



TYPE-CERTIFICATE DATA SHEET

No. EASA.IM.A.009

for

BD-700

Type Certificate Holder:

Bombardier Inc.

P.O. Box 6087
Station Centre-Ville
Montreal, Quebec
Canada H3C 3G9

For Models: BD-700-1A10
BD-700-1A11
BD-700-2A12



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SECTION 1: GENERAL (ALL MODELS)

1. Data Sheet No: IM.A.009
2. Airworthiness Category: Large Aeroplanes
3. Performance Category: A
4. Certifying Authority: TCCA
5. Type Certificate Holder: Bombardier Inc.
P.O. Box 6087
Station Centre-Ville
Montreal, Quebec
Canada H3C 3G9

SECTION 2: BD-700-1A10 and BD-700-1A11

I. General

1. Aeroplane: BD-700 Series
2. Reference Application Date for EASA Certification:

BD-700-1A10	10 March 1994
BD-700-1A11	15 February 2002
3. EASA Certification Date:

BD-700-1A10	26 May 1999* (JAA recommendation 7 May 1999)
BD-700-1A11	15 July 2004

*Date of first TC issuance within EU MS, by LBA Germany.

II. Certification Basis

1. Reference Application Date for TCCA Certification:

BD-700-1A10	27 January 1994
BD-700-1A11	17 October 2001
2. TCCA Certification Date:

BD-700-1A10	31 July 1998
BD-700-1A11	12 March 2004
3. TCCA Certification Basis:

Refer to Transport Canada TCDS A-177.



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

4. EASA Certification Basis:

JAR 25 Large Aeroplanes Change 14, 27 May 1994
Amendment (OP) 96/1, 19 April 1996

5. Special Conditions:

SC GX/B-04	Accelerate - Stop Distances and Related Performance
SC GX/D-01	Worn Brakes
SC GX/D-02	Operation to 51,000 ft.
SC GX/D-04	Vibration, Buffet and Aerolastic Stability
SC GX/F-01	Protection from external High Intensity Radiated Fields (HIRF).
SC GX/F-02	Lightning Protection, Direct Effects
SC GX/F-03	Lightning Protection, Indirect Effects
SC GX/K-01	All Weather Operations
SC GX/K-03	Category 2 Operations with Head Up Display

6. Equivalent Safety Findings:

JAR 25.933	Thrust Reversers
JAR 25.1435(b) (1)	Hydraulic System Proof Pressure Testing

7. Operational Suitability Data (OSD) certification basis (all models)

7.1. Master Minimum Equipment List (MMEL)
For EASA MMEL: JAR-MMEL/MEL Amendment 1, Section 1.

7.2. Flight Crew Data (FCD)
Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data CS-FCD Initial Issue (Book 1), dated 31st January 2014

8. Environmental Standards:

Noise:	ICAO Annex 16, Volume 1, Third Edition.
Fuel Venting:	ICAO Annex 16, Volume 2, Second Edition.

9. Kinds of Operations:

Compliance with the following optional requirements has been established:

Ditching provisions of JAR 25.801 when the safety equipment requirements of JAR 25.1411 and the ditching equipment requirements of JAR 25.1415 are satisfied. Ice protection of JAR 25.1419.



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

The BD-700-1A10 and -1A11 Type Design has been shown to be operable in accordance with Appendix 1 to JAR-OPS 1.430(h), titled “Aerodrome Operating Minima – Conversion of Reported Meteorological Visibility to RVR” or Appendix 1 to EU OPS 1.430(h), titled “Aerodrome Operating Minima – Enhanced Vision Systems”, with the incorporation of BA Service Bulletin 700-34-033 or 700-34-037 (as applicable for BD-700-1A10 aircraft), or BA Service Bulletin 700-1A11-34-005 (for BD-700-1A11 aircraft), in that it has been demonstrated to comply with the appropriate design and reliability requirements defined in JAA TGL-42 (CRI F-17). This however implies no operational approval. Operational approval must be sought from the Authority or Agency that is legally responsible for Operational Approvals in the country of registry of the individual aircraft.

10. Aircraft Equipped with the Global Vision Flight Deck (GVFD):

Aircraft incorporating Bombardier ModSums 700T901900 and 700T901901 (for BD-700-1A10 - Global 6000), or ModSums 700T901900 and 700T901902 (for BD700-1A11 - Global 5000 featuring the GVFD) - see Note 7 for description of GVFD areas of change as well as Notes 8 and 9 for definitions of Global 6000 and Global 5000 featuring the Global Vision Flight Deck.

For parts of the aircraft not changed or not affected by the modification: The Certification Basis is unchanged from the BD-700-1A10 and BD-700-1A11 defined in paragraphs 1 to 8 above.

For those parts of the aircraft corresponding to Global Vision Flight Deck areas of change and areas affected by change:

TCCA Certification Basis:
Refer to Transport Canada TCDS A-177

EASA Certification Basis:
CS-25 for Large Aeroplanes, Amendment 1, 12 December 2005
CS-AWO for All Weather Operations, Initial Issue, 17 October 2003

Special Conditions:

CRI F-12-GVFD HIRF Protection
CRI F-23-GVFD LCD Head-Up Display
CRI F-27-GVFD Data Link Single European Sky
(For GVFD V4.9 configuration design changes or later versions,
as per Bombardier applicable ModSums)

CRI F-28-GVFD Flight Recorders including Data Link Recording
(For GVFD V4.9 configuration design changes or later versions,
as per Bombardier applicable ModSums)

Equivalent Safety Findings:

CRI F-24-GVFD Synthetic Vision Head-Up Display



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

Kinds of Operations:

BD-700-1A10 and -1A11 aircraft featuring the “Global Vision Flight Deck” have been shown to be operable in accordance with Appendix 1 to JAR-OPS 1.430(h), titled “Aerodrome Operating Minima – Conversion of Reported Meteorological Visibility to RVR” or Appendix 1 to EU OPS 1.430(h), titled “Aerodrome Operating Minima – Enhanced Vision Systems”. This however implies no operational approval. Operational approval must be sought from the Authority or Agency that is legally responsible for Operational Approvals in the country of registry of the individual aircraft.

10.1 Aircraft Equipped with Global Vision Flight Deck (GVFD) and Modifications defining the Global 6500/5500 commercial designation:

Aircraft incorporating Bombardier ModSums 700T901901 and 700T03185 and 700T63572 and without 700T101134 (for BD-700-1A10 - Global 6500), or ModSums 700T901902 and 700T03185 and 700T63572 and without 700T101134 (for BD-700-1A11 - Global 5500) - see Note 15 for description, areas of change and definitions of the Global 6500 and Global 5500. The Global 6500 and Global 5500 are commercial marketing designations for BD-700-1A10 and BD-700-1A11 aircraft, respectively, equipped with the Global Vision Flight Deck and the above collection of Modsums.

For parts of the aircraft not changed or not affected by the modification: The Certification Basis is unchanged from the BD-700-1A10 and BD-700-1A11 defined in paragraphs 1 to 8 above.

For those parts of the aircraft corresponding to the Global 6500 and Global 5500 change and areas affected by change:

TCCA Certification Basis:
Refer to Transport Canada TCDS A-177

EASA Certification Basis:
JAR 25 Change 14 plus O 96/1, EASA CS 25 at Issue 1 and original Special Conditions and Equivalent level of safety findings as identified in paragraphs 1 to 8, plus:

Special Conditions:
SC CRI E-05 Water/ice in fuel system
SC CRI E-06 Uncontrollable High Thrust and its associated Means of Compliance

III. Technical Characteristics and Operational Limitations

1. BD-700-1A10

1.1 Technical Description:

The BD-700-1A10 is a long range, high altitude, high speed business/corporate aircraft. With a range of 6700nm at 0.80M and a 51,000 ft. maximum operating altitude, the aircraft has been designed for mission duration up to 14 hours. The airframe is of a semi monocoque design, using lightweight aluminum alloys and composite materials. It has a low, high sweep super-critical airfoil, T-tail with trimmable horizontal stabiliser, tri-cycle landing gear and fuselage-mounted engines.

1.2 Fluids (Fuel/Additives):

See applicable AFM as listed in Operating and Service Instructions.

1.3 Oil: Engine, APU:

See applicable AMM as listed in Operating and Service Instructions.



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

1.4 Fuel Capacity:

Usable	Load		Weight	
	U.S. Gal.	Liters	lb	kg
2 Main Tanks (Each)	2,223	8,415	15,005	6,805
1 Center Tank	1,645	6,227	11,105	5,036
1 Aft Tank	337	1,276	2,275	1,032
Total	6,428	24,333	43,390	19,678
* Unusable (Drainable)	30	114	203	92
* Undrainable	14.8	56.0	100	45.4

* See Note 1(b).



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

For aircraft incorporating Bombardier Service Bulletin 700-28-029 (or Modsum 700T01614).

	Load		Weight	
	U.S. Gal.	Liters	lb	kg
Usable				
2 Main Tanks (Each)	2,229	8,438	15,045	6,824
1 Center Tank	1,655	6,265	11,170	5,068
1 Aft Tank	337	1,276	2,275	1,032
Total	6,450	24,416	43,538	19,753
* Unusable (Drainable)	10.2	38.6	69	31.2
* Undrainable	14.8	56.0	100	45.4

* See Note 1(b).

For aircraft incorporating Bombardier Service Bulletin 700-28-040 (or Modsum 700T804402).

	Load		Weight	
	U.S. Gal.	Liters	lb	Kg
Usable				
2 Main Tanks (Each)	2,229	8,438	15045	6824
1 Center Tank	1,879	7,111	12683	5753
1 Aft Tank	337	1,276	2275	1032
Total	6,674	25,256	45050	20433
* Unusable (Drainable)	10.6	40.1	72	32.4
* Undrainable	14.8	56.0	100	45.4

* See Note 1(b).

1.5 Maximum Weights

Max. Taxi and Ramp	45,246 kg*	(99,750 lb)*
Max. Take-off	45,132 kg*	(99,500 lb)*
Max. Landing	35,652 kg	(78,600 lb)
Max. Zero Fuel	26,308 kg*	(58,000 lb)*

*See applicable AFM, as listed in Operating and Service Instructions, for configuration specific weight limitations and aircraft eligibility.

1.6 Centre of Gravity Range:

See applicable AFM as listed in Operating and Service Instructions.

1.7 Datum:

FS 0.0 is located at 366 cm (144 in.) forward of the aircraft nose.



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

1.8 Operating and Service Instructions:

a) Airplane Flight Manual:

Please refer to the table below for the appropriate configuration for approved AFM:

Marketing Designation	AFM Publication Number	AFM Document Identification Number
Global Express	CSP 700-1	GL 700 AFM-1
Global Express XRS	CSP 700-1A	GL 700 AFM-1A
Global 6000	CSP 700-1V	GL 6000 AFM
Global 6500	CSP 700-6500-1	GL 6500 AFM

b) Flight Crew Operating Manual:

Please refer to the table below for the appropriate configuration FCOM:

Marketing Designation	FCOM Publication Number	FCOM Document Identification Number
Global Express	CSP 700-6	GL 700 FCOM
Global Express XRS	CSP 700-6	GL 700 FCOM
Global 6000	GL 6000 FCOM	GL 6000 FCOM
Global 6500	CSP 700-6500-6	GL 6500 FCOM

Flight Crew Operating Manual: CSP-700-6 with Document Identification Number GL 700 FCOM (for BD-700-1A10) and GL 6000 FCOM with same Document Identification Number (for BD-700-1A10 equipped with the “Global Vision Flight Deck”)

c) Weight and Balance Manual:

Please refer to the table below for the appropriate configuration WBM:

Marketing Designation	WBM Publication Number	WBM Document Identification Number
Global Express	BD-700 WBM	GL 700 WBM
Global Express XRS	BD-700 XRS WBM	GL XRS WBM
Global 6000	GL 6000 WBM	GL 6000 WBM
Global 6500	GL 6500 WBM	GL 6500 WBM

BD-700 Weight and Balance Manual: BD-700 WBM with Document Identification Number GL 700 WBM or BD-700 XRS WBM with Document Identification Number GL XRS WBM (for BD-700-1A10) and GL 6000 WBM with same Document Identification Number (for BD-700-1A10 equipped with the “Global Vision Flight Deck”)

The Instructions for Continued Airworthiness consist of the following Publications and their associated later revisions:

a) Aircraft Maintenance Manual:

Marketing Designation	AMM Publication Number	AMM Document Identification Number
Global Express	BD-700 AMM	GL 700 AMM
Global Express XRS	BD-700 XRS AMM	GL XRS AMM
Global 6000	GL 6000 AMM	GL 6000 AMM
Global 6500	GL 6500 AMM	GL 6500 AMM



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

b) Time Limits/Maintenance Checks Manual:

Marketing Designation	TLMC Publication Number	TLMC Document Identification Number
Global Express	BD-700 TLMC	GL 700 TLMC
Global Express XRS	BD-700 XRS TLMC	GL XRS TLMC
Global 6000	GL 6000 TLMC	GL 6000 TLMC
Global 6500	GL 6500 TLMC	GL 6500 TLMC

c) Structural Repair Manual:

Marketing Designation	SRM Publication Number	SRM Document Identification Number
Global Express	BD-700 SRM	GL 700 SRM
Global Express XRS	BD-700 XRS SRM	GL XRS SRM
Global 6000	GL 6000 SRM	GL 6000 SRM
Global 6500	GL 6500 SRM	GL 6500 SRM

d) Non-Destructive Testing Manual:

Marketing Designation	NDTM Publication Number	NDTM Document Identification Number
Global Express	BD-700 NDTM	GL 700 NDTM
Global Express XRS	BD-700 XRS NDTM	GL XRS NDTM
Global 6000	GL 6000 NDTM	GL 6000 NDTM
Global 6500	GL 6500 NDTM	GL 6500 NDTM

2. BD-700-1A11

2.1 Technical Description:

The BD-700-1A11 is a derivative of the BD-700-1A10, with a 32 inch forward fuselage reduction, reduction in fuel capacity and removal of aft fuel tank as well as a new above floor avionics rack with associated relocation of a number of LRUs. The Global 5000 has a range of 4800nm at 0.85M and a 51,000 ft. maximum operating altitude.

2.2 Fluids (Fuel/Additives):

See applicable AFM as listed in Operating and Service Instructions.

2.3 Oil: Engine, APU:

See applicable AMM as listed in Operating and Service Instructions.

2.4 Fuel Capacity:

	Load		Weight	
	U.S. Gal.	Liters	lb	kg
Usable				
2 Main Tanks (Each)	2,229	8,438	15,046	6,824
1 Center Tank	903	3,418	6,095	2,765
Total	5,361	20,294	36,187	16,413
* Unusable (Drainable)	10	37.9	67.5	30.6
* Undrainable	14.8	56.0	100	45.4

*See Note 1(b).



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

For aircraft incorporating Bombardier Service Bulletin 700-1A11-11-008 (Modsum 700T97424) or 700-11-5004 (Modsum 700T97425) or aircraft incorporating Modsum 700T900765.

	Load		Weight	
	U.S. Gal.	Liters	lb	kg
Usable				
2 Main Tanks (Each)	2,229	8,438	15,046	6,824
1 Center Tank	1,357	5,136	9,158	4,158
Total	5,815	22,012	39,250	17,806
* Unusable (Drainable)	10	37.9	67.5	30.6
* Undrainable	14.8	56.0	100	45.4

*See Note 1(b).

2.5 Maximum Weights:

Max. Taxi and Ramp	42,071 kg*	(92,750 lb)*
Max. Take-off	41,957 kg*	(92,500 lb)*
Max. Landing	35,652 kg	(78,600 lb)
Max. Zero Fuel	26,308 kg*	(58,000 lb)*

*See applicable AFM, as listed in Operating and Service Instructions, for configuration specific weight limitations and aircraft eligibility.

2.6 Centre of Gravity Range:

See applicable AFM as listed in Operating and Service Instructions.



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

2.7 Datum:
FS is 0.0 located at 366 cm + 81 cm (144 in. + 32 in.) forward of the aircraft nose.

2.8 Operating and Service Instructions:

a) Airplane Flight Manual:

Please refer to the table below for the appropriate configuration approved AFM:

Marketing Designation	AFM Publication Number	AFM Document Identification Number
Global 5000	CSP 700-5000-1	GL 5000 AFM
Global 5000 ft. GVFD	CSP 700-5000-1V	GL 5000 GVFD AFM
Global 5500	CSP 700-5500-1	GL 5500 AFM

b) Flight Crew Operating Manual:

Please refer to the table below for the appropriate configuration FCOM:

Marketing Designation	FCOM Publication Number	FCOM Document Identification Number
Global 5000	CSP 700-5000-6	GL 5000 FCOM
Global 5000 ft. GVFD	GL 5000 GVFD FCOM	GL 5000 GVFD FCOM
Global 5500	GL 5500 FCOM	GL 5500 FCOM

Flight Crew Operating Manual: CSP 700-5000-6 with Document Identification Number GL 5000 FCOM (for BD-700-1A11) and GL 5000 GVFD FCOM with same Document Identification Number (for BD-700-1A11 equipped with the “Global Vision Flight Deck”)

c) Weight and Balance Manual:

Please refer to the table below for the appropriate configuration WBM:

Marketing Designation	WBM Publication Number	WBM Document Identification Number
Global 5000	BD-700-1A11 WBM	GL 5000 WBM
Global 5000 ft. GVFD	GL 5000 GVFD WBM	GL 5000 GVFD WBM
Global 5500	GL 5500 WBM	GL 5500 WBM

BD-700 Weight and Balance Manual: BD-700-1A11 WBM with Document Identification Number GL 5000 WBM (for BD-700-1A11) and GL 5000 GVFD WBM with the same Document Identification Number (for BD-700-1A11 equipped with the “Global Vision Flight Deck”)

The Instructions for Continued Airworthiness consist of the following Publications and their associated later revisions:

a) Aircraft Maintenance Manual:

Marketing Designation	AMM Publication Number	AMM Document Identification Number
Global 5000	BD-700 AMM	GL 5000 AMM
Global 5000 ft. GVFD	GL 5000 GVFD AMM	GL 5000 GVFD AMM
Global 5500	GL 5500 AMM	GL 5500 AMM



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

b) Time Limits/Maintenance Checks Manual:

Marketing Designation	TLMC Publication Number	TLMC Document Identification Number
Global 5000	BD-700 TLMC	GL 5000 TLMC
Global 5000 ft. GVFD	GL 5000 GVFD TLMC	GL 5000 GVFD TLMC
Global 5500	GL 5500 TLMC	GL 5500 TLMC

c) Structural Repair Manual:

Marketing Designation	SRM Publication Number	SRM Document Identification Number
Global 5000	BD-700 SRM	GL 5000 SRM
Global 5000 ft. GVFD	GL 5000 GVFD SRM	GL 5000 GVFD SRM
Global 5500	GL 5500 SRM	GL 5500 SRM

d) Non-Destructive Testing Manual:

Marketing Designation	NDTM Publication Number	NDTM Document Identification Number
Global 5000	BD-700 NDTM	GL 5000 NDTM
Global 5000 ft. GVFD	GL 5000 GVFD NDTM	GL 5000 GVFD NDTM
Global 5500	GL 5500 NDTM	GL 5500 NDTM

3. Data Pertinent to all BD-700-1A10 & BD-700-1A11 commercial designations EXCEPT Global 6500/5500 (For Global 6500/5500 definition - See Note 15)

3.1 Engines:

Two Rolls Royce Deutschland Ltd & Co KG BR700-710A2-20. EASA Type Certificate E.018 and associated Type Certificate Data Sheet.

3.2 Engine Limits:

	SL Static Thrust		Fan RPM	Core RPM	ITT		Time Limit
	lbf	kN			N1%	N2%	
Max. Take-off, AEO	14,750**	65.6**	102.0	99.6	900	1,652	5 min.
Max. Take-off, OEI	14,750**	65.6**	102.0	99.6	900	1,652	10 min.
Max. Continuous	14,450	64.3	102.0	98.9	860	1,580	-
Idle Range	-	-	-	58 min.	860 max.	1,580 max.	-
Max. Overspeed/Over-temperature	-	-	102.5	99.8	905	1,661	20 sec.
Reverse Thrust	-	-	*	-	-	-	-
Starting on ground	-	-	N/A	N/A	700	1,292	-
Starting in air	-	-	N/A	N/A	850	1,562	-

* For reverse thrust, FADEC controls the fan rpm (N1) to 70.0% for 30 seconds.

** For aircraft incorporating SBs 700-72-6002 & 700-72-6003 or aircraft incorporating SB 700-72-5002, increased thrust limits are available for London City Airport (EGLC).



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

3.3 Oil Capacity:

	Load		Weight *	
	U.S. Gal.	Liters	lb	kg
2 Engines (Each) (Incl. Oil Repl. Lines)	4.8	18.2	39	18
1 Oil Repl. Tank	1.6	6.1	13	6
Total	11.2	42.5	91	42
Usable	1.01	3.83	8.2	3.7

* Assuming an oil density of 8.1073 lb/U.S. Gal.

4. Data Pertinent to BD-700-1A10 and BD-700-1A11 aircraft with commercial designations of Global 6500 and 5500 only (See Note 15)

4.1 Engines:

Two Rolls Royce Deutschland Ltd & Co KG BR700-710D5-21. EASA Type Certificate E.018 and associated Type Certificate Data Sheet.

4.2 Engine Limits:

	SL Static Thrust		Fan RPM	Core RPM	ITT		Time Limit
	lbf	kN	N ₁ %	N ₂ %	°C	°F	
Max. Take-off	15,250	67.8	102.1	101.6	890	1,634	5 min AEO 10 min OEI
Max. Take-off (Transient 2 min)	-	-	-	-	900	1,652	-
Max. Continuous	14,255	63.4	102.1	99.9	850	1,562	-
Idle Range	-	-	-	58.2 min.	860 max.	1,562 max.	-
Max. Overspeed / Over-Temperature	-	-	103.3	102.8	915	1,679	20 sec
Reverse Thrust	-	-	70.4	-	-	-	30 sec
Starting on Ground	-	-	N/A	N/A	700	1,292	-
Starting in Air	-	-	N/A	N/A	850	1,562	-



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

4.3 Oil Capacity:

	Load		Weight	
	U.S. Gal.	Liters	lb	kg
2 Engines (Each)	2.96	11.2	24.0	10.9
1 Oil Repl. Tank (Including Oil Repl. Lines)	1.51	5.7	12.2	5.53
Total	8.94	33.8	72.5	32.9
Usable per Engine	1.08	4.1	8.76	3.97

* Assuming an oil density of 8.1073 lb/U.S. Gal.

5. Data Pertinent to BD-700-1A10 & BD-700-1A11 EXCEPT as Indicated

5.1 Type Certificate Design Definition:

Reference CRI A-6 JAA Build Standard Definition, RAZ-C700-114.

5.2 Auxiliary Power Unit Options (APU):

Allied Signal RE-220 GX.

Approved to TSO C-77(A) and JAR-APU.

Appropriate National Authority Type Certificate and TCDS.

APU Limits:

Maximum RPM:	106%	
Maximum EGT:	°C	°F
Starting	657-1020	1215-1868
Running	594-714	1101-1317



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

5.3 Air Speeds:

See applicable AFM as listed in Operating and Service Instructions.

5.4 Maximum Operating Altitude:

Maximum Operating Altitude - 15,545 m (51,000 ft.)

Take-off and Landing - 4,175 m (13,700 ft.)

5.5 Equipment:

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and defined in the Type Certificate Type Design Definition, (see above) must be installed in the airplane for certification.

5.6 All Weather Capabilities:

Aircraft type design is approved for Cat 2 precision approach.

5.7 Exits:

Location:	Number:	Type:	Size:
R/H	1	III	0.93 x 0.51 m (20.1 x 36.6 in)
L/H	1	I	0.74 x 1.70 m (29 x 67 in.)

5.8 Baggage/Cargo Compartments:

The green aircraft does not include baggage/cargo compartments.

5.9 Wheels and Tires:

Tire	Size
Dual (Single Chine) Nose Wheel and Tire	21 x 7.25 - 10, 12 ply
Dual Main Wheels and Tires (L/H & R/H)	H38 x 12 - 19, 20 ply

5.10 Minimum Flight Crew:

Two (2): Pilot and Co-pilot

5.11 Maximum Passenger Seating Capacity:

19 (See Note 2)

5.12 Notes:

1. a) Current weight and balance report, loading instructions (when necessary), and the list of equipment included in the certificated empty weight must be provided for each aircraft at the time of original certification.
- b) The amount of fuel required to fill the system plumbing and tanks to the undrainable level plus unusable fuel in the fuel tanks as defined in the Fuel Capacity section must be included in the empty weight.



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

2. The green aircraft type design configuration does not include passenger provisions. Carriage of persons in the cabin is permitted when an approved seating arrangement and related required passenger provisions are incorporated in accordance with the Type Certificate Basis and Bombardier report RAZ-C700-110.
3. Approved Airplane Flight Manual: The airplane must be operated according to the appropriate Approved Airplane Flight Manual.
4. BD-700-1A10 & BD-700-1A11 - Global Express and Global 5000
Placards must be installed in accordance with Bombardier Drawings GC 789-0001, GD 972-0001, GM 972-0010, GS 782-0001 (BD-700-1A10 only), GS 782-5001 (BD-700-1A11 only) and GC 789-5000 (BD-700-1A11 only).

BD-700-1A10 & BD-700-1A11 - Global 6000/6500 and Global 5000 ft. GVFD/5500

Placards must be installed in accordance with Bombardier Drawings GC 789-7000, GC 789-7001, GD 972-0001, GM 972-0010, GS 782-0001 (BD-700-1A10 only), GS 782-5001 (BD-700-1A11 only), GC 789-7500 (BD-700-1A11 only).

5. Approved Airworthiness limitations for mandatory compliance retirement life or inspection are included in Time Limits/Maintenance Checks Manual, BD-700-TLMC (for Global Express), GL 6000 TLMC (for Global 6000), GL 6500 TLMC (for Global 6500) BD-700-1A11-TLMC (for Global 5000), GL 5000 GVFD TLMC (for Global 5000 featuring the Global Vision Flight Deck) and GL 5500 TLMC (for Global 5500).
6. Certification Maintenance Requirements (CMRs) are found in Time Limits/Maintenance Checks Manual, BD-700-TLMC (for Global Express), GL 6000 TLMC (for Global 6000), GL 6500 TLMC (for Global 6500), BD-700-1A11-TLMC (for Global 5000), GL 5000 GVFD TLMC (for BD-700-1A11 featuring the Global Vision Flight Deck) and GL 5500 TLMC (for Global 5500).
7. BD-700-1A10 & BD-700-1A11 “Global Vision Flight Deck” Definition

The Global Vision Flight Deck designation for the BD-700-1A10 and BD-700-1A11 does not correspond to a model designation. This is only a commercial designation for airplanes on which Modsums 700T001900 and 700T901901 (for BD-700-1A10), or Modsums 700T901900 and 700T901902 (for BD-700-1A11) have been embodied.

Major Change Modification numbers 700T901900 and 700T901901 (for BD-700-1A10), and 700T901900 and 700T901902 (for BD-700-1A11) installs the Rockwell Collins ProLine Fusion avionics suite. This system architecture is mainly built around 4 Integrated Processing Cabinets (IPC), 2 Data Concentration Unit Module Cabinets (DMC), 2 Radio Interface Units (RIU), 2 Audio Control Panels (ACP), 2 Reversion Switch Panels (RSP) and 4 14.1 inch Liquid Crystal Displays. The pilots have access to the system using the 2 Cursor Control Devices (CCDs) and 2 Control Tuning Panels (CTP).

Global Vision Flight Deck areas of change and areas affected by change correspond to the following systems, associated LRU components, flight crew interfaces and aircraft performance interfaces:

- Automatic Flight Guidance System
 - Flight Director
 - Autopilot (including aileron/elevator servos)



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

- Yaw damper (including rudder linear actuator)
- Autothrottle (including Throttle Quadrant Assembly)
- Automatic Pitch Trim
- Navigation Systems
 - VHF Navigation (including VOR/ILS/Marker Beacon/ADF)
 - Distance Measuring Equipment (DME)
 - Global Positioning System (GPS)
 - Radio Altimeter
- Radio Management System
 - Radio Tuning
 - Aural Warning
- Digital Audio System
- VHF Communication System
- Electronic Flight Instrument System (EFIS)
 - PFD and Multi-Functional Window (MFW) displays
 - Flight Control Panel (FCP)
 - Reversion Switch Panel (RSP)
 - Cursor Control Panel (CCP)
 - Multi-function Keyboard Panel (MKP)
 - Lamp Driver Unit (LDU)
 - Integrated Flight Information System (IFIS)
 - Integrated Flight Management System (FMS)
 - Engine Indication and Crew Alerting System (EICAS)
 - Integrated Electronic Checklists (ECL)
 - Graphical Flight Planning
 - Graphical Radio Tuning
 - Synthetic Vision System (SVS)
- Head-Up Display (HUD)
- Traffic Surveillance System (TSS) / Traffic Collision Avoidance System (TCAS)
- Terrain Awareness and Warning System (TAWS)
- Multiscan Weather Radar
- Lightning Detection System (LDS)
- Information Management System (IMS)
- Onboard Maintenance System (OMS)
- Air Data Computers (ADC)
- Inertial Reference Units (IRU)
- Cockpit Voice Recorder (CVR)
- Flight Data Recorder (FDR)
- Interior Styling Changes
 - Interior Trim Panels
 - Pilot/Co-Pilot Seat Upholstery & Trim
 - Emergency Equipment
 - Sun Visor System
 - Placards & Markings



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

The LCD HUD is separately installed via ModSums 700T97369 (BD-700-1A10) and 700T97578 (BD-700-1A11).

All parameters listed in the preceding Section 2, Part III, for the BD-700-1A10 and BD-700-1A11 remain valid for aircraft which incorporate ModSums 700T901900 and 700T901901 (for BD-700-1A10), or ModSums 700T901900 and 700T901902 (for BD-700-1A11).

Reference Application Date for TCCA Certification: June 19, 2006
TCCA Certification Date: June 03, 2011
EASA Validation Application Date: February 14, 2007
EASA Certification Date: February 20, 2012

8. The Global 6000 is a marketing designation for BD-700-1A10 equipped with the Global Vision Flight Deck, corresponding to aircraft with either following combinations of modifications installed:

With 700T901901 <i>and</i> Without 700T03185	OR	With 700T901901 700T03185 700T101134
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9. The Global 5000 featuring the Global Vision Flight Deck (Global 5000 ft. GVFD) is a marketing designation for BD-700-1A11 equipped with the Global Vision Flight Deck, corresponding to aircraft with either following combinations of modifications installed:

With 700T901902 <i>and</i> Without 700T03185	OR	With 700T901902 700T03185 700T101134
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10. The Global Express XRS is a marketing designation for BD-700-1A10 aircraft serial numbers 9159 to 9429.
11. All variants of the BD-700-1A10 and BD-700-1A11 are compliant with RVSM airworthiness requirements through basic equipment. However, operational approval to fly in RVSM airspace must still be granted by the Authority or Agency that is legally responsible for Operational Approvals in the country of registry of the individual aircraft.
12. All variants of BD-700-1A10 and BD-700-1A11 are compliant with aircraft design requirements for RNP RNAV operations through basic equipment. Refer to the EASA approved Flight Manual (AFM) for variant specific capabilities. However, operational approval to conduct such kind of operations must still be granted by the Authority or Agency that is legally responsible for operational approvals in the country of registry of the individual aircraft.



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

13. Certification Specifications addressed by the Global Vision Flight Deck modification and surpassing the Certification Basis defined in Section II, paragraphs 1 to 8 corresponds to the following (see Note 7):

Requirement	CS 25 / JAR 25
25.101(c)	CS-25 Amdt 1
25.105(a)(b)(c)(d)	CS-25 Amdt 1
25.111(a)(b)(c)(d)	CS-25 Amdt 1
25.113	CS-25 Amdt 1
25.143(b3)	CS-25 Amdt 1
25.251(a)(b)(c)(d)	CS-25 Amdt 1
25.305(a)(b)(c)	CS-25 Amdt 1
25.307(a)	CS-25 Amdt 1
25.365(e)(f)	CS-25 Amdt 1
25.397(a)(b)(c)	CS-25 Amdt 1
25.405	CS-25 Amdt 1
25.561	CS-25 Amdt 1
25.562(a)(b)(c3-5)	CS-25 Amdt 1
25.571(b)	CS-25 Amdt 1
25.581(a)(b)(c)	CS-25 Amdt 1
25.601	CS-25 Amdt 1
25.607	CS-25 Amdt 1
25.611	CS-25 Amdt 1
25.629(b1)(b2)(d10)	CS-25 Amdt 1
25.631	CS-25 Amdt 1
25.671(a)(b)(c1)(c2)(c3)	CS-25 Amdt 1
25.672	CS-25 Amdt 1
25.677(a)(b)	CS-25 Amdt 1
25.683(a)(b)(c)	CS-25 Amdt 1
25.685(a)(b)(c)(d)	CS-25 Amdt 1
25.689	CS-25 Amdt 1
25.693	CS-25 Amdt 1
25.697(b)	CS-25 Amdt 1
25.699(a)(b)(c)	CS-25 Amdt 1
25.703 (a)(b)(c)	CS-25 Amdt 1
25.703(a3)	CS-25 Amdt 1
25.729(c)(d)(e1-e6)	CS-25 Amdt 1
25.729(e7)(f3)	CS-25 Amdt 1
25.771(a)(c)(e)	CS-25 Amdt 1
25.773(a1)(a2)	CS-25 Amdt 1
25.777(a-g)	CS-25 Amdt 1
25.779	CS-25 Amdt 1
25.781	CS-25 Amdt 1
25.783(e)	CS-25 Amdt 1
25.785(g)	CS-25 Amdt 1
25.787 (a)(b)	CS-25 Amdt 1



Requirement	CS 25 / JAR 25
25.789(a)	CS-25 Amdt 1
25.793	CS-25 Amdt 1
25.812(f2)	CS-25 Amdt 1
25.831(a)(b)(c)(d)(e)(f)(g)	CS-25 Amdt 1
25.841(a)(b1-b8)	CS-25 Amdt 1
25.851(a2)	CS-25 Amdt 1
25.853(a)	CS-25 Amdt 1
25.856(a)	CS-25 Amdt 1
25.863	CS-25 Amdt 1
25.869(c)	CS-25 Amdt 1
25.899(a)(b)	CS-25 Amdt 1
25.901(c)	CS-25 Amdt 1
25.903(b)(d1)	CS-25 Amdt 1
25.933(a)	CS-25 Amdt 1
25.1141(a)(c)(d)(f1-f2)	CS-25 Amdt 1
25.1142	CS-25 Amdt 1
25.1143(a)(b)(c)	CS-25 Amdt 1
25.1155	CS-25 Amdt 1
25.1199(c)	CS-25 Amdt 1
25.1203(b2-b3)(d)	CS-25 Amdt 1
25.1301(a)(b)(c)(d)	CS-25 Amdt 1
25.1303	CS-25 Amdt 1
25.1305(a)(c)(d)	CS-25 Amdt 1
25J1305	CS-25 Amdt 1
25.1307(d)(e)	CS-25 Amdt 1
25.1309	CS-25 Amdt 1
25.1316	CS-25 Amdt 1
25.1321(a)(b)(c)(d)(e)	CS-25 Amdt 1
25.1322(a)(b)(c)(d)	CS-25 Amdt 1
25.1326(a)(b)	CS-25 Amdt 1
25.1327(a)(b)	CS-25 Amdt 1
25.1327(c)	CS-25 Amdt 1
25.1329	CS-25 Amdt 1 and FAR 25.1329 at Amdt 119
25.1331(a1-a3)	CS-25 Amdt 1
25.1333(a)(b)(c)	CS-25 Amdt 1
25.1337(b)(d)	CS-25 Amdt 1
25.1351(a)(b6)(d)	CS-25 Amdt 1
25.1353(a)(b)	CS-25 Amdt 1
25.1357(a)(d)	CS-25 Amdt 1
25.1381	CS-25 Amdt 1
25.1411(a)(b1)	CS-25 Amdt 1
25.1419(a)(c)	CS-25 Amdt 1
25.1431(a)(c)(d)	CS-25 Amdt 1
25.1435(b1)	CS-25 Amdt 1



Requirement	CS 25 / JAR 25
25.1439(a)(b)	CS-25 Amdt 1
25.1441(c)	CS-25 Amdt 1
25.1453(a)	CS-25 Amdt 1
25.1457	CS-25 Amdt 1
25.1459	CS-25 Amdt 1
25.1461(a)(c)	CS-25 Amdt 1
25.1501	CS-25 Amdt 1
25.1523	CS-25 Amdt 1
25.1525	CS-25 Amdt 1
25.1527	CS-25 Amdt 1
25.1529	CS-25 Amdt 1
25.1541(a)(b)	CS-25 Amdt 1
25.1543(b)	CS-25 Amdt 1
25.1545	CS-25 Amdt 1
25.1549(a)(b)(c)(d)	CS-25 Amdt 1
25.1551	CS-25 Amdt 1
25.1555(a)(b)(d)	CS-25 Amdt 1
25.1561(a)(b)	CS-25 Amdt 1
25.1563	CS-25 Amdt 1
25.1581	CS-25 Amdt 1
25.1583	CS-25 Amdt 1
25.1585	CS-25 Amdt 1
25.1591	CS-25 Amdt 1
AWO 208	CS-AWO, Initial Issue
AWO 215	CS-AWO, Initial Issue
AWO 216	CS-AWO, Initial Issue
AWO 221	CS-AWO, Initial Issue
AWO 236	CS-AWO, Initial Issue
AWO 251	CS-AWO, Initial Issue
AWO 252	CS-AWO, Initial Issue
AWO 263	CS-AWO, Initial Issue
AWO 268	CS-AWO, Initial Issue
AWO 269	CS-AWO, Initial Issue
AWO 281	CS-AWO, Initial Issue



SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

14. BD-700-1A10 “Global 6500” & BD-700-1A11 “Global 5500” Definition

The Global 6500 and Global 5500 designations for the BD-700-1A10 and BD-700-1A11, respectively, do not correspond model designations. These are only commercial designations which incorporate a number of design changes which Bombardier represents as a commercial “Mid-Life Upgrade” package.

First, the Rolls Royce Pearl 15 engine upgrade (model BR700-710D5-21) design change is derived from the BR710A2-20 that the Global BD-700-1A10 (Global Express XRS/Global 6000) and BD-700-1A11 (Global 5000/Global 5000 ft. Global Vision Flight Deck (GVFD)) line of aircraft were originally certified with. The design change to incorporate the BR700-NextGen engine in the baseline design replaces the BR710A2-20 in production, and is therefore only applicable to Global Aircraft with the GVFD installed.

The Rolls Royce Pearl 15 engine upgrade (model BR700-710D5-21) is an efficiency and capability enhancement package for the Global 5000 ft. GVFD and Global 6000 to meet new customer requirements, which included:

- Improved design range at M0.85;
- Improved range capability out of challenging airfields (Hot & High performance);
- Improved efficiency and drive down operating costs;
- New Engine Core (compressor, combustor and HPT);
- Bypass ratio increase;
- Increased number of LPT stages (from 2 to 3);
- New mixer;
- Increase in thrust (less than 10% at all altitudes).

The engine upgrade required minimal change to the existing aircraft design, and utilized the same interfaces and nacelle as the BR710A2-20 model engine.

The design change was weight neutral, with the upgraded aircraft having the same engine and aircraft CofG.

Certification of the engine upgrade also required additional Brake Kinetic Energy (BKE) testing (brake requalification) to ensure existing designs were adequate for use with the engine upgrade and the increased landing speeds. The existing brakes on the aircraft were re-qualified to absorb higher kinetic energies with no physical changes to the brake system.

In addition to the engine design change, parallel design changes were initiated and are incorporated on the BD-700-1A10/1A11 aircraft which represent the complete commercial “Mid-Life Upgrade” package. These parallel changes encompassed an increase to the Global’s Maximum Operating Mach Number (MMO) up to 0.90 and the inboard flap extension of 5 inches (inboard side) and an updrooped aileron.

The Global 6500 is a marketing designation for BD-700-1A10 equipped with the Global Vision Flight Deck and Rolls-Royce Deutschland Ltd & Co KG BR700-710D5-21 engines, corresponding to aircraft with the following combination of modifications installed:

<p>With 700T901901 700T03185 700T63572 <i>and</i> Without 700T101134</p>
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SECTION 2: BD-700-1A10 and BD-700-1A11 – Continued

The Global 5500 is a marketing designation for BD-700-1A11 equipped with the Global Vision Flight Deck and Rolls-Royce Deutschland Ltd & Co KG BR700-710D5-21 engines, corresponding to aircraft with the following combination of modifications installed:

<p>With 700T901902 700T03185 700T63572 <i>and</i> Without 700T101134</p>
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Reference Application Date for TCCA Certification:	March 7, 2013
TCCA Certification Date:	August 26, 2019
EASA Validation Application Date:	March 27, 2013
EASA Certification Date:	October 14, 2019

15. For BD-700-1A10 “Global 6500” & BD-700-1A11 “Global 5500” commercial designations
Engine Time Limited Dispatch is not approved for engine model BR700-710D5-21 when fitted in BD-700-1A10 and BD-700-1A11 aircraft.

IV. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.IM.A.009 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

I. Master Minimum Equipment List (MMEL)

The Master Minimum Equipment List has been approved in accordance with the defined Operational Suitability Data certification basis and as documented in the European Union Aviation Safety Agency Master Minimum Equipment List, Bombardier Global Express BD-700-1A10 and Global 5000 BD-700-1A11, Revision 1 dated 28th June 2013, or later EASA approved revisions.

II. Flight Crew Data

The Flight Crew Data have been approved in accordance with the defined Operational Suitability Data certification basis and as documented in “Operational Suitability Data (OSD) Flight Crew BD-700-1A10/-1A11” Original issue dated 11th February 2015, or later EASA approved revisions.



SECTION 3: BD-700-2A12

I. General

1. Aeroplane: BD-700 Series
2. Reference Application Date for EASA Certification:
BD-700-2A12 13 June 2012
3. EASA Certification Date:
BD-700-2A12 06 February 2019

II. Certification Basis

1. Reference Application Date for TCCA Certification:
BD-700-2A12 30 May 2012 (Initial)
BD-700-2A12 10 December 2013 (Deferred)
2. TCCA Certification Date:
BD-700-2A12 27 September 2018
3. TCCA Certification Basis:
Refer to Transport Canada TCDS A-177.
4. EASA Certification Basis:
CS-25 Amendment 13, effective on 10 June 2013, except:
 - CS 25.1322 Amendment 1 for the Primary Flight Displays (PFD) of the Proline Fusion Avionics Suite.
5. Special Conditions:

SC CRI	Title
B-02	Flight Envelope Protection Design
B-03	Flight in Icing Conditions
B-04	Stalling and Scheduled Operating Speeds
B-09	Static Directional, Lateral and Longitudinal Stability and Low Energy Awareness
C-11	Automatic Braking System Structural Loads



SECTION 3: BD-700-2A12 – Continued

SC CRI	Title
D-03	In-Flight Fire – Composite and Unusual Construction
D-09	Control Surface Position Awareness / Electronic Flight Control Systems
D-13	High Altitude Operation / High Cabin Heat Load
D-21*	Side Facing Seats and Inflatable Passenger Restraints
E-05	Water / Ice in Fuel System
E-11	Airworthiness Standard for Aircraft Operations Under Falling and Blowing Snow
F-04	Airborne Systems and Network Security
F-05	HIRF Protection
F-06	Flight Instrument External Probes – Qualification in Icing Conditions
F-08	Flight Recorders, Data Link Recording
F-21	Data Link Services for the Single European Sky
F-25	Rechargeable Lithium battery installations
F-26	Non-Rechargeable Lithium battery installations
F-30	Synthetic Vision on Head Up Display
F-31	Enhanced Flight Vision System with Operational Credit
F-41*	Therapeutic Oxygen System

* These Special Conditions, applicable to the Interiors Installation STC, form part of the certification basis for approved interiors of the BD-700-2A12.

6. Equivalent Safety Findings:

ESF CRI	Title
B-12	Out of Trim
D-06	Pilot Compartment View – Hydrophobic Coatings
D-22	APU Access Door
D-23	Access Panel Doors
D-24	Flight Control System Failure Criteria
D-27*	Class B Baggage Compartment
D-28*	Lavatory Ashtray
D-29*	No Smoking Placards
E-18	Fuel Filter Location



SECTION 3: BD-700-2A12 – Continued

ESF CRI	Title
E-19	Thrust Reverser Actuation System (TRAS) Zone Adjacent to Designated Fire Zone
E-21	Powerplants Fire Extinguishing System Bottle Sharing
F-34	Non-Magnetic Standby Compass
F-38*	Minimum Mass Flow of Supplemental Oxygen
F-40	Maximum Allowable Overlapping Intensities on Position Lights
G-02	Green Arc for Powerplant Instrument

* These Equivalent Safety Findings, applicable to the Interiors Installation STC, form part of the certification basis for approved interiors of the BD-700-2A12.

7. Deviations

Not applicable.

8. Operational Suitability Data (OSD) certification basis (all models)

- 8.1. Master Minimum Equipment List (MMEL)
Certification Specifications for Master Minimum Equipment List (CS-MMEL) Initial Issue, 31 January 2014
- 8.2. Flight Crew Data (FCD)
Certification Specifications for Operational Suitability Data (OSD), Flight Crew Data (CS-FCD), Initial Issue, 31 January 2014
- 8.3. Simulator Data
Not applicable.
- 8.4. Cabin Crew Data
Not applicable.
- 8.5. Maintenance Certifying Staff Data
Not applicable.

9. Environmental Standards

- Noise: ICAO Annex 16, Volume 1, Amendment 10.
- Fuel Venting: ICAO Annex 16, Volume 2, Amendment 7.

III. Technical Characteristics and Operational Limitations

1. Technical Description:

The BD-700-2A12 augments the existing BD-700 family of aircraft. It is an ultra-long-range, executive interior business jet with a maximum certified passenger capacity of 19.



SECTION 3: BD-700-2A12 – Continued

The BD-700-2A12 will be assembled “green” in Toronto, Ontario. Like the existing BD-700 family members, the BD-700-2A12 custom passenger interiors and aircraft delivery will be provided from Montreal, Quebec via STC.

Principal Design Features:

- Two new “GE Passport 20” aft-mounted engines
- New high-speed transonic wing
- Fly-by-Wire control system with side sticks
- Proline Fusion Avionics Suite

2. Fluids (Fuel/Additives):

See applicable AFM as listed in Operating and Service Instructions.

3. Oil: Engine, APU:

See applicable AMP as listed in Operating and Service Instructions.

4. Fuel Quantity:

See applicable AFM as listed in Operating and Service Instructions.

5. Maximum Weights:

Max. Ramp Weight	52,208 kg (115,100 lb)
Max. Take-off Weight	52,095 kg (114,850 lb)
Max. Landing Weight	39,735 kg (87,600 lb)
Max. Zero Fuel Weight	30,617 kg (67,500 lb)

*See applicable AFM as listed in Operating and Service Instructions, for other weight limitations and aircraft eligibility.

6. Centre of Gravity Range:

See applicable AFM as listed in Operating and Service Instructions.

7. Datum:

FS 0.0 is located at 397.5 in. forward of the weighing datum. The weighing datum is marked on a plate forward of the wing fairing on the bottom of the fuselage on the aircraft center-line at FS 397.5.



SECTION 3: BD-700-2A12 – Continued

8. Operating and Service Instructions:

- Approved Publications
- a) Aircraft Flight Manual (AFM), Bombardier Publication Number CSP 700-7000-1 Rev. BASIC with Document Identification Number GL 7500 AFM and subsequent approved revisions.
 - b) Airworthiness Limitations Publication, Bombardier Publication BD700-3AB48-11400-01 Rev. 001 with Document Identification Number GL 7500 AWL and subsequent approved revisions.

Instructions for Continued Airworthiness

The Instructions for Continued Airworthiness consist of Publications listed in the Aircraft Maintenance Publication (AMP) BD700-3AB48-10200-00 (see Instructions for Continued Airworthiness – List of Applicable Specifications and Documentation, Data Module BD700-A-J00-00-00-00AAA-00VA-A) with Document Identification Number GL 7500 AMP.

9. Type Certificate Design Definition:

The approved type design is defined in the document RAO-BA700-049 Rev. D or later approved revisions.

10. Engines:

Two General Electric Passport 20-19BB1A

11. Engine Limits:

See applicable AFM as listed in Operating and Service Instructions.

12. APU:

Safran SPU300[BA]

13. Oil Capacity:

See applicable AFM as listed in Operating and Service Instructions.

14. Air Speeds:

See applicable AFM as listed in Operating and Service Instructions.

15. Maximum Operating Altitude:

See applicable AFM as listed in Operating and Service Instructions.

16. Equipment:

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and defined in the Type Certificate Type Design Definition, (see above) must be installed in the airplane for certification. See Note 4.

17. All Weather Capabilities:

Aircraft type design is approved for Cat 1 precision approach.



SECTION 3: BD-700-2A12 – Continued

18. Exits:

Location:	Number:	Type:	Size:
R/H	1	III	0.51 x 0.92 m (20.1 x 36.4 in.)
L/H	1	I	0.71 x 1.62 m (27.9 x 63.8 in.)

19. Baggage/Cargo Departments:

The green aircraft does not include baggage/cargo compartments. See Note 4.

20. Wheels and Tires:

Tire	Size
Dual Nose Wheel and Chine Tires	21 x 7.25 R10, 14 Ply
Dual Main Wheels and Tires (L/H & R/H)	H39 x 12.0 R19, Load Rated

21. Minimum Flight Crew:

2 (Pilot and Co-Pilot)

22. Maximum Passenger Seating Capacity:

19 (See Note 1 and Note 4)

23. Notes

- 1 The green aircraft type design configuration does not include passenger provisions. Carriage of persons in the cabin is permitted when an approved seating arrangement and related required passenger provisions are incorporated in accordance with the Certification Basis.
- 2 Current weight and balance report including the list of equipment included in the certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification.
- 3 The amount of fuel required to fill the system plumbing and tanks to the undrainable level plus unusable fuel in the fuel tanks as defined in the Fuel Capacity section must be included in the empty weight.
- 4 BA report RAO-BA700-048 (Completion Compliance Checklist) provides guidance to completion centers regarding compliance with the certification basis for the BD-700-2A12 with a completed interior. This guidance includes a Compliance Checklist, noting any applicable conditions or considerations, confirming if:
 - Compliance has been demonstrated for the green aircraft.
 - Compliance with a requirement is limited for the green aircraft.
 - Compliance must be addressed by the Completion Centre (N/A to the green aircraft type design).
- 5 Global 7500 (previously known as Global 7000) is a marketing designation for the BD-700-2A12 aircraft serial numbers 70005 and subsequent.



SECTION 3: BD-700-2A12 – Continued

IV. Operational Suitability Data (OSD)

I. Master Minimum Equipment List (MMEL)

The Master Minimum Equipment List has been approved in accordance with the defined Operational Suitability Data certification basis and as documented in the European Union Aviation Safety Agency Master Minimum Equipment List, Bombardier BD-700-2A12 Revision 0 dated 11th March 2019, or later EASA approved revisions.

II. Flight Crew Data

The Flight Crew Data have been approved in accordance with the defined Operational Suitability Data certification basis and as documented in “Operational Suitability Data (OSD) Flight Crew BD-700-2A12” Original issue dated 6th February 2019, or later EASA approved revisions.



SECTION 4: CHANGE RECORD

TCDS Issue No.	TCDS Date	TCDS Changes	TC Date
05	21/04/2010	<p>Page 4 Section 2.II Paragraph 8</p> <ul style="list-style-type: none"> - Addition of note regarding demonstration to comply with requirements in JAA TGL – 42 (CRI F-17), with incorporation of applicable Bombardier Service Bulletins. <p>Page 7 Section 2.III Paragraph 2.4</p> <ul style="list-style-type: none"> - Fuel Quantity – corrects usable load (liters) for 2 main tanks (was 8435) and total (was 20288). - Inserts Fuel Quantity table for a/c incorporating service bulletin 700-1A11-11-008. <p>Page 7 Section 2.III Paragraph 2.5</p> <ul style="list-style-type: none"> - Maximum Weights – increases Max. Taxi and Ramp (was 89,950 lbs) and Max. Takeoff (was 89,700 lbs) as per modification 700T97424. - Corrects Max. Landing weight from 35,655 kg to 35,652 kg. 	15/07/2004
06	20/02/2012	<p>Pages: All</p> <ul style="list-style-type: none"> - Addition of the Global Vision Flight Deck Avionics Modification 	<p>TC: Not applicable (15/07/2004)</p> <p>Modification approval: 20/02/2012</p>
07	17/12/2015	<p>Page 5: Subparagraphs added to define OSD Certification Basis for MMEL and Flight Crew Data.</p> <p>Page 8: Correction of typo mistake in one AFM designation in paragraph 2.2</p> <p>Page 15: Additional NOTE added concerning design requirements for 180 minutes extended diversion time operation.</p> <p>Page 18 New Section 3 for Operational Suitability Data.</p> <p>Page 19: Former Section 3 Change record renumbered Section 4.</p>	No change
08	21/03/2018	<p>Page 5: Paragraph 9 text updated to include reference to EU OPS 1.430(h).</p> <p>Page 6: Paragraph 10 text updated to include references to CRI's F-27-GVFD and F-28-GVFD and update of the mention to OPS 1.430(h) capabilities.</p> <p>Pages 8 and 9: some figures updated in Table 1.5 Maximum Weights; updated references to Bombardier documents in paragraphs 1.6 and 1.8.</p> <p>Pages 10 and 11: references to applicable Bombardier ModSums added in table 2.4 fuel quantity; updated references to Bombardier documents in paragraphs 2.6 and 2.8; reference to EASA TC for engine added in paragraph 3.2; reference to Bombardier Service Bulletins added in 3.3 engine limits table.</p> <p>Page 15: Note 10 updated to better reflect aircraft serial number applicability; note 12 updated concerning AFM and operational capabilities.</p>	No change



TCDS Issue No.	TCDS Date	TCDS Changes	TC Date
09	06/02/2019	Section 3 created to incorporate the BD-700-2A12 (Global 7500) derivative.	TC: Not applicable (15/07/2004)
10	26/03/2019	Page 27: Section 3.IV (Operational Suitability Data) is revised to reflect approval of OSD constituencies.	No change
11	29/11/2019	Pages: Multiple -Addition of references to the Global 6500/5500 Modification and corresponding changes to align existing paragraphs, where appropriate, with the introduction of this Modification - Previous BD-700-1A10 and BD-700-1A11 Note 13 about “180 minutes Extended Diversion Time Operation (EDTO) from an adequate aerodrome for two engine aeroplanes without an ETOPS approval”, as per Air-Ops CAT.OP.MPA.140(a)(2) requirements (Commission Regulation EU No. 965/2012) removed, following Commission Implementing Regulation (EU) 2019/1387 of 1 August 2019. - New Note 15 added for BD-700-1A10 and BD-700-1A11 concerning engine Time Limited Dispatch.	TC: Not applicable Modification approval: 14/10/2019

