No.: 1 Based on MMEL Rev 34-NAVIGATION	Page No.: 34-13 vision No.: 4 Date: 04/23/24			
SEQU	/STEM, JENCE & NUMBERS	RE		UME	TEGORY BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
12. e)	TAWS (cont'd) Windshear Mode (Reactive)	В	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. 			
		С	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)	В	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. 			

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No	.: 7311	15		ision No.: 4	Page No.: 34-14 Date: 04/23/24			
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	EGORY BER INSTALLED IUMBER REQ'D FOR 4. REMARKS / EXCI		MAINTE	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
12. TAWS (cont'd) 3) Terrain Displays	С	2	1	One may be inoperational	tive provided the pilots I.			
	В	2	0	May be inoperative.		(M) None required.(O) None required.(P) An Inoperative		
4) Runway Awareness & Advisory System (RAAS)	С	2	0	May be inoperative.				
13. Windshear Detection and Avoidance System (Predictive)	С	1	0	will comply with AFM windshear situations	and recommend countering windshear.	04-25-20 and AOM in windshear situati encountering winds (P) An Inoperative	comply with the AFM guidance 03-25-20 and 1 guidance 04-03-20, 04-02-20 and 07-02-50 ions and recommend procedures when	

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	15		Page No.: 34-15 vision No.: 4 Date: 04/23/24					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		<u>IUME</u>	EGORY BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
16. Traffic Alert and Collision Avoidance System (TCAS II)	В	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. 				
Conbined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	С	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)	С	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)	С	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. 				

	TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream		73111	5		vision No : 4	Page No.: 34-16 Date: 04/23/24			
Registration No.: N183T Serial No.: 73115 Based on MMEL Revision No.: 4 Date: 04/23/24 34-NAVIGATION									
1. SYSTEM, SEQUENCE & ITEM NUMBERS		REP	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS				NANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
16. Traffic Alert a Avoidance S 3) Traffic Alert I System(s)	ystem (TCAS II)	С	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. 	required for en route (P) An Inoperative F	verify that TA Display System is NOT e and/or approach phase of proposed flight. Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		
4) Audio Function	ons	В	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.			
5) Airspace Sel	ection Function	С	3	0	May be inoperative.		Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		

				TARGET CORPORATION MINIMUM EQUIPMENT LIST	Г
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	: 731′	15		Revision No.: 1 Based on MMEL Re	Page No.: 34-17 evision No.: 4 Date: 04/23/24
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	34-NAVIGATION EGORY EER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
 17. Guidance Panel Digital Indications and Mode Select Indications 1) Speed Display 	С	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
2) Heading Display	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	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.
3) VS/FPA Display	С	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	(M) None required. (D) 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) Altitude Select Display	С	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.
5) LNAV	С	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
(continued)					position to be seen by flightcrew and will be noted on ADLS.

				TARGET CORPORATION MINIMUM EQUIPMENT LIST	Т
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No	: 7311	15		Revision No.: 1 Based on MMEL Re	Page No.: 34-18 evision No.: 4 Date: 04/23/24
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		<u>IUME</u>	34-NAVIGATION EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
17. Guidance Panel Digital Indications and Mode Select Indications (cont'd)6) VNAV	С	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.
7) FLCH	С	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	С	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 (continued)	С	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.

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	: 7311	15		Page No.: 34-19 vision No.: 4 Date: 04/23/24					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	34-NAVIGATION EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
Guidance Panel Digital Indications and Mode Select Indications (cont'd) VS/FPA Select	С	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	С	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	С	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	С	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.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No	.: 7311	5		Page No.: 34-20 vision No.: 4 Date: 04/23/24					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		IUME	34-NAVIGATION EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
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. (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. 				
1) Aural Alert	С	1	0	May be inoperative provided: a) Visual 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.				
2) Visual Alert	С	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.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	: 7311	5		Page No.: 34-21 Page No.: 4 Date: 04/23/24				
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REI		IUME	34-NAVIGATION EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
19. Display Units	С	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	(M) Maintenance will move the inoperative display unit to DU 3 position. Reference AMM Chapter 31-63-03.			
				airplane. NOTE: If DU 3 is inoperative, EFVS approaches to landing and rollout are	(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.			
20. Magnetometers	С	2	1	prohibited. May be inoperative provided:	(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.			
				a) All three IRSs are operative, andb) No faults with the AHRS associated with the operative magnetometer.	(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. Head Up Display System	weather minimums or o		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	(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.			
				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	(O) None required. (P) An Inoperative Placard will be displayed in a prominent			
				especially in hot weather.	position to be seen by flightcrew and will be noted on ADLS.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600					Page No.: 34-22				
Registration No.: N183T Serial No.:	7311	15		Based on MMEL Rev	rision No.: 4	Date: 04/23/24			
				34-NAVIGATION					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REI		UME	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTE	:NANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
22. Slip-Skid-Indicator	В	2	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.				
	В	2	0	May be inoperative provided airplane is operated during day VMC conditions.	(M) None required.(O) None required.(P) An Inoperative				
23. Data LAN Management Unit (DLMU)	D	1	0	May be inoperative.					

					TARGET CORPORATION MINIMUM EQUIPMENT LIS	=	
Aircra	ft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 34-23
Regist	tration No.: N183T Serial No.	: 7311	15		Based on MMEL	Revision No.: 4	Date: 04/23/24
					34-NAVIGATION		
SEQU	'STEM, JENCE & NUMBERS	RE		NUME	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAIN'	TENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	Airshow Controller System (CabinView)	D	1	0	May be inoperative.		
	Cockpit Airshow Display System (CabinView)	D	1	0	May be inoperative.	(M) None require (O) None require (P) An Inoperativ	ed.
	Cabin Airshow Display System (CabinView)	D	1	0	May be inoperative.		

					TARGET CORPORATION MINIMUM EQUIPMENT LIST		
	raft: Gulfstream GVII-G600	7044	-		tata a Nia - A	Page No.: 34-24	
Reg	istration No.: N183T Serial No.:	7311	5		Based on MMEL Rev 34-NAVIGATION	ision No.: 4	Date: 04/23/24
SEC	SYSTEM, QUENCE & M NUMBERS	REI		IUME	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTI	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
26.	Enhanced Vision System (EVS)	D	1	0	May be inoperative.		
1)	EVS Window Heat	D	1	0	May be inoperative.	(M) None required (O) None required (P) An Inoperative	
2)	Secondary (Non-HUD) EVS Display (on DUs)	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	
27.	Terrain Server Function/EGPWM Modules	С	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	

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	15		Revision No.: 1 Based on MMEL Rev	vision No.: 4	Page No.: 34-25 Date: 04/23/24				
				34-NAVIGATION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		<u>IUME</u>	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
28. Advanced Graphics Module (AGM)	С	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.	AGM 3 position. Refer to AMM Ch (O) Flightcrew wi displays including including takeoff, (P) An Inoperative	will move the inoperative AGM module to the napter 31-43-12. Il discuss the alternate procedures for sharing g if a display fails during all phases of flight approach, landing, and go-around. e Placard will be displayed in a prominent en by flightcrew and will be noted on ADLS.				
	С	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 require (O) Flightcrew wi a) The failed AC position, b) Verify that DL c) Dim DU 3 to d) Discuss alter event a secon (P) An Inoperative	d.				

					ET CORPORATION JM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	o.: 7311	5			Revision No.: 1 Based on MMEL Rev	vision No.: 4	Page No.: 34-26 Date: 04/23/24
				3	4-NAVIGATION		
1. SYSTEM, SEQUENCE & ITEM NUMBERS		IUME	EGORY BER INSTALLED IUMBER REQ'D FOR 4. REMARKS / EXCE		MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
30. Cockpit Printer	D	1	0	May be inoperative.			
31. Cursor Control Devices	С	2	0	and collared:	on the side of the is operative, and t breakers are pulled	(M) Maintenanc will pull and collar affected CCD circuit breakers: 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.	

				TARGET CORPORATION MINIMUM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 34-27
Registration No.: N183T Serial No.:	7311	5		Based on MMEL Rev	ision No.: 4	Date: 04/23/24
				34-NAVIGATION	1	
1. SYSTEM, SEQUENCE & ITEM NUMBERS		UME	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTE - -	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
32. Flight Management System (FMS) Function	В	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. 		

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Aircraft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 34-28				
Registration No.: N183T Serial No.	.: 7311	15		Based on MMEL Rev	vision No.: 4	Date: 04/23/24				
34-NAVIGATION 1. SYSTEM, REPAIR CATEGORY MAINTENANCE (M), OPERATIONAL (O),										
1. SYSTEM, SEQUENCE & ITEM NUMBERS	KEI		<u>IUME</u>	BER INSTALLED	IMAIN	TENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
ITEM NUMBERS			3. N	NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	-	PROCEDURES				
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. 						

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Aircr	aft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 34-29				
Regi	stration No.: N183T Serial No.:	7311	5		Based on MMEL Rev	vision No.: 4	Date: 04/23/24				
34-NAVIGATION											
	YSTEM,	REI	<u>PAIR</u>	CAT	EGORY	MAINTE	NANCE (M), OPERATIONAL (O),				
	UENCE &		2. N		BER INSTALLED		AND PLACARDING (P)				
IIEN	I NUMBERS			3. N	IUMBER REQ'D FOR DISPATCH		PROCEDURES				
					4. REMARKS / EXCEPTIONS						
33.	Radio Tuning Functions	В	7	2	May be Inoperative.	(M) None required					
				(O) None required.							
							Placard will be displayed in a prominent 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	(M) None required					
			airplane and available	airplane and available to the flightcrew. NOTE: An out-of-date navigation	(O) None required.						
					database is not authorized MMEL relief		Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.				
					per 14 CFR 91.503.	•	by mightorew and will be noted on ABES.				
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	(O) None required.					
			rollout are prohibited.		Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.						

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Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 7311	15		vision No.: 4	Page No.: 34-30 Date: 04/23/24				
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	EGORY BER INSTALLED IUMBER REQ'D FOR 4. REMARKS / EXCI		MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
36. Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out)	В	2	0			and use of air traff obtain authorization planned route of flant (P) An Inoperative	discuss traffic awareness including TCAS fic control for traffic avoidance. Aircrew shall on from ATC facilities having jurisdiction over		
	D	2	0	One may be inoperated flight authorization is facilities having jurisor planned route of flight authorization process. May be inoperative plauthorization is obtained facilities having jurisor planned route of flight authorization process. NOTE: Any ADS-B for flight authorization process.	obtained from ATC diction over the at using an approved s. brovided prior to flight, ned from ATC diction over the at using an approved s.	(O) None required (P) An Inoperative	d. Placard will be displayed in a prominent n by flightcrew and will be noted on ADLS.		
(continued)				normally may be use					

	TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial N	lo.: 7311	15		Revision No.: 1 Based on MMEL Rev	Page No.: 34-31 vision No.: 4 Date: 04/23/24						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		NUME	34-NAVIGATION EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES						
36. Automatic Dependent Surveillance-Broadcast (ADS-B) System (cont'd) 1) ADS-B Out Extended Squitter	С	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. 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) 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. (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)	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.						

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600					Revision No.: 1		Page No.: 34-32		
Registration No.: N183T Serial No.	.: 7311	5			Based on MMEL Rev	vision No.: 4	Date: 04/23/24		
1. SYSTEM,	ВЕ		$C\Lambda T$	EGORY	4-NAVIGATION	MAINITE	NANCE (M) ODERATIONAL (O)		
SEQUENCE &	KE					IVIAIINIE	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P)		
ITEM NUMBERS		Z. ľ		BER INSTALLED NUMBER REQ'D FOR	DISDATOU		PROCEDURES		
The management			3. I	4. REMARKS / EXCE		_	1 HOOLSONLES		
26 Automatic Danandant	1	<u> </u>	1	T. INCINIATINO / EXCL	LITIONO				
36. Automatic Dependent Surveillance-Broadcast (ADS-B) System (cont'd) 2) ADS-B Out UAT	B C	2 2	0 0	(O) May be inoperative flight, authorization is facilities having jurisor planned route of flight authorization process. NOTE: Any ADS-B Coperates normally may be inoperated flight authorization is facilities having jurisor planned route of flight authorization process. May be inoperative planned route of flight authorization is obtain facilities having jurisor planned route of flight authorization process.	s obtained from ATC diction over the at using an approved s. Out function that ay be used. tive provided prior to obtained from ATC diction over the at using an approved s. provided prior to flight, aned from ATC diction over the at using an approved s.	and use of air traffice obtain authorization planned route of fliction (P). An Inoperative position to be seen (M). None required. (O). None required. (P). An Inoperative position to be seen (M). None required. (O). None required. (O). None required. (P). An Inoperative (P). An Inoperative (P).	discuss traffic awareness including TCAS ic control for traffic avoidance. Aircrew shall in from ATC facilities having jurisdiction over ght. Placard will be displayed in a prominent in by flightcrew and will be noted on ADLS. Placard will be displayed in a prominent in by flightcrew and will be noted on ADLS.		
(continued)				NOTE: Any ADS-B fu normally may be use					

					TARGET CORPORATION					
	MINIMUM EQUIPMENT LIST									
	aft: Gulfstream GVII-G600	Page No.: 34-33								
Regis	stration No.: N183T Serial No.:	7311	5		Based on MMEL Rev	vision No.: 4 Date: 04/23/24				
1 5	YSTEM,	REI	DΔIR	САТ	34-NAVIGATION EGORY	MAINTENANCE (M), OPERATIONAL (O),				
	JENCE &				ER INSTALLED	AND PLACARDING (P)				
ITEM	NUMBERS				UMBER REQ'D FOR DISPATCH	PROCEDURES `				
					4. REMARKS / EXCEPTIONS					
36.	Automatic Dependent Surveillance-Broadcast (ADS-B) System (cont'd)									
3)	ADS-B In	С	1	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC	(M) None required.				
					facilities having jurisdiction over the planned route of flight using an approved authorization process.	(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				
					NOTE: Any ADS-B In function that operates normally may be used.	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	(M) None required.				
					facilities having jurisdiction over the planned route of flight using an approved authorization process.	(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.				
					NOTE: Any ADS-B function that operates normally may be used.	(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	(M) None required.				
					systems may be used.	(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)	D	2	0	May be inoperative.	(M) None required.				
	Functions					(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				Revision No.: 1	Page No.: 34-34					
Registration No.: N183T Serial No.:	731	15		Based on MMEL Rev	rision No.: 4 Date: 04/23/24					
4 0/07514	T ==	<u> </u>	~	34-NAVIGATION	MAINTENANCE (A), ODEDATIONAL (O)					
1. SYSTEM, SEQUENCE &	RE			EGORY	MAINTENANCE (M), OPERATIONAL (O),					
ITEM NUMBERS		2. N		BER INSTALLED	AND PLACARDING (P) PROCEDURES					
TIEW NOWBERS			3. N	IUMBER REQ'D FOR DISPATCH	PROCEDURES					
	<u> </u>	<u> </u>	<u> </u>	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 	 (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. 					
				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.						

TARGET CORPORATION MINIMUM EQUIPMENT LIST **TABLE OF CONTENTS** 35-OXYGEN SYSTEM Page System Name No. No. 35-01 35-02 35-03 35-05 35-06 Protective Breathing Equipment (PBE) 35-3 35-07 35-08 35-09

35-10

				TARGET CORPOR MINIMUM EQUIPME		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	5		,	MEL Revision No.: 4	Page No.: 35-1 Date: 04/23/24
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		<u>IUME</u>	35-OXYGEN EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS		NTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
Passenger Oxygen System and Supply	В	1	0	May be inoperative provided: a) Automatic and manual cabin pressurization systems oper normally, and b) Airplane is operated below F with a cabin altitude at or be 14,000 feet MSL. -OR- May be inoperative provided airpla operated without passengers.	(O) None requirements (P) An Inopera Control Panel (Control Panel	
Cabin Oxygen ON Warning System	С	1	0	May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operat b) Cabin Altitude Pressure Warni System is operative.	(P) An Inopera on Oxygen Co	ired. tive Placard will be placed above "ON" position ntrol Panel and will be noted on ADLS.
	С	1	0	(O) May be inoperative provided a operated in unpressurized configu	(O) To operate AFM 03-21-90 (P) An Inopera	the airplane unpressurized, refer to

				TARGET CORPORATION MINIMUM EQUIPMENT LIST		
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Registration No.: N183T Serial No	: 7311	5		Based on MMEL Re	vision No.: 4	Date: 04/23/24
				35-OXYGEN		
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		IUME	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
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 Gauges and will be	Placard will be placed on Oxygen Service Panel

	TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircr	aft: Gulfstream GVII-G600				Revision No.: 1						
Regi	stration No.: N183T Serial No.:	7311	5			L Revision No.: 4 Date: 04/23/24					
ITEM NUMBERS 3. NUM				IUME	35-OXYGEN EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
5.	Oxygen Supply Warning System	С	2	0	May be inoperative provided associated cockpit synoptic indication is operative at monitored.	(M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position					
6.	Portable Protective Breathing Equipment (PBE)	D	2	0	 (M) May be inoperative or missing provides a) Inoperative PBE remains in a certification or is removed from the airce b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from the 	to be seen by flightcrew and will be noted on ADLS. led: (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					
***	Tamper Seal or Tag	С	2	0	aircraft, are subject to dangerous goods regulations. (O) May be inoperative, damaged, or mis provided proper installation and servicing verified at each preflight.	(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)	С	2	1	 (O) One may be inoperative provided: a) Oxygen Service Panel Pressure Gauare operative and checked before extakeoff, and b) Crew Oxygen Off and Passenger Oxygen Off messages are not display on the CAS prior to every takeoff. 	(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.					

				TARGET CORPORATION MINIMUM EQUIPMENT LIST	
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	73115			Revision No.: 1 Based on MMEL Revis 35-OXYGEN	Page No.: 35-4 sion No.: 4 Date: 04/23/24
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAI 2	. NUI	MBEI . N <u>U</u> I		MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
8. Passenger Oxygen Control Panel ALT SELECT (High Alt) Switch	С	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	С	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.

TARGET CORPORATION MINIMUM EQUIPMENT LIST **TABLE OF CONTENTS 36-PNEUMATIC** SYSTEM Page System Name No. No. 36-01 Bleed Air Systems 36-1 Bleed Air Hot Warning Systems 36-3 36-02 36-03 Isolation Valve 36-3 Bleed Air System Switch Capsule Lights 36-3 36-04

				TARGET CORPORATION MINIMUM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No	.: 7311	5		rision No.: 4	Page No.: 36-1 Date: 04/23/24	
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		IUME	36-PNEUMATIC EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTE	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
Bleed Air Systems Pressurized Configuration (continued)	С	2	1	 (M) Except for ER operations, may be inoperative provided: a) Inoperative/associated 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. 	Control Valve and failure occurs with Right Bleed Air Val Pull R BLD AIR CT Bleed Air Control Vutilizing L Eng Bleed Circuit Breaker (SS Bleed Air System a Refer to AMM Cha (O) None required.	

				TARGET CORPORATION MINIMUM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	5		rision No.: 4	Page No.: 36-2 Date: 04/23/24	
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REI		IUME	36-PNEUMATIC EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAIN	TENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
 Bleed Air Systems (cont'd) Unpressurized Configuration 	С	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. 	Valve(s) is/are C Refer to AMM CI (O) Flightcrew w OPEN. To operate the a (P) An Inoperativ	e will ensure inoperative/associated Bleed Air ELOSED and deactivated electrically. hapter 36-12-03. ill ensure internal baggage door remains irplane unpressurized, refer to AFM 03-21-90. ve Placard will be placed above affected Bleed ch(es) and will be noted on ADLS.

				TARGET CORPORATION MINIMUM EQUIPMENT LIST	
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	: 7311	5		Revision No.: 1 Based on MMEL Rev 36-PNEUMATIC	Page No.: 36-3 vision No.: 4 Date: 04/23/24
4. REMARKS / E			<u>IUME</u>	EGORY	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
Systems 1) Pressurized Configuration 2) Unpressurized Configuration				Deleted in Revision 4. Deleted in Revision 4.	
3. Isolation Valve	С	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. (O) None required. (P) An Inoperative Placard will be placed on Isolation Valve Switch and will be noted on ADLS.
Bleed Air System Switch Capsule Lights	С	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.

TARGET CORPORATION MINIMUM EQUIPMENT LIST **TABLE OF CONTENTS** 38-WATER / WASTE SYSTEM Page System Name No. No. 38-01 38-02 Lavatory Waste Systems 38-2 38-03 38-04 38-05 Water Line Heater 38-3 38-06

					SET CORPORATION JM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	: 7311	5			Revision No.: 1 Based on MMEL Rev	rision No.: 4	Page No.: 38-1 Date: 04/23/24
				38-	WATER / WASTE		
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REI	PAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR 4. REMARKS / EXCE				MAINTE	NANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
Potable Water System	С	1	0	(M) Individual compo inoperative provided: a) Associated compo deactivated or iso b) Associated syste verified not to hat c) Passengers are a inoperative water NOTE: Any portion of operates normally material inoperation of the composition o	ponents are polated, em components are ve leaks, and advised of the r system.	established to dead verify that compone Refer to AMM Chap (O) None required.	ill ensure appropriate procedures are stivate applicable system components and ents do not have leaks. oter 12-17-01 and 38-00-01. Placard will be placed on Potable Water noted on ADLS.
	С	1	0	(M) May be inoperation a) System is drained	ve provided: d, and established to ensure	door to prohibit service Refer to AMM Chap (O) None required.	oter 12-17-01. Placard will be placed on Potable Water

					ET CORPORATION JM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	5			Revision No.: 1 Based on MMEL Rev	rision No.: 4	Page No.: 38-2 Date: 04/23/24
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	EGORY BER INSTALLED IUMBER REQ'D FOR 4. REMARKS / EXCE		MAINTE	NANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
2. Lavatory Waste System	С	1	0	(M) Individual compo inoperative provided: a) Associated compo deactivated or iso b) Associated syste verified not to har NOTE: Any portion of operates normally mark	nents may be conents are colated, and cm components are ve leaks. f system which	and verify that com access door to prof Refer to AMM Chap Chapter 38-30-00 a	oter 38-31-00 thru 38-35-00 and AOMM and 38-31-00. Placard will be placed on Lavatory Waste
	С	1	0	inoperative provided: a) Associated comp deactivated or iso leaks, and b) Associated lavate CLOSED and pla "INOPERATIVE-	oonents are collated to prevent cory door is secured acarded DO NOT ENTER".	(M) Maintenance w and verify that com access door to prof Refer to AMM Chap Chapter 38-30-00 a	ill deactivate applicable system components ponents do not have leaks and placard the nibit servicing. oter 38-31-00 thru 38-35-00 and AOMM and 38-31-00. Placard will be placed on Lavatory Waste

				TARGET CORPORATION MINIMUM EQUIPMENT LIST	
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	7311	15		Revision No.: 1 Based on MMEL Rev	Page No.: 38-3 ision No.: 4 Date: 04/23/24
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REI		NUME	38-WATER / WASTE EGORY BER INSTALLED NUMBER REQ'D FOR DISPATCH	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
3. Lavatory Dump/Drain System	C	1	0	A. REMARKS / EXCEPTIONS 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. (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.
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.	(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. 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 	(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.

				TARGET CORPORATION MINIMUM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	5		Revision No.: 1 Based on MMEL Rev 38-WATER / WASTE	ision No.: 4	Page No.: 38-4 Date: 04/23/24
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REI		UME	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTE	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
6. Drain Mast Heater	С	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	components, drain prohibit servicing. Refer to AMM Cha (O) None required (P) An Inoperative	

TARGET CORPORATION MINIMUM EQUIPMENT LIST

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42-INTEGRATED MODULAR AVIONICS	S

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Aircraft: Gulfstream GVII-G600	Page No.: 42-1						
Registration No.: N183T Serial No.	: 731′	15		Revision No.: 1 Based on MMEL Revi	sion No.: 4	Date: 04/23/24	
				42-INTEGRATED MODULAR AVION	ICS	·	
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O),		
SEQUENCE &		2. N	<u>IUME</u>	SER INSTALLED	AND PLACARDING (P)		
ITEM NUMBERS			3. N	UMBER REQ'D FOR DISPATCH		PROCEDURES	
				4. REMARKS / EXCEPTIONS			
Data Concentration Network (DCN) Remote Data Concentrator 12 (RDC 12)	A	1	0	ADS 2 CB and verifying ADS 1 Dgrd C ADS 1 Dgrd CAS will re-post on groun FCS Limited Dispatch Advisory CAS p Eng Maint LTD, L-R may post. No furth Right Baroset knob is disabled by pulling ar The R Baro Knob Fail Caution CAS wi Manual Pressurization Control System is op Flightcrew will select CPCU 2 for automatic in control. To Swap CPCU channels, cycle Cabin Altitude, Differential Pressure and Ra Autopilot is operative (verify autopilot engage Procedures do not require use of EVS, TSC 1 and TSC 4 are operative, K) A crewmember verifies by visual inspection LOCKED/LATCHED,	e operative. Co-piloto operative. Co-piloto operative. Co-piloto operative. Co-piloto operative and clears with the crew action is reported and clears with the crew action is reported associated operative and function operative and function operative and function operative and pressuritate-of-Climb Indicated operative action of the properation of the properation of the pressure of the pressure operation of the pressure of the	Confirm ADS 1 is operative by pulling associated eset associated ADS 2 CB. I takeoff. Ith the ADS 1 Dgrd CAS. I required. I atted CB, I throl and verify on ECS synoptic that CPCU 2 is ization and back to automatic, tors are operative, utilizing the TSC Sys.Test Page, AP Disc option), I ture that the radome is CLOSED and I Nose Wheelwell) is operative and checked prior I in forward thrust position,	
(continued)				Refer to next page for NOTES and (M) Mainte	enance (O) Opera	tional and (P) Placarding Procedures.	

				TARGET CORPORATION					
	MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 42-2			
Registration No.: N183T Serial No.	: 731 <i>′</i>	15		Based on MMEL Revi		Date: 04/23/24			
				42-INTEGRATED MODULAR AVION					
1. SYSTEM,	RE			EGORY	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
SEQUENCE & ITEM NUMBERS		2. N		BER INSTALLED					
TIEW NOWBERS			3.1	NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS		TROGEDORES			
Data Concentration Network	1			4. REWARKS / EXCEPTIONS					
(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 Reverser position. Refer to AMM Chapter 78-30-01. Maintenance will ensure DCN RDC 12 PWR		d, stowed and LOCKED in forward thrust 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 less. Wing Anti-Ice should be selected ON manually if icing conditions are imminent or immediate 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, d) Visually verify before each departure that the associated door is CLOSED and LOCKED/LATCI 									
(continued)				(P) An Inoperative Placard will be displayed i on ADLS.	n a prominent pos	sition to be seen by flightcrew and will be noted			

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	15		Revision No.: 1 Based on MMEL Revi	sion No · 4	Page No.: 42-3 Date: 04/23/24		
rtogiotiation ren renor Conarren						Date: 01/20/21		
1. SYSTEM, SEQUENCE & ITEM NUMBERS	CE & 2. NUMBER INSTALLED					ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
1. Data Concentration Network (DCN) (cont'd) 2) Remote Data Concentrator 13 (RDC 13)	A	1	0	 ADS 2 Dgrd CAS will re-post on groundless. An FCS Limited Dispatch Advisory C Eng Maint LTD, L-R may post. No further the Lagroset knob is disabled by pulling at a control English. The L Baro Knob Fail Caution CAS will english. Manual Pressurization Control System is formulated the Figure 1. Flightcrew will select CPCU 1 for automated CPCU 1 is in control. To Swap CPCU charged Cabin Altitude, Differential Pressure and hold hold hold hold hold hold hold hol	s are operative, are operative. ADS to resolve red 2 AS will be posted. OADS 2 Dgrd CAS cle and and clear during AS posts and clears ther crew action is r and resetting associa fill post. No further a operative and funct tic pressurization co annels, cycle to mar Rate-of-Climb Indica gagement on ground re indications are op o retracting gear aft seconds, r takeoff with the lar he condition is remo	Confirm ADS 2 is operative by pulling ears, then reset associated ADS 1 CB. takeoff. Is with the ADS 2 Dgrd CAS. required. In action is required. In action is required. In action and verify on ECS synoptic that equal pressurization and back to automatic, actors are operative, at utilizing the TSC Systems Test Page, AP In action is required. In action is requ		
(continued)				m) Airplane is operated in accordance with A Cooling,Procedure continued on next page.	Arivi Appenaix on Bi	rake kinelic Energy and Carbon Brake		

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 42-4							
Registration No.: N183T Serial No.:	7311	15		Based on MMEL Rev		Date: 04/23/24	
				42-INTEGRATED MODULAR AVIOL	,		
1. SYSTEM, SEQUENCE & ITEM NUMBERS					MAINTE	:NANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 13 (RDC 13)	A	1	0	n) OHPTS 2, and 3 are operative, o) Both PFD Attitude Indicating Systems op p) Both Standby Flight Display Attitude Indication q) Both AHRS sensors are operative, r) GPS 2 is operative, s) TSC 2, TSC 3, and TSC 4 are operative t) A crewmember verifies by visual inspect door is CLOSED and LOCKED/LATCHE u) Confirmation from cockpit crew is obtain v) Right Standby Flight Display is operative w) Both Thrust Reversers are deactivated, x) Airplane is operated in accordance with dispatch relief), and y) Repairs are made within 1 flight-day.	icators are operative, ion before each depa ED, ed before commandie, stowed and LOCKEE	arture that the Landing Gear Maintenance ng MED to the closed position, D in forward thrust position,	
(continued)				Notes continued on next page.			

	TARGET CORPORATION								
MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 42-5									
Registration No.: N183T Serial No.	: 731 <i>′</i>	15		Based on MMEL Revi		Date: 04/23/24			
				42-INTEGRATED MODULAR AVION					
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O),				
SEQUENCE &		2. 1	NUME	BER INSTALLED		AND PLACARDING (P)			
ITEM NUMBERS			3. N	NUMBER REQ'D FOR DISPATCH		PROCEDURES			
				4. REMARKS / EXCEPTIONS					
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 13 (RDC 13)	A	1	0	NOTE 1: ADS STBY, STBY ADS, and ADS 4 NOTE 2: With RDC 13 failed the following sy 1. ADS 1: Loss of control and display. No los 2. BARO SET: L BARO SET knob unable to 3. Autobrakes: Not available, 4. Wheel Despin: Not available, 5. Normal Inboard Brake Press: Loss of display, 6. Inboard Brake Temp: Loss of display, 7. IRS 1: Loss of control and display. No los 8. GPS 1: Loss of control and display, 9. HUD: EVS image not available, 10.MED: Crew must manually turn off ECS p switch on cockpit overhead panel inopera safety switch. Automatic activation of Aux Allow 30 seconds for MED to close follow 11.NWS: Fixed gain only due to loss of IRS 1 12.OHPTS 1: Blanked, 13.TSC 1: Loss of dimming control for OHPT 14.Left Ice Detector: Loss of automatic detect 15.Service door indication: Landing Gear Ma 16.Cockpit Pressurization Control Unit 2: Los Data available on synoptics, and	stems are impacted as of ADS 1 to flight communicate with a communicate with a clay, acks prior to closing tive. MED will close iliary Hydraulic puming actuation of closing actuation of closidata, and console, tion function, int door invalid,	controls system and engines, ADS 2 and 4, ght controls system, g MED. The MED Safety Switch: Safety when commanded regardless of position of p, if required, may take up to 20 seconds. se switch without ASC 23,			
(continued)				17.Left SFD: Partial loss of displayed data. D navigation data.	oes not impact disp	nay of attitude/allspeed/attitude of pasic			
(continued)				Refer to next page for (M) Maintenance (O) C	Operational and (P)	Placarding Procedures.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 42-6		
Registration No.: N183T Serial No.:	7311	5	40 1112200	Based on MMEL Revi		Date: 04/23/24		
4 0)/07514	LDE	2410 047		TED MODULAR AVION		THANOE (M) OPERATIONAL (O)		
1. SYSTEM,	KE	PAIR CAT			MAINTE	ENANCE (M), OPERATIONAL (O),		
SEQUENCE & ITEM NUMBERS			BER INSTALLED			AND PLACARDING (P) PROCEDURES		
ITEM NOMBERS		3. N	UMBER REQ'D FOR			PROCEDURES		
			4. REMARKS / EXCE	EPTIONS				
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 13 (RDC 13)		position. Refer to AMM Chapte Maintenance will ens and collared. (O) Flightcrew will: a) Select IRS 3 for d b) Cowl Anti-Ice sha less. Wing Anti-Ice detection of ice fo c) Ensure that an op d) Will select CPCU e) Will verify "NWS F	er 78-30-01. Sure DCN RDC 13 PWR display on DU-1, Il be selected ON manuace should be selected Olymation on the wings, whereative ADS is selected 1 for pressurization confixed Gain" is annunciated.	1: SSPC 4203 and land ally any time visible N manually if icing clinglets or windshield prior to departure, trol and verify on EC ed on CAS prior to de	CS synoptic that CPCU 1 is in control,			
(continued)			(P) An Inoperative PI on ADLS.	acard will be displayed i	n a prominent positi	on to be seen by flightcrew and will be noted		

	TARGET CORPORATION									
MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 42-7										
Registration No.: N183T Serial No.	: 7311	15			EL Revision No.: 4	Date: 04/23/24				
	42-INTEGRATED MODULAR AVIONICS									
1. SYSTEM,	RE			EGORY	MAINT	FENANCE (M), OPERATIONAL (O),				
SEQUENCE &		2. N		ER INSTALLED		AND PLACARDING (P)				
ITEM NUMBERS			3. N	UMBER REQ'D FOR DISPATCH		PROCEDURES				
				4. REMARKS / EXCEPTIONS						
Data Concentration Network										
(DCN) (cont'd)	_	1		(NA)(O) Navy by in an anative a new ideal						
3) Remote Data Concentrator	Α	1	0	(M)(O) May be inoperative provideda) Associated SSPCs are pulled a	d collored					
14 (RDC 14)				b) All other DCN RDCs, RIUs and						
				c) ADS 1, ADS 2, and ADS 3 are of						
				· · · · · · · · · · · · · · · · · · ·		Confirm ADS 3 is operative by pulling				
						AS clears, then reset associated ADS STBY				
				CB.						
				 ADS 3 Dgrd CAS will re-pos 						
				 Eng Maint LTD, L-R may po 						
				d) Manual Pressurization Control S						
				e) Cabin Altitude, Differential Pres						
				Disc option),	phot engagement on groun	nd utilizing the TSC Systems Test Page, AP				
				g) OHPTS 1 and 3 are operative,						
				h) TSC 1, TSC 2, and TSC 3 are c	perative.					
						parture that the Ext Pwr door is CLOSED and				
				LOCKED/LATCHED,	•	•				
		j) Both Thrust Reversers are deactivated, stowed and LOCKED in forward thrust position,								
					ce with AFM 3C-20-70 Lim	itation and Procedures (from thrust reverser				
				dispatch relief), and	do o					
				I) Repairs are made within 3 flight	uays.					
(continued)				Refer to next page for Notes and (N	Maintenance (O) Operation	onal and (P) Placarding Procedures.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	5		Revision No.: 1 Based on MMEL Revis	sion No : 1	Page No.: 42-8 Date: 04/23/24		
Registration No.: 141031 Senar No.:	7311	3	42-INTEGRA	TED MODULAR AVION		Date. 04/23/24		
1. SYSTEM,	REI		TEGORY	TED MODULAR AVION	MAINTENANCE (M), OPERATIONAL (O),			
SEQUENCE &			IBER INSTALLED			AND PLACARDING (P)		
ITEM NUMBERS		3.	NUMBER REQ'D FOR	DISPATCH		PROCEDURES		
			4. REMARKS / EXCEPTIONS					
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 14 (RDC 14)	ork					ADS STBY, STBY ADS, and ADS 4 are		
(M) Maintenance will ensure Thrust Reversers are deactivated, sposition. Refer to AMM Chapter 78-30-01. Maintenance will ensure DCN RDC 14 PWR 1: SSPC 4205 and and collared.								
			a) An operative ADS	D) Flightcrew will ensure:) An operative ADS is selected prior to departure, and) Visually verify before each departure that the associated door is CLOSED and LOCKED/LATCHED.				
(continued)			(P) An Inoperative Pl on ADLS.	acard will be displayed ir	a prominent positi	on to be seen by flightcrew and will be noted		

	TARGET CORPORATION								
				MINIMUM EQUIPMENT LIST					
Aircraft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 42-9			
Registration No.: N183T Serial No.:	7311	15		Based on MMEL Rev		Date: 04/23/24			
4 CVCTEM	l be	חאום	CAT	42-INTEGRATED MODULAR AVION		TENIANCE (M) OPERATIONAL (O)			
1. SYSTEM, SEQUENCE &	KE			EGORY ER INSTALLED	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P)				
ITEM NUMBERS		2. 1		UMBER REQ'D FOR DISPATCH		PROCEDURES			
			0.1	4. REMARKS / EXCEPTIONS					
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 15 (RDC 15)	A	1	0	 (M)(O) May be inoperative provided: a) Associated SSPCs are pulled and collared b) All other DCN RDCs, RIUs and Switches c) Acoustic door is secured OPEN for taxi, d) ADS 1, ADS 2, and STBY ADS (ADS 4) – After starting engines, ADS 4 Dgrd CA associatedADS 3 CB and verifying AI – ADS 4 Dgrd CAS will re-post on grounder – Eng Maint LTD, L-R may post. No fur e) Manual Pressurization Control System is – CPCS Maintenance Required advisor f) Cabin Altitude, Differential Pressure and g) Autopilot is operative (verify autopilot engines option), h) Manual wheel despin is performed prior apply 300-400 psi brake pressure for 10 i) When the Parking Brake is used after talk Warning CAS will assert until the condition of the condition of the properties of the condition of the	s are operative, takeoff, and landir are operative, AS will be posted. DS 4 Dgrd CAS cloud and clear during their crew action is coperative and furty CAS may post. Rate-of-Climb Incogagement on grounds or etracting gear asseconds, see off with the land on is removed, and before commanding MED, AFM Appendix on stowed and LOCK	Confirm ADS 4 is operative by pulling ears, then reset associated ADS 3 CB. ag takeoff. So required. Inctionally checked, No further crew action is required. Indicators are operative, and utilizing the TSC Systems Test Page, AP after takeoff by using the Parking Brake to ling gear extended, the Landing Config-Brake and many many many many many many many many			
(continued)				Refer to next page for Notes and (M) Mainte	nance (O) Operati	ional and (P) Placarding Procedures.			

			TAROFT CORRORATION						
	TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600	Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 42-10								
Registration No.: N183T Serial No.:	7311	5	Based on MMEL Revision No.: 4 Date: 04/23/24						
			42-INTEGRATED MODULAR AVIONICS						
1. SYSTEM,	RE		ATEGORY MAINTENANCE (M), OPERATIONAL (O),						
SEQUENCE &			MBER INSTALLED AND PLACARDING (P) PROCEDURES						
ITEM NUMBERS		3	. NOMBER REQUISITATION						
			4. REMARKS / EXCEPTIONS						
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 15 (RDC 15)			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: 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, and 11. Pilot 121.5 switch: Capsule light not available.						
	(M) Maintenance will ensure Thrust Reversers are deactivated, stowed and LOCKED in forward thrust 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 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.						

				TARGET CORPORATION				
	MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600								
Registration No.: N183T Serial No.:	: 731 <i>′</i>	15		Based on MMEL Rev		Date: 04/23/24		
				42-INTEGRATED MODULAR AVION		ICS		
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAINT	ENANCE (M), OPERATIONAL (O),		
SEQUENCE &		2. 1		BER INSTALLED	AND PLACARDING (P)			
ITEM NUMBERS			3. N	UMBER REQ'D FOR DISPATCH		PROCEDURES		
				4. REMARKS / EXCEPTIONS				
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 16 (RDC 16)	A	1	0	(M)(O) May be inoperative provided: a) Associated SSPCs are pulled and collard b) All other DCN RDCs, RIUs and Switches c) Both PFD Attitude Indicating Systems op d) Both Standby Flight Display Attitude Indi 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 i) UPS voltmeter is operative, j) Forward lavatory waste receptacle is em k) Forward lavatory is locked and placarded l) Forward lavatory is used only by crewme m) Repairs are made within 1 flight day. NOTE: With RDC 16 failed the following syst 1. IRS 2: Loss of control and display. No location 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 a 8. Lavatory Smoke Detectors: Not available 9. ADS-B in data not available.	are operative, perate independently cators are operative and collared, and collared, "INOPERATIVE - embers, and ems are impacted: as of IRS 2 data to a available,	e, – DO NOT ENTER", flight controls system,		
(continued)				Refer to next page for (O) Operational and (P) Placarding Proce	edures.		

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600			Revision No.: 1		Page No.: 42-12				
Registration No.: N183T Serial No.	: 73115		Based on MMEL Re	evision No.: 4	Date: 04/23/24				
	42-INTEGRATED MODULAR AVIONICS								
1. SYSTEM,	REPAIR	R CATI	EGORY		MAINTENANCE (M), OPERATIONAL (O),				
SEQUENCE &	SEQUENCE & 2. NUMI				AND PLACARDING (P)				
ITEM NUMBERS		3. N	IUMBER REQ'D FOR DISPATCH	PROCEDURES					
			4. REMARKS / EXCEPTIONS						
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 16 (RDC 16)	(M) Maintenance will ensure DCN RDC 16 PWR 1: SSPC 4209, DCN RDC 16 F SSPC 3422 are pulled and collared.				, DCN RDC 16 PWR 2: SSPC 4210 and				
			 (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 nece 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.							

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 42-13		
Registration No.: N183T Serial No.	: 7311	15		Based on MMEL Revi		Date: 04/23/24		
42-INTEGRATED MODULAR AVIONICS								
1. SYSTEM,	RE			EGORY	MAINTENANCE (M), OPERATIONAL (O),			
SEQUENCE &		2. N		BER INSTALLED	AND PLACARDING (P) PROCEDURES			
ITEM NUMBERS			3. N	NUMBER REQ'D FOR DISPATCH				
				4. REMARKS / EXCEPTIONS				
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 17 (RDC 17)	A	1	4. REMARKS / EXCEPTIONS					
(continued)	p) Select GPWS INHIBIT on TSC aural inhibits page, Procedure continued on next page.							

TARGET CORPORATION										
MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 42-14				
Registration No.: N183T Serial No.	: 731 <i>′</i>	15		Based on MMEL Revision No.: 4		Date: 04/23/24				
42-INTEGRATED MODULAR AVIONICS										
1. SYSTEM,		<u>PAIR</u>	CAT	EGORY	MAINTE	NANCE (M), OPERATIONAL (O),				
SEQUENCE &		2. N		BER INSTALLED	AND PLACARDING (P)					
ITEM NUMBERS			3. N	UMBER REQ'D FOR DISPATCH	PROCEDURES					
				4. REMARKS / EXCEPTIONS						
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 17 (RDC 17)	A	1	0	 q) Approach capability at destination and alternation should fail, r) A crewmember verifies by visual inspection Engine Access doors are CLOSED and LOGS) Manual wheel despin is performed prior to refor 10 seconds, and t) Repairs are made within 1 flight-day. NOTE: With RDC 17 failed the following system 1. Acoustic and Mid-Cabin Doors: Position in 2. AHRS 1: Failure warning not available, 3. Autobrakes: Not available, 4. Autothrottle 1: Not available, 5. Aux Pump: No automatic activation for log 6. Cabin Smoke Detector: Not available, 7. FDR: Not available, 8. FQMS degraded, 9. HF 1: Not available, 10. Inboard brake accumulator pressure: Los 11. Inmarsat: No voice transmition available, 12. IRS 3: Not available for selection on stand 13. Rad Alt 1: Not available, 14. Service door indication: External Air, L For 15. Landing Lights: Pulse mode not available 16. Wheel Despin: Not available. 	before each departuck CKED/LATCHED, retracting gear after to the same are impacted: andication invalid, we inboard brake according to the same are display, dby flight displays, prward Cowl, and Line CKED/LATCHED.	akeoff by applying 300-400 psi brake pressure cumulator pressure,				
(continued)				Refer to next page for (O) Operational and (P) Placarding Proce	dures.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 42-15		
Registration No.: N183T Serial No.: 73115					Based on MMEL Revision No.: 4 Date: 04/23/24			
42-INTEGRATED MODULAR AVIONICS								
1. SYSTEM,	REI	PAIR C	CATE	EGORY		MAINTENANCE (M), OPERATIONAL (O),		
SEQUENCE &	2. NUMBER INSTALLED			ER INSTALLED		AND PLACARDING (P)		
ITEM NUMBERS			3. N	JMBER REQ'D FOR DISPATCH			PROCEDURES	
				4. REMARKS / EXCEP	TIONS			
 Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 17 (RDC 17) 				(M) Maintenance will ensure DCN RDC 17 PWR 1: SSPC 4211 and DCN RDC 17 PWR 2: SSPC 4212 are pulled and collared.				
				 (O) Flightcrew will: a) Assess approach capability at destination and alternate airports in terms of radio altimeter requirements 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 Place on ADLS.	ard will be displayed i	in a prominent posi	tion to be seen by flightcrew and will be noted	

TARGET CORPORATION									
MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 42-16									
Registration No.: N183T Serial No.	: 731°	15		Based on MMEL Revision No.: 4		Date: 04/23/24			
42-INTEGRATED MODULAR AVIONICS									
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
SEQUENCE &		2. 1	<u>NUME</u>	ER INSTALLED					
ITEM NUMBERS			3. N						
				4. REMARKS / EXCEPTIONS					
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 18 (RDC 18)	A	1	0						
(continued)				pressure for 10 seconds, and, r) Repairs are made within 1 flight-day.					
, ,	Notes continued on next page.								

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600	70445			Revision No.: 1	ovicion Nov. 4	Page No.: 42-17				
Registration No.: N183T Serial No.:	73115		Based on MMEL Revision No.: 4 Date: 04/23/24 42-INTEGRATED MODULAR AVIONICS			Date: 04/23/24				
1. SYSTEM,	REPAIR	R CATEGOR		KATED MODOLAK AVI		TENANCE (M), OPERATIONAL (O),				
SEQUENCE &	2.	NUMBER IN	_		AND PLACARDING (P)					
ITEM NUMBERS				R DISPATCH						
1 Data Concentration Naturals		4. R	MARKS / EX	CEPTIONS						
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 18 (RDC 18)		1. A 2. A 3. A 4. G 5. G 6. E 7. E 8. H 9. F 10. H 11. G 12. N 13. F 14. S	IRS 2: Failure tothrottle 2: Nox Pump: No au Illey Smoke De ound Service Egine Oil Repleigine Oil Quantity essure Fueling 2: Not availabutboard brake ad-Cabin Door: Id Alt 2: Not avarvice door indicengine Accesse Pressure: Lo	atomatic activation for low effector: Not available for for Bus: Not available, nishment System: Not available for for grant of the system of the system of the system (Single Point Refuse). As a commulator pressure: Loss Position indication invalid, realiable, cation: Security, Oxygen Station in Security, Oxygen Station of the system of	outboard brake accumurward galley configurati ilable, t available, Not available, ueling): Not available, s of display, ervice, Fuel Service, Re	efuel Port, R Forward Cowl, and				
		Refe Main	to AMM Chapte enance will ens		·	RDC 18 PWR 2: SSPC 4214 are pulled and				
(continued)	collared. (O) Flightcrew will: a) Assess approach capability at destination and alternate airports in terms of radio altimeter requirements in event that RADALT 1 should fail, b) Visually verify before each departure that the associated door is CLOSED and LOCKED/LATCHED, c) Verify sufficient oxygen is available for crew and passengers prior to every takeoff by checking the gauge oxygen service panel, and d) Verify hydraulic quantity level on the reservoir sight gauges or hydraulic synoptic prior to each flight. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted									

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	. 721/	1 5		Revision No.: 1 Based on MMEL Revi	oion No : 1	Page No.: 42-18 Date: 04/23/24				
Registration No., N 1831 Senar No.	. /31	15		42-INTEGRATED MODULAR AVION		Date: 04/23/24				
1. SYSTEM,	RE	PAIR	CAT	EGORY		ENANCE (M), OPERATIONAL (O),				
SEQUENCE &		2. 1		BER INSTALLED		AND PLACARDING (P)				
ITEM NUMBERS			3. N	IUMBER REQ'D FOR DISPATCH		PROCEDURES				
1 Data Ocean destina Net and				4. REMARKS / EXCEPTIONS						
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 19 (RDC 19)	A	1	0	CBs reset, i) Left Hydraulic Pressure Indication is oper j) PTU Hydraulic system is operative, k) A crewmember verifies by visual inspection	ed, so are operative, stem circuit breaker that are inoperative. Of voice (Iridium or perative. Verify batteng L-R Batt Charge rative, on before each department aircraft forwards are impacted: le, of main battery amps pressure indication, able, and	Inmarsat), ery charger fail CAS by pulling L and R Batt or Fail caution posts and then clears when arture that the L Fuel Drain Valve and L Fuel ord of left main wheel well near centerline) are				
(continued)				Refer to next page for (O) Operational and						

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600			Revision No.: 1		Page No.: 42-19				
Registration No.: N183T Serial No.	: 73115		Based on MMEL Rev		Date: 04/23/24				
	1		42-INTEGRATED MODULAR AVIO						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIF 2.	N <u>UME</u>	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTE	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 19 (RDC 19) (cont'd)			(M) Maintenance will ensure DCN RDC 19 F associated L FREQ CONV: LPDB 60 Hz circ						
			 (O) Flightcrew will: a) Brief the passengers on the items that are inoperative with the failure of the power source for cabin entertainment, b) Ensure Hydraulic Pressure Indication is operative and Power Transfer Unit operation is verified by performing successful flap operational test with only right engine running, and c) Visually verify before each departure that the associated door is CLOSED and LOCKED/LATCHED. 						
(continued)			(P) An Inoperative Placard will be displayed on ADLS.	in a prominent positi	ion to be seen by flightcrew and will be noted				

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 7311	15		Revision No.: 1 Based on MMEL Re		Page No.: 42-20 Date: 04/23/24			
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		NUME	42-INTEGRATED MODULAR AVIO EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PATCH PROCEDURES				
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 20 (RDC 20)	В	1	0	(M)(O) Except for ER operations, may be in a) Associated SSPCs are pulled and colla b) All other DCN RDCs, RIUs, and Switched Color Associated 60 Hz AC Electrical powers of the Electrical powers of the Electrical powers of the Electrical powers of the Electrical powers of Electrica	red, es are operative, ystem circuit breake s that are inoperative ection before each o nains OPEN, feet, sat SATCOM, rative before every f ach takeoff and land tion before each de ED and LOCKED/L/ re, operative. Verify bay ying L-R Batt Charg	er is pulled and collared, ye, departure that the external baggage door is flight, ding, parture that the Water Service, Waste Service ATCHED tter charger fail CAS by pulling L and R Batt ger Fail caution posts and then clears when			
(continued)				Refer to next page for Notes and (O) Ope	rational and (P) Pl	acarding Procedures.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	15		Revision No.: 1 Based on MMEL Revision	on No.: 4	Page No.: 42-21 Date: 04/23/24			
42-INTEGRATED MODULAR AVIONICS									
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE	2. N <u>U</u>	TEGORY MBER INSTALLED NUMBER REQ'D FOR	DISPATCH	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 20 (RDC 20)			NOTE: With RDC 20 failed the following systems are impacted: 1. 60 Hz Power: Right converter not available, 2. Baggage Doors: Internal and external position alerting not available, 3. Baggage Smoke Detector: Not available, 4. Inmarsat: Not available, 5. Power Transfer Unit: Automatic operation not available, 6. Service door indication: Water Service, Waste Service, Internal Baggage, and Tail Compartment inval 7. Battery Ammeters: Loss of display of right main battery amps, 8. Cockpit/Cabin Zone Temperature Indications: Partial loss of display of desired and actual temperature data, and 9. Hydraulic System Quantity Indication (EICAS): Loss of display of left hydraulic quantity. (M) Maintenance will ensure DCN RDC 20 PWR 1: SSPC 4217 and DCN RDC 20 PWR 2: SSPC 4218 and associated R FREQ CONV: RPDB 60 Hz circuit breaker are pulled and collared. (O) Flightcrew will:						
(continued)	entertainment, b) Select PTU manually on with the right engine running and verify PTU pressure is present (3000 PSI +300/-400), and c) Visually verify before each departure that the associated door is CLOSED and LOCKED/LATCH (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and wi on ADLS.								

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	: 7311	5		Revision No.: 1 Based on MMEL Revi	sion No.: 4	Page No.: 42-22 Date: 04/23/24				
	42-INTEGRATED MODULAR AVIONICS									
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		NUME	EGORY BER INSTALLED NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 22 (RDC 22)	A	1	0	(M)(O) Except for ER operations, may be ino a) Associated SSPCs are pulled and collare b) All other DCN RDCs, RIUs, and Switches c) Internal Baggage Door is verified to be C 45,000 feet after each use, d) Internal Baggage Door is placarded "DO e) Aft lavatory waste receptacle is empty, f) Aft lavatory is locked and placarded, "INO g) Aft lavatory is used only by crewmembers h) Operator other than a holder of an Air Ca • Cockpit Voice Recorder (CVR) is j) EBHA voltmeter is operative, k) A crewmember verifies by visual inspecti Fuel Hopper Drain Valve doors (located of centerline) are CLOSED and LOCKED/L l) Automatic or Manual Zone Temperature m) Right Hydraulic Quantity is checked by re compartment before each departure. Indi n) Only one Hydraulic quantity indicating sy o) Cockpit brake pressure indications are open	ed, so are operative, LOSED and LOCKE NOT ENTER" at or OPERATIVE – DO Nos, arrier or Commercial is repaired within 15 con before each department aircraft fatched, control systems are eservoir indicator or cations are most ac stem is failed,	Operator certificate: days, arture that the R Fuel Drain Valve and R orward of right main wheel well near operative, Fluid Quantity Indicator in the aft equipment				
(continued)				Procedure, Notes and (O) Operational and	(P) Placarding Pro	ocedures continue on next page.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600	Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 42-23									
Registration No.: N183T Serial No.:	7311	5			Based on MMEL Revi	sion No.: 4	Date: 04/23/24			
42-INTEGRATED MODULAR AVIONICS										
1. SYSTEM,	RE			EGORY	MAINTENANCE (M), OPERATIONAL (O),					
SEQUENCE &		2. 1		BER INSTALLED			AND PLACARDING (P)			
ITEM NUMBERS			3. N	IUMBER REQ'D FOR D			PROCEDURES			
		4. R		4. REMARKS / EXCER	RKS / EXCEPTIONS					
 Data Concentration Network (DCN) (cont'd) Remote Data Concentrator 22 (RDC 22) 	A	1	0	 p) Prior to engine start Auxiliary Pump operation and pressure must be verified on brake synoptic (inboard parking brake pressure), and q) Repairs are made within 3 flight-days. 						
				 NOTE: With RDC 22 failed the following systems are impacted: Internal Baggage Door: Position alerting not available, Lavatory Smoke Detector: Not available for aft lavatory configurations, FDR: Not available, Galley Smoke Detector: Not available for aft galley configurations, EBHA Battery: Loss of amps display, Service door indication: R Fuel Drain Valve and R Fuel Hopper Drain Valve invalid, Cockpit/Cabin Zone Temperature Indications: Partial loss of display of desired and actual temperature data, Hydraulic System Quantity Indication: Loss of display of right hydraulic quantity, and Aux Hydraulic Pump Pressure Indication: Loss of display. 						
				pulled and collared.	ensure DCN RDC 22 Pt	WR 1: SSPC 4219 a	nd DCN RDC 22 PWR 2: SSPC 4220 are			
				(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.						
(continued)				(P) An Inoperative Placon ADLS.	card will be displayed in	n a prominent position	on to be seen by flightcrew and will be noted			

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 42-24			
Registration No.: N183T Serial No.:	7311	15		Based on MMEL Rev	rision No.: 4	Date: 04/23/24			
42-INTEGRATED MODULAR AVIONICS									
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O),				
SEQUENCE &		2. N	NUME	SER INSTALLED		AND PLACARDING (P)			
ITEM NUMBERS			3. N	UMBER REQ'D FOR DISPATCH		PROCEDURES			
				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 collab) All other DCN RDCs, RIUs, and Switch c) Procedures do not require use of SATC d) Operator other than a holder of an Air Cockpit Voice Recorder (CVR) is f) Operations that require two LRCS (HF, g) A crewmember verifies by visual insperand L Engine Access doors are CLOSE h) Repairs are made within 3 flight days. NOTE: With RIU 51 failed the following systems. In FDR: Not available, 2. HF 1: Not available, 3. SATCOM: Voice transmission not avail 4. Inmarsat: Not available, and 5. Service door indication: External Air, L (M) Maintenance will ensure DCN RIU 51 Populled and collared. (O) Flightcrew will visually verify before each and LOCKED/LATCHED.	es are operative, COM voice (Iridium o Carrier or Commercia repaired within 15 da SATCOM) are not o ction before each de ED and LOCKED/LA ems are impacted: able, Forward Cowl and L WR 1: SSPC 4221 and	al Operator certificate: ays. conducted, parture that the External Air, L Forward Cowl TCHED, and Engine Access invalid. nd DCN RIU 51 PWR 2: SSPC 4222 are			
(continued)				(P) An Inoperative Placard will be displayed on ADLS.	in a prominent positi	ion to be seen by flightcrew and will be noted			

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 7311	15		vision No.: 4	Page No.: 42-25 Date: 04/23/24				
42-INTEGRATED MODULAR AVIONICS									
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE	PAIR 2. N	CAT IUME 3. N	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
Data Concentration Network (DCN) (cont'd) Remote Interface Unit 52 (RIU 52)	С	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) Operations that require 2 LRCS (HF, SATCOM) are not conducted, and 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 	(O) Flightcrew w associated door	e will ensure DCN RIU 52 PWR 1: SSPC 4223 2 PWR 2: SSPC 4224 are pulled and collared. Fill visually verify before each departure that the is CLOSED and LOCKED/LATCHED. We Placard will be displayed in a prominent een by flightcrew and will be noted on ADLS.			
(continued)				Cowl and R Engine Access invalid.					

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600				Page No.: 42-26						
Registration No.: N183T Serial No.:	: 7311	15		Based on MMEL Rev		Date: 04/23/24				
42-INTEGRATED MODULAR AVIONICS 1. SYSTEM, REPAIR CATEGORY MAINTENANCE (M), OPERATIONAL (O),										
SEQUENCE &	INL			BER INSTALLED	- IVIAIINTE	AND PLACARDING (P)				
ITEM NUMBERS		۷. ۱		NUMBER REQ'D FOR DISPATCH	_	PROCEDURES				
				4. REMARKS / EXCEPTIONS						
1. Data Concentration Network (DCN) (cont'd) 13) Remote Interface Unit 53 (RIU 53) (continue)	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 SATCOM voice (Iridium or Inmarsat), d) Associated 60 Hz AC Electrical power system circuit breaker is pulled and collared: LEFT PDB, LEER: L FREQ CONV, and e) Flightcrew will brief passengers on items that are inoperative. NOTE: With RIU 53 failed the following systems are impacted: 1. 60 Hz Power: Left converter not available, and 2. SATCOM: Voice transmission not available. 	DCN RIU 53 PWR Electrical power sy breakers are pulled (O) Flightcrew will inoperative with the entertainment.	vill ensure DCN RIU 53 PWR 1: SSPC 4225, 2: SSPC 4226 and associated 60 Hz AC stem, LEER: L FREQ CONV, circuit d and collared. brief the passengers on the items that are e failure of the power source for cabin Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.				
(continued)				avaliable.						

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	5		Page No.: 42-27 vision No.: 4 Date: 04/23/24					
42-INTEGRATED MODULAR AVIONICS									
1. SYSTEM, SEQUENCE &	RE			EGORY	MAINTENANCE (M), OPERATIONAL (O),				
ITEM NUMBERS		2. N		BER INSTALLED	AND PLACARDING (P) PROCEDURES				
TI EW NOWBERG			3. N	NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	- TROOLDORLO				
				4. REMARKS / EXCEPTIONS					
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. 	 (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. 				
(continued)				NOTE: With RIU 54 failed the following systems are impacted: 1. 60 Hz Power: Right converter not available, and 2. Inmarsat: Not available.					

TARGET CORPORATION MINIMUM EQUIPMENT LIST Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 Registration No.: MINIMUM EQUIPMENT LIST Revision No.: 1 Based on MMEL Revision No.: 4 Date: 04/23/24										
Registration No.: N183T Serial No.:	: 7311	15					Date: 04/23/24			
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	42-INTEGRATED MODU EGORY ER INSTALLED UMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P)		AND PLACARDING (P)			
1. Data Concentration Network (DCN) (cont'd) 15) Switch 1 (SW 1)	A	1	0	AP Disc option), g) NWS is operative, h) Both PFD Attitude Indicating i) Both Standby Flight Display j) Both AHRS sensors are ope k) Remaining RIU (Secondary Power on TSC with "Connect l) All other components of the m) Repairs are made within 1 fl	ed and collared and Switches DS (ADS 4) all roll System is controlled and collared autopilot engages. Systems open Attitude Indicated to Left" incelectrical systems of the collared autopilot engages. Systems open Attitude Indicated to Left" incelectrical systems of the collared autopilot engages. Systems open Attitude Indicated to Left" incelectrical systems of the collared autopilot engages. Systems open Attitude Indicated to Left" incelectrical systems of the collared autopilot engages. Systems open Attitude Indicated autopilot engages. Systems open Attitude	are operative, re operative and functive and Rate-of-Climbragement on ground agement on ground attack independently, ators are operative, all Channel) is operative, among are interchangeable as are impacted: as of ADS 1 to flights of IRS 1 data to flights and	b Indicators are operative, d utilizing the TSC Systems Test Page, tional as verified by displaying Secondary and e terms for the same air data system. at controls system and engines,			
(continued)				Refer to next page for (O) Ope	rational and	(P) Placarding Pro	cedures.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 42-29				
Registration No.: N183T Serial No.:	73115	5		Based on MMEL Rev		Date: 04/23/24				
				TED MODULAR AVIO	NICS					
1. SYSTEM,			TEGORY		MAINTE	ENANCE (M), OPERATIONAL (O),				
SEQUENCE &			MBER INSTALLED		_	AND PLACARDING (P) PROCEDURES				
ITEM NUMBERS		3	NUMBER REQ'D FOR			PROCEDURES				
			4. REMARKS / EXC	EPTIONS						
 Data Concentration Network (DCN) (cont'd) Switch 1 (SW 1) 			(M) Maintenance will and collared.	l ensure DCN SW 1 PW	'R 1: SSPC 4229 and	d DCN SW 1 PWR 2: SSPC 4230 are pulled				
			a) All Fuel Boost F b) Fuel Intertank V c) Fuel Quantity In d) Fuel tank temper Flightcrew will: a) Select IRS 3 for b) Ensure that an o	ndicating System is oper erature system is operat	rative, ive. ed prior to departure	, and				
(continued)			(P) An Inoperative P on ADLS.	lacard will be displayed	in a prominent positi	ion to be seen by flightcrew and will be noted				

	TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	721	15		Revision No.: 1 Based on MMEL Revi	ision No : 4	Page No.: 42-30 Date: 04/23/24			
Registration No.: 141031 Senai No.:	751	10		42-INTEGRATED MODULAR AVION		Date. 04/23/24			
1. SYSTEM,	RF	PAIR	CAT	EGORY		ENANCE (M), OPERATIONAL (O),			
SEQUENCE &				BER INSTALLED		AND PLACARDING (P)			
ITEM NUMBERS				IUMBER REQ'D FOR DISPATCH		PROCEDURES ` ´			
				4. REMARKS / EXCEPTIONS					
Data Concentration Network (DCN) (cont'd) Switch 2 (SW 2)	A	1	0	(M)(O) May be inoperative provided: a) Associated SSPCs are pulled and collare b) All other DCN RDCs, RIUs and Switches c) ADS 1, ADS 3, and STBY ADS (ADS 4) d) Manual Pressurization Control System is e) EICAS Cabin Altitude, Differential Pressu f) Autopilot is operative, g) Both PFD Attitude Indicating Systems op h) Both Standby Flight Display Attitude Indic i) Both AHRS sensors are operative, j) Remaining RIU (Secondary Power Control k) All other components of the electrical sys l) Repairs are made within 1 flight-day NOTE 1: ADS STBY, STBY ADS, and ADS NOTE 2: With SW 2 failed, the following sys 1. ADS 2: Loss of control and display. No los 2. IRS 2: Loss of control and display. No los 3. Secondary Power: Right controller single (M) Maintenance will ensure DCN SW 2 PWI and collared. (O) Flightcrew will ensure same IRS is NOT Flightcrew will ensure that an operative ADS (P) An Inoperative Placard will be displayed in	are operative, are operative, operative, operative, operative, operate independently cators are operative of Channel) is operative are interchangeable of ADS 2 to flight sof IRS 2 data to flichannel fault. R 1: SSPC 4231 and used as attitude soul is selected prior to describe operative.	ational, and ole terms for the same air data system. controls system and engines, ght controls system, and d DCN SW 2 PWR 2: SSPC 4232 are pulled arce for both pilots.			
(continued)				on ADLS.	,	, g			

					CORPORATION EQUIPMENT LIST			
Aircraft: Gulfstream GVII-G600				Re	evision No.: 1		Page No.: 42-31	
Registration No.: N183T Serial No.:	7311	5			ased on MMEL Revis	sion No.: 4	Date: 04/23/24	
				42-INTEGRATED	MODULAR AVION	ICS		
1. SYSTEM,	REI	PAIR	CAT	EGORY		MAINTENANCE (M), OPERATIONAL (O),		
SEQUENCE &		2.1	NUME	BER INSTALLED			AND PLACARDING (P)	
ITEM NUMBERS			3. N	<u>IUMBER REQ'D FOR DISF</u>			PROCEDURES	
				4. REMARKS / EXCEPTI	IONS			
 Data Concentration Network (DCN) (cont'd) Switch 3 (SW 3) 	С	1	0	AP Disc option), g) Remaining RIU (Secon Power on TSC with "(in the components) All other components) NOTE 1: ADS STBY, STENOTE 2: With SW 3 failed 1. ADS 3: Loss of contro 2. Secondary Power: Left (M) Maintenance will ensured collared. (O) Flightcrew will ensured the control of the contro	re pulled and collared RIUs, and Switches Standby ADS (ADS 4 on Control System is ential Pressure and Foundary Power Control Connected to Left" in a of the electrical system of the following system of the following system of the controller single character of the controller single character of the present the controller single character of the controller single ch	are operative,) are operative, operative and functi Rate-of-Climb Indica gagement on ground of Channel) is opera dication, and tem are operative. are interchangeable ms are impacted: s of ADS 3 to flight cannel fault. R 1: SSPC 4233 and	ators are operative, dutilizing the TSC Systems Test Page, tional as verified by displaying Secondary eterms for the same air data system. controls system and engines, and I DCN SW 3 PWR 2: SSPC 4234 are pulled	
(continued)				on ADLS.	d will be displayed if	r a prominent position	on to be seen by highliciew and will be noted	

				TARGET CORPORATION MINIMUM EQUIPMENT LIST			
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	15		Revision No.: 1 Based on MMEL Rev	ision No · 4	Page No.: 42-32 Date: 04/23/24	
registration ivo.: ivioor ocharivo.:	751			42-INTEGRATED MODULAR AVION		Date: 04/20/24	
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O),		
SEQUENCE &		2. N	NUME	BER INSTALLED		AND PLACARDING (P)	
ITEM NUMBERS			3.1	IUMBER REQ'D FOR DISPATCH		PROCEDURES	
				4. REMARKS / EXCEPTIONS			
Data Concentration Network (DCN) (cont'd) Switch 4 (SW 4)	С	1	0	(M)(O) May be inoperative provided:			
				 a) Associated SSPCs are pulled and collars b) All other DCN RDC, RIUs and switches a c) ADS 1, ADS 2, and ADS 3 are operative d) Manual Pressurization Control System is e) EICAS Cabin Altitude, Differential Pressurity f) Autopilot is operative, g) Remaining RIU (Secondary Power Control) h) All other components of the electrical system NOTE: With SW 4 failed, the following system 1. ADS 4: Loss of failure warning of ADS 4. system and engines, and 2. Secondary Power: Right controller single 	are operative, coperative, coperative, col Channel) is operative stem are operative m are impacted: No loss of ADS 4 channel fault.	erative, and e. data to Standby Flight Displays, flight control	
				and collared.		and DCN SW 4 PWR 2: SSPC 4236 are pulled	
				(O) Flightcrew will ensure that an operative A	<u> </u>	·	
				(P) An Inoperative Placard will be displayed in ADLS.	in a prominent po	sition to be seen by flightcrew and will be noted	

	TARGET CORPORATION MINIMUM EQUIPMENT LIST	
	TABLE OF CONTENTS 45-CENTRAL MAINTENANCE COMPUTER	
SYSTE No.	SVETAM NAMA	Page No.
45-01	Central Maintenance Computer (CMC)	45-1
45-02	Aircraft Health and Trend Monitoring System (AHTMS)	45-2

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 45-1										
Registration No.: N183T Serial No.	: 7311	5			ed on MMEL Revi		Date: 04/23/24			
4 0)(07514	Loc	- A I I I		45-CENTRAL MAINT	ENANCE COMP		NAMES (M) OPERATIONAL (O)			
1. SYSTEM,	RE			EGORY		MAINTE	NANCE (M), OPERATIONAL (O),			
SEQUENCE &		2. N		ER INSTALLED			AND PLACARDING (P)			
ITEM NUMBERS			3. N	UMBER REQ'D FOR DISPA			PROCEDURES			
				4. REMARKS / EXCEPTION						
Central Maintenance Computer (CMC)	С	1	0	(O) May be inoperative provare recorded after each flight		(M) None required.				
. , ,				_		(O) Flightcrew shal	I record all faults as a Note on the ADLS.			
							Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			
	С	1	0	(M)(O) May be inoperative of provided:a) All faults are recorded a	Ğ		hall replace the CMC module with an Airflow ABM) if CMC module is removed from MAU. oter 45-45-02.			
				and b) CMC module is replace	ed with an	(O) Flightcrew shall	I record all faults as a Note on the ADLS.			
				Airflow Blockage Modul CMC module is remove			Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	5		ision No.: 4	Page No.: 45-2 Date: 04/23/24				
				45-CENTRAL MAINT	TENANCE COMP	UTER			
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REI		IUME	EGORY ER INSTALLED UMBER REQ'D FOR DISPA 4. REMARKS / EXCEPTIO		MAINTE	NANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
Aircraft Health and Trend Monitoring System (AHTMS) Aircraft Health and Trend Monitoring Unit (AHTMU)	D	1	0	(M) May be inoperative pro- associated circuit breaker is collared.		HLTH TRND TSC SSPC, 4 HLTH TRND TSC SSPC, 4 (O) None required. (P) An Inoperative F	1602, or MON SEC:		
2) Wireless Data Networking Unit (WDNU)	D	1	0	(M) May be inoperative pro- associated circuit breaker is collared.		(M) Maintenance sh HLTH TRND TSC SSPC, 4 HLTH TRND TSC SSPC, 4 (O) None required. (P) An Inoperative I	nall pull and collar affected circuit breakers: MON PRI: 4602, or MON SEC:		

	TARGET CORPORATION MINIMUM EQUIPMENT LIST	
	TABLE OF CONTENTS 46-INFORMATION SYSTEMS	
SYSTEM No.	System Name	Page No.
46-01 Electronic Flight B	ag Systems (EFBs)	46-1

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600					Revision No.: 1		Page No.: 46-1		
Registration No.: N183T Serial No.:	7311	5			Based on MMEL Rev	ision No.: 4	Date: 04/23/24		
					MATION SYSTEMS	T			
1. SYSTEM,	REI	PAIR	CAT	EGORY		MAINTE	NANCE (M), OPERATIONAL (O),		
SEQUENCE &		2. N	<u>IUME</u>	BER INSTALLED			AND PLACARDING (P)		
ITEM NUMBERS			3. N	<u>IUMBER REQ'D FOR D</u>	SPATCH		PROCEDURES		
				4. REMARKS / EXCEP	TIONS				
 Electronic Flight Bag Systems (EFBs) Power Supply / Power Connection 	С	3	0	(O) May be inoperative can acquire data through SATCOM or FliteFone, radio through either FS	gh datalink, or over the VHF	required informatio These alternate pro through datalink, S. through either a FS (P) An Inoperative	establish alternate procedures to ensure n normally provided by the EFB is available. ocedures include using acquired data ATCOM or FliteFone, or over the VHF radio		
	D	3	0	May be inoperative pro monitors and manages of EFB during flight.		(M) None required.(O) None required.(P) An Inoperative			

TARGET CORPORATION MINIMUM EQUIPMENT LIST

TABLE OF CONTENTS 49-AIRBORNE AUXILIARY POWER

SYSTI No.	System Name	Page No.
49-1	Auxiliary Power Unit (APU)	49-1
49-2	AUXIIIARY Power Unit (APU) APU EGT Indicators (EICAS and Overhead). APU RPM Indicators (EICAS and Overhead).	49-2
49-3		
49-4	APU "READY" Light System	49-3
49-5	APU/Engine Oil Replenishing System	
49-6	APU ON Indicator Light	49-4
49-7	APU Air Load Control Valve	
49-8	APU External Fire Warning Alarm (Fire Warning Bell) APU Air Inlet Door System	49-4
49-9	APU Air Inlet Door System	49-5
49-10	Surge Control Valve	49-5
49-11	Ignition System Channels	49-6
49-12	EGT Thermocouple System	49-6
49-13	Inlet Temperature Sensor (T2)	49-6
49-14	Inlet Pressure Transmitter (P2)	
49-15	RPM Speed Sensor Channels	
49-16	APU Hour Meter	49-7
49-17	Oil Temperature	49-7
49-18	APU Start/Engine Cowl Interrupt System	49-7
49-19	Deprime Solenoid	49-7

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	5	rision No.: 4	Page No.: 49-1 Date: 04/23/24							
3				49-AIRBORNE AUXILIARY POWI							
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS		ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
Auxiliary Power Unit (APU)	С	1	0	 (M) Except for ER operations, may be inoperative provided: 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 powerup. NOTE: External Air Start will be required for ground engine start. 	CLOSED by visual collaring the APU of Maintenance will p breaker. Maintenance shall External Air Start. (Reference AMM 3)	Placard will be placed on APU "MASTER"					

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 49-2									
Registration No.: N183T Serial No.	: 7311	5		Based on MMEL Re					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		MUME	49-AIRBORNE AUXILIARY POW EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
APU EGT Indicators (EICAS and Overhead)	С	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.				
	С	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.				

				TARGET CORPORATION MINIMUM EQUIPMENT LIST			
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	7311	5		Revision No.: 1 Based on MMEL Re 49-AIRBORNE AUXILIARY POW			
1. SYSTEM, SEQUENCE & ITEM NUMBERS		2. N	3. N	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
3. APU RPM Indicators (EICAS and Overhead)	С	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.		
	С	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		
4. APU "READY" Light System	С	4	2	May be inoperative.	ADLS. An Inoperative Placard will be placed above APU MASTER Switch on APU Control Panel 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.		

	TARGET CORPORATION MINIMUM EQUIPMENT LIST						
	Gulfstream GVII-G600				Revision No.: 1	Page No.: 49-4	
Registra	ation No.: N183T Serial No.:	7311	5		Based on MMEL Re		
1. SYS' SEQUE ITEM N		49-AIRBORNE AUXILIARY PO REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS			EGORY BER INSTALLED	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	PU/Engine Oil Replenishing	D	1	0	May be inoperative.	(M) None required.	
Sy	ystem					(O) None required. (P) An Inoperative Placard will be placed on APU Oil Quantity Indication System and will be noted on ADLS.	
6. AF	PU 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. AF	PU Air Load Control Valve	С	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. 	
	PU External Fire Warning larm (Fire Warning Bell)	С	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.	

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 7311	15		Revision No.: 1 Based on MMEL Rev			
1. SYSTEM, SEQUENCE & ITEM NUMBERS 9. APU Air Inlet Door System	C		UME	EGORY BER INSTALLED JUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS (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.	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES (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		
10. Surge Control Valve	С	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.		

				TARGET CORPORATION MINIMUM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No	: 7311	5		Page No.: 49-6 vision No.: 4 Date: 04/23/24		
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REI		UME	49-AIRBORNE AUXILIARY POW EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
11. Ignition System Channels	С	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	
12. EGT Thermocouple System	С	2	1	One system may be Inoperative provided the other system is operational.	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.	
13. Inlet Temperature Sensor (T2)	С	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)	С	1	0	May be inoperative.	(M) 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	С	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.	

				_	GET CORPORATION UM EQUIPMENT LIST			
Aircraft: Gulfstream GVII-G600	7044	_			Revision No.: 1	1.3		
Registration No.: N183T Serial No.	o.: /311	5		40 AIDDOI	Based on MMEL Re		Date: 04/23/24	
4 000000		- A I D			RNE AUXILIARY POW		TENIANCE (M) ODEDATIONAL (O)	
1. SYSTEM, SEQUENCE &	KEI			EGORY		MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P)		
ITEM NUMBERS		2. N		BER INSTALLED	DIODATOLI	PROCEDURES		
TIEW NOWBERS			3. N	4. REMARKS / EXCEPTIONS		- PROCEDURES		
16. APU Hour Meter	С	1	0	May be inoperative.	May be inoperative. (M) None		ed.	
						(O) None require	ed.	
							ve Placard will be displayed in a prominent en by flightcrew and will be noted on ADLS.	
17. Oil Temperature	С	1	0	May be inoperative.		(M) None require	ed.	
						(O) None require	ed.	
							(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	D	1	0	May be inoperative.		(M) None require		
Interrupt System						(O) None required.		
						(O) None require	, d.	
							e Placard will be displayed in a prominent en by flightcrew and will be noted on ADLS.	
19. Deprime Solenoid	С	1	0	(M) May be inoperati	ve.		e will verify Deprime Solenoid is inoperative by otral Maintenance Computer (CMC).	
						Maintenance will	I visually check APU oil level and perform APU utdown per AFM NORMAL procedures.	
						(O) None require	ed.	
							ve Placard will be displayed in a prominent en by flightcrew and will be noted on ADLS.	

TARGET CORPORATION MINIMUM EQUIPMENT LIST **TABLE OF CONTENTS** 52-DOORS SYSTEM Page System Name No. No. For Nose/Main Wheel Well Door indication relief, see ATA 32, LANDING GEAR. 52-01 52-02 52-03 52-04 52-05 52-06 52-07 52-08 52-09 52-10

				TARGET CORPORATION MINIMUM EQUIPMENT LIST			
Aircraft: Gulfstream GVII-G600				Revision No.: 1		Page No.: 52-1	
Registration No.: N183T Serial No.:	7311	15		Based on MMEL Rev	ision No.: 4	Date: 04/23/24	
				52-DOORS			
1. SYSTEM,	RE	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O),		
SEQUENCE &		2. N		BER INSTALLED		AND PLACARDING (P)	
ITEM NUMBERS			3. N	NUMBER REQ'D FOR DISPATCH		PROCEDURES	
				4. REMARKS / EXCEPTIONS			
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. • 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 Hopper Drain Valve (Left Wing), • Fuel Hopper Drain Valve (Right Wing), • Fuel Service, • Refuel Port,	(M) None required (O) None required (P) An Inoperative position to be seen		
				Refuel Port,Ldg Gear Maintenance,			
	1			Oxygen Service,			
	1			• Radome,			
	1			• Security,			
For Nose/Main Wheel Well				Tail Compartment,			
Door indication relief, see				Waste Service, and			
ATA 32, LANDING GEAR.				Waste Service, and Water Service.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600	Page No.: 52-2									
Registration No.: N183T Serial No	.: 7311	5			Based on MMEL Rev	vision No.: 4	Date: 04/23/24			
52-DOORS										
1. SYSTEM,	REI	PAIR	CAT	EGORY	MAINTENANCE (M), OPERATIONAL (O),					
SEQUENCE &		2. N		BER INSTALLED		AND PLACARDING (P)				
ITEM NUMBERS			3. N	<u>IUMBER REQ'D FOR</u>			PROCEDURES			
				4. REMARKS / EXC	EPTIONS					
External Baggage Door Operating System	С	1	0	May be inoperative p crewmember verifies		(M) None required.				
				before each departur	re that the associated	(O) None required.				
							Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			
External Baggage Door Warning System	С	1	0	May be inoperative p crewmember verifies		(M) None required.	, ,			
3 5,500				before each departur	fore each departure that the associated or is CLOSED and LOCKED.					
							Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			
4. Lavatory Door	D	2	0	(O) May be inoperate affected door is secu		(M) None required.				
				CLOSED for taxi, tak	eoff, and landing.		ensure the affected door is locked closed, or por stop for taxi, takeoff, and landing.			
				NOTE: Included pop- locks, and handles.	-up panels, latches,		Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			
5. Main Entry Door Acoustic Curtain/Door System	D	1	0	May be inoperative p secured OPEN for ta		(M) None required.				
	landing.		•	(O) None required.						
							Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			

	TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 731′	15		ision No.: 4	Page No.: 52-3 Date: 04/23/24							
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTI	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES						
6. Main Entrance Door (MED) Warning System	MED) 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.	(M) None required (O) None required							
				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.		Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.						

TARGET CORPORATION MINIMUM EQUIPMENT LIST											
Aircraft: Gulfstream GVII-G600					Revision No.: 1	Page No.: 52-4					
Registration No.: N183T Serial No.	: 7311	5			Based on MMEL Rev	ision No.: 4	Date: 04/23/24				
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REI		UME	EGORY BER INSTALLED IUMBER REQ'D FOR 4. REMARKS / EXCI		MAINTE	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
7. Overwing Exit Doors Warning System (indicating system or individual door(s) warning indication inoperative)	С	4	0	(O) May be inoperative each departure: a) A crewmember with back the Velcro of verify by visual irrof the 4 Overwing locking tabs are engaged, and b) All four Overwing	ve provided before will remove or pull closeout panel and nspection that in each g Exit Doors the extended and g Exit Door Release	(P) An Inoperative	f, flightcrew must comply with proviso. Placard will be displayed in a prominent of the proviso				
8. Internal Baggage Door	С	1	0	Handles are stov May be inoperative p operated at or below baggage compartme	provided airplane is FL 450 and the						
9. Internal Baggage Door Warning System (Cockpit Indications)	С	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 position to be seen	Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.				
10. Interior Pocket Doors	D	1	0	May be inoperative p door is secured OPE landing. NOTE: Includes pop- locks, and handles.	N for taxi, takeoff, and	for taxi, takeoff, and (O) None required (P) An Inoperative					

	TARGET CORPORATION MINIMUM EQUIPMENT LIST	
	TABLE OF CONTENTS 71-POWERPLANT	
SYSTEM No.	System Name	Page No.

There are currently no items for Chapter 71.

TARGET CORPORATION MINIMUM EQUIPMENT LIST TABLE OF CONTENTS 73-ENGINE FUEL & CONTROL SYSTEM No. System Name Page No. 73-01 Primary Fuel Flow (Flowmeter) 73-1 73-02 Fuel Low Pressure Warning Systems (EICAS) 73-1 73-03 Engine FADEC System 73-2

TARGET CORPORATION MINIMUM EQUIPMENT LIST									
Aircraft: Gulfstream GVII-G600					Revision No.: 1		Page No.: 73-1		
Registration No.: N183T Serial No	: 7311	5			Based on MMEL Rev		Date: 04/23/24		
					NE FUEL & CONTROI				
1. SYSTEM,	RE	PAIR	CAT	EGORY		MAINTE	ENANCE (M), OPERATIONAL (O),		
SEQUENCE &		2. N	NUME	BER INSTALLED			AND PLACARDING (P)		
ITEM NUMBERS			3. N	NUMBER REQ'D FOR	DISPATCH		PROCEDURES		
				4. REMARKS / EXCE	EPTIONS				
Primary Fuel Flow (Flowmeter)	С	2	0	May be inoperative.		(M) None required.			
(**************************************						(O) None required.			
							Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		
Fuel Low Pressure Warning Systems (EICAS)	С	2	1	May be inoperative p a) Associated Fuel		(M) None required.	, -		
				operative, and b) Airplane is opera		(O) None required.			
				FL 200.			Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.		

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 7311	5		Revision No.: 1 Based on MMEL Rev	ision No.: 4	Page No.: 73-2 Date: 04/23/24				
				73-ENGINE FUEL & CONTROL	•					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		IUME	EGORY BER INSTALLED IUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTE	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
3. Engine FADEC System	A	A 2 0	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	(M) None required. (O) None required.					
				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."		Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST	
TABLE OF CONTENTS 74-IGNITION	
SYSTEM No. System Name	Page No.

TARGET CORPORATION MINIMUM EQUIPMENT LIST										
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.	.: 7311	15			Revision No.: 1 Based on MMEL Rev 74-IGNITION	rision No.: 4	Page No.: 74-1 Date: 04/23/24			
1. SYSTEM, SEQUENCE & ITEM NUMBERS REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR 4. REMARKS / EXCE				BER INSTALLED IUMBER REQ'D FOR 4. REMARKS / EXCE	DISPATCH EPTIONS		NANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
Ignition Systems (Includes Igniter and/or Ignition Exciter)	A	4	თ	May be inoperative p a) All three remainir are operative, b) Takeoff runway of standing water, s c) Repairs are made 150 flight-hours.	ng ignition systems loes not have lush, or snow, and					
	A	4	2			(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	
	TABLE OF CONTENTS 77-ENGINE INDICATING	
SYSTI No.		Page No.
77-01	N1/N2 Tachometer, and TGT Indications EICAS	77-1
77-02	Standby Engine Instruments On TSC	77-1

						ET CORPORATION M EQUIPMENT LIST		
Aircra	aft: Gulfstream GVII-G600					Revision No.: 1		Page No.: 77-1
Regi	stration No.: N183T Serial No.	: 7311	5			Based on MMEL Rev	ision No.: 4	Date: 04/23/24
						GINE INDICATING		
1. SYSTEM, SEQUENCE & ITEM NUMBERS REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR 4. REMARKS / EXCI				BER INSTALLED		MAINTE	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
1.	N1/N2 Tachometer, and TGT Indications EICAS	С	6	2	May be inoperative prengine parameter (N1 available on at least 2 (DUs and/or TSCs).	, N2 or TGT) data is displays	(M) None required. (O) None required.	
					NOTE: There are two indications on the EIC one for right engine. From the can be displayed on a are available on 2 TSC	AS, one for left and lowever, the EICAS ny of the 4 DUs and		Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.
2.	Standby Engine Instruments On TSC	С	2	1	May be inoperative prengine indications are one DU and one TSC.	operative on at least	(M) None required.(O) None required.	
		NOTE: TSC 2 and 3 n dispatch.	nust be operative for		Placard will be displayed in a prominent by flightcrew and will be noted on ADLS.			

	TARGET CORPORATION MINIMUM EQUIPMENT LIST	
	TABLE OF CONTENTS 78-ENGINE EXHAUST	
SYSTEM No.	System Name	Page No.
78-01 Thr	ust Reversers	78-1

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial N	Jo · 7311	5		Revision No.: 1 Based on MMEL	Revision No · 4	Page No.: 78-1 Date: 04/23/24	
rtogionanon rton. 141001 Conarre	10 7011			78-ENGINE EXHAUST	1101101011110 1	Dato. 01/20/21	
1. SYSTEM, SEQUENCE & ITEM NUMBERS REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR			EGORY	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
1. Thrust Reversers	С	2	0	 (M) May be inoperative provided: a) Affected Thrust Reverser is deactivated, stowed, and LOCKED if forward thrust position, and b) Airplane is operated in accordance with AFM Limitations and Procedure 	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.		
						ve Placard will be displayed in a prominent en by flightcrew and will be noted on ADLS.	

	TARGET CORPORATION MINIMUM EQUIPMENT LIST	
	TABLE OF CONTENTS 79-ENGINE OIL	
SYST No.	SV/ctom Namo	Page No.
79-01	APU/Engine Oil Replenishment System	79-1
79-02	Oil Quantity Indications (EICAS/TSC/Gound Service Control Panel)	79-1

TARGET CORPORATION MINIMUM EQUIPMENT LIST														
Aircraft: Gulfstream GVII-G600	Aircraft: Gulfstream GVII-G600 Revision No.: 1 Page No.: 79-1								Aircraft: Gulfstream GVII-G600					Page No.: 79-1
Registration No.: N183T Serial No.:	7311	5		Based on MMEL Rev	vision No.: 4	Date: 04/23/24								
				79-ENGINE OIL										
1. SYSTEM, SEQUENCE & ITEM NUMBERS REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS			BER INSTALLED	MAINTE - -	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES									
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.									
Oil Quantity Indications (EICAS/TSC/Gound Service Control Panel)	С	3	0	May be inoperative provided the engine oil quantity is verified on the engine oil quantity gauge before each engine start.										

	TARGET CORPORATION MINIMUM EQUIPMENT LIST	
	TABLE OF CONTENTS 80-STARTING	
SYSTI No.	SVSTAM NAMA	Page No.
80-01	Engine Starting Systems	80-1
80-02	Start Valve Position Indications	80-2

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:	: 7311	5			Revision No.: 1 Page No.: 80-1 Based on MMEL Revision No.: 4 Date: 04/23/24		
			EGORY		MAINT	ENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
Engine Starting Systems	С	2	0	 (M)(O) May be inopera a) Start Valve has not position, b) Start Valve is many CLOSED for engine c) Engine start is accordance with All Section 80-10-02, Valve – Manual Over the control of the con	t failed in OPEN ually OPENED and le starting, and lomplished in MM Chapter 80, Air Turbine Starter	inspection, b) Start Valve is starting in acc 10-02, and c) The Airstart Ig Reference AMM 8 (O) Flightcrew will Overriding Starter Reference AMM 8 (P) An Inoperative	manually OPENED and CLOSED for engine ordance with AMM Chapter 80, Section 80- pointion System is operative. 0-10-02 comply with procedures for Manually Air Valve.

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.:				Page No.: 80-2 Page No.: 4 Date: 04/23/24			
1. SYSTEM, SEQUENCE & ITEM NUMBERS	RE		UME	EGORY EER INSTALLED UMBER REQ'D FOR DISPATCH 4. REMARKS / EXCEPTIONS	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
2. Start Valve Position Indications	С	2	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. 		

TARGET CORPORATION MINIMUM EQUIPMENT LIST

TABLE OF CONTENTS SECTION TWO

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

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600	Revision No.: 1	Page No.: 2-2					
Registration No.: N183T Serial No.: 73115	Based on MMEL Revision No.: 4	Date: 04/23/24					
STATEMENT PAGE							

- 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.
- 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.

		T CORPORATION I EQUIPMENT LIST			
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115		Revision No.: 1 Based on MMEL Revision No.: 4		Page No.: 2-3 Date: 04/23/24	
CAS Message	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES	OPERATIONAL (O), PROCEDURES		
A/T 1-2 FAIL B (Cyan – Advisory)	(O) Airplane may be dispa Autothrottle(s) is confirme		Flightcrew v disengaged	vill confirm Autothrottles are	
A/T Inhibit – Disconnect SW (Cyan – Advisory)	Airplane may be dispatche considered inoperative.	ed provided Autothrottle is	None requir	ed.	
Acoustic Door Closed C (Amber – Caution)		atched provided door is in the ng taxi, takeoff, and landing.	Flightcrew will ensure door is secured OPEN for taxi, takeoff, and landing.		
ADF Fail C (Cyan – Advisory)	Airplane may be dispatched an IFR flight or instrument	ed provided ADF is not required for approach.	None required.		
ADS 1-2-3-4 Dgrd B (Amber – Caution)	degraded provided: a) Separate but operative (unaffected) ADS sources are selected on each PFD with the remaining unaffected selected on both SFDs and		on Control System is operative and		
	NOTE 1: This message m Amber CAS message. NOTE 2: This message m RDC 12 Fail Cyan CA RDC 13 Fail Amber CAS RDC 14 Cyan CAS n RDC 15 Amber CAS	AS message, CAS message, nessage, or			

			CORPORATION EQUIPMENT LIST		
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
1. REPAIR CATEG			AIR CATEGORY LIMITATIONS and/or PROCEDURES		OPERATIONAL (O), PROCEDURES
ADS 1-2-3-4 Fail (Cyan – Advisory)	В	operative ADS sou b) No DCN failures are c) Autopilot is operated minimum speed of feet MSL. Minimum knots and shall be threshold, e) Airplane is operated Limitations, and f) Affected circuit breal • ADS 1: POP, B-6, o • ADS 2: CPOP, B-6, • ADS 3: POP, B-5, o • ADS STBY: CPOP, is pulled and collared	FDs and SFDs: Verify separate, rces are selected, expresent, re, at or below FL 250 and a 250 KCAS when above 10,000 in approach speed is VREF + 5 maintained to the runway drin accordance with AFM ker: or or or B-5 I. patch Advisory CAS message will AY ADS, and ADS 4 are	selecte b) No DC c) The au d) A restr e) The in	ate and operative ADS sources are
ADS 1-2-3-4 TAT Fail (Cyan – Advisory)	В	Airplane may be dispatche TAT Fail CAS message.	ed with any single Advisory ADS atch Advisory CAS message will	None requir	red.

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.: 2-5 Date: 04/23/24		
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES	OPERATIONAL (O), PROCEDURES		
ADS-B Fail (Amber – Caution)	A	facilities having jurisdir flight using an approve b) Repairs are made with	ation is obtained from ATC ction over the planned route of ed authorization process, and nin 10 consecutive calendar-days.	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.		
		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.				
ADS-B In Fail (Cyan – Advisory)	С	Airplane may be dispatched and must be supplemented deconflictions.	ed. CDTI data will not be available d with other means of	None required.		
ADS-B Out Fail (Cyan – Advisory)	A	facilities having jurisdiction flight using an approve b) Repairs are made with	ed provided: ation is obtained from ATC ction over the planned route of ed authorization process, and nin 10 consecutive calendar-days. on that operates normally may be	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.		

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.: 2-6 Date: 04/23/24			
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or P	ROCEDURES	OPERATIONAL (O), PROCEDURES			
Aft Emer Battery Fail (U) (Amber – Caution)	A	operative, b) All three IRSs and botl c) Repairs are made with NOTE: EICAS message "Il	of the electrical systems are n AHRS are operational, and	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)	В	provided: a) The inoperative AGM i AGM 3 position from the resulting in DU3 red Xi	tched with one AGM inoperative is electronically switched to the ne OHPTS DU Ctrl/Test tabiling, equent failures are established,	 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. 			

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115					Page No.: 2-7 Date: 04/23/24		
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or PF	ROCEDURES		OPERATIONAL (O), PROCEDURES		
AHRS 1-2 DG Mode (Amber – Caution)	A	provided: a) Both PFD Attitude Indic independently, b) Affected SFD heading s	source is set to IRS 3, ence Sensors (IRS 1-2-3) are	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.			

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.: 2-8 Date: 04/23/24			
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or PF	ROCEDURES	OPERATIONAL (O), PROCEDURES			
Alt Fuel Pump Fail L-R (Amber – Caution)	В	with one Alternate Fuel Boo a) Fuel Crossflow Valve is b) Fuel Intertank Valve is	operative, Warning Systems are operative, AFM, Section 03-14-10,	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)	С	Airplane may be dispatched appropriate airport informati charts are available and use	ion charts or current electronic	None required.			
AP 1-2 Fail (Cyan – Advisory)	В	 (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)	В	Airplane may be dispatched inoperative.	with one of the four APMs	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.: 2-9 Date: 04/23/24			
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or Pl	ROCEDURES	OPERATIONAL (O), PROCEDURES			
APU GCU Fail (Cyan – Advisory)	A	provided: a) Associated circuit breal b) Both Engine Driven gel c) RAT is operative,	nerators are operative, wer is available and used for er-up, and	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 Reqd (Cyan – Advisory)	С	Airplane may be dispatched	d.	None required.			
APU Maintenance Required (Cyan – Advisory)	С	Airplane may be dispatched	d.	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.: 2-10 Date: 04/23/24			
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES	OPERATIONAL (O), PROCEDURES			
ATC 1-2 Fail (Blue – Advisory)	С	use the same Air Data sou	utopilot, and Transponder must arce for flight into RVSM airspace. If altitude reporting capability must RVSM airspace.	None required.			
Autobrake Fail (Amber – Caution)	В	Airplane may be dispatched provided system is left in OFF position.		None required.			
Auto Temp Fail C/F/A (Amber – Caution)	В	(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)	В	(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			

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.: 2-11 Date: 04/23/24		
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES	OPERATIONAL (O), PROCEDURES			
Bag Smoke Det Fail (Cyan – Advisory)	В	2. LIMITATIONS and/or PROCEDURES (O) Airplane may be dispatched provided: a) Internal baggage door remains OPEN, and b) Airplane is operated at or below FL 400. (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 verify by visual inspection internal baggage door is OPEN. 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)	В	(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)	В	Airplane may be dispatched with any single Baro Knob failure.		None required.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600			Revision No.: 1		Page No.: 2-12		
Registration No.: N183T Serial No.: 73115			Based on MMEL Revision No.: 4		Date: 04/23/24		
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES		OPERATIONAL (O), PROCEDURES		
BAS Fail, L-R (Pressurized Configuration) (Amber – Caution)	В	with one Bleed Air System a) Inoperative Bleed Con deactivated electrically Air System is selected b) Opposite Engine Bleed c) Isolation Valve is verifi d) Airplane is not operate conditions, and e) Airplane is operated in	trol Valve is CLOSED and when associated Engine Bleed OFF, d Air System is operative, ied to be operative, ed in forecast or known icing	and dea associar selected • L BA BLC	tive Bleed Control Valve is CLOSED activated electrically when ted Engine Bleed Air System is 3 OFF: AS FAIL: TSC O AIR CTRLR L 1, 3603 O AIR CTRLR L 2, 3604 O AIR CTL CMD L, 3601, AS FAIL: TSC O AIR CTRLR R 1, 3605 O AIR CTRLR R 2, 3606 O AIR CTL CMD R, 3602, e Engine Bleed Air System is		

	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.: 2-13 Date: 04/23/24			
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES		OPERATIONAL (O), PROCEDURES			
BAS Fail, L-R (Unpressurized Configuration) (Amber – Caution)	В	2. LIMITATIONS and/or PROCEDURES (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.		and dea associa selected • L B BLI BLI BLI BLI BLI BLI BLI BLI BLI	active Bleed Control Valve is CLOSED activated electrically when ated Engine Bleed Air System is d OFF: AS FAIL: TSC D AIR CTRLR L 1, 3603 D AIR CTRLR L 2, 3604 D AIR CTL CMD L, 3601, BAS FAIL: TSC D AIR CTRLR R 1, 3605 D AIR CTRLR R 2, 3606 D AIR CTRLR R 3, 3602, e is not operated in forecast or icing conditions, aggage compartment is not used			
BAS Maintenance, L-R (Cyan – Advisory)	С	Airplane may be dispatche	ed.	None requir	red.			

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115	1		Revision No.: 1 Based on MMEL Revision No.: 4		Page No.: 2-14 Date: 04/23/24		
CAS Message	1. F	REPAIR CATEGORY LIMITATIONS and/or PROCEDURES			OPERATIONAL (O), 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)	Α	(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 Reqd (Cyan – Advisory)	В	Airplane may be dispatche	d.	None requi	red.		

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.: 2-15 Date: 04/23/24		
CAS Message	1. F	REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES		
		2. LIMITATIONS and/or P	ROCEDURES			
Cabin Smoke Det Fault (Cyan – Advisory)	Α	Airplane may be dispatche within 10 calendar-days.	d provided repairs are made	None required.		
CAI Fail, L-R (Amber – Caution)	A	when Cowl Anti-Ice is not ra) CAI is selected – OFF, b) Performance Compute Anti-Ice selected: (FMS – Cowl), c) Airplane is not operate conditions, d) Repairs are made with when departure and artemperature remains a departure or arrival air exceeds +15° C, repainot to exceed 10 flighte) Flight time along with a must be recorded in a flight crew of the new f Cowl Anti-Ice Valve loce NOTE 1: For dispatch relied Anti-Ice, see Section One NOTE 2: Since CAI valve of	er is initialized on TSC with Cowl S/Perf Takeoff/AC Config/Anti-Ice ed in known or forecast icing win 10 flight-hours (accumulated) erival airport outside air to r below +15° C. When port outside air temperature rs must be made after one flight, ehours, and airport outside air temperature log suitable to inform the gaining elight-hour limitations with the coked open.	Flightcrew will ensure: a) CAI is selected – OFF, b) Performance Computer is initialized on TSC with COWL ANTIICE selected ON, and c) Airplane is not operated in known or forecast icing conditions.		

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.: 2-16 Date: 04/23/24		
CAS Message	1. F	REPAIR CATEGORY	DDOCEDI IDEC	-	OPERATIONAL (O), PROCEDURES		
CAU 3 Fail (Amber – Caution)	A		ed provided: ne passenger cabin is made w member for the performance of	None required.			
	Α	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.		None required.			
		the minimum safety equipment functional and the third creation to be acceptable NOTE 2: The pilot-in-comminimum safety equipment authorized to occupy any NOTE 3: The pilot-in-comminimum safety equipment authorized to occupy any NOTE 3: The pilot-in-comminimum safety equipment s	eats by a third crew member when ment (safety belt and oxygen) is ew member determines the example of the mand will determine if the observer seat(s). mand will determine if the other persons observer seat(s). mand will determine if the other persons of the other persons of the other persons.	provide for crew member when elt and oxygen) is ermines the mine if the or other persons s). mine if the or other persons			
CCD 1-2 Fail (Cyan – Advisory)	В	 (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 on the side of the inoperative CCD is operative, and b) Affected CCD circuit breaker is pulled collared:			
				CCD 1: POP, C-4, orCCD 2: CPOP, C-4.			

			CORPORATION EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 1. REPAIR CATEGORY			Revision No.: 1 Based on MMEL Revision No.: 4		Page No.: 2-17 Date: 04/23/24 OPERATIONAL (O),
CAS Message		2. LIMITATIONS and/or F	PROCEDURES	_	PROCEDURES
Check L-R SFD Heading (Amber – Caution)	В	Airplane may be dispatche Reference Systems (IRS)	ed provided all three Heading are operative.	None requir	red.
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.			red.
	В	positon indicator inoperativa) Both PFD Attitude Indindependently, b) All three Attitude Refeoperative, and		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: • AHRS/MAG 1: POP, A-2, or • AHRS/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.	
	В	(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 System independently, and b) All three Attitude Reference Sensors (IRS 1-2-3) are operative.			FD AoA Indicating Systems operate ndently, and e Attitude Reference Sensors

			T CORPORATION I EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 731	15		Revision No.: 1 Based on MMEL Revision No.: 4	1	Page No.: 2-18 Date: 04/23/24
CAS Message		REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES	OPERATIONAL (O), 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.	
	В	 (O) Airplane may be dispatched with one SFD roll attitude positon 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: • AHRS/MAG 1: POP, A-2, or • AHRS/MAG 2: CPOP, A-2.	
Check L-R SFD ADS (Amber – Caution)	В	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)	В	(O) Airplane may be dispatched provided all faults are recorded after each flight.		Flightcrew after each f	will ensure all faults are recorded flight.
CMF 1-2 Fail (Cyan – Advisory)	В	Airplane may be dispatched. If both failed, datalink is inoperative.		None requi	red.
CMS 1-2 Fail (Cyan – Advisory)	В	Airplane may be dispatche	ed with one inoperative.	None requi	red.

			CORPORATION EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73					Page No.: 2-19 Date: 04/23/24
CAS Message		EPAIR CATEGORY 2. LIMITATIONS and/or P		OPERATIONAL (O), PROCEDURES	
CPAM Fail (Cyan – Advisory)	В	Airplane may be dispatche operative.	d provided both auto systems are	None requir	red.
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. 		b) The out position c) Both en packs a	pressurization is selected, flow valve is in the full OPEN
CPCS 1-2 Fail (Cyan – Advisory)	В	 (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. 		operative b) Cabin A Indicate c) Cabin R and	will ensure: Pressurization Control System is ve and functionally checked, Altitude and Differential Pressure ors are operative, Rate of Climb Indicator is operative, ot is operative.

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.: 2-20 Date: 04/23/24				
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES	OPERATIONAL (O), PROCEDURES		
CPCS Landing Elevation Fail (Cyan – Advisory)	С	Airplane may be dispatche accordance with AFM Lim	ed provided airplane is operated in itations.	None required.		
CPCS Maintenance Required (Cyan – Advisory)	С	Airplane may be dispatche	ed.	None required.		
CPCS Semi (Cyan – Advisory)	С	Airplane may be dispatche accordance with AFM Lim	ed provided airplane is operated in itations.	None required.		
CVR System Fail (Cyan – Advisory)	Α	Airplane may be dispatche within 15 days.	ed provided repairs are made	None required.		

		TARGET CORPORATION MINIMUM EQUIPMENT		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115				Page No.: 2-21 Date: 04/23/24 OPERATIONAL (O),
CAS Message	1. 1	2. LIMITATIONS and/or PROCEDURES		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)	С	Airplane may be dispatched.		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.: 2-22 Date: 04/23/24	
CAS Message			ROCEDURES		OPERATIONAL (O), PROCEDURES	
DCN RDC 16 FAIL (U) (Cyan – Advisory)	A	Revision No.: 1 Based on MMEL Revision No.: REPAIR CATEGORY 2. LIMITATIONS and/or PROCEDURES		DCN Ri and col b) All other operations c) Select I d) TCAS so and col e) Forward and f) Forward crewment passen provide necessions	DC 16 PWR 1: SSPC 4209 and DC 16 PWR 2: SSPC 4210 are pulled lared, or DCN RDCs, RIUs, and Switches are ve, RS 3 for display on DU 4, system power SSPC #3422 is pulled	

		CORPORATION EQUIPMENT LIST				
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	. REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES	OPERATIONAL (O), PROCEDURES			
DCN RDC 17 FAIL (U) (Amber – Caution)						
(continued)	Refer to flext page for No	otes and (O) Operational Procedures	•			

TARGET CORPORATION MINIMUM EQUIPMENT LIST						
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 CAS Message	Revision No.: 1 Based on MMEL Revision No.: 4 REPAIR CATEGORY 2. LIMITATIONS and/or PROCEDURES	Page No.: 2-24 Date: 04/23/24 OPERATIONAL (O), PROCEDURES				
DCN RDC 17 FAIL (U) (cont'd) (Amber – Caution)	 NOTE: With RDC 17 failed the following systems are impacted: Acoustic and Mid-Cabin Doors: Position indication invalid, AHRS 1: Failure warning not available, Auto brakes: Not available, Autothrottle 1: Not available, Aux Pump: No automatic activation for low inboard brake accumulator pressure, Cabin Smoke Detector: Not available, FQMS degraded, HF 1: Not available, Inboard brake accumulator pressure: Loss of display, Inmarsat: No voice transmit available, IRS 3: Not available for selection on standby flight displays, Rad Alt 1: Not available, Service door indication: External Air, L Forward Cowl, and L Engine Access invalid, Landing Lights: Pulse mode not available, and Wheel Despin: Not available. 	Flightcrew will: 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.				

TARGET CORPORATION MINIMUM EQUIPMENT LIST					
Aircraft: Gulfstream GVII-G600			Revision No.: 1	Page No.: 2-25	
Registration No.: N183T Serial No.: 73115			Based on MMEL Revision No.: 4	Date: 04/23/24	
	1. F	REPAIR CATEGORY		OPERATIONAL (O),	
CAS Message		2. LIMITATIONS and/or F	PROCEDURES	PROCEDURES	
DCN RDC 19 FAIL (U) (Cyan – Advisory)	A	REPAIR CATEGORY 2. LIMITATIONS and/or PROCEDURES (O) Except for ER operations, airplane may be dispatched 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 pod Flightcrew will brief passengers on items that are inope 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 (Iridiu h) Left Main Battery Voltmeter is operative, i) Both battery charger fail messages are operative. (Veri Charger CBs on L and R PDB and verifying L-R Batt Creset), j) Left Hydraulic Pressure Indication is operative, k) PTU Hydraulic system is operative. Flightcrew will verif with only the right engine running, l) A crewmember verifies by visual inspection before each Hopper Drain Valve doors (located underneath aircraft CLOSED and LOCKED/LATCHED, and m) Repairs are made within 2 flight-days.		system circuit breaker is pulled and collared, we with the failure of the power source for cabin or Inmarsat), attery charger fail CAS by pulling L and R Batt ter Fail caution posts and then clears when CBs as by performing successful flap operational test parture that the L Fuel Drain Valve and L Fuel	
(continued)					

TARGET CORPORATION MINIMUM EQUIPMENT LIST					
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 CAS Message Revision No.: 1 Based on MMEL Revision No.: 1 CAS Message 2. LIMITATIONS and/or PROCEDURES			Page No.: 2-26 4 Date: 04/23/24 OPERATIONAL (O), PROCEDURES		
DCN RDC 19 FAIL (U) (cont'd) (Cyan – Advisory)	NOTE: With RDC 19 failed impacted: 1. 60 Hz Power: Left con 2. Cockpit Voice Records 3. Iridium: Failure warnin 4. Battery Ammeters: Locamps, 5. Power Transfer Unit: Lindication,	d, the following systems are everter not available, er: Not available, eg not available, ess of display of left main battery coss of display of pressure emission not available, and en: L Fuel Drain Valve and	DCN RE and colla and colla operativ c) Affected Electrica and colla with the entertair e) Both bat operativ pulling L PDB and posts an f) PTU Hyd will verif operatio running, g) A crewm before e Valve ar (located wheel w	DC 19 PWR 1: SSPC 4215 and DC 19 PWR 2: SSPC 4216 are pulled ared, DCN RDCs, RIUs, and Switches are e, L FREQ CONV: LPDB 60 Hz AC all power system circuit breaker is pulled ared, assengers on items that are inoperative failure of the power source for cabin ment, attery charger fail messages are e. (Verify battery charger fail CAS by and R Batt Charger CBs on L and R deverifying L-R Batt Charger Fail caution and then clears when CBs reset), draulic system is operative. Flightcrew by this by performing successful flap anal test with only the right engine	

			T CORPORATION I EQUIPMENT LIST	
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. F	REPAIR CATEGORY 2. LIMITATIONS and/or I	PROCEDURES	OPERATIONAL (O), PROCEDURES
DCN RDC 20 FAIL (U) (Cyan – Advisory)	A	a) Associated SSPCs are b) All other DCN RDCs, c) Associated 60 Hz AC d) Flightcrew will brief parentertainment, e) A crewmember will very CLOSED and LOCKE f) Internal baggage come g) Airplane is operated at h) Procedures do not receil pTU manual mode is with the right engine receil pTU manual mode is with the right engine receil pTU manual mode is with the right engine receil pTU manual mode is h) A crewmember verification and Tail Compartment l) Right Main Battery Vorm) Both battery charger for Charger CBs on Lanceset), n) Automatic or Manual o) Left Hydraulic Quantiticaccurate if system is policy only one Hydraulic quantitical quantitical received in the process of the	RIUs, and Switches are operative, Electrical power system circuit breakers assengers on items that are inoperative erify by visual inspection before each of ED, apartment door remains OPEN, at or below 40,000 feet, quire use of Inmarsat SATCOM, verified to be operative before every frunning and verify PTU pressure is preselected on for each takeoff and landies by visual inspection before each deat doors are CLOSED and LOCKED/Labltmeter is operative, fail messages are operative. (Verify bath of R PDB and verifying L-R Batt Charge Zone Temperature control systems are ty is checked by reservoir indicator be oressurized, uantity indicating system is failed, and	er is pulled and collared, we with the failure of the power source for cabin departure that the external baggage door is flight. Flightcrew will select PTU manually on esent (3,000 PSI +300/-400), ling, eparture that the Water Service, Waste Service, ATCHED, attery charger fail CAS by pulling L and R Batt ger Fail caution posts and then clears when CBs are operative, effore each departure. Indications are most
(continued)				

TARGET CORPORATION MINIMUM EQUIPMENT LIST						
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 CAS Message DCN RDC 20 FAIL (U) (cont'd) (Cyan – Advisory)	1. REPAIR CATEGORY 2. LIMITATIONS and/or F NOTE: With RDC 20 failed impacted: 1. 60 Hz Power: Right cc 2. Air Conditioning Syste 3. Bleed Air System: Rigmode, 4. Baggage Doors: Internot available, 5. Baggage Smoke Dete 6. Inmarsat: Not available 7. Power Transfer Unit: 8. Service door indication Internal Baggage, and 9. Battery Ammeters: Lo amps, 10. Cockpit/Cabin Zone Toss of display of designed.	Revision No.: 1 Based on MMEL Revision No.: 4 PROCEDURES d the following systems are converter not available, em: Right Pack in default mode, ght Bleed Air System in default mal and External position alerting ector: Not available, le, Automatic operation not available, n: Water Service, Waste Service, d Tail Compartment invalid, less of display of right main battery remperature Indications: Partial red and actual temperature data, antity Indication (EICAS): Loss of	DCN RD and colla b) All other operative c) Affected Electrica and colla d) Brief pas with the entertair e) Verify by that the LOCKEI f) Internal OPEN, g) PTU ma before e the right is preser h) PTU ma takeoff a i) Verifies departur and Tail LOCKEI j) Both bat	C 20 PWR 1: SSPC 4217 and C 20 PWR 2: SSPC 4218 are pulled ared, DCN RDCs, RIUs, and Switches are e, R FREQ CONV: RPDB 60 Hz AC all power system circuit breaker is pulled ared, assengers on items that are inoperative failure of the power source for cabin ament, visual inspection before each departure external baggage door is CLOSED and D, baggage compartment door remains anual mode is verified to be operative very flight. Select PTU manually on with engine running and verify PTU pressure and (3,000 PSI +300/-400), nual mode is selected on for each and landing, by visual inspection before each that the Water Service, Waste Service, Compartment doors are CLOSED and D/LATCHED, tery charger fail messages are		
			pulling L PDB and posts an k) Left Hyd indicator	e. (Verify battery charger fail CAS by and R Batt Charger CBs on L and R diverifying L-R Batt Charger Fail caution and then clears when CBs reset), and raulic Quantity is checked by reservoir before each departure. Indications are curate if system is pressurized.		

			CORPORATION EQUIPMENT LIST		
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. F	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES		OPERATIONAL (O), PROCEDURES
DCN RDC 22 FAIL (U) (Cyan – Advisory)	A	a) Associated SSPCs are b) All other DCN RDCs, I c) Internal Baggage Doo 45,000 feet after each d) Internal Bagge Door is e) Aft lavatory waste rece f) Aft lavatory is used on g) Operator other than a • Cockpit Voice Re h) EBHA voltmeter is ope i) A crewmember verifies Hopper Drain Valve de CLOSED and LOCKE j) Automatic or Manual Z k) Right Hydraulic Quant compartment before e l) Only one Hydraulic qu m) Cockpit brake pressur n) Prior to engine start A parking brake pressur o) Repairs are made with	RÍUs, and Switches are operative, r is verified to be CLOSED and LOC use, s placarded, "DO NOT ENTER" at or eptacle is empty, lly by crewmembers, holder of an Air Carrier or Commerce corder (CVR) is repaired within 15 derative, s by visual inspection before each decors (located underneath aircraft for D/LATCHED, Zone Temperature control systems a city is checked by reservoir indicator of ach departure. Indication are most an antity indicating system is failed, e indications are operative, uxiliary Pump operation and pressure), hin 2 flight-days.	KED by a created above 45,00 ial Operator ays, eparture that ward of right are operative, or Fluid Quarccurate if systems were emust be verificated.	the R Fuel Drain Valve and R Fuel main wheel well near centerline) are ntity Indicator in the aft equipment stem is pressurized,
(continued)		Refer to next page for No	otes and (O) Operational Procedur	es.	

	TARGET CORPORATION							
MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600	-	Revision No.: 1		Page No.: 2-30				
Registration No.: N183T Serial No.: 7311	1. REPAIR CATEGORY	Based on MMEL Revision No.: 4	1	Date: 04/23/24 OPERATIONAL (O),				
CAS Message	2. LIMITATIONS and/or I	PROCEDURES	-	PROCEDURES				
DCN RDC 22 FAIL (U) (cont'd) (Cyan – Advisory)	NOTE: With RDC 22 failer impacted: 1. Internal Baggage Doc 2. Lavatory Smoke Deter configurations, 3. FDR: Not available, 4. Galley Smoke Detect configurations, 5. Air Conditioning Syste 6. Bleed Air System: Lef mode, 7. EBHA Battery: Loss of 8. Service door indication Hopper Drain Valve in 9. Cockpit/Cabin Zone Toss of display of desi 10. Hydraulic System Quaright hydraulic quantit 11. Aux Hydraulic Pump Indisplay.	d the following systems are or: Position alerting not available, ector: Not available for aft lavatory or: Not available for aft galley em: Left Pack in default mode, ft Bleed Air System in default of amps display, en: R Fuel Drain Valve and R Fuel envalid, fremperature Indications: Partial red and actual temperature data, antity Indication: Loss of display of y, and expressure Indication: Loss of	DCN RI and coll b) All othe operativ c) Internal and LO above 4 d) Internal ENTER e) Aft lava f) Aft lava Flighter lavatory the nec materia g) A crewr before e Valve a (located wheel w LOCKE h) Right H indicato equipme Indicato pressur i) Only on failed, j) Cockpit k) Prior to and pre (inboard	DC 22 PWR 1: SSPC 4219 and DC 22 PWR 2: SSPC 4220 are pulled lared, r DCN RDCs, RIUs, and Switches are ve, Baggage Door is verified to be CLOSED CKED by a crewmember prior to climbing 40,000 feet after each use, Bagge Door is placarded, "DO NOT at or above 40,000 feet, tory waste receptacle is empty, tory is used only by crewmembers. ew may allow passengers to use the aft or provided the passengers are briefed on essity to ensure that no flammable is are used in the lavatory, member verifies by visual inspection each departure that the R Fuel Drain and R Fuel Hopper Drain Valve doors dunderneath aircraft forward of right main well near centerline) are CLOSED and D/LATCHED, ydraulic Quantity is checked by reservoir or or Fluid Quantity Indicator in the aft ent compartment before each departure. On are most accurate if system is ized, the Hydraulic quantity indicating system is a brake pressure indications are operative, engine start Auxiliary Pump operation is sure must be verified on brake synoptic diparking brake pressure).				
Refer to Section 1, Chapter 42. INTEGRATED MODULAR AVIONICS for DCN RDC failures not contained here in Section 2.								

TARGET CORPORATION MINIMUM EQUIPMENT LIST						
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115	4 DEDAID CATECO	Revision No.: 1 Based on MMEL Revision No.: 4			Page No.: 2-31 Date: 04/23/24 OPERATIONAL (O),	
CAS Message			PROCEDURES		PROCEDURES	
DCN RIU 51 FAIL (U) (Cyan – Advisory)	a) Associated b) All other DC c) Procedures (Iridium or I d) If operator is Operator of Commercia - Cockpit days. f) Operations not conduct g) A crewmen departure th L Engine Ad LOCKED/L/ h) Repairs are NOTE: With RIU impacted: 1. FDR: Not av 2. HF 1: Not av 3. SATCOM: V 4. Inmarsat: Vo	REPAIR CATEGORY 2. LIMITATIONS and/or PROCEDL (O) Airplane may be dispatched proval Associated SSPCs are pulled and b) All other DCN RDCs, RIUs, and c) Procedures do not require use of (Iridium or Inmarsat), d) If operator is a Holder of an Air (Operator Certificate: <not (commercial="" (conducted),="" 1.="" 1:="" 2="" 2.="" 3.="" 5.="" 51="" a="" access="" air,="" and="" applied="" are="" available,="" by="" certificate)="" clolocked="" cockpit="" crewmember="" departure="" door="" doors="" external="" external<="" failed="" fdr:="" flight="" follow="" g)="" h)="" hf="" impacted:="" in="" indication:="" latched,="" lieungine="" made="" not="" note:="" operator="" recorder="" repairs="" riu="" satcom:="" service="" td="" that="" the="" transmission="" verifies="" visual="" voice="" with="" within="" —=""><td>a) DC and b) All are c) Pro voi d) Op (HI e) A c bed</td><td>crew will ensure: CN RIU 51 PWR 1: SSPC 4221, and CN RIU 51 PWR 2: SSPC 4222 are pulled and collared, I other DCN RDCs, RIUs, and Switches e operative, cocedures do not require use of SATCOM cice (Iridium or Inmarsat), cerations that require two LRCS IF, SATCOM) are not conducted, crewmember verifies by visual inspection effore each departure that the External Air, Forward Cowl, and L Engine Access cors are CLOSED and DCKED/LATCHED.</td></not>		a) DC and b) All are c) Pro voi d) Op (HI e) A c bed	crew will ensure: CN RIU 51 PWR 1: SSPC 4221, and CN RIU 51 PWR 2: SSPC 4222 are pulled and collared, I other DCN RDCs, RIUs, and Switches e operative, cocedures do not require use of SATCOM cice (Iridium or Inmarsat), cerations that require two LRCS IF, SATCOM) are not conducted, crewmember verifies by visual inspection effore each departure that the External Air, Forward Cowl, and L Engine Access cors are CLOSED and DCKED/LATCHED.	

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.: 2-32 Date: 04/23/24		
CAS Message	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES		OPERATIONAL (O), PROCEDURES		
DCN RIU 52 FAIL (U) (Cyan – Advisory)	 a) Associated SSPCs are b) All other DCN RDCs, I c) Operations that require conducted, d) A crewmember verified departure that the R F Access doors are CLC NOTE: With RIU 52 failed impacted: 1. HF 2: Not available, an 	 (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 		will ensure: IU 52 PWR 1: SSPC 4223, and IU 52 PWR 2: SSPC 4224 are pulled llared, er DCN RDCs, RIUs, and Switches erative, ions that require 2 LRCS ATCOM) are not conducted, member verifies by visual inspection each departure that the R Forward nd R Engine Access doors are ED and LOCKED/LATCHED.		
DCN RIU 53 FAIL (U) (Cyan – Advisory)	 a) Associated SSPCs are b) All other DCN RDCs, I c) Procedures do not required (Iridium or Inmarsat), d) Associated 60 Hz AC breaker is pulled and cand e) Flightcrew will brief pare inoperative with the farentertainment. NOTE: With RIU 53 failed impacted: 1. 60 Hz Power: Left conversed 	 (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 		will ensure: IU 53 PWR 1: SSPC 4225, and IU 53 PWR 2: SSPC 4226 are pulled llared, er DCN RDCs, RIUs, and Switches erative, lures do not require use of SATCOM lridium or Inmarsat), d LEER: L FREQ CONV 60 Hz AC eal power system circuit breaker is and collared, and rew will brief passengers on items e inoperative with the failure of the source for cabin entertainment.		

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 CAS Message	. REPAIR CATEGORY 2. LIMITATIONS and/or F	Revision No.: 1 Based on MMEL Revision No.: 4	Page No.: 2-33 Date: 04/23/24 OPERATIONAL (O), PROCEDURES				
	(O) Airplane may be dispate a) Associated SSPCs are b) All other DCN RDCs, c) Procedures do not rect d) Associated 60 Hz AC breaker is pulled and and e) Flightcrew will brief particles in operative with the far entertainment.	tched provided: e pulled and collared, RIUs, and Switches are operative, quire use of Inmarsat SATVOICE, Electrical power system circuit collared: REER: R FREQ CONV, assengers on items that are illure of the power source for cabin , the following systems are enverter not available, and	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.				

	TARGET CORPORATION MINIMUM EQUIPMENT LIST	
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 CAS Message DCN SW 1 FAIL (U) (Cyan – Advisory)	Revision No.: 1 Based on MMEL Revision No.: 4 1. REPAIR CATEGORY 2. LIMITATIONS and/or PROCEDURES 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) ADS 2, ADS 3, and STBY ADS (ADS 4) are operative. Flightcrew will ensure that 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 (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, and n) Repairs are made within 1 flight-day. NOTE: With SW 1 failed the following systems are impacted: 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.	Page No.: 2-34 Date: 04/23/24 OPERATIONAL (O), PROCEDURES Flightcrew will ensure: 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, and h) Remaining RIU (Secondary Power Control Channel) is operational as verified by displaying Secondary Power on TSC with "Connected to Left" indication.

			CORPORATION EQUIPMENT LIST		
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		REPAIR CATEGORY 2. LIMITATIONS and/or F		-	OPERATIONAL (O), PROCEDURES
DCN SW 2 FAIL (U) (Cyan – Advisory)	A	c) ADS 1, ADS 3 and S' Flightcrew will ensure prior to departure. ADS STBY, STBY interchangeable to Manual Pressurization e) EICAS Cabin Altitude Climb Indicators are of Autopilot is operative g) Both PFD Attitude Indicators are of Manual Pressurization e) Both PFD Attitude Indicators are of Mattitude Indicators are operative, i) Both AHRS sensors of Mattitude Indicators Indicat	re pulled and collared, RIUs and Switches are operative, TBY ADS (ADS 4) are operative. e an operative ADS is selected ADS, and ADS 4 are erms for the same air data system. n Control System is operative, e, Differential Pressure and Rate of operative, dicating Systems operate Display Attitude Indicators are ere operative, n accordance with alternate AFM g to loss of Inertial Reference will ensure same IRS is NOT used both pilots, ondary Power Control Channel) is of the electrical system are whin 1 flight-day. e following systems are impacted: and display. No loss of ADS 2 to	None requi	red.

TARGET CORPORATION MINIMUM EQUIPMENT LIST						
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115			Revision No.: 1 Based on MMEL Revision No.: 4	I	Page No.: 2-36 Date: 04/23/24	
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or PR	ROCEDURES	OPERATIONAL (O), PROCEDURES		
DCN SW 3 FAIL (U) (Cyan – Advisory)	В	c) ADS 1, ADS 2, and STE Flightcrew will ensure at to departure. - ADS STBY, STBY A interchangeable tend (Manual Pressurization Control of functionally checked, (e) Cabin Altitude, Different Indicators are operative (Matter of Matter o	pulled and collared, IUs, and Switches are operative, BY ADS (ADS 4) are operative. In operative ADS is selected prior ADS, and ADS 4 are Important the same air data system Control System is operative and Itial Pressure, and Rate-of-Climb Itial Pressure, and Rate-of-Climb Itial Systems Test Page, AP Disc Idary Power Control Channel) is Itial Systems Test Page, AP Disc Idary Power Control Channel) is Itial Systems Test Page, AP Disc Itial Systems Test Page, A	DCN SV and coll b) All othe are ope c) Flighter ADS is d) Manual operativ e) Verify a utilizing Disc op f) Remain Channe displayi	W 3 PWR 1: SSPC 4233, and W 3 PWR 2: SSPC 4234 are pulled lared, or DCN RDCs, RIUs, and Switches erative, ew will ensure that an operative selected prior to departure, Pressurization Control System is we and functionally checked, autopilot engagement on ground the TSC Systems Test Page, AP	

TARGET CORPORATION MINIMUM EQUIPMENT LIST						
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115			Revision No.: 1		Page No.: 2-37 Date: 04/23/24	
CAS Message		REPAIR CATEGORY 2. LIMITATIONS and/or F			OPERATIONAL (O), PROCEDURES	
DCN SW 4 FAIL (U) (Cyan – Advisory)	В	Based on MMEL Revision No.: 4		a) D D a b) A a c) F A d) M o e) U D f) R	crew will ensure: OCN SW 4 PWR 1: SSPC 4235 and OCN SW 4 PWR 2: SSPC 4236 are pulled and collared, All other DCN RDCs, RIUs, and Switches are operative, dightcrew will ensure that an operative and selected prior to departure, danual Pressurization Control System is apperative and functionally checked, derify autopilot engagement on ground dilizing the TSC Systems Test Page, AP applies option, demaining RIU (Secondary Power Control dehannel) is operational.	

TARGET CORPORATION MINIMUM EQUIPMENT LIST					
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115		Revision No.: 1 Page No.: 2-38 Based on MMEL Revision No.: 4 Date: 04/23/24			
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or P	PROCEDURES	-	OPERATIONAL (O), PROCEDURES
DDC Config Fail (Cyan – Advisory)	С		ed provided charts are used as splays or refer to backup charts.	None requir	ed.
Dimming Maint Required (Cyan – Advisory)	В	Airplane may be dispatche	ed.	None requir	ed.
DME 1-2 Fail (Cyan – Advisory)	С	Airplane may be dispatche operations or approach mi excess of those required n	nimums require its use. Any in	None requir	ed.
		NOTE: DME is only required operations are predicated Equipment. Only 1 or 2, No.	on the use of VOR Navigation		
EGPWM SYS 1-2 Fail (Cyan – Advisory)	В	Airplane may be dispatche operative.	ed provided GPWS functions are	None requir	ed.
			FD synthetic terrain will not be Server failures, but the full PFD ction.		
Elec Power Maint Req, L-R (Amber – Caution)	С	Airplane may be dispatche power system related CAS	ed provided no other electrical S are present.	None requir	ed.
Emergency Exit Unlocked (Amber – Caution)	В	departure: a) A crewmember verifies of the four Overwing E extended and engaged	stched provided before each s by visual inspection that in each exit Doors the locking tabs are d, and Door Release Handles are	a) A crewr that in e the lock and b) All four	will ensure before each departure: member verifies by visual inspection each of the four Overwing Exit Doors ing tabs are extended and engaged, Overwing Exit Door Release s are stowed flush.

TARGET CORPORATION MINIMUM EQUIPMENT LIST						
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115	4 5	DEDAID CATECODY	Revision No.: 1 Based on MMEL Revision No.: 4	Page No.: 2-39 Date: 04/23/24		
CAS Message	1. 5	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES	OPERATIONAL (O), PROCEDURES		
Eng ACC Fail, L-R (Cyan – Advisory)	D	Airplane may be dispatche	ed.	None required.		
Eng Fire Det Maint, L-R (Cyan – Advisory)	В	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.		None required.		
			per of hours remaining until a Do "Eng Maint LTD" messages n within 500 hours.			
		short term dispatch (Eng N number between 125 and with one engine in short te	issible with only one engine in faint ###) where ### is any 1. Dispatch is also permissible rm dispatch and one engine in aint LTD) or both engines in LTD."			

TARGET CORPORATION MINIMUM EQUIPMENT LIST						
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115					Page No.: 2-40 Date: 04/23/24	
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES	OPERATIONAL (O), PROCEDURES		
Eng Maint LTD, L-R (Cyan – Advisory)	Ā	messages displayed on EI a) Repairs are made in a established by the PW Chapter 5 (no extension	ed with Cyan "Eng Maint LTD" CAS provided: ccordance with times (hours) C 815GA Time Limits Manual, ons are authorized), and ewed by flight crew before each	None required.		
			per of hours remaining until a Do "Eng Maint LTD" messages n 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."				

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115			vision No.: 1 sed on MMEL Revision No.: 4		Page No.: 2-41 Date: 04/23/24		
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or PROC	CEDURES	OPERATIONAL (O), PROCEDURES			
Eng Synch Fail (Cyan – Advisory)	D	Airplane may be dispatched.		None required.			
EVS Fail (Cyan – Advisory)	С	Airplane may be dispatched.		None required.			
EVS Degraded (Cyan – Advisory)	С	Airplane may be dispatched.		None required.			
EVS Self Preservation (Cyan – Advisory)	С	Airplane may be dispatched.		None required.			
External Baggage Door (Amber – Caution)	В	(O) Airplane may be dispatched to be CLOSED and LOCKED by		Flightcrew w CLOSED ar	will ensure the door is verified to be and LOCKED.		

			CORPORATION EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115	T 4 -		Revision No.: 1 Based on MMEL Revision No.: 4	I	Page No.: 2-42 Date: 04/23/24
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES		OPERATIONAL (O), PROCEDURES
FCC 1A Fail (U) (Cyan – Advisory)	Α	(O) Airplane may be dispa a) Inoperative channel St b) Repairs are made with	SPC is pulled and collared, and		vill ensure inoperative channel 1A: REER, A-1 is pulled and
FCC 2B Fail (U) (Cyan – Advisory)	A	(O) Airplane may be dispa a) Inoperative channel SS b) Repairs are made with	SPC is pulled and collared, and	Flightcrew v SSPC, FCC collared.	will ensure inoperative channel 22B: REER, A-2 is pulled and
FCS Limited Dispatch (Cyan – Advisory)	В		(O) Airplane may be dispatched provided Flight Control System faults are reviewed by flightcrew before each takeoff. Flightcrew will ensure F faults are reviewed before takeoff.		
FCS Maintenance Required (Blue – Advisory)	Α	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)	Α	Airplane may be dispatche within 15 days.	ed provided repairs are made	None requir	red.
Flaps Maintenance (Cyan – Advisory)	С	Airplane may be dispatche	ed.	None requir	ed.
FMS 1-2-3 Fail (Cyan – Advisory)	A	except where enroute oper require its use, provided: a) Affected system is not b) Long Range Navigatio c) Full capability with two d) Repairs are made with NOTE: Two systems are re-	equired for dispatch into NAT HLA RNAV, including PRNAV and	None requii	red.

			CORPORATION EQUIPMENT LIST		
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. F	REPAIR CATEGORY 2. LIMITATIONS and/or PR	ROCEDURES		OPERATIONAL (O), PROCEDURES
FMS/GPS Pos Mon Unavail (Cyan – Advisory)	В	(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)	С	 (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.	
	С	 (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). 		a) Both ta wing re b) Both fu c) After ta flow in d) Flighto section	will ensure: anks are completely filled using over efueling, uel flow meters are operative, akeoff, power is set by matching fuel dications on both engines, erew refers to the Fuel Servicing of the Operating Manual, and erew maintains a log of fuel burned.

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.: 2-44 Date: 04/23/24			
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or PROCEDURES		OPERATIONAL (O), PROCEDURES			
Front WShld Heat Fail, L-R (Amber – Caution)	В	Except for ER operations, airplane may be dispatched with one inoperative provided airplane is not operated in known or forecast icing conditions.	None requi	red.			
Front WShld Heat Fault, L-R (Cyan – Advisory)	С	Airplane may be dispatched.	None requir	red.			
Fuel Crossflow Valve Open (White – Status)	В	 (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. 	b) Fuel Int c) Fuel Qu operativ d) Airplane AFM Lir e) Fuel tar operativ	Boost Pumps are operative, ertank Valve is operative, uantity Indicating System is ve, e is operated in accordance with mitations, ak temperature system must be			
Fuel Return Fail, L-R (Cyan – Advisory)	В	(O) Airplane may be dispatched provided:a) Flightcrew monitors fuel tank temperature, andb) 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.				

			CORPORATION EQUIPMENT LIST			
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115	4 1	DEDAID OATEOORY	Revision No.: 1 Based on MMEL Revision No.: 4	I	Page No.: 2-45 Date: 04/23/24	
CAS Message	1. 1	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES	-	OPERATIONAL (O), PROCEDURES	
Fwd Emer Battery Fail (U) (Amber – Caution)	A	 (O) Airplane may be dispatched provided: a) Affected Forward Battery is swapped wih 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 		a) Affected Aft Batte battery Fail CAS b) All other systems c) All three	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	 controls to remain in Normal Mode. (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. 		Aft Battery	d Forward Battery is swapped with ery (#2 IRU and #3 IRU backup position) and thus Fwd Emer Battery S then clears, r components of the electrical s are operative, and e IRSs and both AHRS are	

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.: 2-46 Date: 04/23/24		
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or PF	ROCEDURES		OPERATIONAL (O), PROCEDURES		
Galley Smoke Det Fault (Cyan – Advisory)	Α	Airplane may be dispatched within 10 calendar-days.	d provided repairs are made	None requir	ed.		
GCU Fail, L-R (Cyan – Advisory)	A	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 a) APU G flight, b) Airplan and		a) APU Ge flight, b) Airplane and	b) Airplane is operated at or below FL 450,		
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)	В	Airplane may be dispatched require the use of GPS or 0		None required.			
GPS 1-2 Fail (Cyan – Advisory)	В	Airplane may be dispatched except where operations require the use of GPS or GNSSU. None required.		ed.			
GPWS 1-2 Fail (Cyan – Advisory)	A	(O) Airplane may be dispat a) Alternate procedures are b) Repairs are made withing	re established and used, and	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.			

			CORPORATION QUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115		E	Revision No.: 1 Based on MMEL Revision No.: 4		Page No.: 2-47 Date: 04/23/24
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or PRO	OCEDURES		OPERATIONAL (O), PROCEDURES
HF 1-2 Fail (Cyan – Advisory)	D	May be inoperative provided required for the route of flight		None require	ed.
	С	 (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 		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)	С	tab is performed. 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 recommend the SSPC be reset for ground operations especially in hot weather.		ed.	
HUD OHU Fan Fail (Cyan – Advisory)	С	(O) Airplane may be dispatch a) Extended HUD ground o b) Pilot selected HUD bright	pperations are avoided, and	Flightcrew will ensure: a) Extended HUD ground operations are avoided, and b) Pilot selected HUD brightness is reduced.	

		_	CORPORATION EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 7			Revision No.: 1 Based on MMEL Revision No.: 4	1	Page No.: 2-48 Date: 04/23/24
CAS Message	1. R	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES	_	OPERATIONAL (O), PROCEDURES
Hyd Qty Sensor Fail, L (Cyan – Advisory)	В	each departure. Indications are most accurate if system indicator before each de are most accurate if system			antity is checked by reservoir or before each departure. Indications at accurate if system is pressurized, manually selected ON for takeoff ding, and ydraulic Quantity Sensor is
Hyd Qty Sensor Fail, R (Cyan – Advisory)	В	each departure. Indications are most accurate if system is pressurized, and b) Left Hydraulic Quantity Sensor is operative. indicator before each departure indicator before each departure in indicator before each departure.			will ensure: uantity is checked by reservoir or before each departure. Indications at accurate if system is pressurized, draulic Quantity Sensor is operative.
Hyd Temp Sensor Fail, L (Cyan – Advisory)	В	(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 reservoir indicator before each Indications are most accurate i pressurized.		are most accurate if system is	
Hyd Temp Sensor Fail, R (Cyan – Advisory)	В	provided quantity is check each departure. Indication pressurized.	tched with both sensors failed ed by reservoir indicator before s are most accurate is system is failed, Synoptic quantity will not ated.	reservoir in	will ensure quantity is checked by dicator before each departure. are most accurate if system is d.

		TARGET CO MINIMUM EQU	RPORATION UIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115	ı	Ba	evision No.: 1 ased on MMEL Revision No.: 4		Page No.: 2-49 Date: 04/23/24
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or PROC	CEDURES		OPERATIONAL (O), PROCEDURES
Ice Detect Fail, L-R (Amber – Caution)	В	(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)	С	May be inoperative except whe	·	None required.	
Internal Baggage Door (Cyan – Advisory)	В	each use, and	SED and LOCKED by a bing above 45,000 feet after of ENTER" at or above 45,000 ed CLOSED and LOCKED by	a) Door is LOCKE climbin and b) Door is	will ensure: s verified to be CLOSED and ED by a crewmember prior to g above 45,000 feet after each use, s placarded "DO NOT ENTER" at or 45,000 feet.

		TARGET CORPORATION MINIMUM EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73		Revision No.: 1 Based on MMEL Revision No.: 4	Page No.: 2-50 Date: 04/23/24	
CAS Message	1. R	EPAIR CATEGORY 2. LIMITATIONS and/or PROCEDURES	OPERATIONAL (O), PROCEDURES	
Iridium Fail (Cyan – Advisory)	С	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)	А	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.	

			CORPORATION EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115	1 F	REPAIR CATEGORY	Revision No.: 1 Based on MMEL Revision No.: 4		Page No.: 2-51 Date: 04/23/24 OPERATIONAL (O),
CAS Message		2. LIMITATIONS and/or P	ROCEDURES		PROCEDURES
Lav Smoke Det Fault (Fwd-Aft) (Cyan – Advisory)	В	(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)	В	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 Reqd (Cyan – Advisory)	В	brake is applied and the Mathematical the MED is visually confirm			the Main Entrance Door (MED) MED is visually confirmed latched via noting of three dots on bayonets cation dot on the lock mechanism

		_	CORPORATION EQUIPMENT LIST		
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. F	REPAIR CATEGORY 2. LIMITATIONS and/or P	ROCEDURES		OPERATIONAL (O), PROCEDURES
Main Fuel Pump Fail, L-R (Amber – Caution)	В	 (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		perative, re operative, tive, ative, are operative, tteries are operative, breaker on the Power ed and collared: B in Left Main AC Section, obsin Right Main AC Section assengers for their use as	a) Both G b) Both es c) Auxilia d) APU G e) Both B f) Both M g) Inopera Power collare • L N Se • RIG AC h) Provide	will ensure: Generators are operative, ssential TRUs are operative, ry TRU is operative, Generator is operative, Generator is operative, Hain Airplane Batteries are operative, Hative TRU circuit breaker on the Distribution Box is pulled and d: MAIN TRU: LPDB in Left Main AC ection, GHT MAIN TRU: RPDB in Right Main C Section, and the flashlights to passengers for their needed.

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600			Revision No.: 1		Page No.: 2-53		
Registration No.: N183T Serial No.: 73115			Based on MMEL Revision No.: 4	1	Date: 04/23/24		
	1. F	REPAIR CATEGORY			OPERATIONAL (O),		
CAS Message		2. LIMITATIONS and/or F	PROCEDURES		PROCEDURES		
Mid Cabin Door Closed (Amber – Caution)	С		tched provided the door is in the ng taxi, takeoff, and landing.		shall ensure the door is in the n position during taxi, takeoff, and		
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		None required.			
MRC 2 Fail (Cyan – Advisory)	A	Airplane may be dispatched a) Associated Comm and are operative, and b) Repairs are made with	d Nav radios and opposite ATC nin 1 flight-day. expect advisory "APM 4 Fail" and	None requir	ed.		

			CORPORATION QUIPMENT LIST		
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. F	REPAIR CATEGORY 2. LIMITATIONS and/or PR	OCEDURES		OPERATIONAL (O), PROCEDURES
NAV 2 Fail (Cyan – Advisory)	В	Airplane may be dispatched provided to an inoperative sy by an emergency bus.	provided no relief may be ystems or component if powered	None required.	
NAV/Strobe Fail, L-R (Amber – Caution)	В	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 Reqd (Cyan – Advisory)	В	Airplane may be dispatched.		None required.	
NAVCOM 3 Fail (Cyan – Advisory)	В		provided flightcrew can acquire COM or FliteFone, or over the	None required.	
NWS FIXED Gain (Cyan – Advisory)	В	Airplane may be dispatched provided Nose Wheel Tiller Steering System is operative.		None required.	
NWS Maintenance Reqd (Cyan – Advisory)	В	Airplane may be dispatched.		None required.	

TARGET CORPORATION MINIMUM EQUIPMENT LIST								
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or F	Revision No.: 1 Based on MMEL Revision No.: 4 PROCEDURES		Page No.: 2-55 Date: 04/23/24 OPERATIONAL (O), PROCEDURES			
OHPTS 1-2-3 Fail (Cyan – Advisory)	В	(O) Airplane may be dispa Touch Screen inoperative a) All Display Units are o b) Associated CB/SSPC	perative, and	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: • 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)	В		ed with any/all OHPTS Touch vided screen temperatures allow	None requir	ed.			

			CORPORATION EQUIPMENT LIST			
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115			Revision No.: 1 Based on MMEL Revision No.: 4		Page No.: 2-56 Date: 04/23/24	
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or PR	ROCEDURES		OPERATIONAL (O), PROCEDURES	
Pack Fail, L-R (Amber – Caution)	В		s selected OFF, w Valve is operative, and accordance with AFM Limitation n Pressurization Control, and	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.		
			(empty), and			
Pack Maintenance, L-R (Cyan – Advisory)	С	Airplane may be dispatched		None required.		
Pedal Steering Fail (Amber – Caution)	В		provided: ing System is operative, and the taxi, takeoff, and landing	None r	equired.	
Pred Windshear Unavailable (Cyan – Advisory)	В	(O) May be inoperative provestablished and used. NOTE: RDR-4000 has predicapability (optional).	ided alternate procedures are	03-25-2 03-20, situation	rew will comply with the AFM guidance 20 and 04-25-20 and AOM guidance 04-04-02-20 and 07-02-50 in windshear ons and recommend procedures when ntering windshear.	

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115	ı		Revision No.: 1 Based on MMEL Revision No.: 4		Page No.: 2-57 Date: 04/23/24		
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or PI	ROCEDURES		OPERATIONAL (O), PROCEDURES		
Probe HT 3-4 Fail (Cyan – Advisory)	В	 (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 		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.			
			or 4 Dgrd Amber CAS message. d to use this degraded ADS.				
PSU Fan Fail (Cyan – Advisory)	В	cooler, b) TRU electrical loads are c) Right main TRU is open	s 95 degrees F (35 degrees C) or e 50% or less, rative, ontrol System (ECS) Packs are remains OPEN, and	a) Ambie (35 de b) TRU e c) Right i d) Both E Packs e) Interna	will ensure: Int Temperature is 95 degrees F Igrees C) or cooler, Illectrical loads are 50% or less, Imain TRU is operative, Invironmental Control System (ECS) In are operative, Illed Baggage Door remains OPEN, and In it is operated at or below FL 400.		

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.: 2-58 Date: 04/23/24				
CAS Message	1. REPAIR CATEGORY 2. LIMITATIONS and/o	r PROCEDURES	OPERATIONAL (O), PROCEDURES				
PTU Hyd Press Sensor Fail (Cyan – Advisory)	b) PTU Hydraulic system NOTE: Proper operation performing the following 1. Chocks – Installed 2. AUX Pump – NOT 3. Pedal Brakes – App	sure Indication is operative, and em is operative. In of the PTU can be verified by steps:	Flightcrew will ensure: a) Left Hydraulic Pressure Indication is operative, and b) PTU Hydraulic system is operative.				
PSU Shutoff Valve Fail (Cyan – Advisory)	performing success engine running, and b) PTU pressure of 3,0	em operations is verified by ful flap operation with only the right 000 psi is verified with only the right 0 psi is verified with both engines	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).				

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.: 2-59 Date: 04/23/24		
CAS Message		REPAIR CATEGORY 2. LIMITATIONS and/or P			OPERATIONAL (O), PROCEDURES		
Rad Alt 1-2 Fail (Cyan – Advisory)	В	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 anticing) are considered, and d) Approach capability at destination and alternate airports must be assessed.		None required.			
RAAS 1-2 Fail (Cyan – Advisory)	В	Airplane may be dispatche	d.	None requir	ed.		
Refuel System Fail (Cyan – Advisory)	В	 (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 Manaul. NOTE: Maximum over wing fuel load is approximately 33,500 lbs (15,196 kg)/ 5,000 gal (18,925 lit). 		is deactivate	vill ensure Pressure Fueling System ed by selecting the REMOTE HUTOFF Switch on the overhead OSED.		

			CORPORATION EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 CAS Message 1. REPAIR CATEGORY 2. LIMITATIONS and/o				Page No.: 2-60 Date: 04/23/24 OPERATIONAL (O), PROCEDURES	
Sec Pwr Ctlr Flt, L-R (U) (Cyan – Advisory)	В	fault provided: a) Remaining Sec Pwr Ct	d with a Sec Pwr Ctlr channel thr is operational, and of the Electrical system are	None requir	ea.
Service Door (Cyan – Advisory)	В	verifies by visual inspection associated door is CLOSE a) Door latches or lock has b) Door edges are flush vortice Engine Access (Lee Engine Access (Rie External Air, External Power, Forward Cowl (Lef Forward Cowl (Rig Fuel Drain Valve (Iee Fuel Drain Valve (Iee Fuel Hopper Drain	with fuselage. If Engine), ght Engine), It Engine), ght Engine), Left Wing), Right Wing), Valve (Left Wing), Valve (Right Wing), ance,	each depart CLOSED ar a) Door lat b) Door ec Eng Exte For For Fue Fue Case Cas	will verify by visual inspection before ture that the associated door is and LOCKED/LATCHED by: tches or lock handles are flush, and dges are flush with fuselage. gine Access (Left Engine), gine Access (Right Engine), ernal Air, ernal Power, ward Cowl (Left Engine), ward Cowl (Right Engine), el Drain Valve (Left Wing), el Drain Valve (Right Wing), el Hopper Drain Valve (Right Wing), el Hopper Drain Valve (Right Wing), el Service, fuel Port, gear Maintenance, yen Service, dome, curity, la Compartment, ste Service, and ter Service.

TARGET CORPORATION MINIMUM EQUIPMENT LIST							
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115	4 6	DEDAID CATECODY	Revision No.: 1 Based on MMEL Revision No.: 4	Page No.: 2-61 Date: 04/23/24			
CAS Message	1. 1	REPAIR CATEGORY 2. LIMITATIONS and/or P	ROCEDURES		OPERATIONAL (O), PROCEDURES		
SFD FAIL, L-R (Cyan – Advisory)	В	 (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)	В	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)	В	Airplane may be dispatched.		None required.			
Side WShld Heat Fault, L-R (Cyan – Advisory)	С	Airplane may be dispatched NOTE: This message will a 5 minutes.		None requir	red.		

			CORPORATION EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115			Revision No.: 1 Based on MMEL Revision No.: 4	1	Page No.: 2-62 Date: 04/23/24
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or F	PROCEDURES	OPERATIONAL (O), PROCEDURES	
Stuck MIC CAU 3-4 (Cyan – Advisory)	С	 (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 Pilotin-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)	С	Airplane may be dispatched. Surface CDTI data will not be available and must be supplemented with other means of deconfliction.		None requir	ed.
Tail NAV/Strobe Fail, L-R (Amber – Caution)	В	Airplane may be dispatche operated at night.	ed provided the aircraft is not	None required.	
TAT Probe 1-2 Ht Fail (Cyan – Advisory)	В	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	Notams and Chart not	ulled and collared, r Domestic and International use. es shall be referenced for pproach TCAS requirements, and	and b) May be Internat shall be	will ensure: SSPC 3422 is pulled and collared, inoperative for Domestic and ional use. Notams and Chart notes e referenced for proposed route, and th TCAS requirements.

		TARGET CORPORATION MINIMUM EQUIPMENT LIST	
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115		Revision No.: 1 Based on MMEL Revision No.: 4	
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or PROCEDURES	OPERATIONAL (O), PROCEDURES
Terrain 1-2 Fail (Cyan – Advisory)	В	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)	В	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)	В	(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)	В	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.

			CORPORATION QUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115	1 4 -		Revision No.: 1 Based on MMEL Revision No.: 4		Page No.: 2-64 Date: 04/23/24
CAS Message	1. F	REPAIR CATEGORY 2. LIMITATIONS and/or PR	OCEDURES		OPERATIONAL (O), PROCEDURES
TSC 1-2-3-4 Fan Fail (Cyan – Advisory)	В	Airplane may be dispatched TSCs have failed fans.	provided no more than two	None require	ed.
TSC 5 Fan Fail (Cyan – Advisory)	В	Airplane may be dispatched TSCs have failed fans.	provided no more than two	None require	ed.
TSC 1-2-3-4-5 Fail (Cyan – Advisory)	В	 (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: • 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)	В	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)	В	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)	С		. Airborne CDTI data will not be emented with other means of	None require	ed.

TARGET CORPORATION MINIMUM EQUIPMENT LIST					
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 CAS Message	1. [Revision No.: 1 Based on MMEL Revision No.: 4 REPAIR CATEGORY 2. LIMITATIONS and/or PROCEDURES	<u>4</u>	Page No.: 2-65 Date: 04/23/24 OPERATIONAL (O), 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. 		ghtcrew will ensure: At least one radio altimeter is valid, Alternate procedures are established and used, and Flightcrew will comply with AFM/AOM guidance in windshear situations and recommend procedures when encountering windshear.	
Wing Anti-Ice Fail, L-R (Amber – Caution)	В	 (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.	

			CORPORATION EQUIPMENT LIST		
Aircraft: Gulfstream GVII-G600 Registration No.: N183T Serial No.: 73115 1. REPAIR CATEGORY			Revision No.: 1 Based on MMEL Revision No.: 4		Page No.: 2-66 Date: 04/23/24 OPERATIONAL (O),
CAS Message		2. LIMITATIONS and/or PROCEDURES		PROCEDURES "	
60 Hz MPT Fail (Cyan – Advisory)	В	2. LIMITATIONS and/or PROCEDURES (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.		FROCEDORES Flightcrew will ensure: a) Affected SSPC circuit breakers are pulled and collared: • 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)	С		tched provided: aker is pulled and collared, and assengers on items that are	collared • L FI • R F	d circuit breaker is pulled and d: REQ CONV: LPDB, REQ CONV: RPDB, and gers are briefed on items that are

AIRCRAFT DISCREPANCY LOG SHEET (ADLS)

AIRCRAFT REGISTR	ATION #				
Location:	Date Discovered:	Discovered By:			
Discrepancy:					
Corrective Action:					
This aircraft was repaired in accordance	e with manufacturer's service instructions and c	urrent regulations and is approved for return to service.			
Corrected By:	Certificate #:	Date:			
	AIRCRAFT DISC	REPANCY LOG SHEET (ADL	S)		
AIRCRAFT REGISTR	ATION #				
Location:	Date Discovered:	Discovered By:			
Discrepancy:					
Corrective Action:					
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)

AIRCRAFT REGIST	RATION #		•
Location:	Date Discovered:	Discovered By:	
Discrepancy:			
Corrective Action:			
This aircraft was repaired in accorda	ance with manufacturer's service instructions and	current regulations and is approved for return to service.	
Corrected By:	Certificate #:	Date:	
	AIRCRAFT DISC	REPANCY LOG SHEET (A	DLS)
AIRCRAFT REGIST	RATION #		
Location:	Date Discovered:	Discovered By:	
Discrepancy:			
Corrective Action:			
This aircraft was repaired in accorda	ance with manufacturer's service instructions and	current regulations and is approved for return to service.	_
Corrected By:	Certificate #:	Date:	