

INDICATING / RECORDING SYSTEM

03-16-10: Display Unit (DU) Failure

1. Affected DU Circuit Breaker(s) (CBs)..... CHECK

DU #1: POP, B-5	DU # 3 PRI: CPOP, B-6
DU # 2 PRI: POP, B-6	DU # 3 SEC: CPOP, B-7
DU #2 SEC: POP, B-7	DU # 4: CPOP, B-5

In the event of DU 1 and/or DU 4 failure, the Primary Flight Display (PFD) will automatically switch to DU 2 and/or DU 3 respectively, in a 2/3 window format.

IF AUTOMATIC PFD SWITCHING DOES NOT OCCUR:

**2. Pilot MFD Switch..... PFD
AND / OR**

3. Copilot MFD Switch PFD

NOTE:

If the failed DU(s) is regained, the PFD will not automatically switch back to DU 1 and / or DU 4. The Pilot and / or Copilot MFD switch must be positioned to the NORM selection in order to move the PFD back to the original DU.

NOTE:

In flight, it will be necessary to hold the display controller "2/3" selection switch capsule in the depressed position for three (3) seconds in order to unlatch the display format conversion.

END

03-16-20: Operation With An Air Data System (ADS) Failed

WITH AN ADS FAILED, THE FOLLOWING GUIDANCE IS PROVIDED:

**1. Operative ADSs SELECT REMAINING (BUT NOT SAME)
OPERATIVE ADS FOR DISPLAY ON PFD**

An inoperative ADS is detected by the presence of a blue **ADS 1-2-3 Fail** message on CAS, and red Xs on the affected PFD airspeed, altitude and vertical speed displays (if the failed ADS is selected for display on the PFD). The pilots should select one of the remaining (but not the same) operative ADSs for display on their individual PFDs.

IF EITHER ADS 1 OR ADS 2 IS THE FAILED ADS:

2. Left and Right Engines.....VERIFY EPR CONTROL MODE

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If either ADS 1 or ADS 2 is the failed ADS, expect the blue CAS message **L Engine Backup AirData** (ADS 1) or **R Engine Backup AirData** (ADS 2) to be displayed. Verify both engines are in the EPR control mode. If one or both engines are in the Alternate (LP) control mode, this is annunciated by a blue **L-R Engine ALT Control** CAS message and the display of either an amber or blue ALT icon above the LP indicator and the EPR indicator displaying EPR data in either amber or blue.

3. Cabin Pressure Control PanelCHECK FOR FAULT ANNUNCIATION

IF FAULT ANNUNCIATION IS PRESENT:

- A. Pilot PFDVERIFY VALID AIR DATA INFORMATION IS DISPLAYED BEFORE RESETTING FAULT**

IF EITHER OR BOTH ENGINES ARE IN ALTERNATE CONTROL:

4. Affected Engine(s)..... RESELECT TO EPR CONTROL MODE USING DISPLAY CONTROLLER SENSOR MENU

- A. ENG ALT CTRLPRESS FOR THE LEFT ENGINE:**

B. Left ThrottleIDLE

C. L CTL - ALT.....PRESS TO "BOX", PRESS AGAIN TO "UNBOX"

- D. Left ThrottleRESET AS REQUIRED FOR THE RIGHT ENGINE:**

E. Right Throttle.....IDLE

F. R CTL - ALTPRESS TO "BOX", PRESS AGAIN TO "UNBOX"

- G. Right Throttle.....RESET AS REQUIRED THEN:**

H. Both EnginesVERIFY "ALT" IS UNBOXED

I. "L-R Engine ALT Control" Message..... VERIFY EXTINGUISHED

J. EPR Indicators..... VERIFY WHITE

K. ALT Icon (Above LP Gauges)..... VERIFY EXTINGUISHED

APPROACH AND LANDING WITH A SINGLE ADS INOPERATIVE:

Approach and landing with a single ADS inoperative should be accomplished with the engines in the EPR control mode.

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CAUTION

IF A GO-AROUND IS NECESSARY, THE CREW SHOULD BE ALERT FOR A SECOND ADS FAILURE DURING THE GO-AROUND. IF THIS OCCURS, THE PILOT MONITORING SHALL MONITOR THRUST TO PREVENT ANY ENGINE EXCEEDANCES BY MOVING THE POWER LEVERS AFT ONE (1) INCH FROM THE FORWARD MECHANICAL STOP.

IF A SECOND ADS FAILS DURING ANY FLIGHT SEGMENT:

If a second ADS fails during any flight segment, the engines should be reverted to the Alternate (LP) control mode. See Section 03-05-10, FADEC Alternate Control Mode.

See Section 05-12-20, Engine EPR and LP Tables for LP RPM settings for go-around thrust and maximum continuous thrust while operating in this mode.

IF A SECOND ADS FAILS IN FLIGHT AND THE REMAINING OPERATIVE ADS IS ADS 3:

If a second ADS fails in flight and the remaining operative ADS is ADS 3, the cabin pressurization system will indicate a FAULT. When this occurs, the outflow valve will remain in the last commanded position and the cabin will remain stable. When a cabin altitude change is required, the crew should select MANUAL mode and control cabin altitude as necessary.

END

03-16-30: Traffic and Collision Avoidance System (TCAS) Failure

IF THE TRAFFIC AND COLLISION AVOIDANCE SYSTEM FAILS:

1. CASTCAS FAIL (BLUE) MESSAGE DISPLAYED
2. TCAS circuit breaker CHECK

TCAS: POP, F-2

If unable to restore TCAS, log for maintenance action.

END

03-16-40: Enhanced Ground Proximity Warning System (EGPWS) Failure

If both EGPWS modules have failed, terrain on the INAV / MAP may not be displayed.

There are no circuit breakers for EGPWS or GPWS.

END

03-16-50: Blocked Total Air Temperature (TAT) Probe

A blocked probe will manifest itself during takeoff by display of a blue **L-R Engine Backup Air Data advisory** CAS message and may be followed by one or both engines soft reverting to alternate (LP) control mode. If this message is observed, immediately check the displayed SAT on the pilot and copilot navigation display (ND). If the SAT on the one ND is significantly cooler (greater than 5 degrees) than the displayed SAT on the other ND with the difference increasing, a blocked left or right TAT probe should be suspected (during takeoff, the TAT probe associated with the colder SAT indication is probably the “good” TAT probe). If suspected, the following guidance is provided:

1. LP RPM.....**NOTE**

2. SAT**CONTINUE MONITORING**

If one or both engines soft revert to alternate control proceed as follows:

NOTE:

The FADEC will maintain the existing engine LP RPM at the time of soft reversion to alternate (LP) control mode.

3. Display Controller**SELECT SENSOR MENU**

4. 5L Line Select Key **SELECT ENG ALT CTRL**

5. 2L and 3L Line Select Keys..... **PUSH L CTRL AND R CTRL TO HARD REVERT BOTH ENGINES TO ALTERNATE CONTROL**

6. Power Levers..... **MAINTAIN NOTED LP RPM OR PUSH TO MECHANICAL LIMITS**

7. TGT **MONITOR (900°C)**

8. Return for landing or proceed to destination or alternate for maintenance action.

END

03-16-60: Modular Avionics Unit (MAU) Failure

Manual AGM reversion is available on the ground only. Automatic sensor reversion allows a failed sensor to automatically switch to the next available “good” sensor. Automatic sensor reversion is inhibited below 60 knots on the ground. Therefore, ground and airborne failures produce different results.

See the following sections for specific MAU failure:

MAU 1A	See Section 03-16-70, MAU 1A Failure
MAU 1B	See Section 03-16-80, MAU 1B Failure
MAU 2A	See Section 03-16-90, MAU 2A Failure
MAU 2B	See Section 03-16-100, MAU 2B Failure
MAU 3A	See Section 03-16-110, MAU 3A Failure
MAU 3B	See Section 03-16-120, MAU 3B Failure

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END

03-16-70: MAU 1A Failure

Manual AGM reversion is available on the ground only. Automatic sensor reversion allows a failed sensor to automatically switch to the next available “good” sensor. Automatic sensor reversion is inhibited below 60 knots on the ground. Therefore, ground and airborne failures produce different results.

- 1. MAU 1A Primary / Secondary Power Circuit Breakers CHECK**
MAU #1A PRI: POP, A-10
MAU #1A SEC: CPOP, A-10

NOTE:

If the breaker is not seated, a single reset is allowed if the MAU channel is required for continued safe flight and landing.

With MAU 1 Channel A failed, the following functions are inoperative. The flight crew may be able to restore systems functionality using alternate available resources.

ADS 1:

- 2. ADS 1 (Airborne).....AUTO REVERTS TO ADS 3 OR ADS 2**
Airborne, ADS 1 automatically reverts to ADS 3 or ADS 2 if ADS 3 is not available.
- 3. ADS 1 (Ground).....SELECT ADS 2 OR ADS 3**
On the ground, select ADS 2 or ADS 3 as an air data source using the SENSOR menu on the display controller.

AT 1:

- 4. AT 1 (Airborne)..... AUTO REVERTS TO AT 2, RE-ENGAGE**
Airborne, AT 1 automatically reverts to AT 2. Re-engage using the switches on the power levers.
- 5. AT 1 (Ground)..... SELECT AT 2, RE-ENGAGE**
On the ground, select AT 2 using the SENSOR menu on the display controller and re-engage using the switches on the power levers.

FGC 1 (AP 1, YD 1, ELEVATOR TRIM 1):

- 6. FGC 1 (Airborne).....AUTO REVERTS TO FGC 2**
Airborne, FGC 1 (AP 1, YD 1, Elevator Trim 1) automatically reverts to FGC 2.
- 7. FGC 1 (Ground)..... SELECT FGC 2**
On the ground, select FGC 2 using the SENSOR menu on the display controller.

FWC 1:

- 8. FWC 1 (Airborne / Ground)..... AUTO REVERTS TO FWC 2**
- 9. Stall Barrier 1 and Stick Shaker 1 NOT AVAILABLE**

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10. HUD and EVS..... NOT AVAILABLE

NOTE:

For airplanes having HUD II, the HUD will remain operational however EVS will not be available.

11. Control of FMS 1 through MCDU 1..... STBY ENGINE PAGE DISPLAYED

Control of FMS 1 through MCDU 1 will be lost. The STBY ENGINE page will be displayed.

12. AC Power Synoptic..... L MAIN AC BUS, L STBY AC BUS AND ESS AC BUS 'BOXED' AMBER WITH GREEN FEEDER LINES

AC Power Synoptic will display amber lines around the Left Main AC Bus, Left Stby AC Bus and the Essential AC Bus, with green feeder lines to these buses. The buses are still powered.

13. DC Power Synoptic..... L AC BUS 'BOXED' AMBER WITH GREEN FEEDER LINES

DC Power Synoptic will display amber lines around the Left AC Bus with green feeder lines. The bus is still powered.

14. WX Controller 1 SLAVED TO WX CONTROLLER 2

WX Controller 1 is slaved to WX Controller 2. Range changes on DU 1 can be achieved through the copilot CCD or WX Controller 2 range knob.

15. Radio Tuning Using MCDU 1USE MCDU 2 OR 3

Use MCDU 2 or 3 for radio tuning.

16. Flight Data Recorder..... NOT AVAILABLE

17. L ACS / L BASDEFAULT MODE

Left Air Conditioning System (ACS) and Left Bleed Air System (BAS) - Default mode. No action required.

18. CMF 1 CMF 2 BECOMES ACTIVE

When CMF 1 has failed, CMF 2 will become the active CMF.

NOTE:

For a tabular summary of this subsection, see Figure 1.

END

03-16-80: MAU 1B Failure

Manual AGM reversion is available on the ground only. Automatic sensor reversion allows a failed sensor to automatically switch to the next available "good" sensor. Automatic sensor reversion is inhibited below 60 knots on the ground. Therefore, ground and airborne failures produce different results.

1. MAU 1B Primary / Secondary Power Circuit Breakers CHECK

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GULFSTREAM G550
AIRPLANE FLIGHT MANUAL

MAU #1B PRI: CPOP, A-9

MAU #1B SEC: POP, A-9

NOTE:

If the breaker is not seated, a single reset is allowed if the MAU channel is required for continued safe flight and landing.

With MAU 1 Channel B failed, the following functions are inoperative. The flight crew may be able to restore systems functionality using alternate available resources.

DU 4:

2. DU 4 (Airborne)REVERTS TO DU 3

In flight, display format configuration conversion will automatically occur on DU 3 and DU4 will "Red X".

NOTE:

In flight, if MAU 1B is recovered it will be necessary to hold the display controller "2/3" selection switch capsule in the depressed position for three (3) seconds in order to unlatch the display format conversion.

3. DU 4 (Ground) MANUALLY REVERT TO ALT

On the ground, DU 4 can be manually reverted to ALT and DU 3 will "Red X".

4. FMS 1 SELECT FMS 2 OR FMS 3

Select FMS 2 or FMS 3 using the NAV menu on the display controller.

**5. SVS (ASC 061 or later approved revisions) SELECT FMS 2
OR FMS 3**

Synthetic Vision System (SVS) is not available with FMS 1 selected as the navigation source. Select FMS 2 or FMS 3.

NOTE:

For a tabular summary of this subsection, see Figure 1.

END

03-16-90: MAU 2A Failure

Manual AGM reversion is available on the ground only. Automatic sensor reversion allows a failed sensor to automatically switch to the next available "good" sensor. Automatic sensor reversion is inhibited below 60 knots on the ground. Therefore, ground and airborne failures produce different results.

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1. MAU 2A Primary / Secondary Power Circuit Breakers..... CHECK

MAU #2A PRI: CPOP, A-8

MAU #2A SEC: POP, A-8

NOTE:

If the breaker is not seated, a single reset is allowed if the MAU channel is required for continued safe flight and landing.

With MAU 2 Channel A failed, the following functions are inoperative. The flight crew may be able to restore systems functionality using alternate available resources.

DU 3:

2. DU 3 (Airborne).....AUTO CONVERTS ON DU 2

In flight, display format configuration conversion will automatically occur on DU 2 and DU 3 will "Red X".

NOTE:

In flight, if MAU 2A is recovered it will be necessary to hold the display controller "2/3" selection switch capsule in the depressed position for three (3) seconds in order to unlatch the display format conversion.

3. DU 3 (Ground)RED X

On ground, DU 3 cannot be manually reverted. Display will remain "Red X".

4. EGPWM 2 NOT AVAILABLE

5. FMS 2 SELECT FMS 1 OR FMS 3

Select FMS 1 or FMS 3 using the NAV menu on the display controller.

6. GPS 2 NOT AVAILABLE

**7. SVS (ASC 061 or later approved revisions).....SELECT FMS 1
OR FMS 3**

Synthetic Vision System (SVS) is not available with FMS 2 selected as the navigation source. Select FMS 1 or FMS 3.

NOTE:

For a tabular summary of this subsection, see Figure 1.

END

03-16-100: MAU 2B Failure

Manual AGM reversion is available on the ground only. Automatic sensor reversion allows a failed sensor to automatically switch to the

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