INTRODUCING THE ALL-NEW GULFSTREAM G500 AND G600

When you start with a clean sheet, the opportunities are boundless. Gulfstream and its employees celebrate the next generation of aircraft – the G500 and G600.
Since Grumman introduced the Gulfstream I in 1958, Gulfstream has grown its reputation through a history of industry firsts, record-setting aircraft, technological innovations, global service and support initiatives and an expanding worldwide customer base. Oct. 14, 2014, was yet another extraordinary day in our storied history.

On that day, we ushered in a new era for Gulfstream by introducing the all-new G500 and G600, helping us further our vision to create and deliver the world’s finest aviation experience.

These clean-sheet aircraft reflect an optimal combination of form, function and efficiency, with wide cabins, advanced-technology flight decks and high-speed performance. They also reflect the hard work, determination and innovation our employees demonstrate every day.

Gulfstream employees truly go above and beyond to ensure we deliver on our promises. These aircraft represent the combined efforts of more than 2,500 people, who since 2009, have been directly involved in Gulfstream’s Advanced Aircraft Programs. Thousands more, including our partner suppliers and those who helped build and equip our new manufacturing center in Savannah’s Buildings Y and Z, played a role in the successful launch of the G500 and G600.

In this special issue of Waypoint, we celebrate the G500 and G600 and the employees who made it possible. To those who build, design, develop, sell, market, service and support our aircraft, I say, you are the best in the business.

Every day, you do what others say can’t be done. Your creativity, technical expertise and knowledge are truly boundless. That makes Gulfstream boundless.

Please join me in congratulating the dedicated G500 and G600 teams and all those who made this new product introduction possible. It is truly a job well done!
EMPLOYEES WELCOME THE G500 AND G600 TO THE GULFSTREAM FAMILY

The all-new family of business jets — the Gulfstream G500 and G600 — made their debut before a crowd of approximately 3,000 people on Oct. 14. Employees cheered as the nearly 70-foot G600 mockup was revealed and they came to their feet in a resounding standing ovation as the large video screen rose to reveal the G500 taxi into view under its own power.

OPTIMIZED TO PERFORM

A single word best describes the design philosophy behind the all-new Gulfstream G500 and Gulfstream G600 — optimization. For an unprecedented third time since 2008, Gulfstream has introduced the world to new aircraft developed from a clean-sheet design. And in doing so, we prove again that an aircraft need not create a new class to be in a class by itself.

ADVANCED AIRCRAFT PROGRAMS DELIVER THE FINEST AVIATION EXPERIENCE

Every employee at Gulfstream plays a daily role in achieving our vision to create and deliver the world’s finest aviation experience. But when a new product is announced a select few are involved in designing and building that aircraft. With the introduction of two new aircraft — the G500 and G600 — that effort was doubled for the employees of Gulfstream’s Advanced Aircraft Programs.

G500 AND G600 IN THE NEWS

It wasn’t just employees and customers singing the praises of the all-new aircraft launched in October. Many in the media were talking about the G500 and G600 and the surprising announcement event.

THE G500 AND G600 JOIN THE GULFSTREAM FAMILY

From the G1 to the G650 ER, our fleet has grown to more than 2,300 aircraft worldwide, setting the standard for others in the business jet industry to follow. The G500 and G600 expand our family of business jets.
COIN COMMEMORATES THE ALL-NEW G500 AND G600

Employees and contractors will soon receive a special coin commemorating the introduction of the Gulfstream G500 and G600. The coin signifies the teamwork involved in bringing these two great aircraft to market.

When the aircraft were introduced on Oct. 14, 2014, it was the first time Gulfstream introduced two new aircraft at the same time. Likely, this will be the first of many records set by the G500 and G600.

“Every employee at Gulfstream played a part in bringing these two new aircraft to life,” said Larry Flynn, Gulfstream president. “We hope you will proudly display this coin as a token of our appreciation for your hard work and dedication.”

MADE IN SAVANNAH

Gulfstream got its start in Bethpage, New York, where the G1 was introduced in 1958. But, it was in Savannah that Gulfstream spread its wings through the efforts of a world-class workforce that knows no bounds.

Gulfstream has grown from one building, when the doors opened in Savannah in June 1967, to more than 20 around the Savannah/Hilton Head International Airport. The 100 employees who started in Savannah has now grown to more than 10,000.

“We’ve gone from a Savannah-based company that did some international business to an international company with global headquarters in Savannah,” Ira Berman, senior vice president of Administration and General Counsel, said when Georgia’s Governor Nathan Deal visited Gulfstream during GAMA manufacturing week.

Manufacturing for the G500 and G600 will be done at two new, purpose-built facilities in Savannah. The buildings total more than 400,000 square feet each. The wings and tails will be manufactured in Building Y and the fuselage manufacturing and final assembly will be done in Building Z.

Gulfstream’s commitment to Savannah has exceeded all expectations. Four years into a seven-year facility expansion, the company has hired more than 3,200 new full-time employees and has invested in new manufacturing facilities for the G500 and G600, an expansion to the Research and Development Center campus and a new flight test center.
POISED FOR ENTRY INTO SERVICE

The Gulfstream G500 and G600 have come a long way since development began in 2009. With more than 15,000 hours of systems integration testing accomplished before their introduction to the market, these aircraft are well on their way to entry into service.

The first flight of the G500 is scheduled for 2015. Gulfstream projects it will receive type certification from the U.S. Federal Aviation Administration and European Aviation Safety Agency in 2017. The G500 is scheduled to enter service in 2018.

The G600 flight-test program is expected to begin 12 to 18 months after the G500’s, and its entry-into-service is projected to be in 2019.

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G600 MOCKUP TRAVELS TO NBAA 2014

Gulfstream took its fleet of aircraft to the National Business Aviation Association’s Business Aviation Convention and Exhibition (NBAA), Oct. 21-23, in Orlando, Florida. The nearly 70-foot mockup of the G600 was part of the static display.

Visitors were able to see the flexibility of the G600’s optimized cabin, which has a wide cross-section that maximizes passenger comfort and aircraft performance. At 45 feet 2 inches, the G600 is the longest cabin in its class. It can be configured for up to four living areas.

At a press conference during the NBAA convention, Gulfstream president Larry Flynn showed footage of the Oct. 14 launch event and introduced a new app that enhances the experience of choosing an optimal cabin configuration.

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Larry Flynn addresses the media at the Business Aviation Convention and Exhibition in Orlando, Florida.

Visitors to Gulfstream’s static display were able to see the nearly 70-foot mockup of the all new G600 background and a display of artifacts from ground from the extensive design process.
The all-new family of business jets — the Gulfstream G500 and G600 — made their debut before a crowd of approximately 3,000 people on Oct. 14. Employees who work in Advanced Aircraft Programs were among the first people to see the all-new G500 aircraft and the G600 mockup. “Every day, our employees do what others say can’t be done, whether it’s seeing in the dark with our enhanced vision system, designing an aircraft that defines a new market segment or creating an award-winning product support network,” said Larry Flynn, president, just prior to the new aircraft announcement.

“As you’re about to discover, our employees’ creativity, technical expertise and knowledge are truly boundless.”

Employees cheered as the nearly 70-foot G600 mockup was revealed and they came to their feet in a resounding standing ovation as the large video screen rose to reveal the G500 taxi into view.

“When General Dynamics acquired Gulfstream in 1999, our decision was driven by the great potential we saw in the company, its products and its people,” said Phebe N. Novakovic, chairman and chief executive officer, General Dynamics. “As a result of Gulfstream’s commitment to excellence and innovation, Gulfstream’s business jets have transformed the business aviation industry. I am proud to present two new members of the Gulfstream family: the all-new Gulfstream G500 and Gulfstream G600.”

John O’Neill, a technical specialist II in Production Electrical Systems, and Nicola Santacroce, a technical specialist III in Stress Analysis, were among the employees who celebrated the G500 rollout and G600.

Employees were able to see the first new Gulfstream G500 as they exited Building Z after the launch ceremony on Oct. 14.
mockup reveal.

“I was very excited to see the plane roll in front of us all under its own power and to see the flight crew come down and stand in front of the aircraft while the turbines were still turning,” O’Neil said.

“I am part of the Engineering team and worked on several of the structures, including the landing gear and the power plant,” Santacroce said. “I had the chills when the G500 rolled out.”

General Dynamics board members, local dignitaries, customers, financial analysts and media were also in attendance as Gulfstream’s next generation of aircraft were introduced.

Manufacturing for the G500 and G600 will be done at two new facilities — Buildings Y and Z — in Savannah. Flynn said the aircraft represent the combined efforts of more than 2,500 people directly involved in the program to date and thousands more people when you include our suppliers and those who helped build and equip the new manufacturing center.

“Our employees truly go above and beyond to ensure we deliver on our promises,” Flynn said.

“The dedication of the G500 and G600 teams has been nothing short of phenomenal.”

Flynn also recognized two customers in the audience — Akbar Al-Baker, group chief executive of Qatar Airways and Kenn Ricci, chairman of Flexjet. Qatar Airways has signed a memorandum of understanding for up to 20 Gulfstream aircraft, including the all-new G500 and our flagship G650ER. Flexjet has signed an agreement for up to 50 Gulfstream aircraft, including G450s, G500s and G650s.

Some employees got up close and personal with the new G500.
A single word best describes the design philosophy behind the all-new Gulfstream G500 and Gulfstream G600 — optimization.

Gulfstream introduced the all-new family of business jets on Oct. 14 and already has received recognition of their innovation. The new aircraft optimize speed, wide-cabin comfort and efficiency to offer customers best-in-class performance with advanced safety features.

For an unprecedented third time since 2008, Gulfstream has introduced the world to new aircraft developed from a clean-sheet design. And in doing so, we prove again that an aircraft need not create a new class to be in a class by itself.

“The G500 and G600 build upon the technology present in our G650 and our latest aircraft, the G650ER,” Larry Flynn, president, said. “The G500 and G600 continue the long Gulfstream tradition of being the first original equipment manufacturer to ensure an optimal combination of speed range, wide-cabin comfort and fuel burn.

“The G500 and G600 are tremendous additions to our family of aircraft, filling a niche in an already extensive product line,” Flynn added. “In 2008, we introduced two game-changers in business aviation, the G650 and G280. Now, six years later, we introduced another pair of revolutionary aircraft, the G500 and G600.”

Voice of the Customer

Creating the G500 and G600 required listening to the voice of the customer so that the aircraft will meet our customers’ specific needs. This started long before the aircraft were designed.

The Advanced Technology Customer Advisory Team, or “ATCAT,” provided invaluable feedback leading to the design and development of the G500 and G600. Early concepts were shared with operators in four different areas: pilots, maintenance, flight attendants and directors of aviation.

“We started with customer feedback early in the process by meeting regularly with our Advanced Technology Customer Advisory Team,” said Mark Kohler, vice president, Advanced Aircraft Programs. “Typically, it starts with what customers think is great about their current airplanes and then moves into the things customers would like to see in a new product.”

With the G500 and G600, Gulfstream has implemented more than 200 design changes based on the ATCAT feedback.
Optimized to perform
Building on the G650 and G650ER

When the Gulfstream G650 was conceived, it was in direct response to operators who needed an aircraft that would travel farther, fly faster, be more efficient and, of course, be more comfortable than anything else available on the market. As a result, the G650 is often described with a litany of superlatives that end in “est,” beginning with largest cabin, longest range at the fastest speed, culminating in best in class.

The state-of-the-art manufacturing processes for the G500 and G600 build upon the manufacturing investments made for the G650.

The new G500 and G600 wings, which will be made in Savannah, are based on the wing philosophy for the G650, and the flight control architecture leverages the advanced, proven configuration of the G650.

Passengers will also enjoy the longer seat pitch and excellent cabin environment that is found on the G650.

Fly Farther, Faster

Speed is one of the biggest differentiators for the latest Gulfstream aircraft. The G500 and G600 can fly at a high-speed cruise of Mach 0.90, saving operators up to an hour per flight on long trips versus flying at Mach 0.80.

The G500 can fly 5,000 nautical miles/9,260 kilometers at Mach 0.85 or 3,800 nm/7,038 km at Mach 0.90. The G600 is capable of traveling 6,200 nm/11,482 km at Mach 0.85 or 4,800 nm/8,890 km at Mach 0.90. The maximum operating speed for both aircraft is Mach 0.925, the same speed as Gulfstream’s flagship G650 and G650ER.

Both aircraft are powered by versions of the new Pratt & Whitney Canada PW800 engine family, which deliver excellent fuel efficiency, fewer emissions and lower engine noise. The engines also save operators money because they can go 10,000 hours between overhauls with no midlife inspection required. This means that, compared to competing business jets, the G500 and G600 can go more miles between major service intervals.

The combination of the new PW800 engines and the Gulfstream-designed wing result in industry-leading fuel efficiency for both the G500 and G600.

Wide-Cabin Comfort

Pushing a large-cabin cross section through the air increases drag and reduces both speed and range. This challenge was overcome by Gulfstream engineers who created a cabin that is optimized for speed and comfort. The cabins for the
G500 and G600 are distinguished by their wide cross-sections, which maximize passenger comfort and aircraft performance.

Both aircraft’s finished cabins, which measure 91 inches wide and 74 inches tall, provide wide-cabin comfort with considerable head room and shoulder room for passengers.

While both aircraft can carry up to 18 passengers each, the G500 has three living areas, and the G600 has up to four, as well as an optional crew rest area. Both have forward and aft lavatories and include a full-size galley that can be located in either the forward or aft portion of the aircraft. Ample storage space is available in the baggage compartment, which has 175 cubic feet of usable space.

The G500 and G600 both feature an industry-leading cabin altitude of 4,850 feet at FL510 and 100 percent fresh air. This boosts passengers’ mental alertness and productivity in flight and reduces fatigue or jet lag.

The quietest cabins in the industry provide an ideal environment for work-related discussion or social conversation. Large oval windows, the same size as those on the G650, allow natural light to pour into the cabins.

All of this means the G500 and G600 are optimized to enable passengers to get more done in flight and arrive more refreshed than they would if flying other jets.

**Symmetry Flight Deck**

Gulfstream’s revolutionary new Symmetry™ Flight Deck is unlike anything else in business aviation today.

The cutting-edge technology includes active control sidesticks (ACSs), integrated touchscreen controllers, a next-generation enhanced vision system (EVS) and Honeywell Primus Epic avionics.

The ACSs offer enhanced safety and situational awareness over passive sticks through tactile feedback. With electronic linking of the ACSs, the pilot and co-pilot can see and feel each other’s control input, which improves pilot coordination in the cockpit.
“The active control sidesticks enable both pilots to be consistently on the same page, enhancing safety,” said Dan Nale, senior vice president, Engineering, Programs and Test. “No other business aircraft on the market has this feature.”

By replacing the traditional pedestal-mounted yoke, the flight controls on the G500 and G600 reside precisely where the pilot’s hand naturally falls when resting on the adjustable armrests.

Adding to the pilots’ more intuitive interaction with the aircraft are 10 integrated touchscreens, which will be used for system controls, flight management, communication, checklists and monitoring weather and flight information. It’s a paperless cockpit for those who want it. Each touchscreen panel is equipped with an ergonomic frame to stabilize the hand during interaction.

The G500 and G600 incorporate a third-generation Enhanced Vision System (EVS), the Synthetic Vision-Primary Flight Display system and Head-Up Display II. The EVS heightens pilot awareness in low visibility. An improved infrared sensor boosts resolution by 400 percent, and camera advancements provide a wider field of view. The EVS is linked to the head-up display, allowing the pilot to view
Gulfstream Intelligence-by-Wire™

Similar to the G650 and G650ER, the G500 and G600 offer a full three-axis digital fly-by-wire system with benefits that include flight-envelope protection, stability augmentation, increased redundancy and reduced maintenance.

Fly-by-wire, the term coined for using wires, relays and circuits rather than mechanical rods, pulleys and cables to manipulate flight controls, has been coming of age since the 1980s. The weight reduction properties and safety benefits of fly-by-wire systems are obvious and proven.

More than simply managing wired communications for certain flight controls, the G500 and G600 Intelligence-by-Wire system™ incorporates flight control systems, active control sidesticks, autobrake, autothrottles, emergency descent mode, avionics and much more, all managed by a Data Concentration Network (DCN) that acts like the human body’s central nervous system. It carries commands quickly and efficiently through the aircraft, improving systems redundancy and reducing the weight of the airframe for better performance.

Product Support from Day One

Gulfstream defines the industry standard when it comes to product support. Our award-winning Product Support division has played an important role in Gulfstream’s new aircraft programs.

“Much like we did with the G650 and G280, our organization has worked closely with the design and development teams for our new aircraft,” said Mark Burns, president, Product Support. “We will also be involved with the manufacturing and flight-test teams. This will translate into more customer-focused features on the aircraft and ultimately a smooth entry-into-service when it is time to deliver those jets to customers.

“Products and services are linked for a reason,” Burns said. “The strength of our product support service response helps our customers see our products as more reliable. Our team continues to grow at a fast pace to meet the demands of a growing fleet around the world to create and deliver the world’s finest aviation experience.”

Optimized for the Customer’s Mission

Every aspect of the G500 and G600’s design and performance is dedicated to the fastest flight possible to maximize every minute of the passengers’ travel time, while providing a cabin optimized for comfort.

“These aircraft are in every way an exercise in optimization,” said Lor Izzard, director of Sales Support and Technical Marketing. “They incorporate the right configuration for the right missions.”

Over a typical year, frequent flyers will save more than 50 hours of travel time in the G500 or G600 flying at Mach 0.90 than other slower aircraft on the market. With an 18-passenger cabin, that amounts to hundreds of hours better dedicated to work or family and friends.

Now that’s one more important way Gulfstream meets customer needs and delivers the finest aviation experience. With the G500 and G600 optimization is the key, and it’s how we enter a new era for Gulfstream.
very employee at Gulfstream plays a vital role in achieving our vision to create and deliver the world’s finest aviation experience. But when a new product is announced a select few are involved in designing and building that aircraft. With the introduction of our two newest aircraft — the G500 and G600 — that effort was doubled. The employees of Gulfstream’s Advanced Aircraft Programs answered the challenge.

“This was the first time in our history that we announced two brand new models at the same time,” Mark Kohler, vice president of Advanced Aircraft Programs, said. “We announced the G650 and G280 fairly close together, but it probably hasn’t sunk in yet how significant it really was to announce both the G500 and G600 on the same day.”

The new aircraft were announced on Oct. 14, 2014, but the G500 and G600 have been in development since 2009. The number of employees working on the development side of the project has increased to more than 950 employees. About the same number of employees over in Operations is building the first airplanes.

The five-year journey of the G500 and G600 and all Gulfstream aircraft development starts with listening to the voice of customer. Employees rely on the feedback provided by the Advanced Technology Customer Advisory Team, or “ATCAT,” to drive the design and development. The team has implemented more than 200 design changes based on ATCAT feedback.

After developing those initial concepts, there is still a long way to go to the first flight, certification and entry into service. All employees in Advanced Aircraft Programs were trained in LEAN design and product development principles as they embarked on designing the two new aircraft.

The success can be measured by seeing the G500 roll out under its own power at the public announcement. While Operations began building the G500, the team that designed the G500 immediately moved on to the G600 design process. The team completed the critical design review of the G600 in late October.

While the G500 and G600 build on the technology present in the G650 and G650ER, the aircraft are developed from a clean-sheet design. With new programs come new tools and new technology that we continue to leverage. Advanced Aircraft Programs had improved access to testing labs, including the Conceptual Advanced Simulation Environment (CASE) lab, Systems Integration Bench lab, the Integration Test Facility and the Iron Bird, all housed under one roof.

The proximity of the labs to the Engineering team is a huge benefit. Engineers are literally just steps away from the lab allowing them to validate their designs. Increasing the scope of our labs has also proven to be beneficial to the team. For example, the team embarked on building the entire fuselage in the Cabin...
Integration Facility allowing the integration of the entire cabin environment.

The Lab environment allows Gulfstream to test all aspects of the aircraft to ensure it exceeds the specifications that our customers need.

The team also had the benefit of Gulfstream’s Cave Automatic Virtual Environment (CAVE), a tool that was not available when designing the G650. The 3-D CAVE can provide a stunning view of an aircraft’s systems and structure in the computer-aided design program CATIA or the interior of an aircraft with three-dimensional visualization navigation. Engineers can design at their desks and walk into the CAVE in Savannah to experience it in 3-D within minutes.

“We used the CAVE to demonstrate the maintainability of line replaceable units (LRUs),” Kohler said. “The horizontal stabilizer actuator is an example of one item validated in the CAVE. We wanted to verify that we could gain access without removing the component from the aircraft.”

The collaboration required for designing, building and introducing a new product is extensive.

Product Support has been a part of the development team since the beginning. The engineers only develop the aircraft once, but technicians will maintain them every year for the whole life of the aircraft.

Advanced Aircraft Programs has also worked closely with FlightSafety International. For the first time, a simulator for the new aircraft will be up and running in Savannah before we ever fly the plane. The simulator allows for pilot familiarization and evaluations. It will also allow our pilots to fly the first flight in the simulator before they do it on the real airplane.

With all development programs, new technology requires close coordination with our ODA, Federal Aviation Administration and the European Aviation Safety Agency. The active control sidesticks and the touch screens featured in the G500 and G600 are an example.

Because they are considered new and novel, it requires developing unique steps to demonstrate compliance clearly to get the certification authorities’ concurrence and acceptance.

There is a tremendous amount of pride when a new product is announced, for both the program team and all Gulfstream employees. As the first flight of the G500 nears in 2015, all employees have been invited to share in that next major milestone.

Through the “Make Your Mark” campaign, all Gulfstream employees had the opportunity to be written into this chapter of Gulfstream history. Employees were invited in December to submit their signature or mark to be placed on a decal that will fly on the fuselage of the first G500 flight.
Two new Gulfstreams will deliver improved cabins, speed and range

By Alison Mosher

The aviation industry was stunned recently when new Gulfstream G500 and G600 business jets were announced. The aircraft will be the first to enter into service in the very large cabin category to be fitted with the new Symmetry Flight Deck. The symmetrical flight deck is a major technological advancement and will be introduced on both the G500 and G600.

The G500 will be available for delivery in 2018 and the G600 in 2019. The G500 will have a speed of Mach 0.85 and a range of 5,800 nautical miles, while the G600 will have a speed of Mach 0.87 and a range of 6,200 nautical miles.

Gulfstream’s new Symmetry Flight Deck is a major technological advancement.

The new Gulfstream G500 and G600 business jets will be equipped with the new Symmetry Flight Deck. The Symmetry Flight Deck is a major technological advancement and will be introduced on both the G500 and G600.

The G500 will be available for delivery in 2018 and the G600 in 2019. The G500 will have a speed of Mach 0.85 and a range of 5,800 nautical miles, while the G600 will have a speed of Mach 0.87 and a range of 6,200 nautical miles.

The new Symmetry Flight Deck is a major technological advancement. It features a single row of seats, allowing passengers to have a more comfortable and spacious experience. The cockpit is equipped with state-of-the-art avionics and provides improved situational awareness.

The Symmetry Flight Deck is the result of Gulfstream’s commitment to innovation and technology. The company has invested heavily in research and development to bring this new technology to market.

The G500 and G600 will be equipped with the new Pratt & Whitney PW815A engines, which provide increased performance and efficiency. The aircraft will also feature Gulfstream’s active sidesticks, allowing for easier and more intuitive control.

The G500 and G600 will be produced at Gulfstream’s Savannah, Georgia, factory, and are expected to be delivered to customers starting in 2018.

In the media

G500 AND G600 IN THE MEDIA

It wasn’t just employees and customers singing the praises of the all-new Gulfstream G500 and G600 after the Oct. 14 event. Many in the media were talking about our new aircraft and the announcement. Here’s what they were saying:

“Although it is hard to top the success of the G650, which is a game changer aircraft that created its own market, you should not underestimate the effort and investment going into the G500 and G600 programs,” wrote Alasdair Whyte of Corporate Jet Investor.

Robert Goyer of Flying Magazine admired the speed of the new aircraft. "The Gulfstream G500 and G600 will be the fastest business jets in the world, flying at Mach 0.85 and 0.87 respectively, with a range of 5,800 and 6,200 nautical miles.

Fred George praised Gulfstream’s active sidesticks in an AviationWeek.com post, saying, “Hats off to Gulfstream for adopting this beneficial new technology. Let’s hope that other airframe manufacturers follow Savannah’s lead.”

Several news outlets were impressed with Gulfstream’s ability to stun the industry with the introduction of the G500 and G600.

“Keeping a secret as large a new business jet is not easy anymore, but on October 14 Gulfstream managed to reel off a handful of major surprises as it unveiled a powered G500 and introduced the G600 inside a Savannah, Georgia, factory built to produce them,” wrote Stephen Trimble of Flightglobal.

“Gulfstream Aerospace’s launch today of its new G500 and G600 large-cabin business jets was a well-kept secret, especially since the programs have been in the works for five years,” wrote Charles Alcock of Aviation International News.

“Gulfstream’s habit of keeping the development of new jets under wraps helps it maintain demand for its existing jets and leaves rivals guessing,” wrote the Motley Fool, a multimedia financial-services company. “The new G500 and G600 will install greater strength into its already enviable portfolio and could take it to even greater heights.”
Gulfstream created a new class of travel with the flight of the first purpose-built aircraft, the GI, in 1958. From the GI to the G650ER introduced in 2014, our fleet has grown to more than 2,300 aircraft worldwide, setting the standard for others in the business jet industry to follow.

The all-new Gulfstream G500 and G600 expand our family of business jets, building upon the technology present in our G650 and G650ER. Each Gulfstream aircraft is designed to meet different customer needs. From the G150 to the G650ER, each offer increased range with varying passenger capacity.

Gulfstream’s current fleet includes:

**GULFSTREAM G650ER**

The G650ER was announced in May 2014, providing customers with greater mission flexibility and the longest range of any business jet. The ultra-long-range aircraft can travel 7,500 nautical miles at Mach 0.85 and 6,400 nm at Mach 0.90. This represents an increase of up to 500 nm over the range of the G650, which entered service in 2012.

The G650ER shares the same cabin, avionics and systems as the G650. It can carry up to 18 passengers.

The aircraft received Federal Aviation Administration certification in Oct. 2014 and the first fully-outfitted G650ER was delivered to a customer in November, ahead of the projected 2015 delivery date. Customers who have ordered or taken delivery of a G650 can upgrade their aircraft to G650ER.

**GULFSTREAM G650**

Gulfstream announced the G650 on March 13, 2008 and the aircraft entered into service in late 2012. When the G650 was announced, it was projected to have a 5,000 nm range at Mach 0.90. Just prior to the aircraft’s entry into service, Gulfstream announced...
enhanced performance characteristics, including 1,000 nm more range at this speed.

The G650 can travel farther faster than any other business jet with a range of 6,000 nm at its high-speed cruise of Mach 0.90, or 7,000 nm at Mach 0.85. In July 2013, five Gulfstream pilots flew the G650 westbound around the world in 41 hours and 7 minutes, establishing a world record in the C-11 aircraft class. The G650 recorded an average speed of 568.5 miles per hour on the journey, claiming 22 city-pair speed records in the process.

The G650 cabin, which carries up to 18 passengers, includes technologically advanced systems, such as the Gulfstream-designed Cabin Management System, which allows passengers to use personal electronic devices to control the cabin’s high-definition audio and video components as well as cabin lighting, cabin temperature, window shades and other cabin functions.

GULFSTREAM G550

Gulfstream introduced the G550 on Oct. 9, 2000. The G550 is capable of flying 6,750 nm at long-range cruise speed of Mach 0.80.

Gulfstream marked the 10th anniversary of the G550 receiving its type and production certificates from the Federal Aviation Administration in Aug. 2013. It was the first time in Gulfstream history that an aircraft received both certifications on the same day.

The G550 was the first aircraft in civil aviation to offer integrated modular avionics through the Gulfstream PlaneView™ flight deck to improve pilot situational awareness. It also was the first to debut synthetic vision, an industry-leading safety enhancement.

The G550, which carries up to 18 passengers, was also the first to offer Gulfstream PlaneConnect™, a highly advanced system that automatically transmits reports on the aircraft’s condition to maintenance experts on the ground, enabling the speedy resolution of any maintenance issues that may arise.

GULFSTREAM G450

Gulfstream delivered its 300th Gulfstream G450 in March 2014. The milestone came nine years after the aircraft entered service in May 2005. The G450 has a range of 4,350 nautical miles at its normal cruise speed of Mach 0.80.
The aircraft has numerous city-pair records, including one set in 2006 when it flew from Centennial Airport in Denver to Honolulu Airport in Oahu in just more than seven hours.

The G450 offers the most comfortable and comprehensively equipped cabin in its class with three seating areas to accommodate up to 16 passengers, a full-size galley and a large baggage area, which can be accessed in-flight.

GULFSTREAM G280
The G280 was announced on Oct. 5, 2008. Originally projected to fly 3,400 nautical miles, the G280 exceeded expectations by 200 nautical miles, resulting in more city-pair connections, best-in-class fuel efficiency and lower operating costs for customers.

The aircraft has tremendous performance capabilities and the most comfortable cabin in its class with the Gulfstream-designed cabin management and high-definition entertainment systems, industry-leading cabin sound levels, 19 large windows and access to the baggage compartment from the cabin. It comfortably seats up to 10 passengers.

Since entering service in late 2012, the G280 has displayed its best-in-class speed, accumulating more than 40 city-pair speed records. The more significant records include runs from Paris to New York in 7 hours, 41 minutes; Savannah to London in 7 hours, 24 minutes; and Honolulu to Savannah in 8 hours, 18 minutes.

GULFSTREAM G150
The G150, which entered service in August 2006, has the best range, speed and fuel efficiency in the mid-size class of business jets. Gulfstream’s fleet of more than 100 G150s comprises operators in the U.S., Canada, Central America, South America, Europe and Asia.

The G150 has a range of 3,000 nautical miles at Mach 0.75. It is also distinguished by its advanced avionics suite and quiet, comfortable cabin that seats up to eight passengers.

Both the G150 and G280 are assembled at the Israel Aircraft Industries (IAI) facility in Tel Aviv. After assembly, both aircraft enter the final phase manufacturing process at Gulfstream’s Mid-Cabin Completion Center in Dallas.
GULFSTREAM’S STRATEGIC BUSINESS PRIORITIES

CUSTOMER
Provide a world-class experience for internal and external customers alike.

CULTURE
Cultivate employee engagement, well-being, innovation, and pride in what we do.

PRODUCTS & SERVICES
Create and deliver products and services that live up to our ‘World Standard’ brand promise.

PERFORMANCE
Continuously improve the way we do business to meet customer commitments.