

# Gulfstream

Comparison of the Gulfstream G650ER, G500, and G600



# Gulfstream

## Cabin Layouts

### G650ER



### G500



### G600

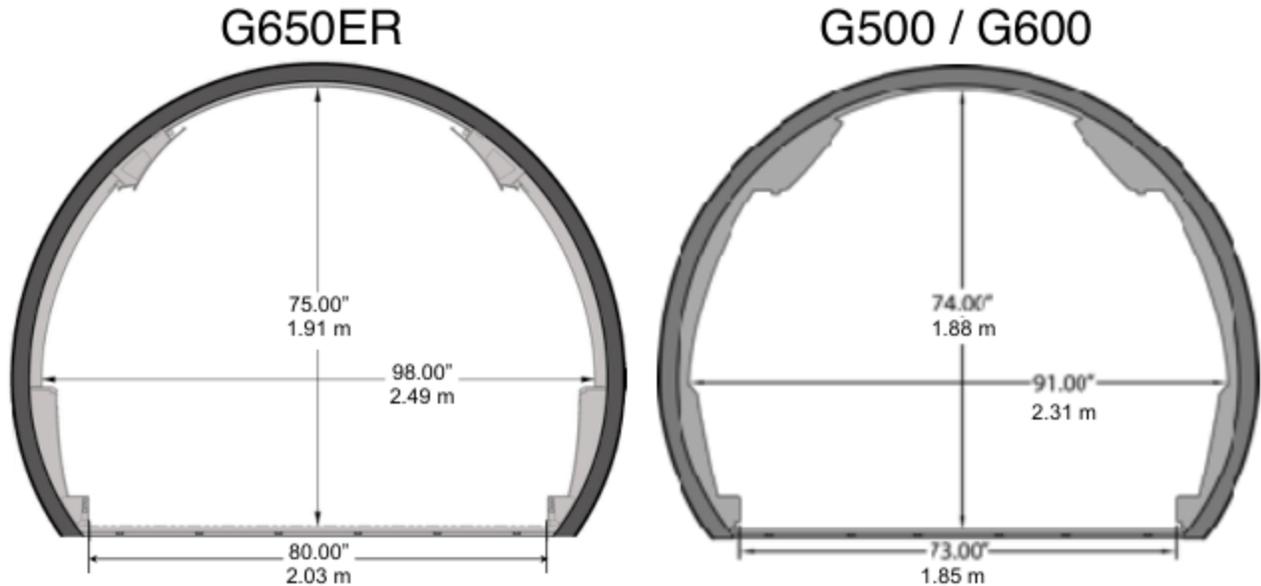


## Interior Dimension Comparison

	<b>G650ER</b>	<b>G500</b>	<b>G600</b>
<b>Cabin Height</b>	6' 5" 1.96 m	6' 4" 1.93 m	6' 4" 1.93 m
<b>Cabin Width</b>	8' 6" 2.59 m	7' 11" 2.41 m	7' 11" 2.41 m
<b>Cabin Length</b>	46' 10" 14.27 m	41' 6" 12.65 m	45' 2" 13.77 m
<b>Cabin Volume</b>	2,138 ft <sup>3</sup> 60.54 m <sup>3</sup>	1,715 ft <sup>3</sup> 48.56 m <sup>3</sup>	1,884 ft <sup>3</sup> 53.35 m <sup>3</sup>
<b>Net Usable Baggage Volume</b>	195 ft <sup>3</sup> 5.52 m <sup>3</sup>	175 ft <sup>3</sup> 4.96 m <sup>3</sup>	175 ft <sup>3</sup> 4.96 m <sup>3</sup>

# Gulfstream

## Cabin Cross Section Finished Dimensions



## Interior Comparison

	<b>G650ER</b>	<b>G500</b>	<b>G600</b>
<b>Living Areas</b>	4	3	4
<b>Passenger Capacity</b>	19	19	19
<b>Typical Outfitting</b>	13-18	12-15	14-18
<b>Flat Bed Berthing</b>	6	6	6
<b>Temperature Control Zones</b>	3	3	3
<b>Lavatories</b>	2	2	2
<b>Lavatory System</b>	Vacuum	Vacuum	Vacuum
<b>Galley Location</b>	Forward or Aft	Forward or Aft	Forward or Aft
<b>Cold Food Storage</b>	Yes (refrigerator)	Yes (refrigerator)	Yes (refrigerator)
<b>In-Flight Access to Baggage</b>	Yes	Yes	Yes

# Gulfstream

## Cabin Comparison Continued

	<b>G650ER</b>	<b>G500</b>	<b>G600</b>
<b>Flexible Floor Plans</b>	Yes	Yes	Yes
<b>Gulfstream Quality Completions Materials and Processes</b>	Yes	Yes	Yes
<b>Gulfstream Audio / Video Distribution System (GAVDS)</b>	Standard	Standard	Standard
<b>Gulfstream Cabin Management System (GCMS)</b>	Standard	Standard	Standard
<b>FWD Bulkhead Monitor</b>	26" HD widescreen LCD	24" HD widescreen LCD	24" HD widescreen LCD
<b>Credenza Monitor</b>	26" HD LCD	26" HD LCD	26" HD LCD
<b>Entertainment Cabinet</b>	Option	32" HD LCD	32" HD LCD
<b>Cabin Altitude at FL450</b>	4,030 ft	4,030 ft	4,030 ft
<b>Cabin Altitude at FL510</b>	4,850 ft	4,850 ft	4,850 ft
<b>Main Entry Door Height</b>	6' 3" 1.91 m	6' 3" 1.91 m	6' 3" 1.91 m
<b>Windows</b>	16	14	14
<b>Window Area</b>	450 in <sup>2</sup> 2,903 cm <sup>2</sup>	450 in <sup>2</sup> 2,903 cm <sup>2</sup>	450 in <sup>2</sup> 2,903 cm <sup>2</sup>
<b>Total Window Area</b>	7,200 in <sup>2</sup> 46,452 cm <sup>2</sup>	6,300 in <sup>2</sup> 40,645 cm <sup>2</sup>	6,300 in <sup>2</sup> 40,645 cm <sup>2</sup>
<b>100% Fresh Air</b>	Yes	Yes	Yes

# Gulfstream

## Flight Deck Comparison

### PlaneView II™



### Symmetry Flight Deck™



# Gulfstream

## Flight Deck Comparison

### PlaneView II™



### Symmetry Flight Deck™



PlaneView II™	Feature	Symmetry Flight Deck™
Honeywell Primus Epic	<b>Basis</b>	Honeywell Primus Epic
Yoke and Rudder Pedals	<b>Primary Flight Control</b>	Active Sidesticks
Cursor Control Device	<b>Avionics Control</b>	Cursor Control Devices and 10 Touchscreen Interfaces
Dual Multifunction Digital Units	<b>Standby Displays</b>	Dual Digital Touchscreen Units
EVS II and HUD II	<b>EVS &amp; HUD</b>	EVS III and HUD II
Four Multi-Function 14"	<b>Main Displays</b>	Four Multi-Function 14"
G650	<b>Type Rating</b>	Same between G500 and G600
Yes	<b>Triplex FMS, Triple VHF Nav/Com, Dual 24 channel GPS, Triple IRS</b>	Yes
Standard	<b>LPV, WAAS, RNP AR</b>	Standard
Honeywell RDR400 IntuVue™	<b>Weather Radar</b>	Honeywell RDR400 IntuVue™

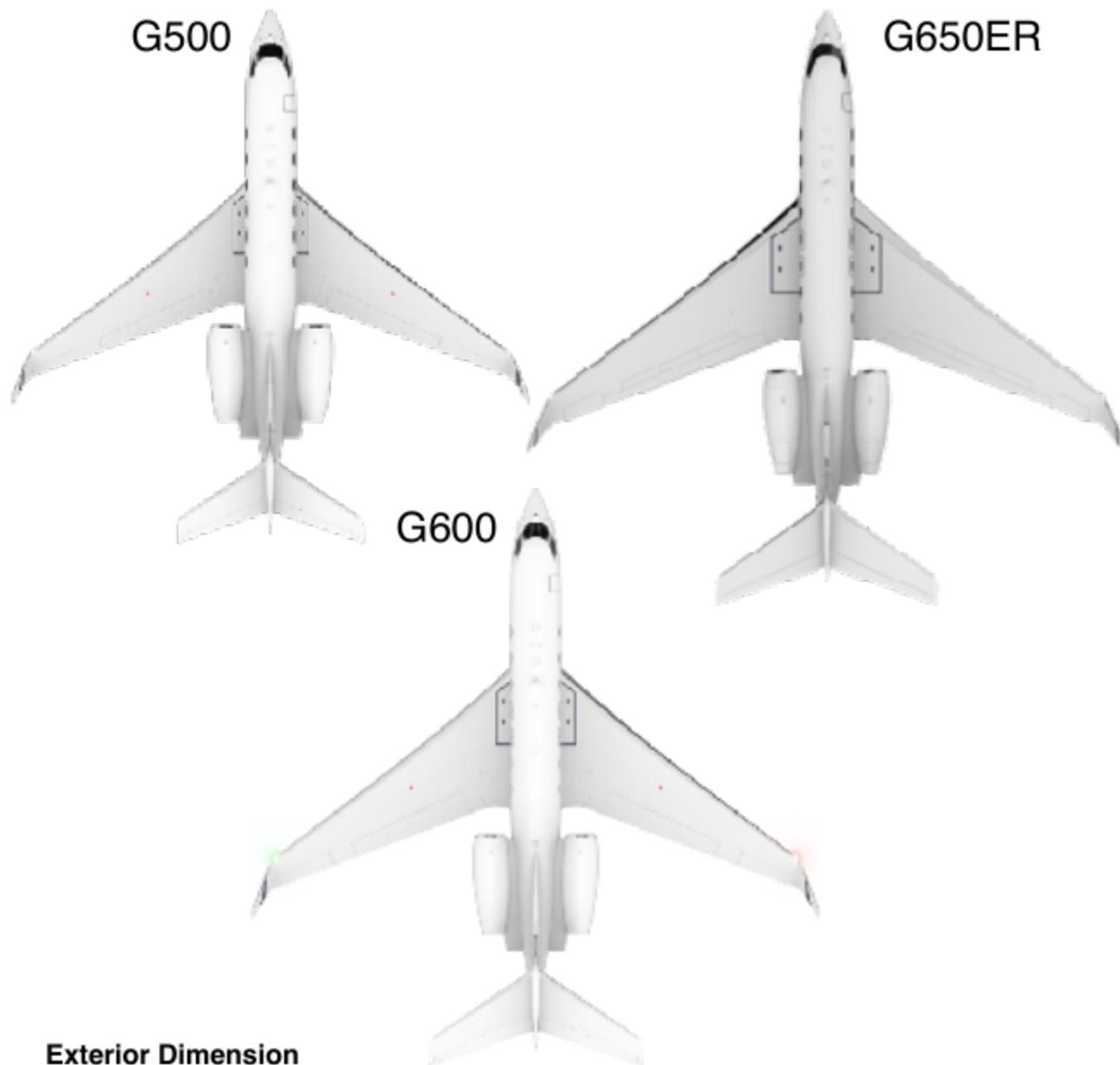
# Gulfstream

## System Comparison

	<b>G650ER</b>	<b>G500</b>	<b>G600</b>
<b>Engines (Thrust)</b>	BR725 16,900 lb 75.2 kN	PW814GA 15,144 lb 67.4 kN	PW815GA 15,680 lb 69.7kN
<b>TBO (hr)</b>	10,000	On-Condition	
<b>Electric Power Generation (AC)</b>	(2) 40 kVA engine driven generators, (1) 40 kVA APU generator, (1) 15 kVA Ram Air Turbine (RAT)	(2) 40 kVA engine driven generators, (1) 40 kVA APU generator, (1) 15 kVA Ram Air Turbine (RAT)	
<b>DC Power</b>	5 Transformer Rectifier Units (TRUs)	5 Transformer Rectifier Units (TRUs)	
<b>Flight Controls</b>	3-axis digital fly-by-wire with central mounted yoke	3-axis digital fly-by-wire with active control sidesticks	
<b>Data Concentration Network</b>	N/A	Yes	
<b>Auto Brakes</b>	Yes	Yes	
<b>Hydraulics</b>	2 separate systems with engine driven pumps	2 separate systems with engine driven pumps	
<b>Potable Water Capacity</b>	40 US Gal, hot and cold pressurized	30 US Gal, hot and cold pressurized	
<b>Aircraft Health and Trend Monitoring</b>	10,000 parameters	15,000 Parameters	

# Gulfstream

## Exterior Dimensions



## Exterior Dimension

	<b>G650ER</b>	<b>G500</b>	<b>G600</b>
<b>Length</b>	99' 9" 30.40 m	91' 2" 27.78 m	96' 1" 29.29 m
<b>Height</b>	25' 8" 7.82 m	25' 6" 7.78 m	25' 3" 7.70 m
<b>Overall Span</b>	99' 7" 30.35 m	86' 3" 26.30 m	94' 1" 26.68 m

# Gulfstream

## Performance Comparison

	<b>G650ER</b>	<b>G500</b>	<b>G600</b>
<b>Normal Cruise</b>	M0.90	M0.90	M0.90
<b>Long Range Cruise</b>	M 0.85	M 0.85	M 0.85
<b>Mmo</b>	M 0.925	M 0.925	M 0.925
<b>Range at LRC</b> 8 Pax, ISA, NBAA IFR Reserves	7,390 nm 13,686 km	5,000 nm 9,260 km	6,200 nm 11,482 km
<b>Range at Normal Cruise</b> 8 Pax, ISA, NBAA IFR Reserves	6,320 nm 11,705 km	3,800 nm 7,038 km	4,800 nm 8,890 km
<b>Takeoff Distance</b> SL, ISA, MTOW	6,299 ft 1,920 m	5,200 ft 1,585 m	5,700 ft 1,737 m
<b>Landing Distance</b> SL, ISA, MLW	3,000 ft 914 m	3,100 ft 945 m	3,100 ft 945 m
<b>Initial Cruise Altitude</b>	FL410	FL430	FL410
<b>Maximum Cruise Altitude</b>	FL510	FL510	FL510

### **Performance Assumption**

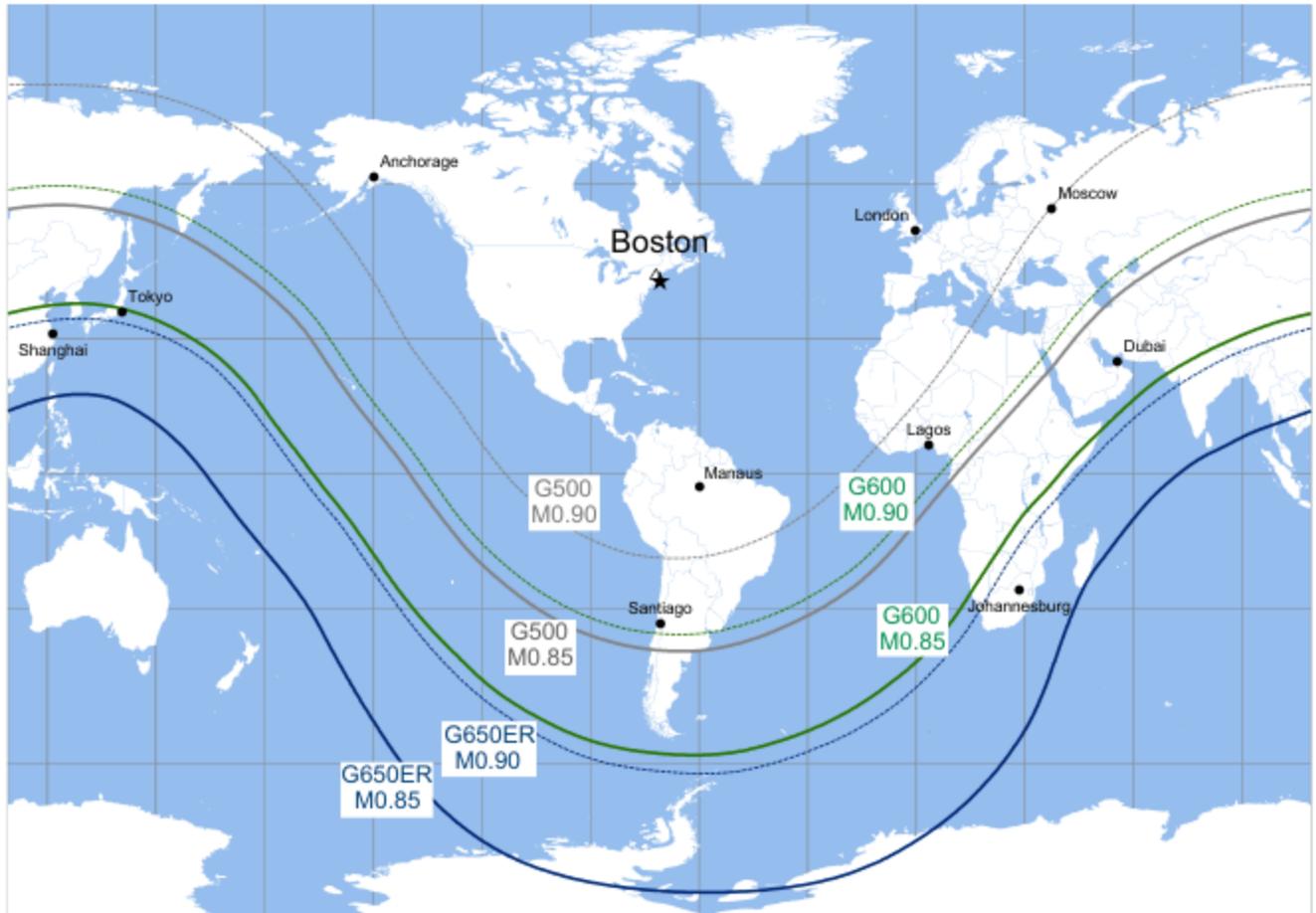
Range assumes 8 passengers at 225 lb per person and a typical operating weight for the G650ER. Performance based on the noted assumptions. Actual performance will be affected by ATC routing, operating speed, weather, outfitting options, and other factors.

## Weights

	<b>G650ER</b>	<b>G500</b>	<b>G600</b>
<b>Maximum Takeoff</b>	103,600 lb 46,992 kg	76,850 lb 34,859 kg	91,600 lb 41,549 kg
<b>Maximum Landing</b>	83,500 lb 37,875 kg	64,350 lb 29,189 kg	76,800 lb 34,836 kg
<b>Maximum Payload</b>	6,000 lb 2,722 kg	5,500 lb 2,495 kg	6,000 lb 2,722 kg
<b>Max Payload/Full Fuel</b>	1,300 lb 590 kg	1,800 lb 816 kg	1,800 lb 816 kg

# Gulfstream

## Range Performance



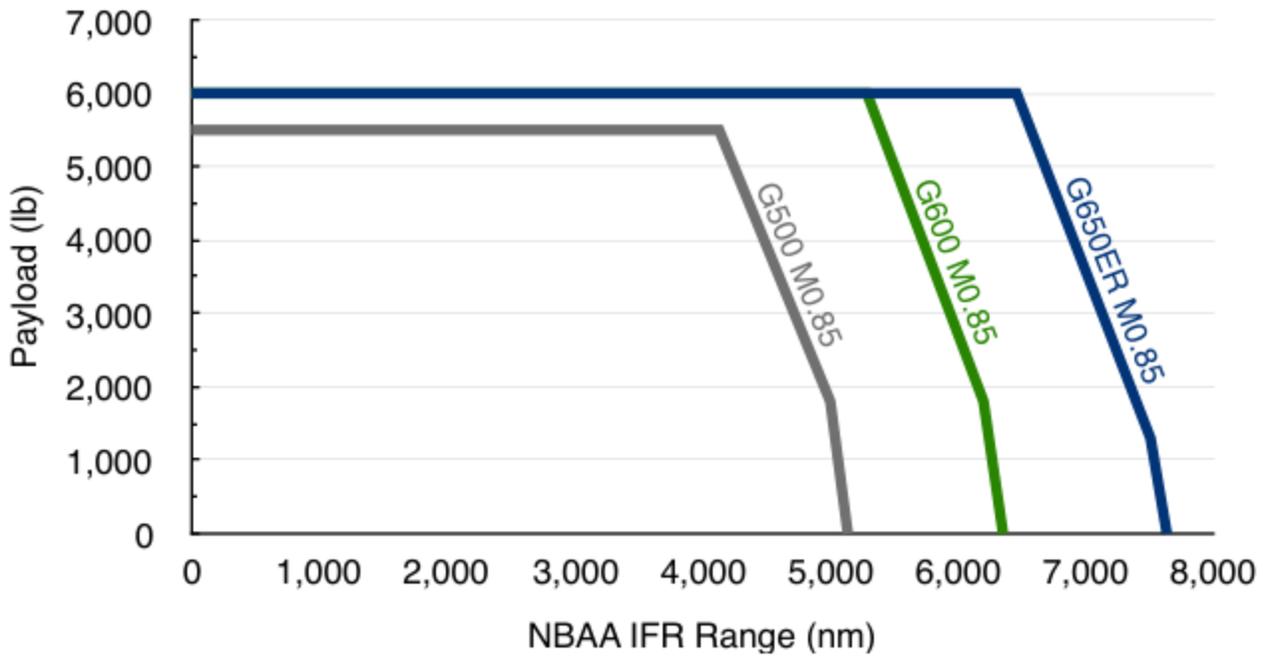
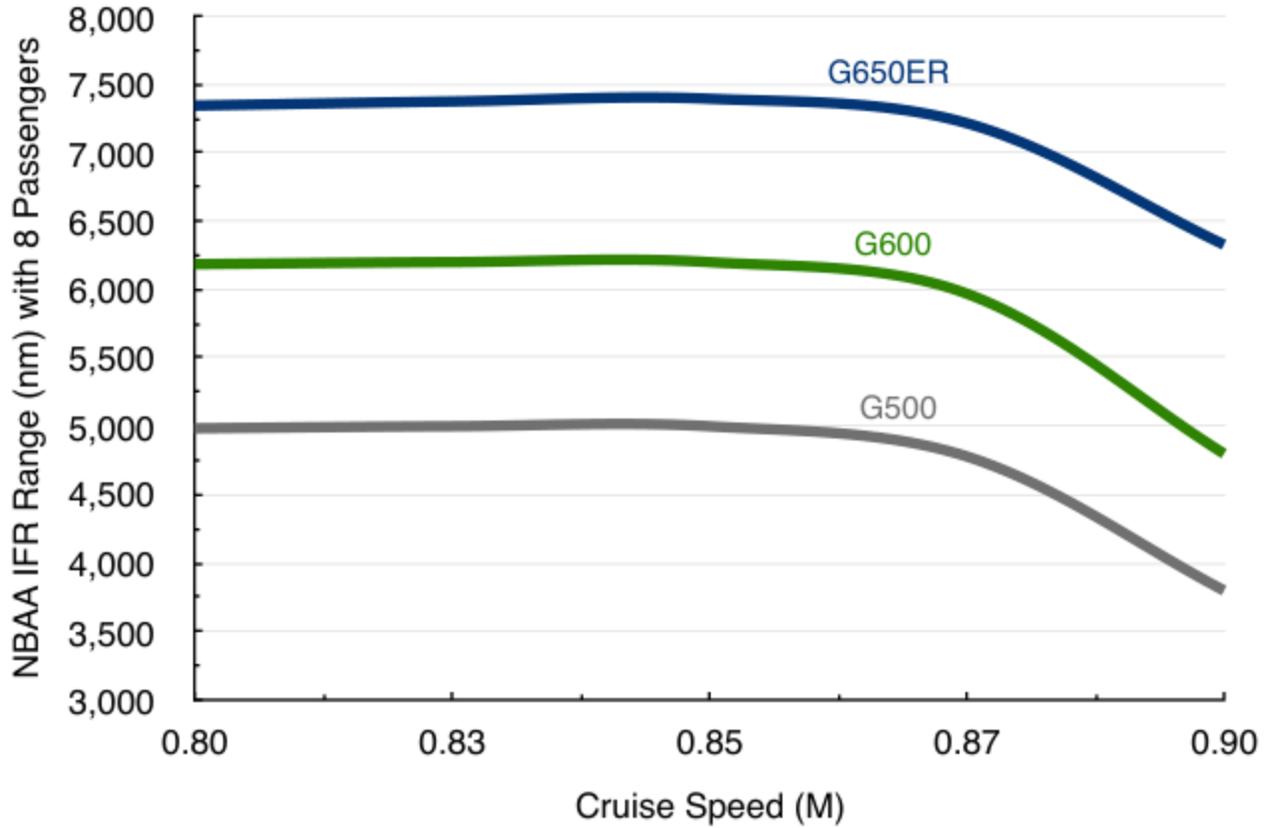
### Gulfstream Fleet Maximum Range Departing Boston

#### Range Performance Assumptions

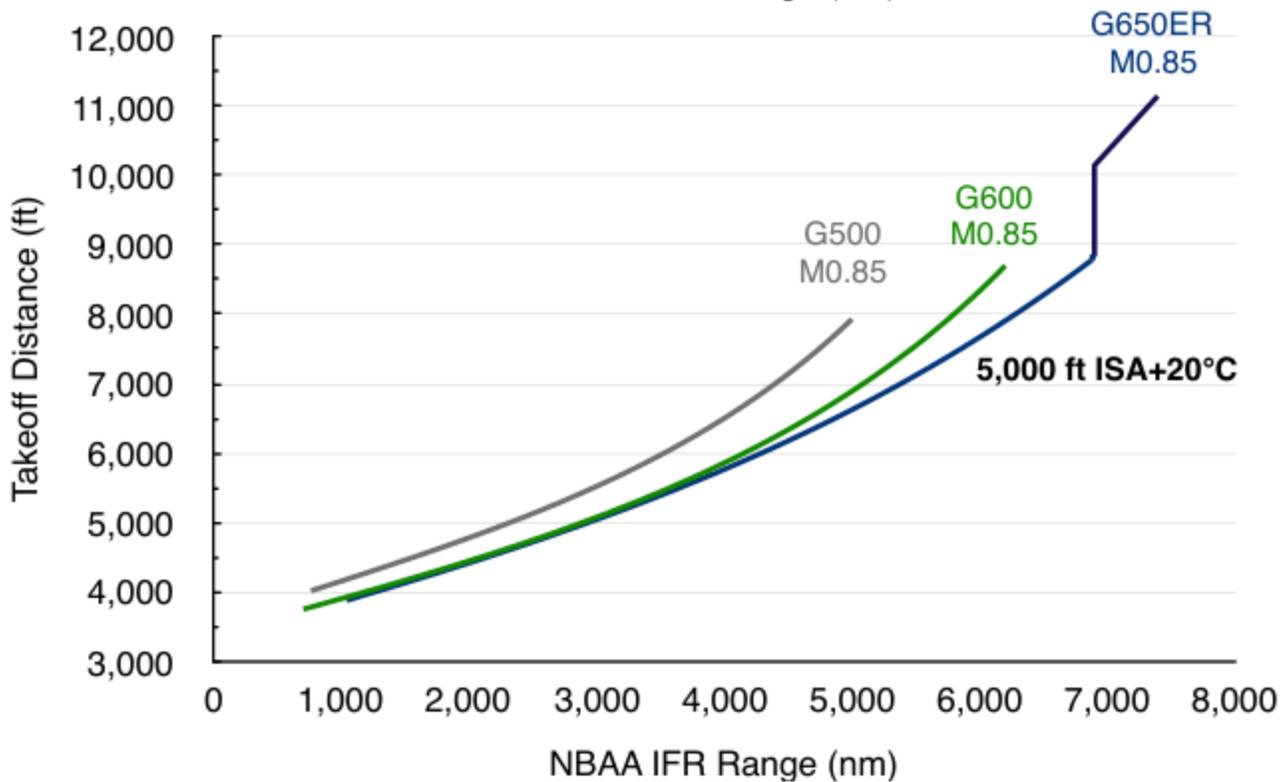
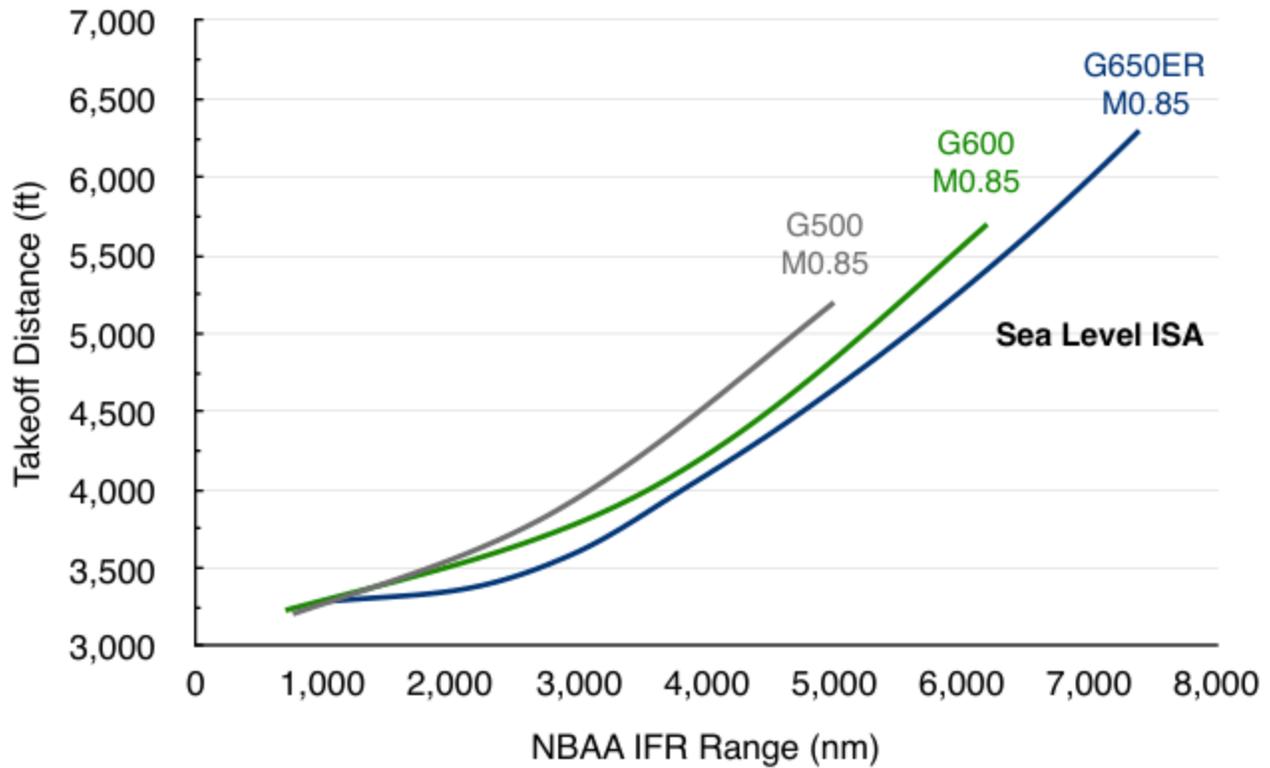
- Great Circle Distance
- Boeing 85% Annual Winds
- Cruise Speed as Noted
- 8 Passengers
- NBAA IFR Reserves
- ISA Conditions
- G500: 3 Crew. G650ER, G600: 4 Crew

*Theoretical performance based on the noted assumptions. Actual performance will be affected by ATC routing, operating speed, weather, outfitting options, and other factors.*

# Gulfstream



# Gulfstream



# Gulfstream

## Gulfstream Safety Features

	<b>G650ER</b>	<b>G500</b>	<b>G600</b>
<b>Enhanced Vision and Head-up Display</b>	EVS II and HUD II	EVS III and HUD II	EVS III and HUD II
<b>Auto Throttles</b>	Standard	Standard	Standard
<b>Automatic Descent Mode</b>	Standard	Standard	Standard
<b>Synthetic Vision</b>	Standard	Standard	Standard
<b>100% fuel in wing</b>	Yes	Yes	Yes
<b>Secondary pressure bulkhead</b>	Yes	Yes	Yes
<b>Redundant power sources</b>	(2) 40 kVA engine driven generators, (1) 40 kVA APU generator, (1) 15 kVA Ram Air Turbine (RAT)	(2) 40 kVA engine driven generators, (1) 40 kVA APU generator, (1) 15 kVA Ram Air Turbine (RAT)	

\*EVS III has 4 times the resolution of EVS II (640 x 512)

## Gulfstream Cost of Operations Comparison

	<b>G650ER</b>	<b>G500</b>	<b>G600</b>
<b>Fuel at \$4 per gallon</b>	\$1,516	\$1,352	\$1,440
<b>Maintenance Labor, Parts, Engine and APU Reserves</b>	\$1,385	\$1,335	\$1,395
<b>Miscellaneous Flight Expenses</b>	<u>\$616</u>	<u>\$583</u>	<u>\$600</u>
<b>Total Direct Operating Costs Per Hour</b>	\$3,517	\$3,270	\$3,435

### Cost Assumption

Fuel burn calculated for a 1,000 nm stage length with NBAA IFR Reserves (no fuel tankering) at LRC (G650ER/G500/G600 = M0.85), typical BOW and typical payload. Actual fuel burns will vary with cruise speed, payload, BOW, fuel tankering, cruise altitudes, weather, and other conditions. Engine maintenance costs are based on engine manufacturer maintenance plans. Rolls Royce engine cost data is based on the "on-condition" 2017 Corporate Care rates. APU maintenance costs are based on the 2017 Honeywell MSP rate. All other costs are from the Fall 2016 issue of Conklin & de Decker. Default fuel price is based on a nominal value from Spring 2017. All costs are theoretical estimates based on assumptions noted. Actual costs will vary by aircraft depending on operations, maintenance practices, environmental conditions, and other factors.

# Gulfstream

## PROPRIETARY NOTICE

THIS DATA AND INFORMATION CONTAINED HEREIN IS PROPRIETARY DATA OF GULFSTREAM AEROSPACE CORPORATION. NEITHER THIS DATA NOR THE DATA CONTAINED HEREIN SHALL BE REPRODUCED, USED, OR DISCLOSED TO OTHERS WITHOUT THE EXPRESS WRITTEN AUTHORIZATION OF GULFSTREAM AEROSPACE CORPORATION.