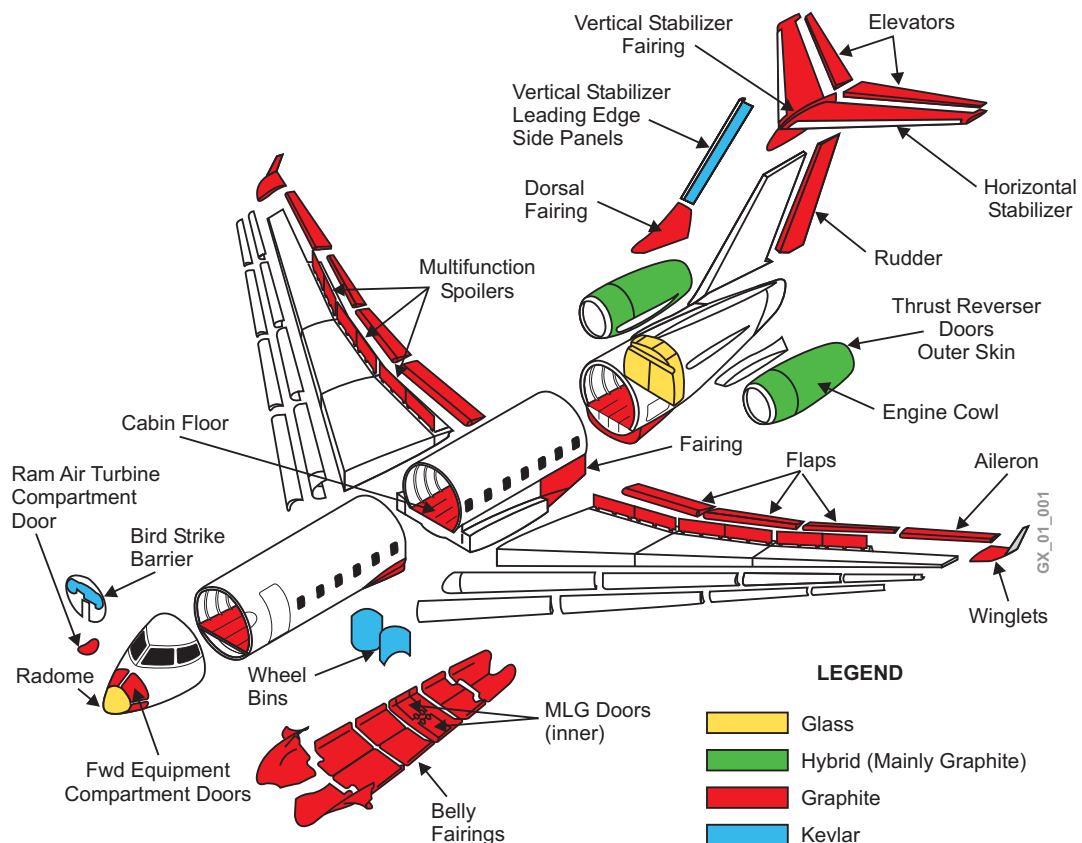


INTRODUCTION

The BD-700 Global is a swept-wing monoplane with a pressurized cabin. It is capable of accommodating a pilot, a copilot, a third crew member and up to 19 passengers. The airplane has two BMW/Rolls Royce BR710 turbo fan engines.

The airplane structure, in general, is fabricated from aluminum alloys. Alloy steels, stainless steels, titanium, and composites are also used.

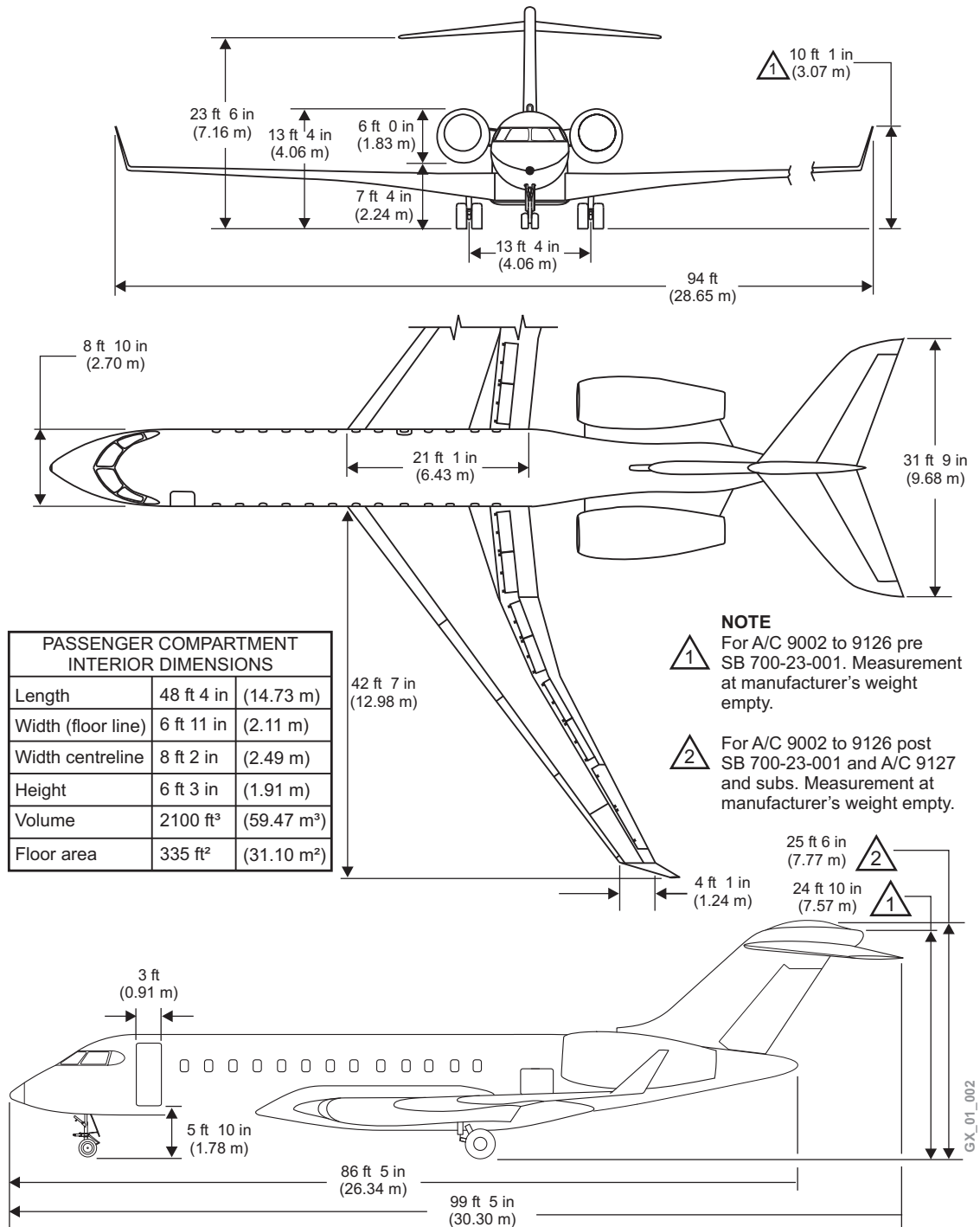


Attention and strict processes are given to surface finishes, protection against corrosion and to external surface smoothness throughout the airplane. Sealing requirements include environmental sealing, protection of facing surfaces (similar and dissimilar) against corrosion, pressure sealing and integral fuel tank sealing.

At sea level, the airplane and its installed equipment is certificated for operation in ambient temperatures ranging between -30°C (-22°F) and $+50^{\circ}\text{C}$ (122°F). The airplane pressurization system is certificated for operations up to a maximum pressure altitude of 51,000 feet.

Bombardier Global Express - Airplane General

AIRPLANE DIMENSION SCHEMATIC (Global 5000 – see Appendix 1)



DESCRIPTION (Global 5000 – see Appendix 1)

DIMENSIONS AND GENERAL DATA

The data that follows is for general information only, and is not to be used for inspection or rejection purposes. When specific data is required, the applicable illustration should be used.

Overall Dimension

Length	99 ft. 5 in.	(30.30 m)
Height	24 ft. 10 in.	(7.57 m)

Wing

Span	93 ft. 6 in.	(28.50 m)
Root chord (BL 47.61)	21 ft. 1 in.	(6.43 m)
Tip chord (W/STA 544)	4 ft. 1 in.	(1.24 m)
Dihedral of Wing Ref. Plane	2.5°	

Spar Locations

Front	14.0%
Rear	67.0%
Flaps	3 per side. Single Slotted Fowler Flaps
Slats	4 L.E. segments per side
Ground Spoilers	2 per side
Multi-function spoilers	4 per side

Horizontal Tail Surface

Span	31 ft. 9 in.	(9.68 m)
Root chord	10 ft. 5 in.	(3.18 m)
Tip chord	5 ft.	(1.52 m)
Anhedral	5.0°	

Vertical Tail Surface

Span	13 ft. 8 in.	(4.17 m)
Root chord	16 ft. 7 in.	(5.05 m)
Tip chord	10 ft. 7 in.	(3.22 m)

Bombardier Global Express - Airplane General

Fuselage

Diameter	8 ft. 10 in.	(2.69 m)
Length	86 ft. 5 in.	(26.34 m)

Landing Gear

	Main Gear	Nose Gear
Wheel Size	19 in.	10 in.
Tire size	38 in.	21 in.
Max loaded tire pressure	172 psi	154 psi
Main gear track	13 ft. 8 in. (4.18 m)	
Nose gear track	13.14 in. (33.4 cm)	
Wheel base (max.)	42 ft.10 in. (13.06 m)	

Areas

Equivalent wing area (including ailerons, flaps, spoilers and area within the fuselage)	1022 sq.ft. (94.95 sq.m)	
Horizontal tail area (Gross)	245 sq.ft.	(22.76 sq.m)
Vertical tail area (Gross)	186 sq.ft.	(17.28 sq.m)

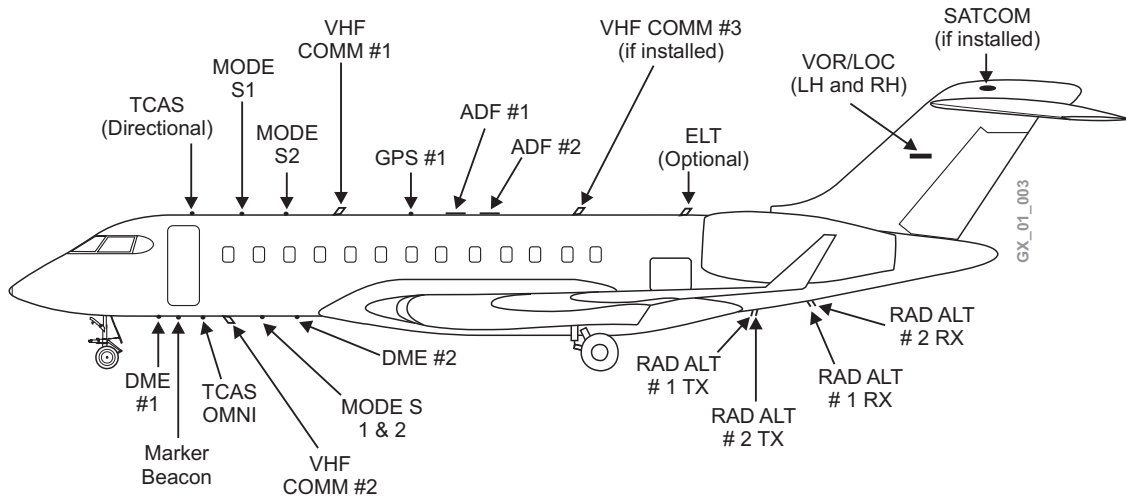
Doors

Passenger door (LH.fwd)		
Height to sill (one step below the floor line)	6 ft. 2 in.	(1,88 m)
Width	3 ft.	(0.91 m)
Height to sill (at floor line)	5 ft. 4 in.	(1,63 m)

Baggage compartment door (LH, aft)

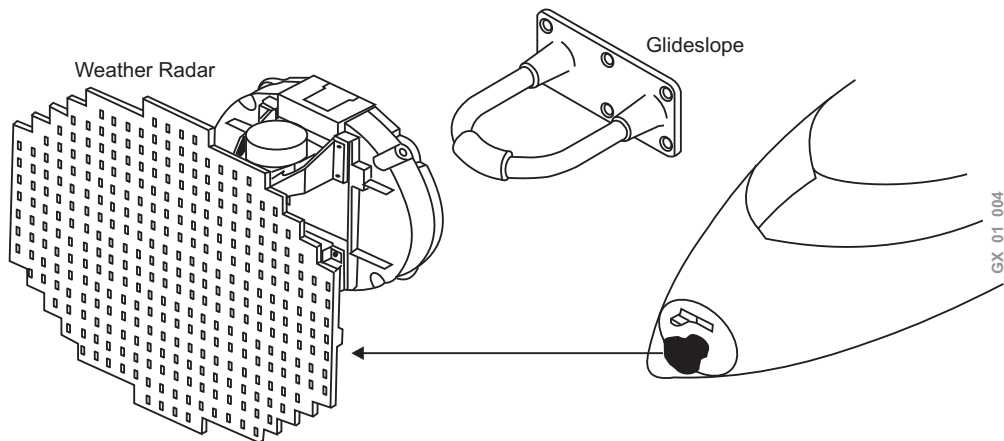
Height	2 ft. 9 in.	(0.84 m)
Width	3 ft. 7 in.	(1.09 m)
Height to sill (floor line)	6 ft. 7 in.	(2.01 m)

ANTENNA LOCATION SCHEMATIC

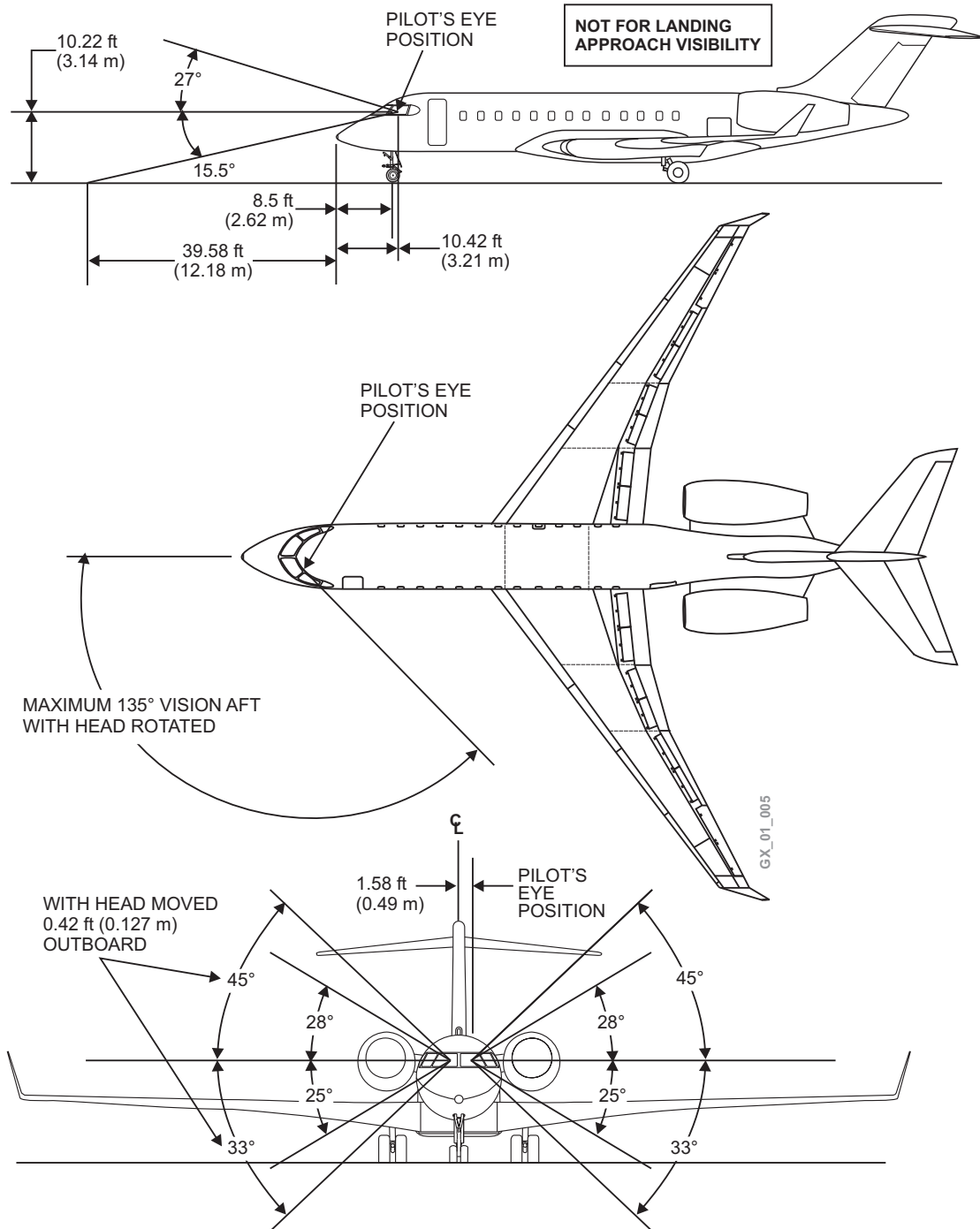


WARNING

PERSONNEL SHOULD NOT STAND NEARBY AND IN FRONT OF THE RADAR ANTENNA WHEN IT IS TRANSMITTING.



VISUAL EYE REFERENCES FOR GROUND OPERATION



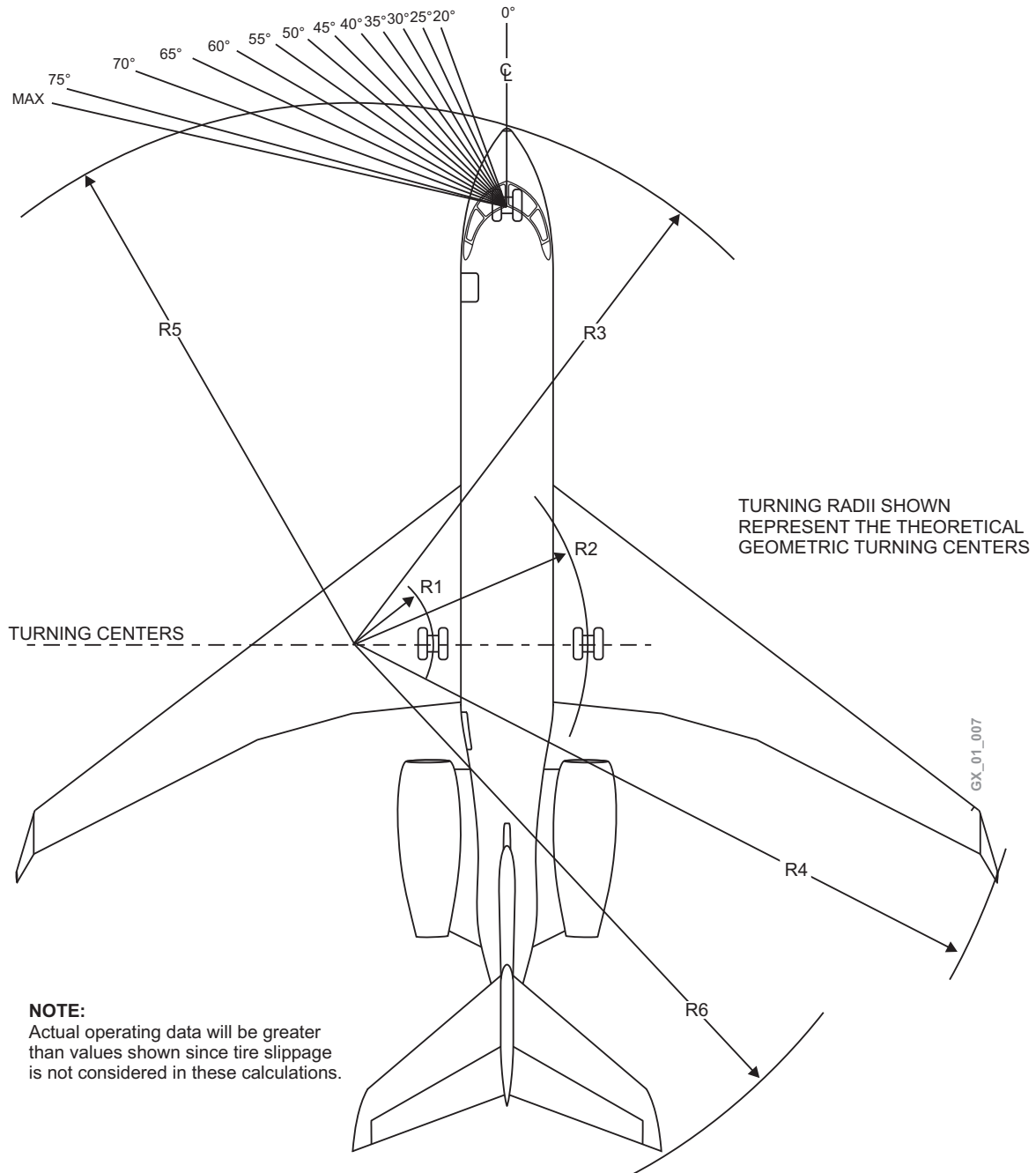
Bombardier Global Express - Airplane General

TURNING RADII

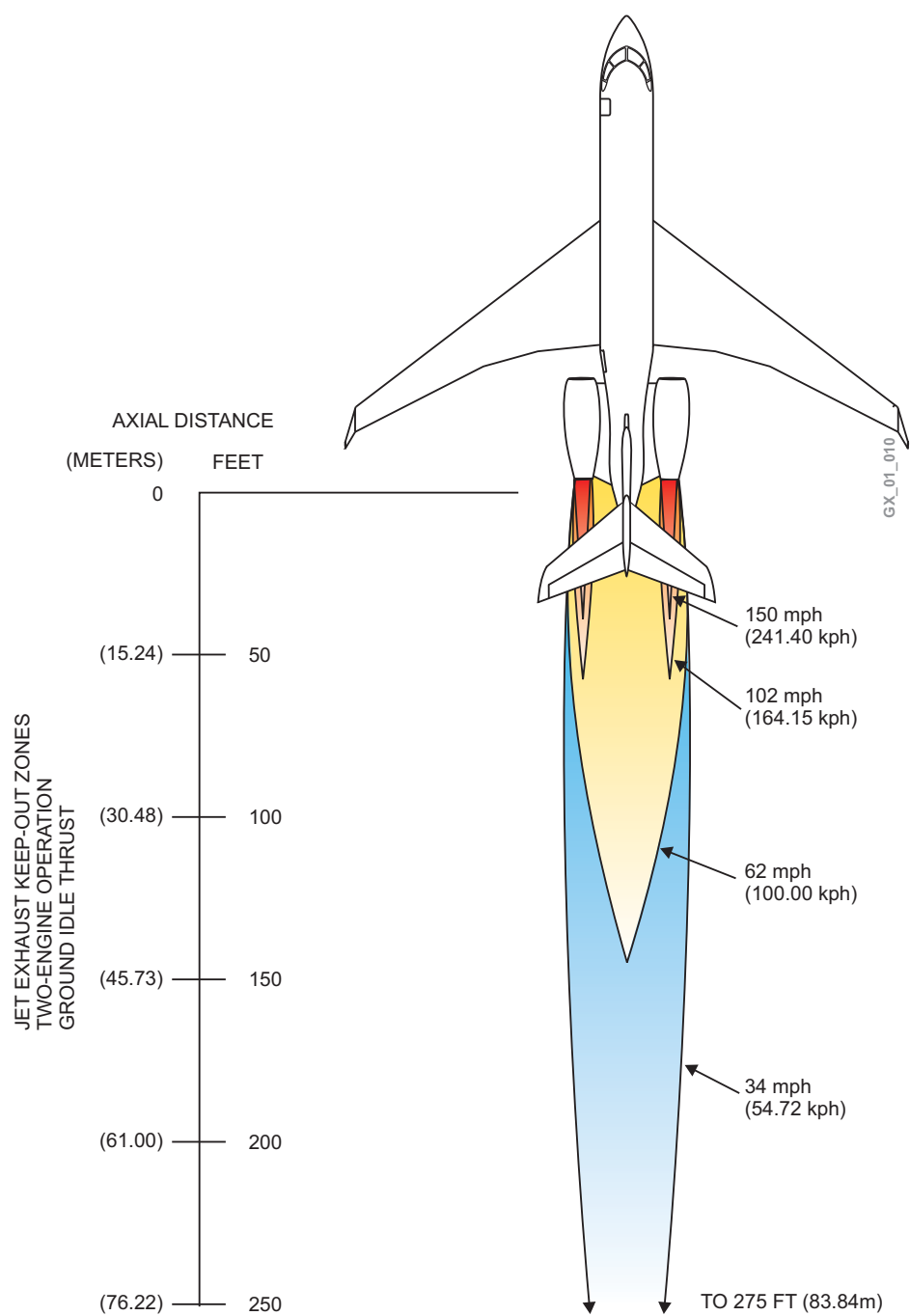
Global Express: Minimum paving width for 180° turn - 68 feet (20.73 m)

Global 5000: Minimum paving width for 180° turn - 65 feet 4 in. (19.92 m)

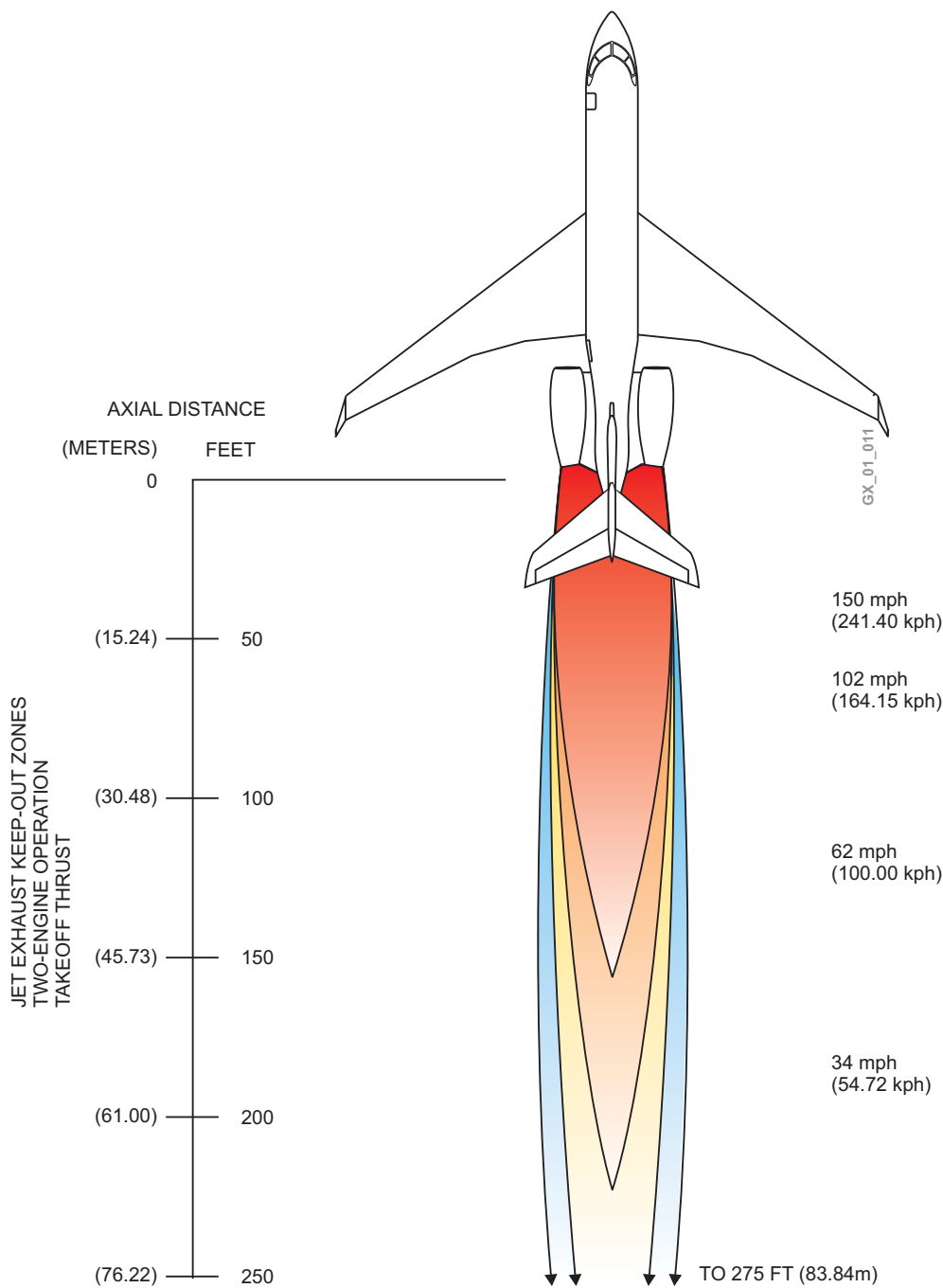
TURNING RADII SCHEMATIC



JET EXHAUST TWO ENGINE GROUND IDLE THRUST



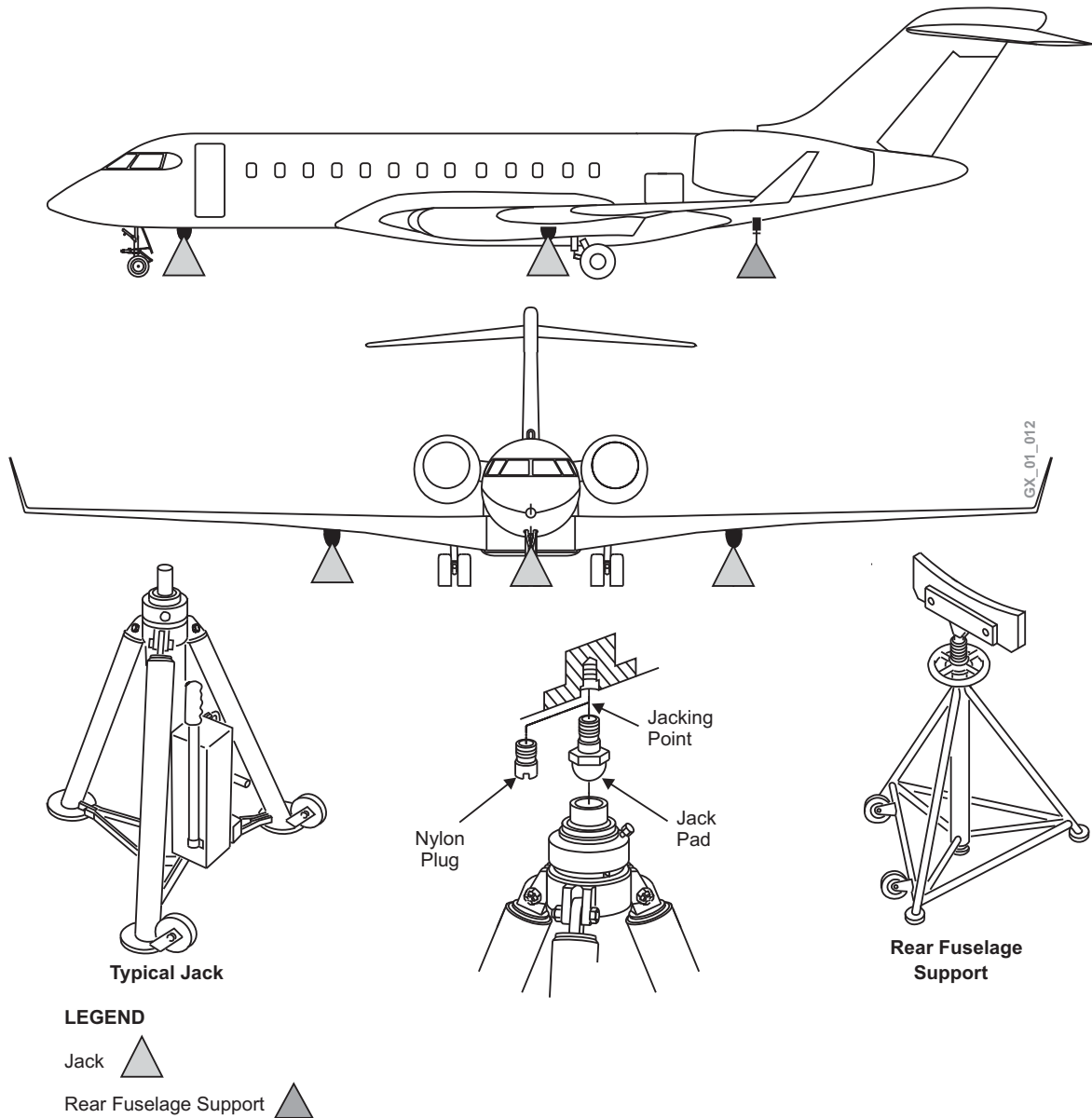
JET EXHAUST TWO ENGINE TAKEOFF THRUST



AIRPLANE JACKING

Three jacking points are provided, one on the forward fuselage and one on each wing rear spar for jacking the complete airplane.

JACKING POINTS



The nose jacking point is located on the fuselage centerline. Gear jacking points are also provided for tire/wheel/brake changes. Jacking procedures are located in the Aircraft Maintenance Manual (Chapter 7).

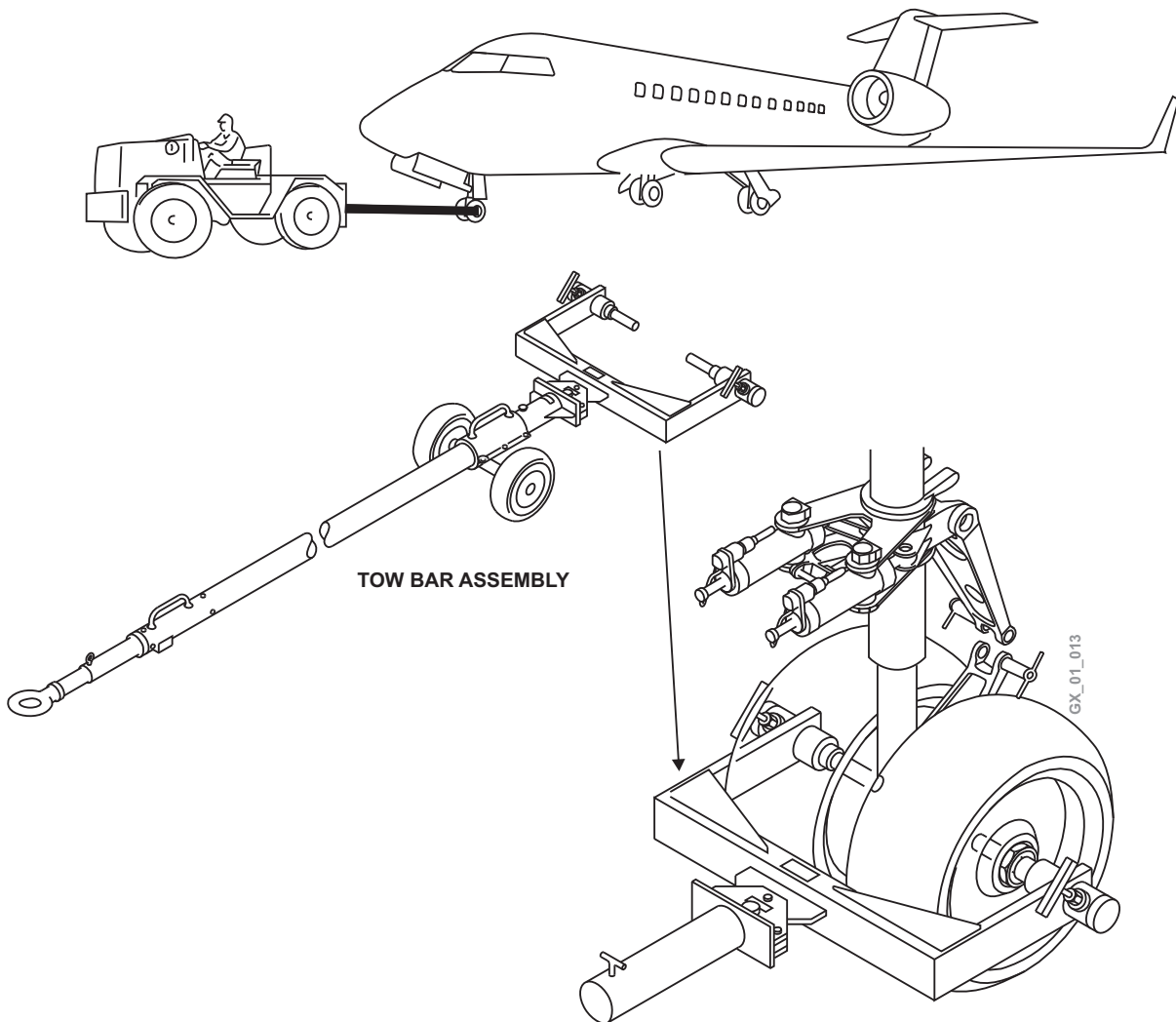
TOWING

A fitting for towing or pushing the airplane is located on the nose landing gear.

NOTE

Disconnecting the nosewheel steering torque links is required for all towing operations.

TOW BAR ATTACHMENT



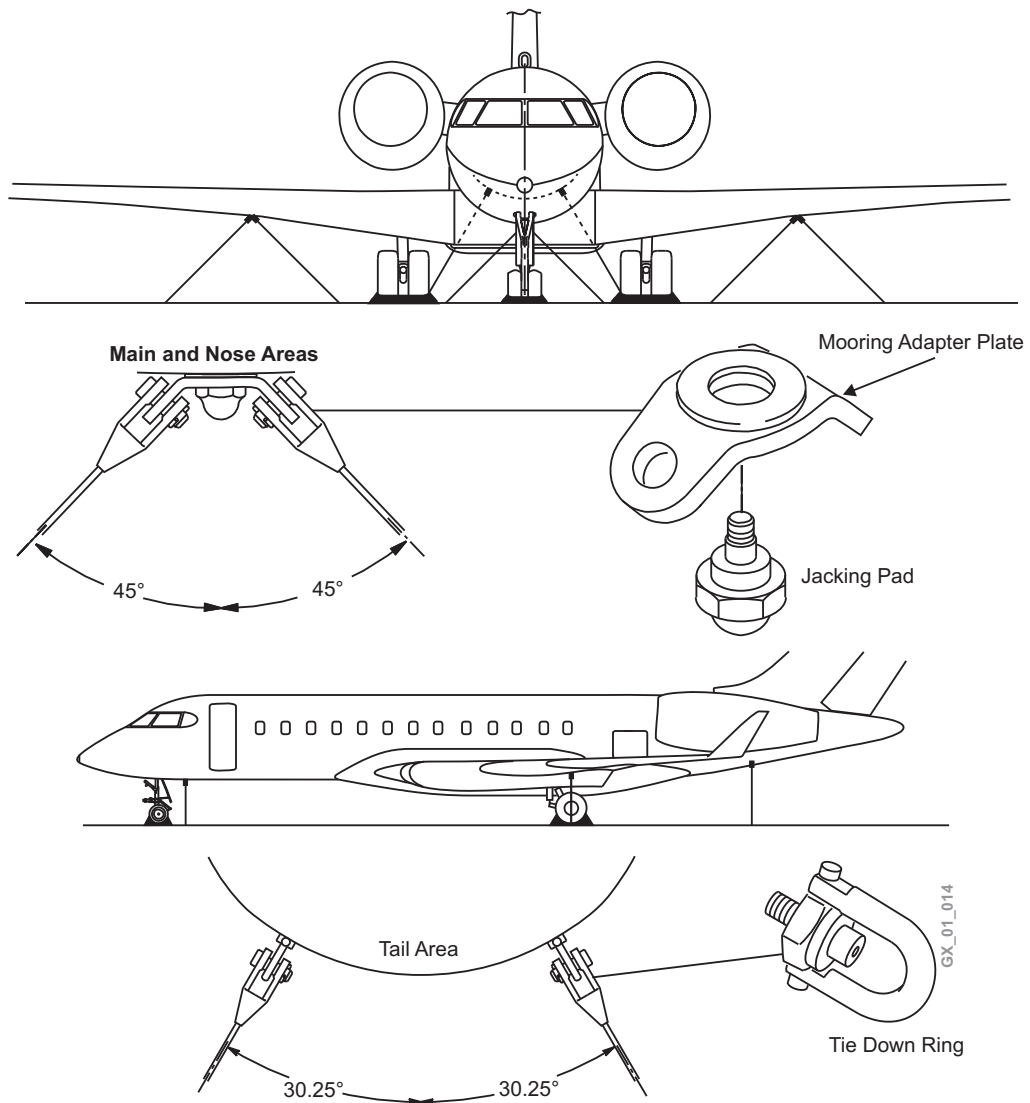
GROUND LOCKING SAFETY PINS

Ground safety locks are provided for the nose and each main gear, gear doors, and for the Ram Air Turbine (RAT). Refer to the applicable chapter for the safety pin installations.

MOORING

Fittings are provided on the fuselage and on the wing jacking points for mooring the airplane. Mooring procedures are located in the Aircraft Maintenance Manual, Chapter 10.

MOORING ATTACHMENT POINTS



AIRPLANE DOORS

The airplane is equipped with one passenger door (which serves as an emergency exit), one overwing emergency exit, one baggage compartment door, one rear fuselage equipment bay door and several service doors and panels.

The door warning system provides the flight crew with a visual indication (EICAS) when any of the following exterior doors/exits are open or incorrectly latched:

- Passenger Door
- Cargo Door
- Aft Equip Bay Door
- Emergency Exit

Description and operation of the emergency features of the wing emergency exits are in the Emergency Equipment chapter.

The door warning system also provides the flight crew with a visual indication (status page) when any of the landing gear doors are not in their commanded position.

Description and operation of the landing gear doors are found in the Landing Gear/Brakes chapter.

PASSENGER DOOR

The passenger door is the main entrance/exit for passengers as well as flight crew and is located on the left side of the airplane, aft of the flight compartment. The door is a mechanically balanced airstair with an attached door. The door assembly which opens outwards and downwards, turn on two brackets attached to each side of the airstairs and hinge points in the fuselage. Handrails are attached to each side of the airstairs and the fuselage, and extend and retract as the door opens and closes.

The door operation is power assisted with a cable system and a DC electric motor. The door locking mechanism is capable of operations from inside and outside the airplane. A single operation from either handle will unlock the door and lift it clear of its latching mechanism.

The door assembly opens under a controlled descent through a tension spring arrangement and mechanical damping using a pulley and cable mechanism.

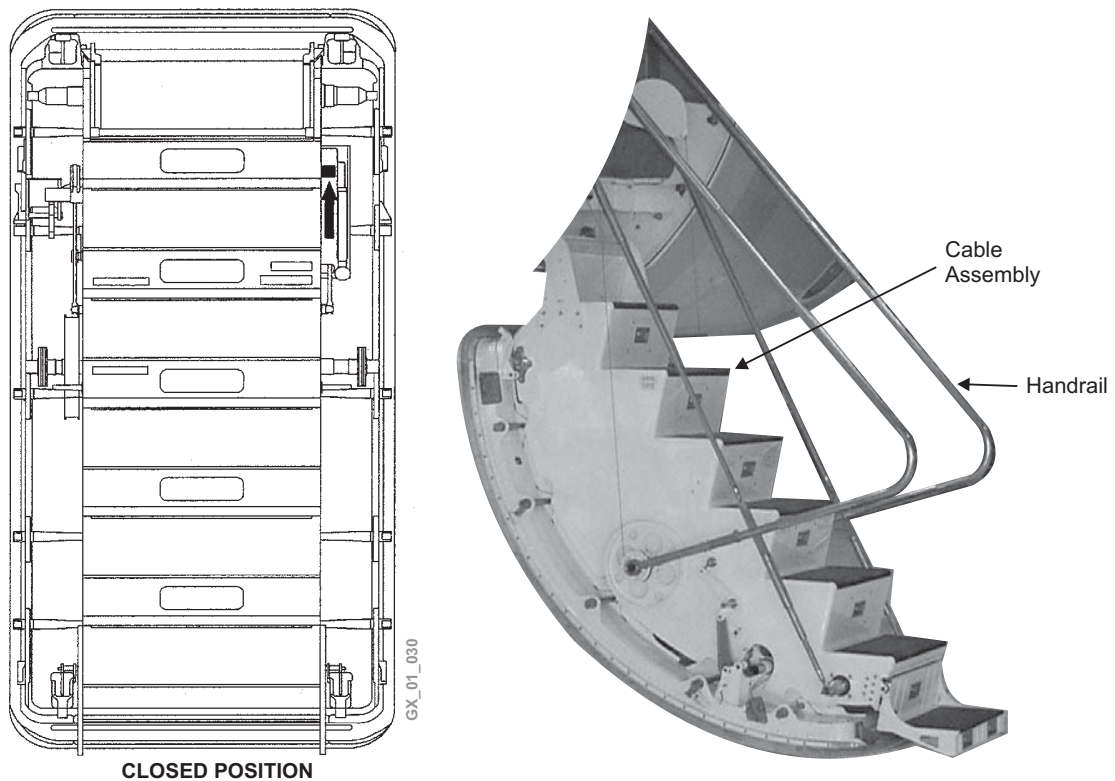
The door is normally closed from inside or outside of the airplane through an electrical actuator. The door can also be manually closed without electrical power.

A hinged flap (vent flap) opens in the exterior surface of the door to protect against pressurization of the fuselage, to an unsafe level, until the door is closed and locked.

The door locks have proximity switches to display an EICAS indication of closed and locked.

Lights are provided to illuminate the door area and in each step riser to illuminate the steps, automatic shutoff is provided when the door closes.

PASSENGER DOOR SCHEMATIC



PASSENGER DOOR COMPONENTS

The following components are described to provide an understanding of the passenger door operating system.

LIFT ARMS

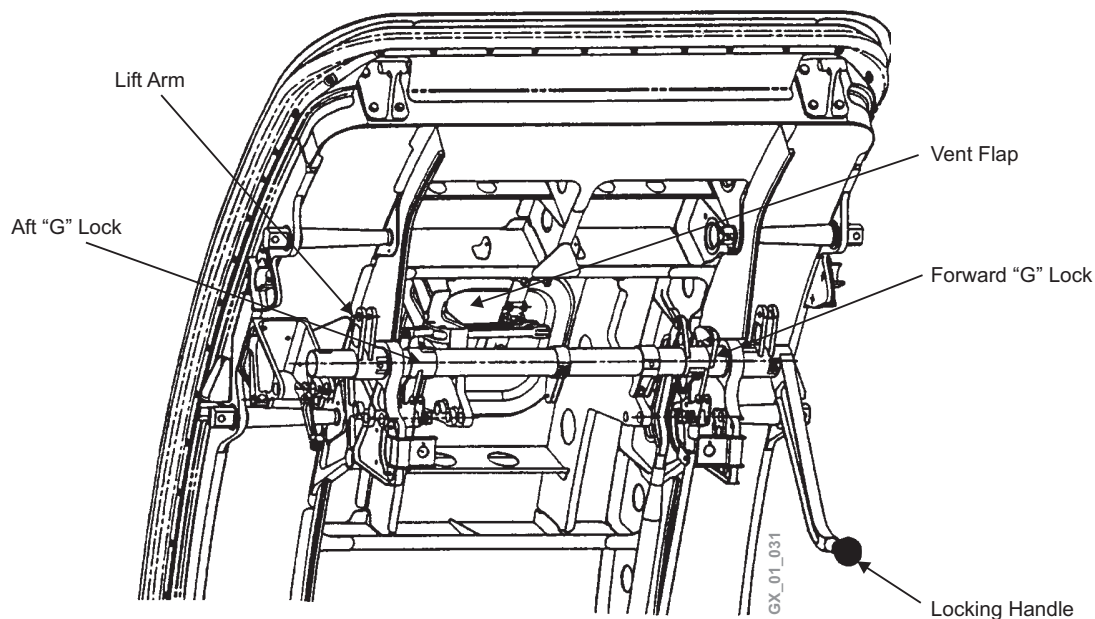
Two levers are connected from either end of the lockshaft to the fixed linked arms on the airstair structure. They are driven by the handles and assisted by the tension spring. Their purpose is to lift the door out of its frame, and hold it up and out in relation to the airstair while the door is opening.

“G” LOCKS

In the locked position, the “G” lock hooks hold the door in relation to the airstairs and prevent any upward movement in the door frame during turbulence, or negative “G” flight.

VENT FLAP

A pressurization vent flap is centrally located at the top of the door under the lockshaft. The flap prevents pressure building up until the “G” locks engage. Once the locks are in and the flap is shut, the pressure holds the flap firmly shut. The vent flap is opened by the lockshaft mechanism as the “G” locks are disengaged to prevent any residual pressure from the pressurization system.



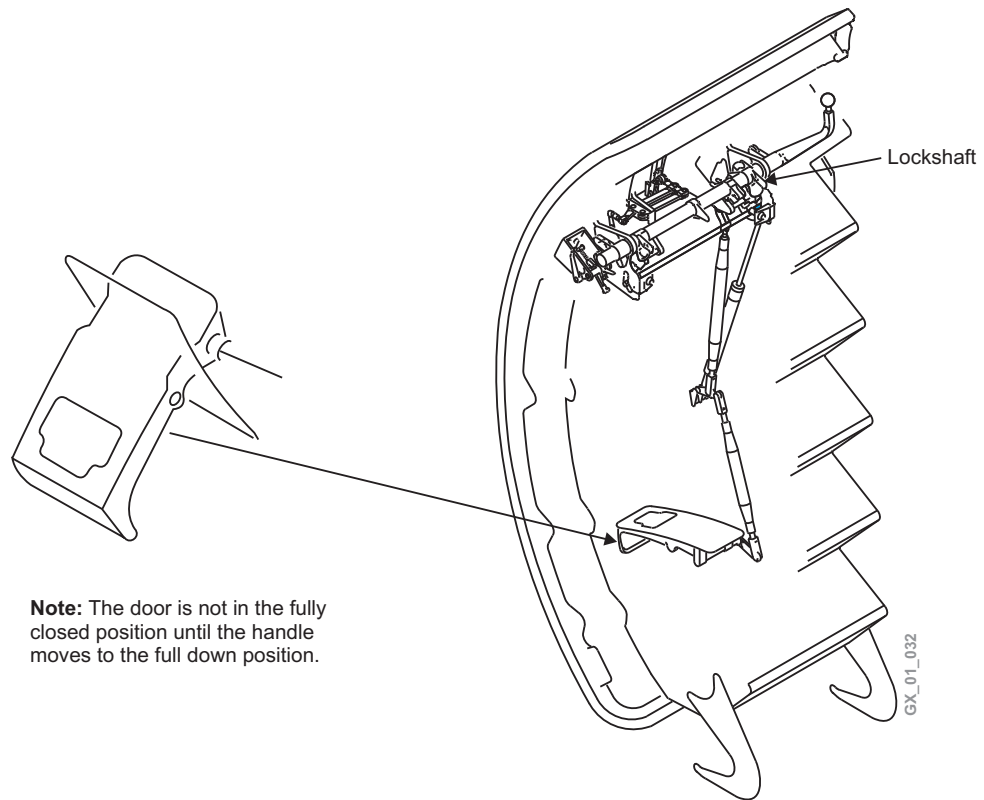
LOCKED INDICATION

Visual indication of latching and locking is given by an indicator arm that is driven directly by the last motion of the internal handle. The indicator, in the form of a green line, lines up with a green line on the airstairs only after the door latches and detents are engaged. The indication is viewed through a window cutout in the internal handle cover. A safe indication is indicated by the alignment of the two green lines. A window in the handle exposes a red fixed plate when the handle is out of the safe locked position.

PASSENGER DOOR OPERATING HANDLES

The external handle is set into a box in the lower door structure. It is connected by push/pull rods inside the door to the lockshaft, at the forward end.

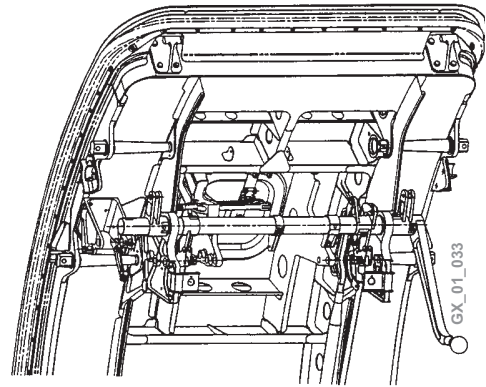
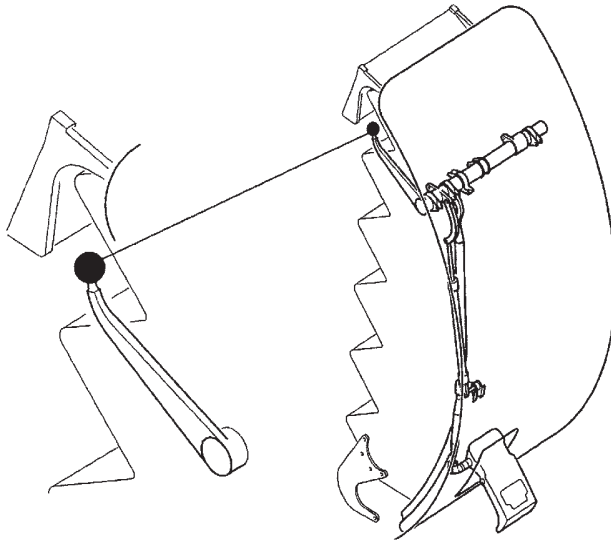
EXTERNAL HANDLE



As the lockshaft reaches its fully locked position, the handles are held in position with spring tension. When the handles are moved out of the locked position, the spring assists in lifting the door and reduces the load on the handles.

The internal handle is a lever on the forward side of the door directly attached to a lockshaft and to the forward door lift arm.

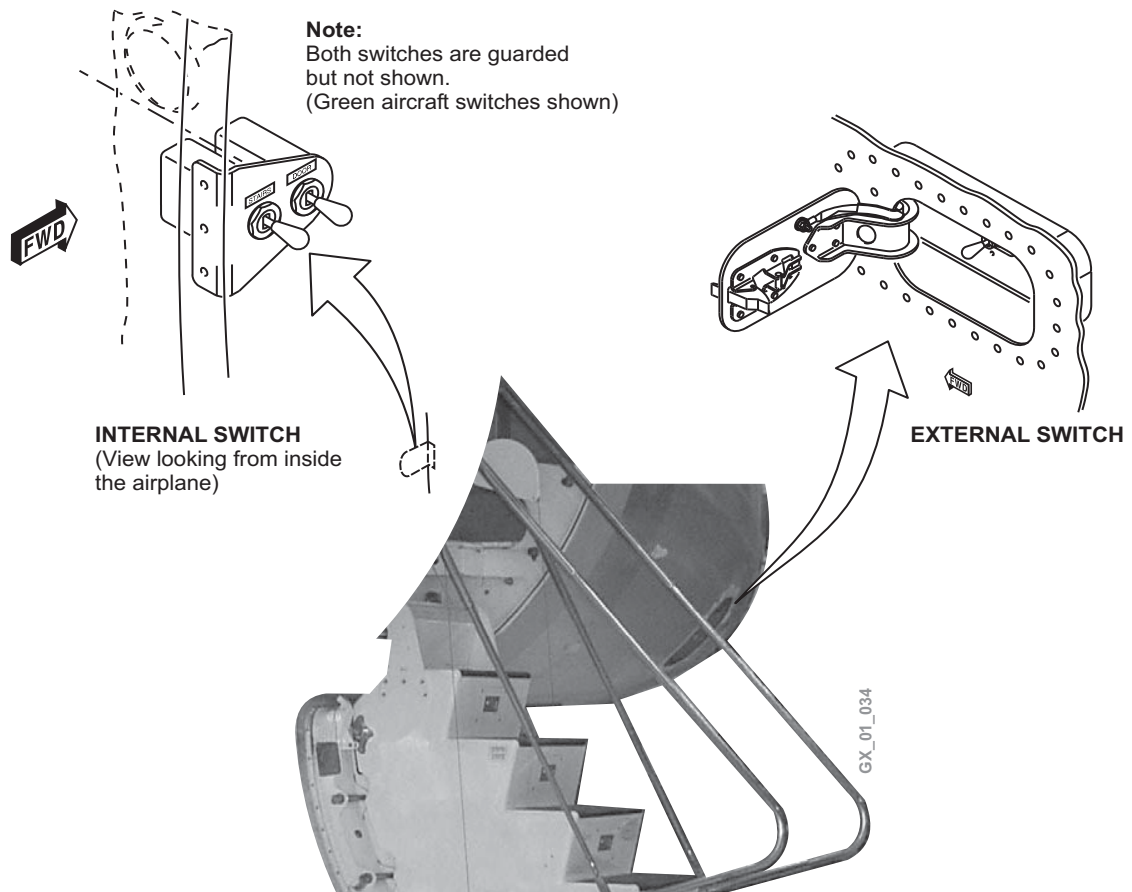
INTERNAL HANDLE



NOTE: Handle shown in the locked (stowed) position. The door is not in the fully closed position until the handle moves fully down.

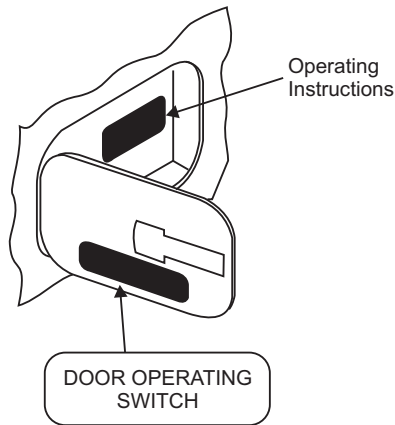
PASSENGER DOOR SWITCHES

The internal door operating switch is controlled on and off by the “DOOR” switch installed internally in the door frame, next to the main passenger door.



The external door operating switch is controlled on and off by the “DOOR” switch installed next to the main the main passenger door.

EXTERNAL DOOR SWITCH ACCESS PANEL



DOOR OPERATION	
TO OPEN	TO CLOSE
PUSH FLAP IN GRASP HANDLE LIFT FULLY TO OPEN PULL OUTWARDS	1. OPERATE SWITCH TO ROTATE DOOR FULLY INTO DOOR APERTURE 2. PULL HANDLE DOWN- WARDS TO STOW
NOTE: DO NOT RECYCLE HANDLE DURING CLOSING OPERATION WITHOUT REOPENING DOORS SUFFICIENTLY TO REARM DOOR UNLOCK LEVER.	

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PASSENGER DOOR OPERATION

The following examples are intended to familiarize the operator with events which occur when moving the passenger door from either the open, or closed positions. The door operations are described in detail and should be followed as per Aircraft Maintenance Manual, Chapter 52.

EXTERNAL DOOR OPERATION

To open the passenger door externally:

- Push flap in
- Grasp handle
- Lift fully to open
- Pull outwards

To close the passenger door externally:

NOTE

Do not recycle the handle during closing operation without reopening door sufficiently to rearm door unlock lever.

- Press and hold door close switch
- Pull handle downwards to stow

INTERNAL DOOR OPERATION

To open the passenger door internally:

- Operate door handle from the locked position
- Door moves inward and upward
- Push door out to open

To close the passenger door internally:

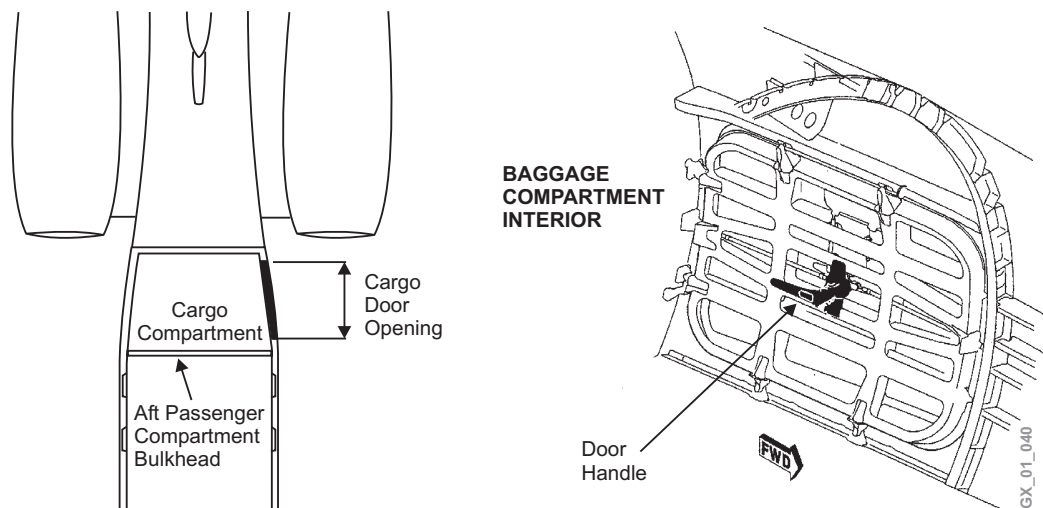
- Press and hold door close switch
- Move door handle fully down
- Check green visual indication in the handle

MANUAL CLOSING

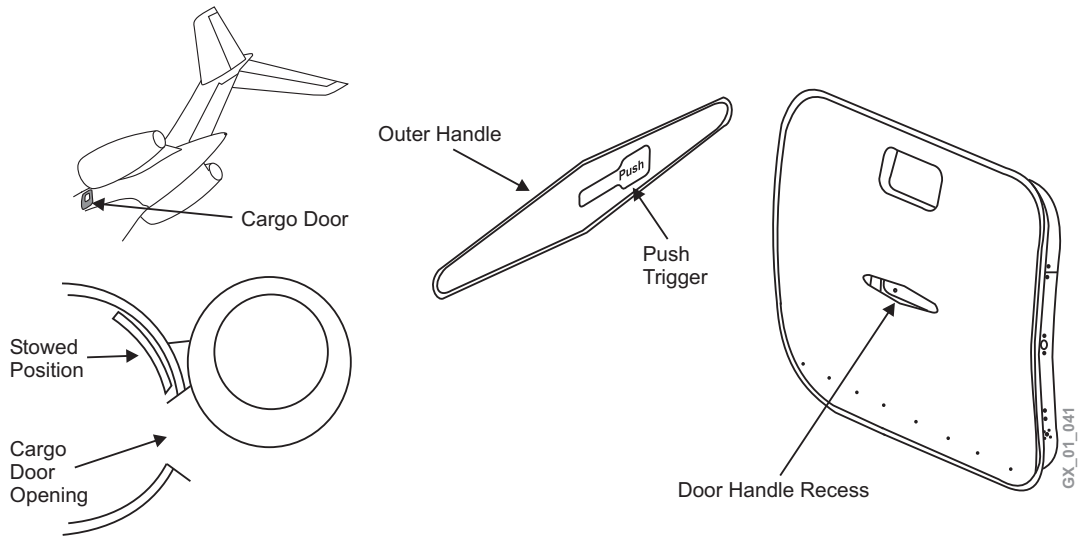
A rope wound around a pulley on the aft end of the torque shaft must be unwound sufficiently to be brought into the cabin. The rope can be pulled, rotating the torque shaft and raising the door via the normal cables. Once the door is raised, it may be lowered into the frame and locked by the normal method with the lock handle.

BAGGAGE COMPARTMENT DOOR

A baggage compartment plug type access door is installed in the fuselage aft section on the left side forward of the rear pressure bulkhead.

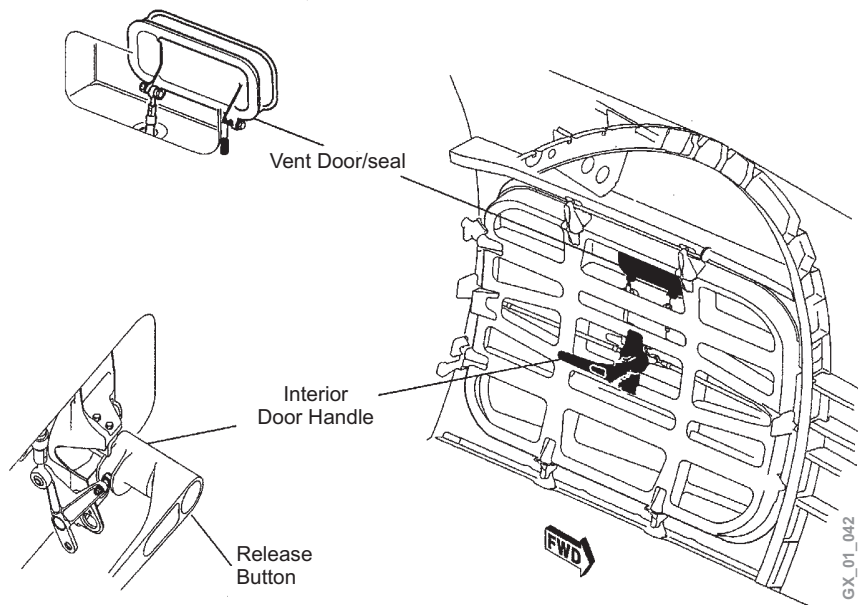


The door is an inward opening plug type and can be unlatched from outside or inside the airplane. The door is accessible, but not visible from the passenger compartment and is not an emergency exit. The door moves inward and upward to a stowed position above and clear of the door aperture.



The latch mechanism consists of inner and outer handles (directly coupled together) and are mounted on the forward and aft sides of the door. The handle contains a trigger lock which holds the handle in the stowed position. The door is latched when the exterior handle is rotated to engage latch pins and locked when the handle is stowed and latched in its housing recess.

A vent door is located in the upper portion of the door and will not close until the door is fully closed and the handle stowed in the locked position.



BAGGAGE DOOR OPERATION

CLOSING THE BAGGAGE DOOR EXTERNALLY - Rotate the outer handle 90 degrees to latch the door. Push the handle into the recessed housing until the trigger button is latched into the trigger mechanism.

CLOSING THE BAGGAGE DOOR INTERNALLY - Rotate the inner handle 90 degrees counter clockwise to latch the door. Pull the handle until the outer handle trigger latches into the trigger mechanism, and the handle is stowed into the recessed housing.

OPENING THE BAGGAGE DOOR EXTERNALLY - Press the trigger button to release and eject the outer handle from the recessed housing. Rotate the handle 90 degrees counter clockwise to unlatch and open the door.

OPENING THE BAGGAGE DOOR INTERNALLY - Press the release button on the inside handle to unlock the handle from the trigger. Rotate the handle 90 degrees clockwise to open the door.

BAGGAGE DOOR INDICATION

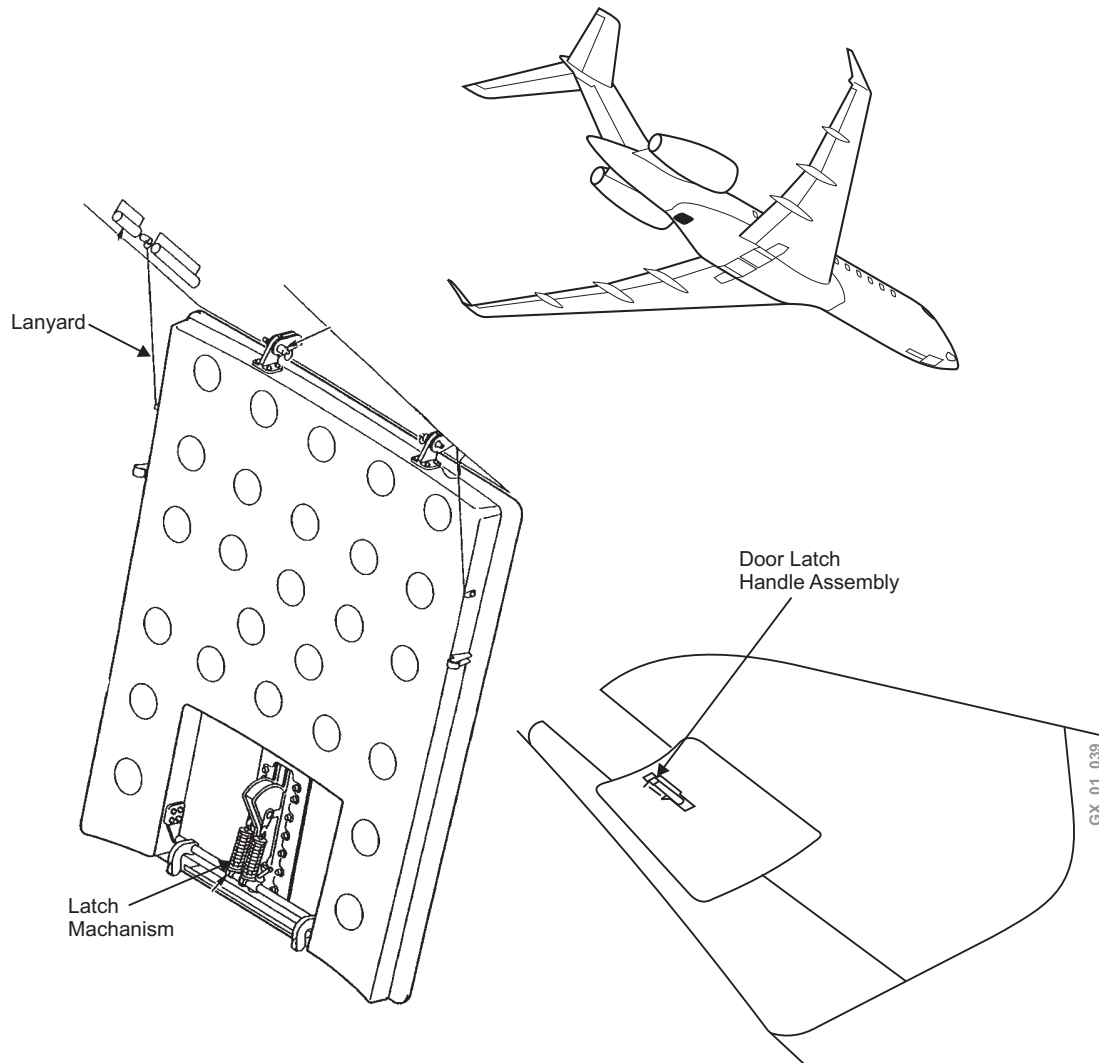
Visual indication of a locked condition is the door in place and the exterior handle is in the stowed and locked position in the handle recess.

AFT EQUIPMENT BAY DOOR

The unpressurized aft equipment bay is accessed by a maintenance door in the fuselage fairing. The door is horizontally hinged at its forward edge and swings down and forward. When the door is opened, it is restrained from over travel and striking the belly fairing using two door to fairing mounted lanyards.

The door locking mechanism is capable of operation only from outside the airplane.

AFT EQUIPMENT BAY DOOR SCHEMATIC



During the closing cycle two rollers, one on either side of the door, act as guides to locate and center the door within its belly fairing aperture.

AFT EQUIPMENT BAY DOOR OPERATION

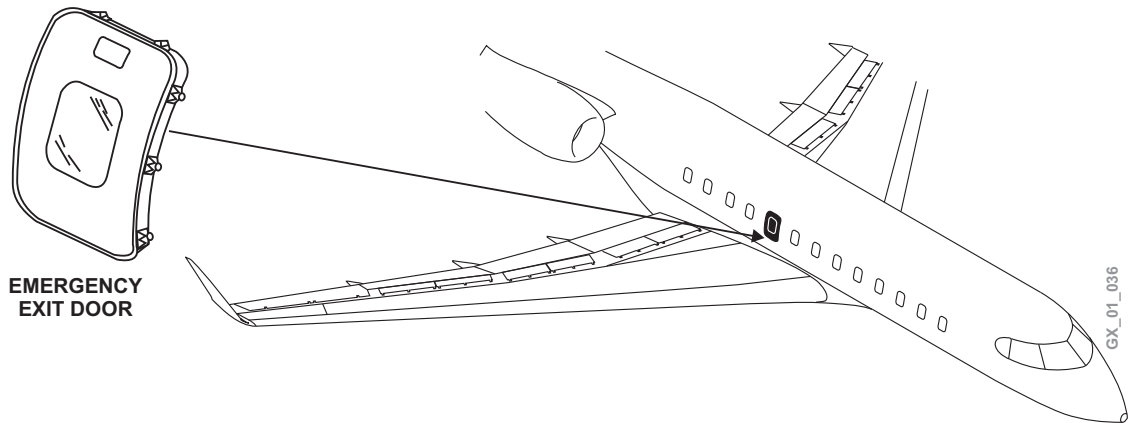
DOOR OPENING - Door opening is accomplished by depressing the trigger and pulling the handle to the full open position.

DOOR CLOSING - The door latch handle is flush fitting and is secured by an integral push trigger which, when depressed, releases the handle to the free open position. The door is secured by returning the handle flush with the door.

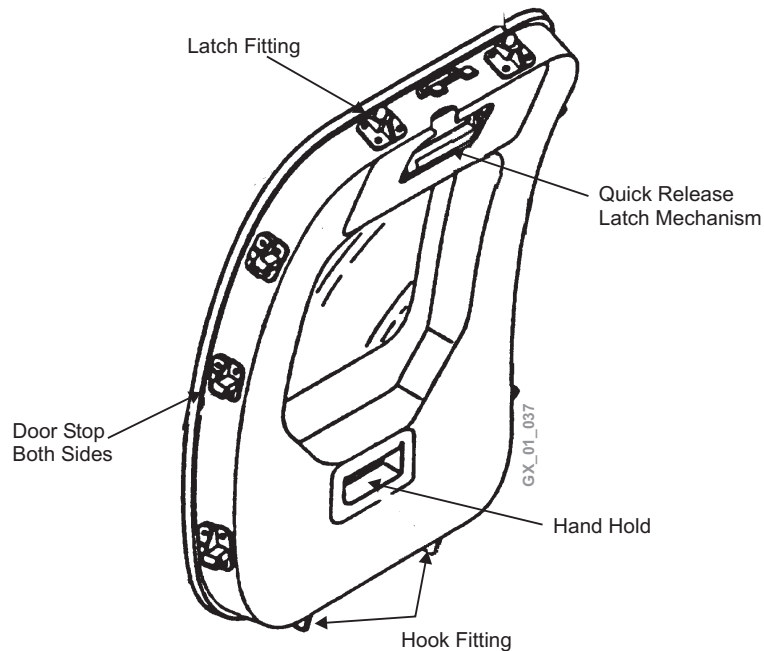
Visual indication of secure latching and locking is given by the door, the push trigger and the external handle all being flush with the fuselage's surface.

EMERGENCY EXIT

An overwing plug type emergency exit is installed on the right side of the airplane. The exit is an inward opening plug type and can be unlatched from the interior or exterior of the airplane. Emergency door operation from inside the cabin is achieved by single action of the emergency exit operating handle.



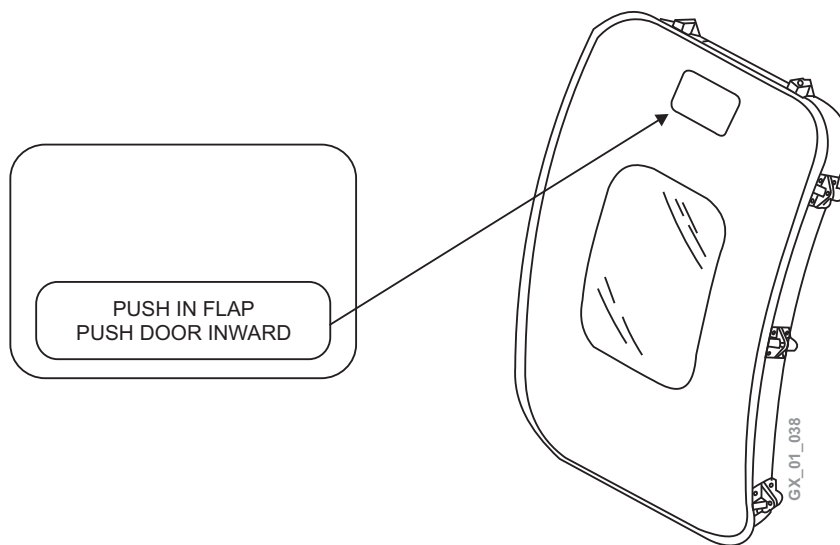
Two lower hook fittings and two upper latch fittings position the door in the door opening. Three stop fittings on each side of the door and surround structure react to the pressurization forces of the plug door type.



When the door is removed, handling is facilitated by an interior hand hold, housed flush within the door box structure.

To unlatch the emergency exit door from the interior, the upper door handle is pulled inward. This motion opens the exterior push plate/vent flap to bleed any residual pressure, and disengages the two latch pins. The door moves inward and pivots on the lower hook fittings. A grip of the upper handle is maintained while grasping the lower hand grip and the door is lifted inwards away from the door opening.

To unlatch the emergency exit door from the exterior, the upper push plate/vent flap is depressed to disengage the latch pins, and the door is pushed inwards away from the opening.



Visual indication of a locked condition of the overwing emergency exit in position is with the interior handle recessed in the surround structure.

DOOR INDICATION AND CONTROL

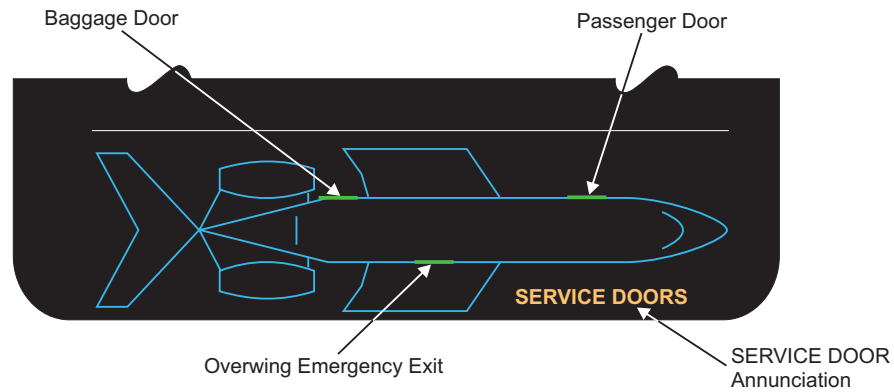
The airplane door position and locked indication is provided to the EICAS by the Landing Gear Electronic Control Unit (LGECU). The LGECU provides data that is used to generate alerts and synoptic displays for the fuselage doors.

Door position information is displayed on the STATUS page, and message information is displayed on the EICAS page.

The STATUS page presents the following doors:

- PASSENGER
- EMERGENCY OVERWING EXIT
- BAGGAGE
- SERVICE DOORS

STATUS PAGE



AIRPLANE DOOR POSITION	AIRPLANE DOOR GRAPHIC
CLOSED	
OPEN	
INVALID	

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Passenger Door

The passenger door is monitored by three proximity sensors to determine the locked and handle stowed position. They are located on the passenger door forward and aft latch to monitor the “G” latch position and in the passenger door to monitor the outer handle stowed condition.

The sensor information is used by the LGECU for door position and locked indication, and sends the results to EICAS for position and locked displays.

Emergency Exit

One proximity sensor is installed at the top of the door position, and senses the door in the closed position.

Baggage Door

Two proximity sensors monitor the door position and provide signals to the LGECU which in turn provides the EICAS display.

Large Maintenance Doors

Two (optional third) separate large hinged and latched maintenance hatches are monitored by the LGECU. Each door is monitored by one proximity sensor to determine the door closed condition. In each case, the proximity sensor is mounted on the airplane structure and monitors a sensor on the hatch. The information is used by the LGECU for door position indication.

The LGECU combines the status of the aft equipment bay door with the status of the maintenance hatches to produce a single EICAS indication.

The maintenance hatches that are monitored are:

- Rear hydraulic system access door
- Refuel/defuel station door
- Optional belly fairing storage access door

Aft Equipment Bay

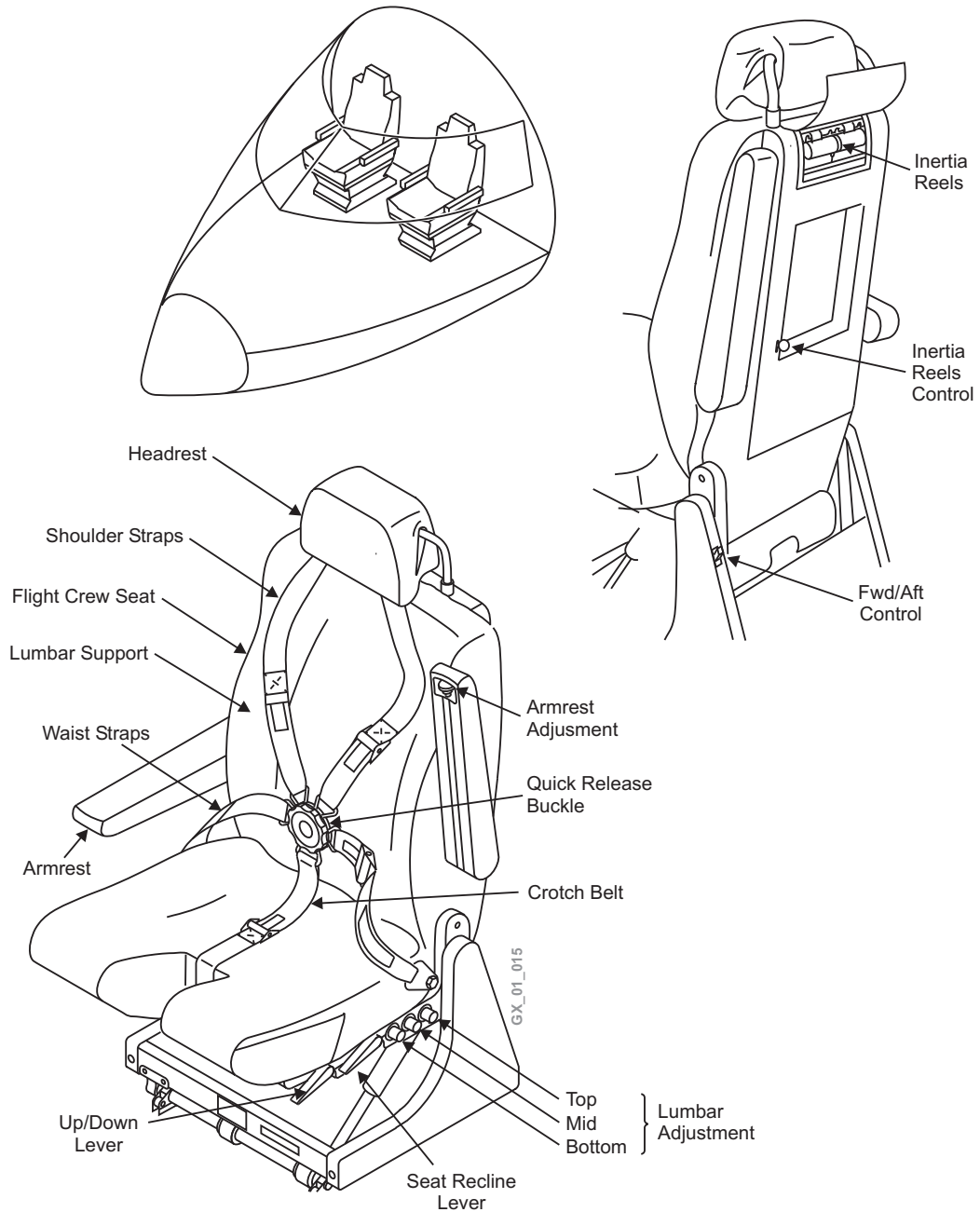
An electrical proximity sensor provides indication to the EICAS system when the door is properly closed. The LGECU monitors the signals and provides the input to EICAS.

Small Service Doors

The LGECU monitors the signals and provides input to EICAS when any one of the access/small service doors is not properly closed.

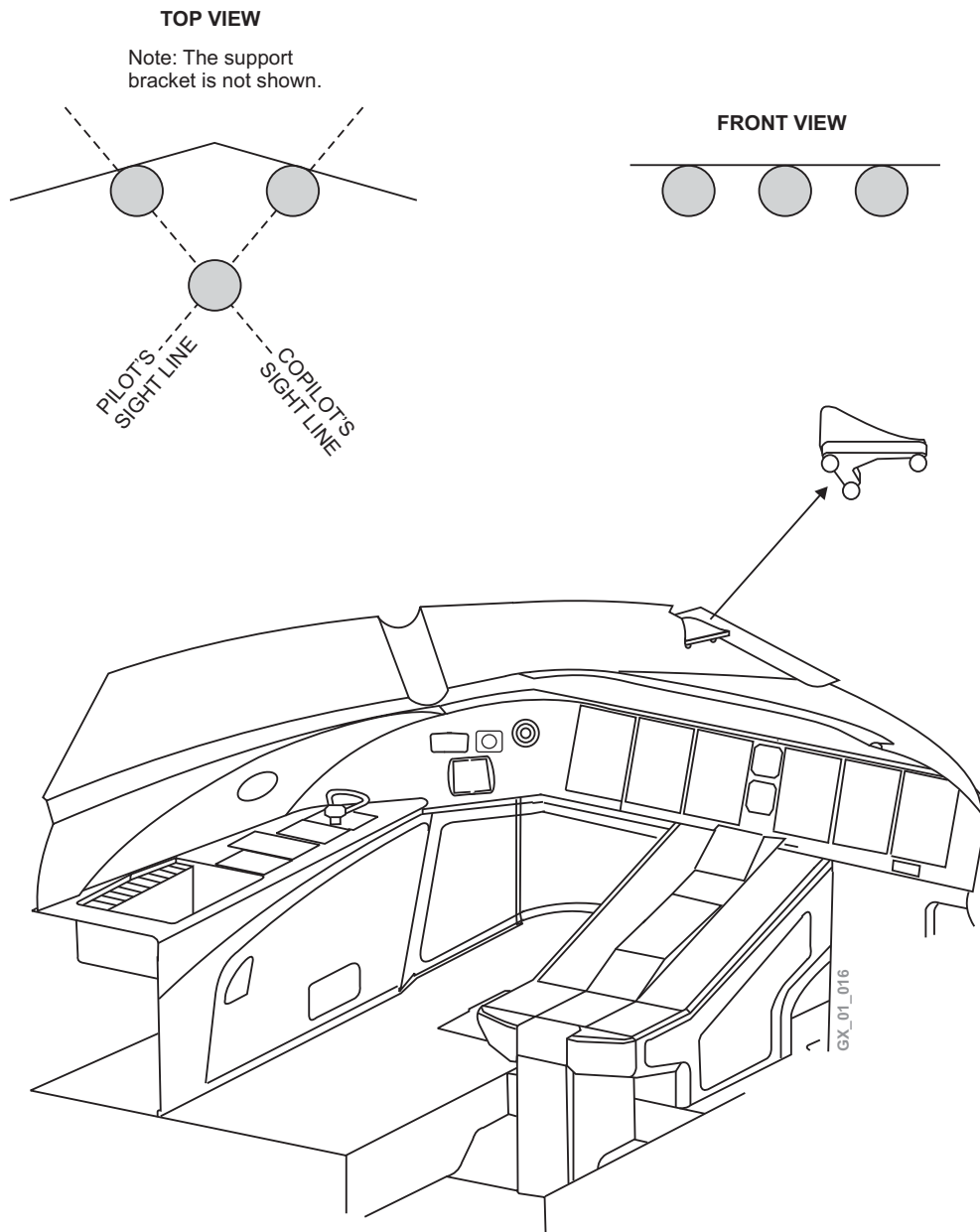
SEAT ASSEMBLY

The crew seats provide adjustments fore and aft, inboard/outboard lateral adjustment (at full aft position via a “J” track) height and armrest position.



EYE LOCATOR - SEAT ADJUSTMENT

An eye locator is mounted on the center windshield post to enable seat adjustment for correct eye-to-wheel height.



CONTROL WHEEL

The pilot and copilot control wheels contain the following switches:

- Master disconnect
- Pitch Trim Switch
- Autopilot/Flight Director Touch Control Steering Switch
- Radio Key

MASTER DISCONNECT

The Master Disconnect switch disengages the autopilot and deactivates the stick pusher and the pitch trim. When released, the stick pusher and the pitch trim system are immediately reactivated but the autopilot remains disengaged.

PITCH TRIM SWITCH

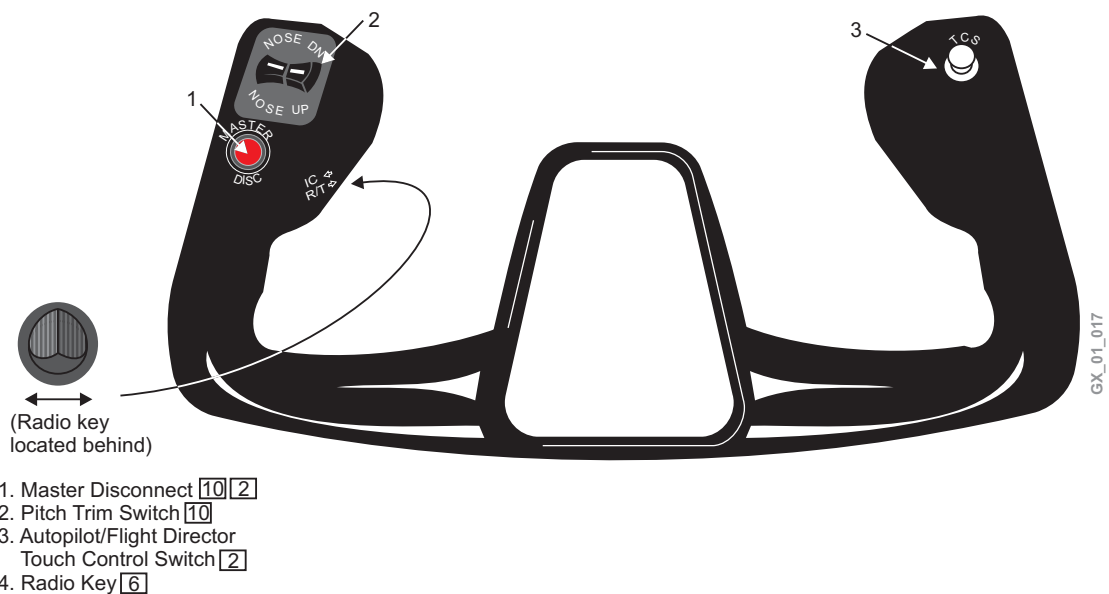
The Pitch Trim Switch enables the pilot/copilot to control the trim from each control wheel.

AUTOPILOT/FLIGHT DIRECTOR (TOUCH CONTROL STEERING) SWITCH

The Touch Control Steering Switch (TCS) is located on the control wheel. It enables the pilot to maneuver the airplane without disconnecting the autopilot control.

RADIO KEY

The Radio Key activates the selected radio transmitter.



SYSTEM INTEGRATION

The extensive use of the latest technology for design and operation makes the BD 700 Global one of the most advanced passenger aircraft in the world. Contrary to previous generation passenger airplanes, which relied on analog technology for system control and indication, the Global uses computers almost exclusively to monitor all airplane systems and to provide crew alerting information. This use of computer technology, with its associated digital data busses and control units, has simplified many of the traditional flight crew duties and has reduced pilot workload tremendously.

System information that previously came from analog sources, is now provided by a variety of control units that constantly update and share information. The systems in the Global have built-in redundancy and provide an added margin of safety for all operations.

All the airplane systems are designed to self-test on start-up and are continuously self-monitored in flight. Should a fault occur, the information is analyzed and compared with data provided by associated systems before being displayed to the flight crew. This method of operation ensures that accurate malfunction analysis is made and appropriate corrective action, by either the flight crew or maintenance personnel, can be taken.

MAJOR SYSTEMS

The major contributors to this technology are the following:

EICAS

The Engine Indication and Crew Alerting System is controlled through a Central Display System that processes airplane data and information. This system monitors all vital information and displays the appropriate indications to the flight crew.

EPGDS

The Electrical Power Generation and Distribution System monitors and controls the airplane electrical system.

FADEC

The Full Authority Digital Engine Control System interfaces with the various airplane systems to provide total control over the two engines through their entire operating regime.

EFIS

The Electronic Flight Instrument System provides flight instrument and navigation information to the crew through two primary flight displays (PFDs) and two multi-function displays (MFDs).

FMQGC

The Fuel Management Quantity Gauging Computer continuously monitors the various fuel parameters for quantities and distribution. This system provides proper fuel scheduling and fuel balance during the entire flight. The fuel system computer also alerts the flight crew should a fault occur in the system.

IAMS

The Integrated Air Management System controls and monitors the airplane bleed-air, environmental, cabin pressurization and anti-ice systems.

FMS

The Flight Management System allows the flight crew to select and display airplane navigation both laterally and vertically. The system can also provide automatic tuning of navigation receivers and manual tuning of communication transceivers.

AFCS

The Automatic Flight Control System is an integrated autopilot, flight director and yaw damper. The system also controls various airplane flight modes and provides airplane guidance.

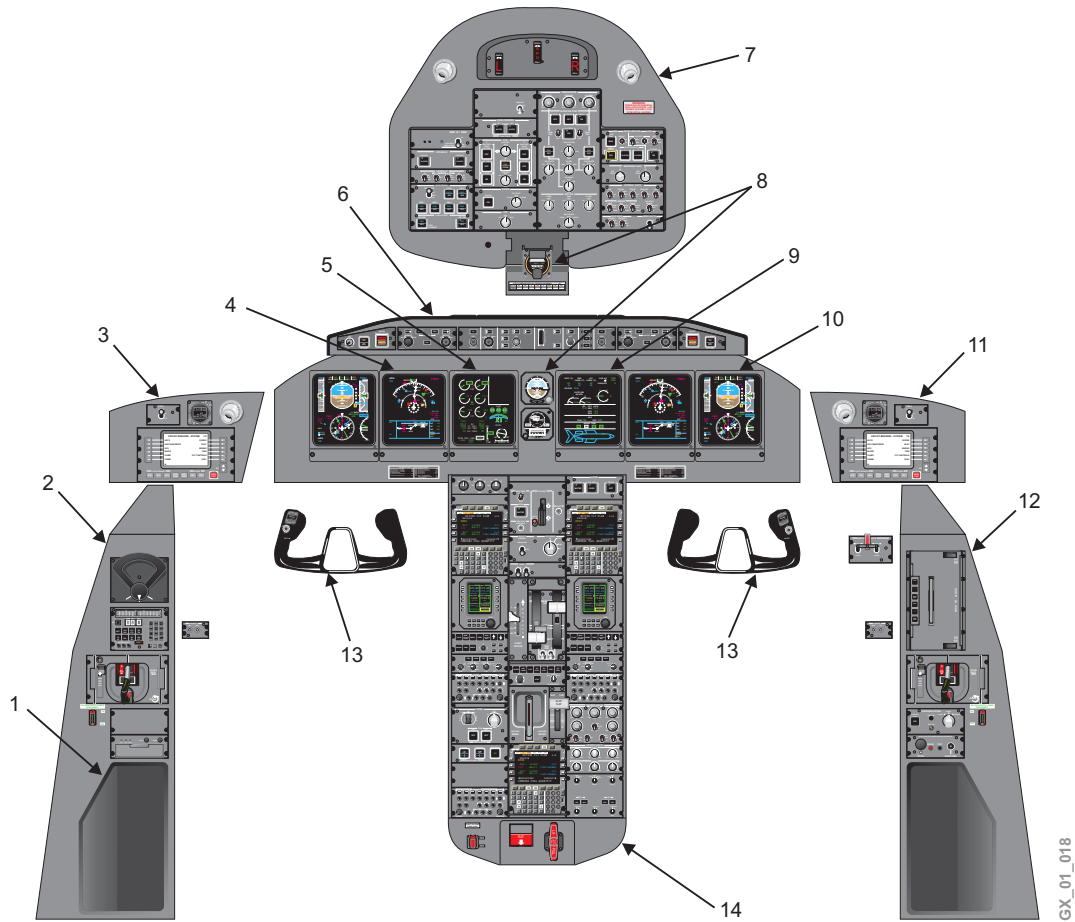
EFCS

The Electronic Flight Control System controls the airplane multi-function spoilers, ground spoilers, horizontal stabilizer trim, as well as the pitch feel control and the rudder travel-limit control.

CAIMS

The Central Aircraft Information Maintenance System is a modifiable, distributed maintenance system. This system provides means for maintenance and flight crew to view history of individual airplane system faults, run LRU tests, and display and download real-time data.

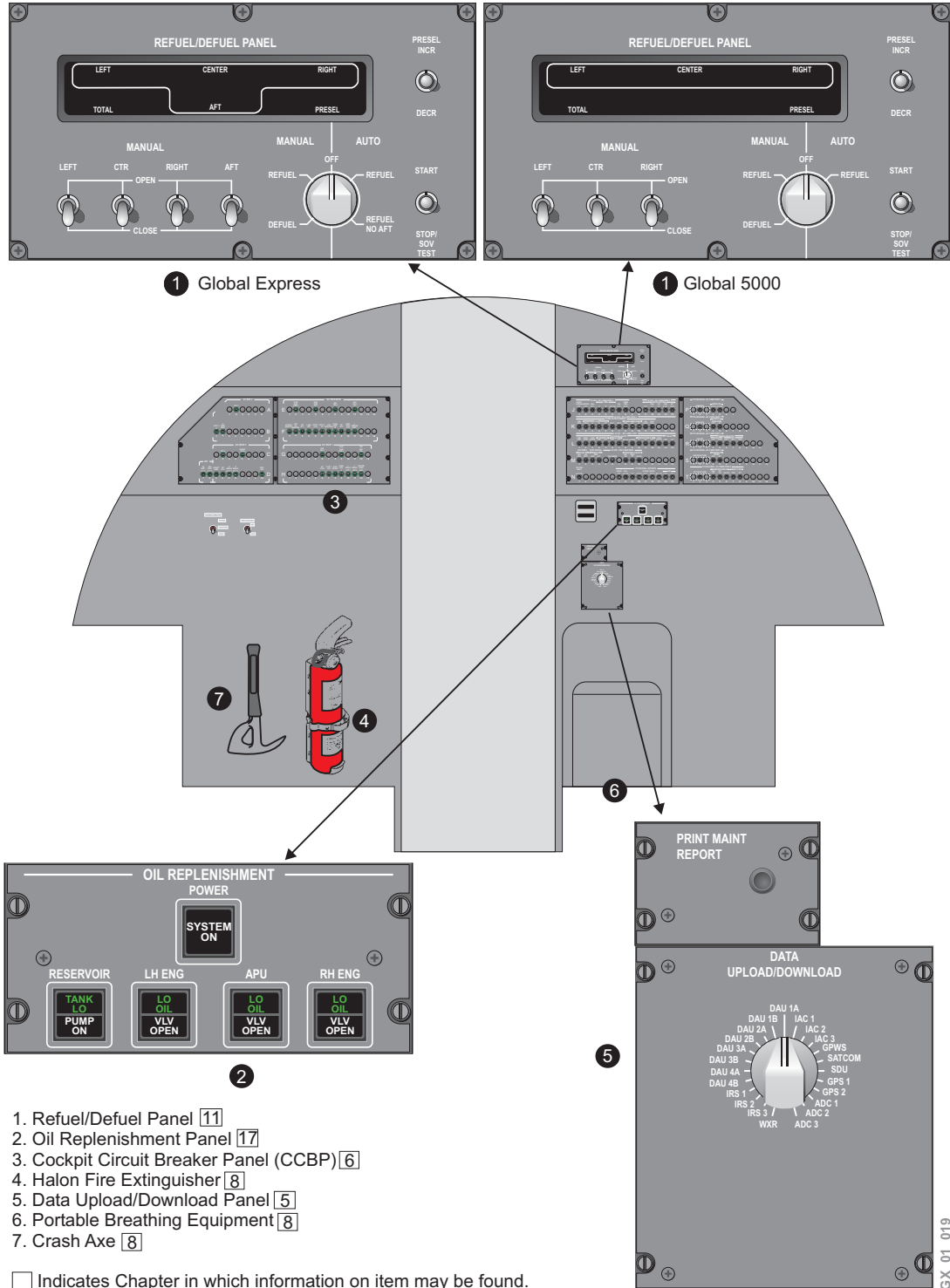
FLIGHT COMPARTMENT GENERAL ARRANGEMENT (Global Express shown)



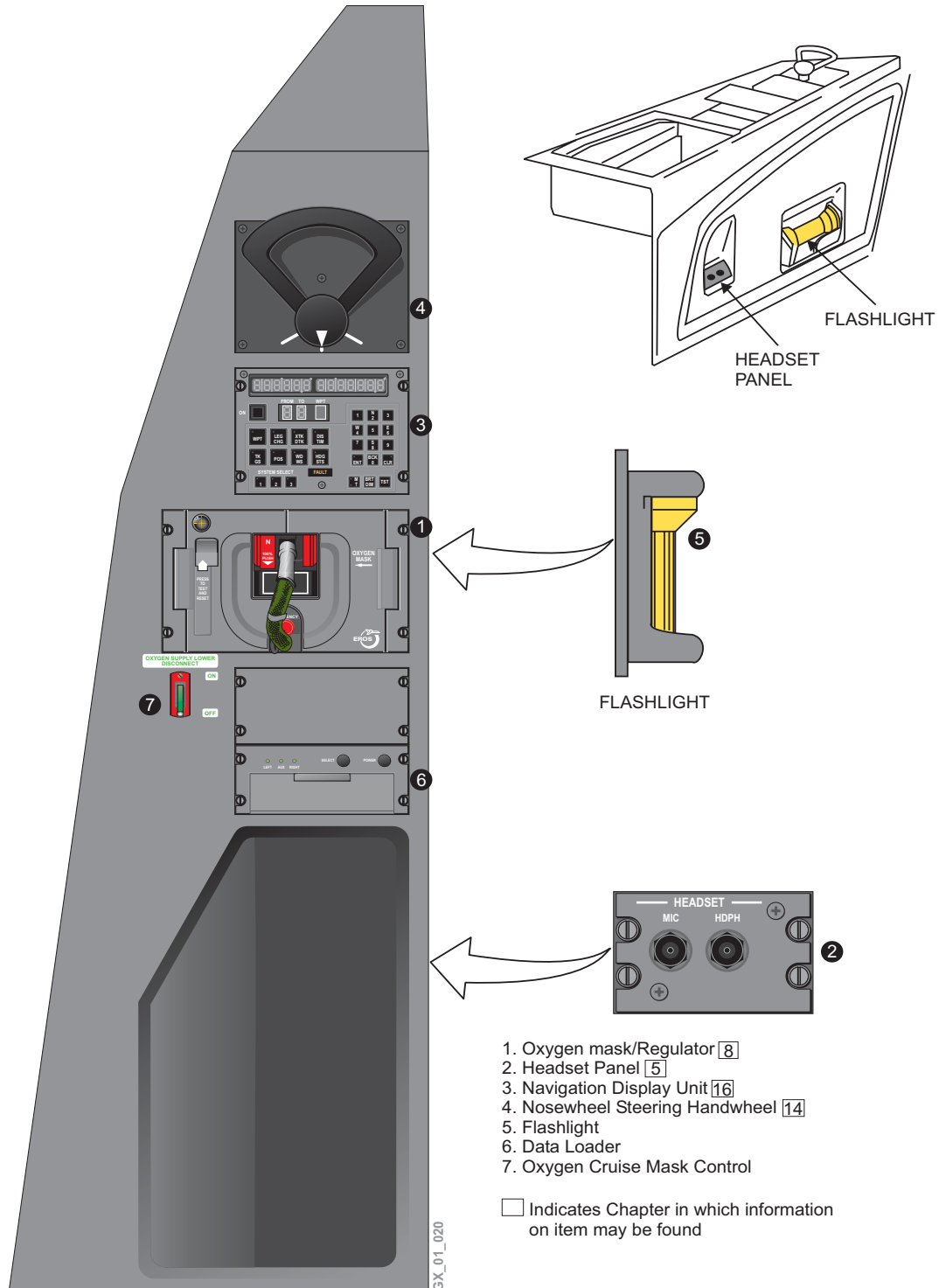
- | | |
|-----------------------------|--------------------------------|
| 1. Flight Bag Storage | 8. Standby Instruments |
| 2. Pilot's Side Console | 9. Systems Display |
| 3. Pilot's Side Panel | 10. Copilot's Instrument Panel |
| 4. Pilot's Instrument Panel | 11. Copilot's Side Panel |
| 5. EICAS Display | 12. Copilot's Side Console |
| 6. Glareshield | 13. Control Wheel |
| 7. Overhead Panel | 14. Pedestal |

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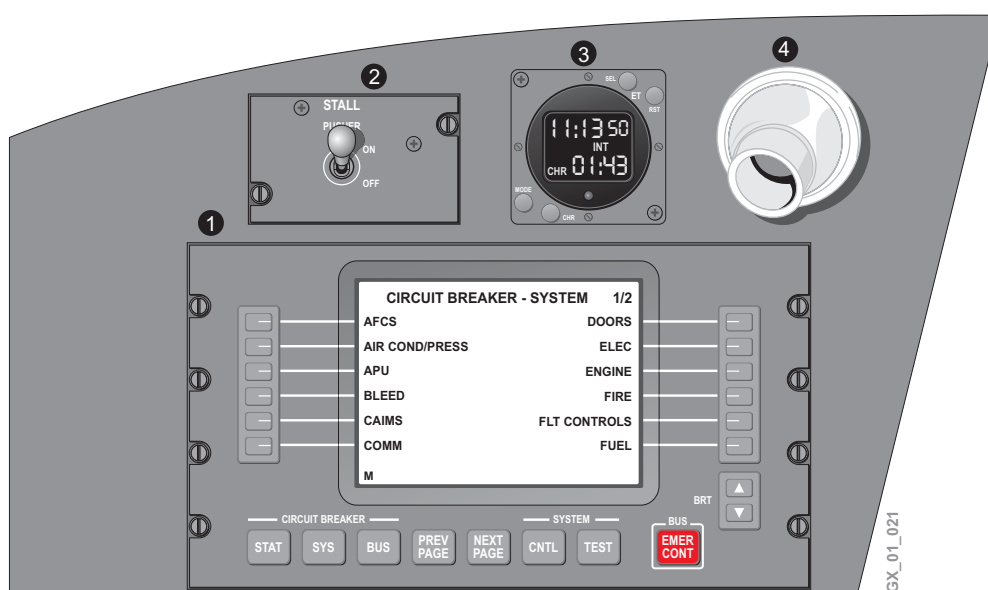
FLIGHT COMPARTMENT (AFT VIEW)



PILOT'S SIDE CONSOLE



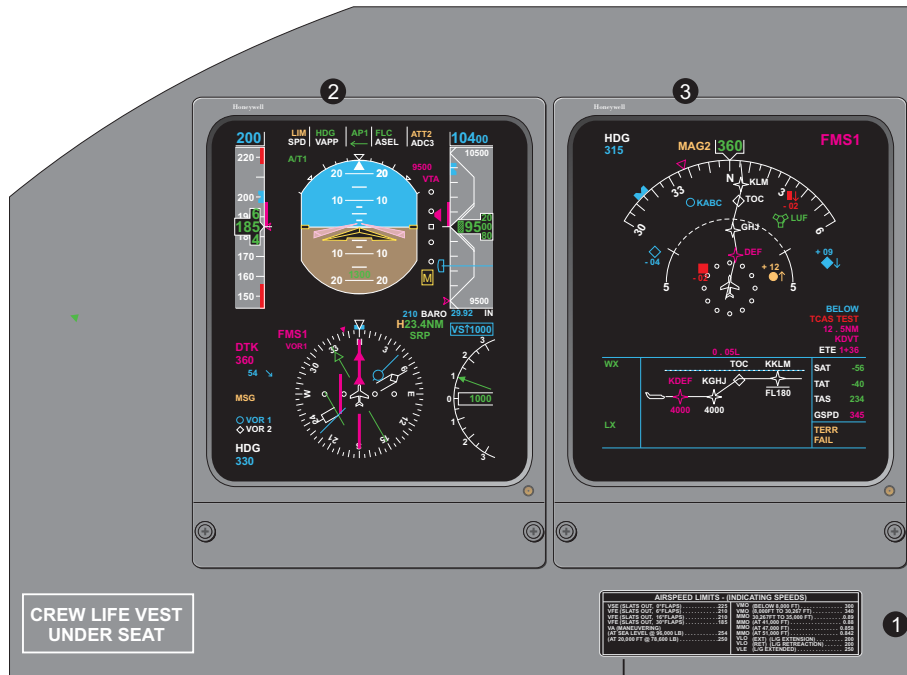
PILOT'S SIDE PANEL



1. Electrical Management System [6](#)
2. Stall Pusher Switch [10](#)
3. Clock [7](#)
4. Air Conditioning Gasper [13](#)

☐ Indicates Chapter in which information on item may be found.

PILOT'S INSTRUMENT PANEL



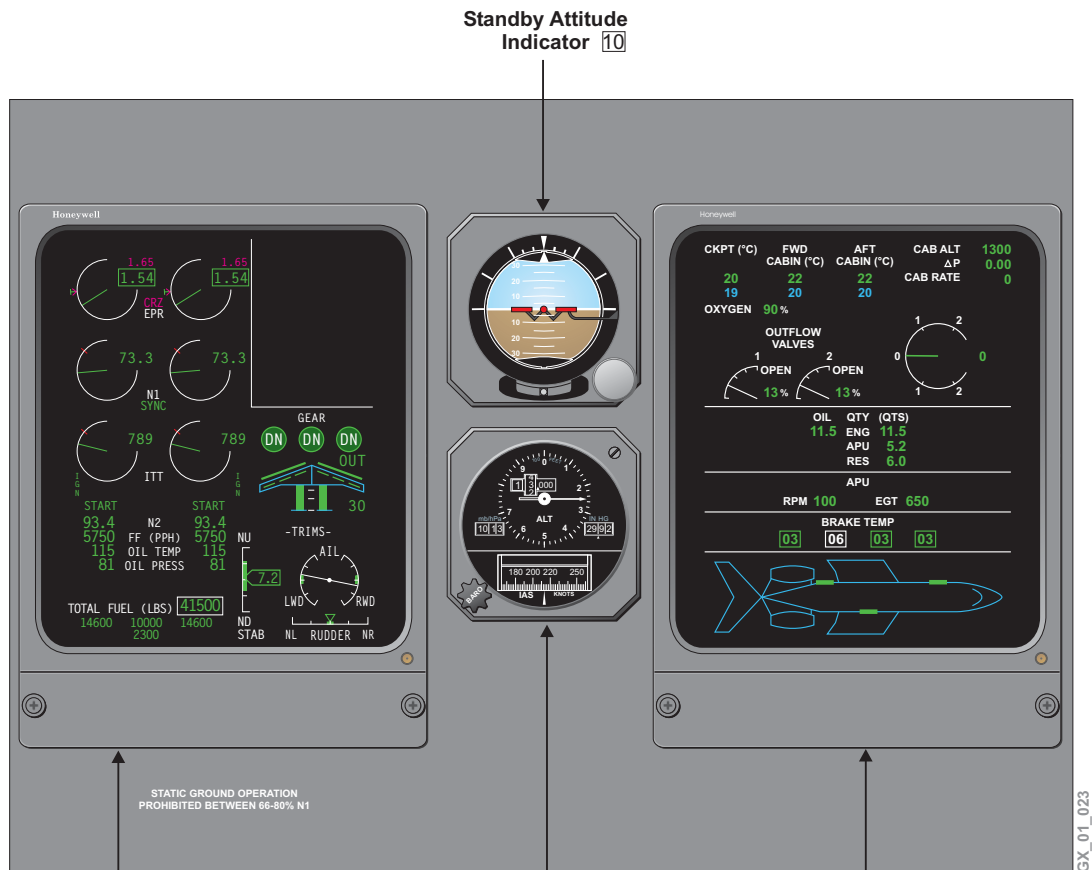
AIRSPEED LIMITS - (INDICATING SPEEDS)			
VSE (SLATS OUT, 0°FLAPS)	225	VMO (BELOW 8,000 FT)	300
VFE (SLATS OUT, 0°FLAPS)	210	VMO (8,000 FT TO 30,267 FT)	340
VFE (SLATS OUT, 16°FLAPS)	210	VMO (30,267 FT TO 35,000 FT)	0.89
VFE (SLATS OUT, 30°FLAPS)	185	VMO (AT 41,000 FT)	0.88
VA (MANEUVERING)	254	VMO (AT 47,000 FT)	0.858
(AT SEA LEVEL @ 96,000 LB)	254	VMO (AT 51,000 FT)	0.842
(AT 20,000 FT @ 78,600 LB)	250	VLO (EXT) (L/G EXTENSION)	200
		VLO (RET) (L/G RETRACTION)	200
		VLE (L/G EXTENDED)	250

GX_01_022

1. Airspeed Placard
2. Primary Flight Display 716
3. Multifunctional Display 716
 - MAP Format
 - PLAN Format
 - WX Radar
 - TCAS Traffic

☐ Indicates Chapter in which information on item may be found.

CENTER INSTRUMENT PANELS



Engine Indication and Crew Alerting System (EICAS) Primary Display

- Engine Instruments [17](#)
- Caution and Warning Annunciator [7](#)
- Fuel Quantity [11](#)
- Flap/Slat and Spoiler Status [10](#)
- Landing Gear Status [14](#)
- Flight Control Trims [10](#)

Note

For Global 5000 see Appendix 1.

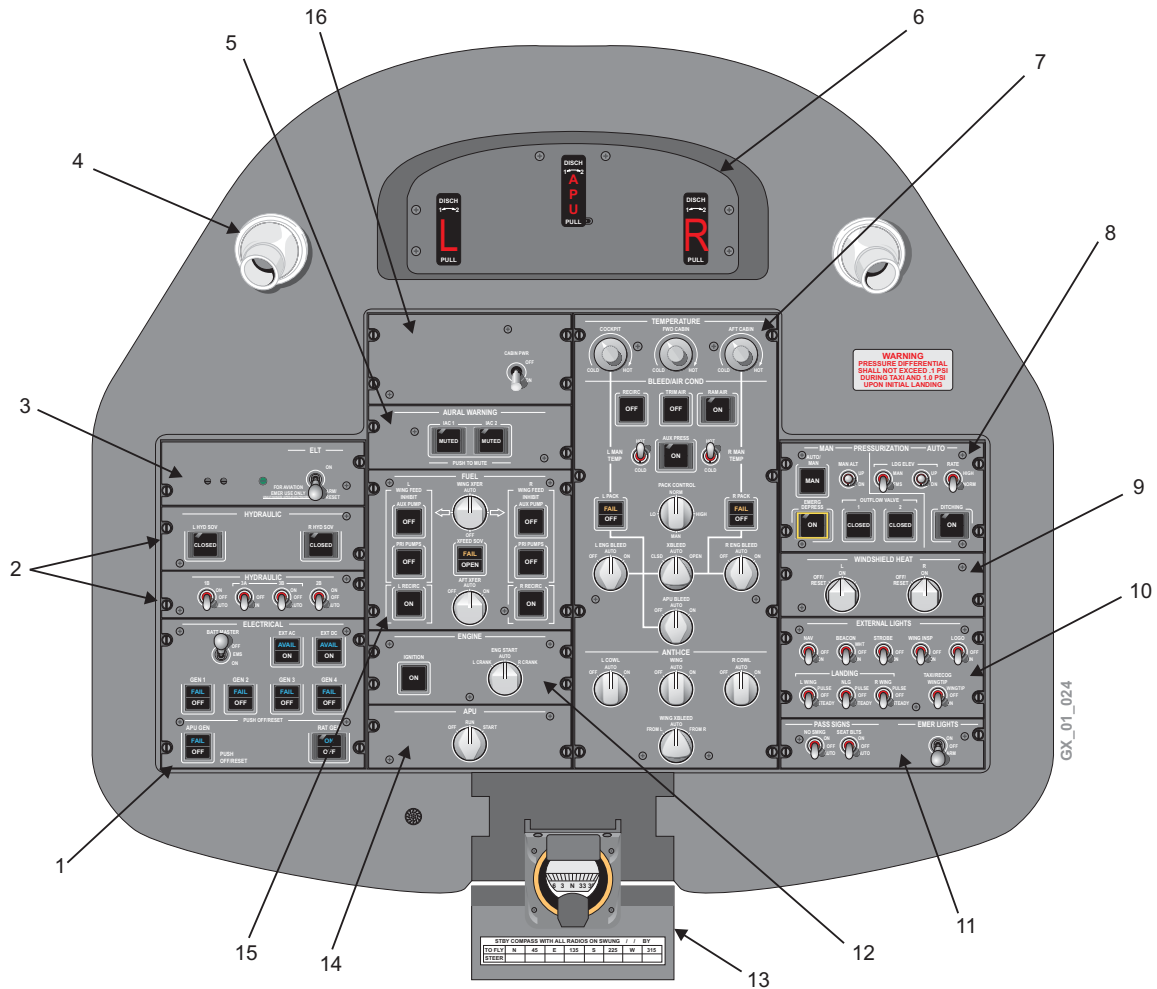
☐ Indicates Chapter in which information on item may be found.

Standby Altimeter/Airspeed Indicator [10](#)

EICAS Systems Display

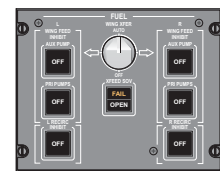
- Airplane Status information and the following synoptic pages
- Bleed System [13](#)
- Anti-Ice [3](#)
- Hydraulics [12](#)
- Electrical System (AC and DC) [6](#)
- Fuel System [11](#)
- Flight Controls [10](#)

OVERHEAD PANEL



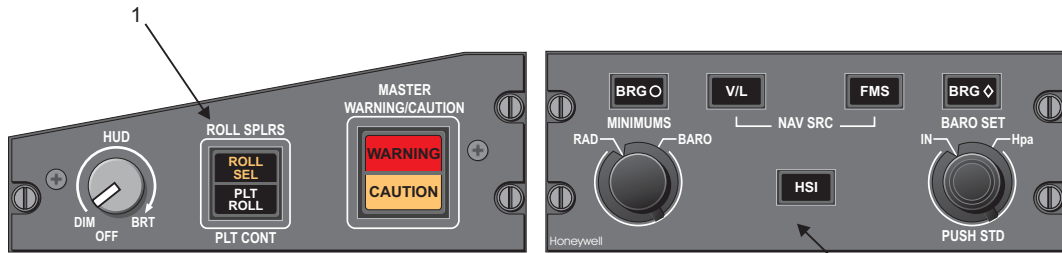
- | | |
|-------------------------------|------------------------------------|
| 1. Electrical Panel [6] | 8. Pressurization Panel [13] |
| 2. Hydraulic Panel [12] | 9. Windshield Heat Panel [3] |
| 3. ELT Panel [8] | 10. External Lights Panel [15] |
| 4. Gasper [13] | 11. Passenger Signs/Emergency [15] |
| 5. Aural Warning Panel [7] | Lights Panel |
| 6. Fire Discharge Handles [9] | 12. Engine Panel [17] |
| 7. Bleed/Air Conditioning | 13. Standby Compass [16] |
| Anti-Ice Panel [17][13] | 14. APU Panel [4] |
| | 15. Fuel Panel [11] |
| | 16. Misc Control Panel |

□ Indicates Chapter in which information on item may be found.

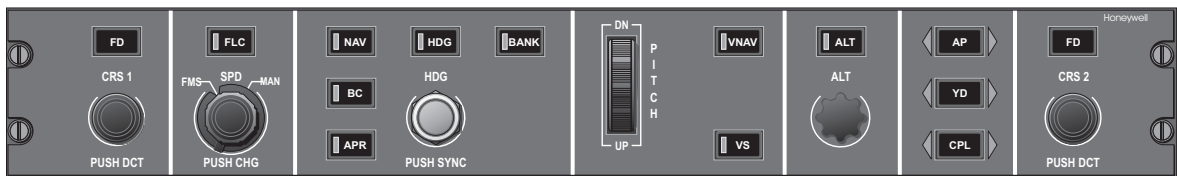


Global 5000 Fuel Panel

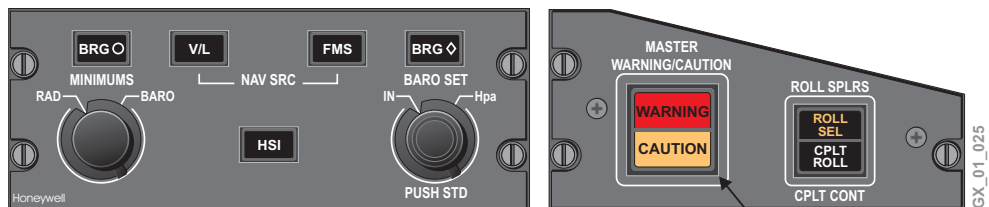
GLARESHIELD



LEFT GLARESHIELD



CENTER GLARESHIELD

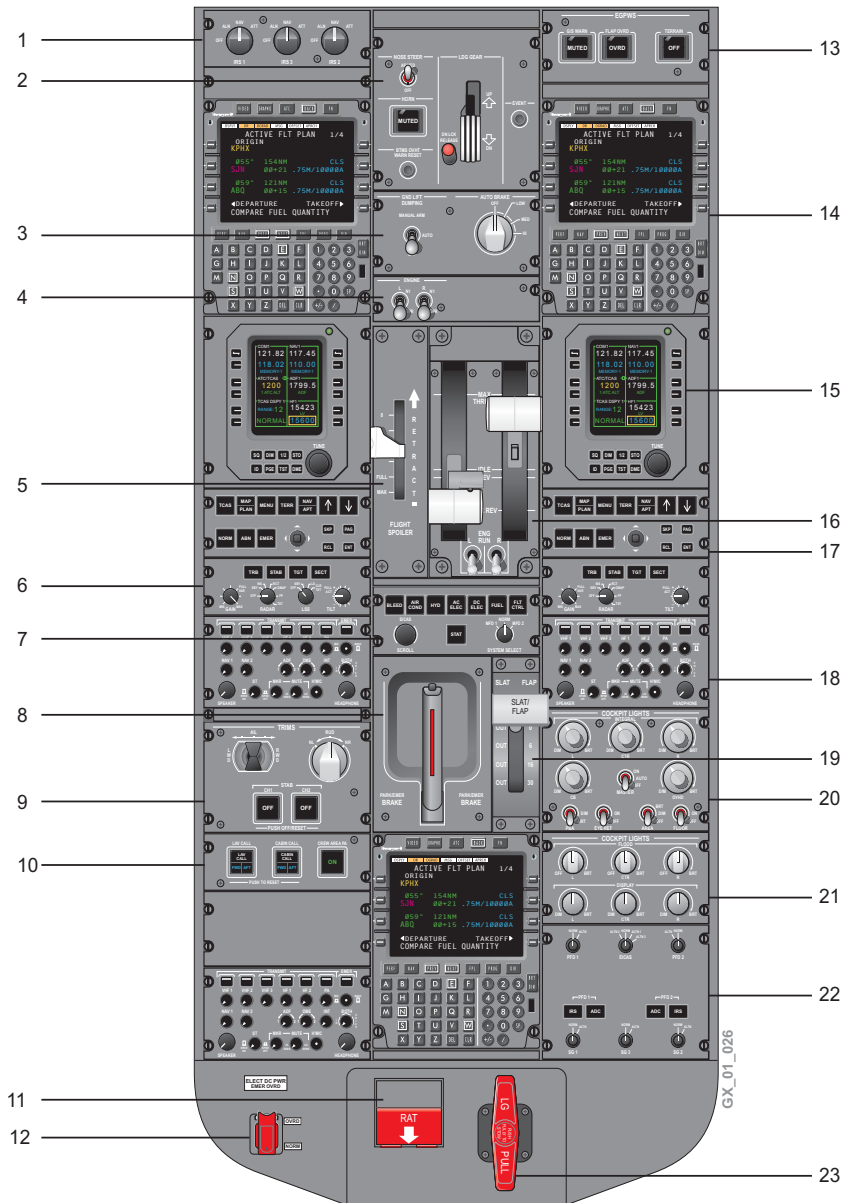


RIGHT GLARESHIELD

1. Roll Select Switch [10](#)
2. Primary Flight Display Controller [7](#)
3. Guidance Panel [2](#)
4. Master Warning/Caution Switch [7](#)

☐ Indicates Chapter in which information on item may be found.

CENTER PEDESTAL



- | | | |
|--|--|---|
| 1. IRS Mode Selector Panel 16 | 10. Call Panel | 18. Audio Panel 5 |
| 2. Landing Gear Panel 1 | 11. RAT Manual Release Handle 6 | 19. Flap Selector Lever 10 |
| 3. Gnd Lift Dump/Autobrake Panel 10 14 | 12. DC Power Emergency Override Panel 6 | 20. Cockpit Lights Integral/Misc 15 |
| 4. Engine Control Panel 17 | 13. EGPWS Panel | 21. Cockpit Lights Flood/Display 15 |
| 5. Flight Spoiler Lever 10 | 14. FMS Control Display Unit 16 | 22. Reversion Control Panel 7 |
| 6. Weather Radar Control Panel 16 | 15. Radio Management Unit 16 5 | 23. Landing Gear Manual Release Handle 14 |
| 7. EICAS Control Panel 7 | 16. Thrust Lever Quadrant 17 | |
| 8. Parking Brake Handle 14 | 17. MFD Control Panel 16 | |
| 9. Flt Cont. Trim Panel 10 | | |

☐ Indicates Chapter in which information on item may be found.

COPILOT'S INSTRUMENT PANEL

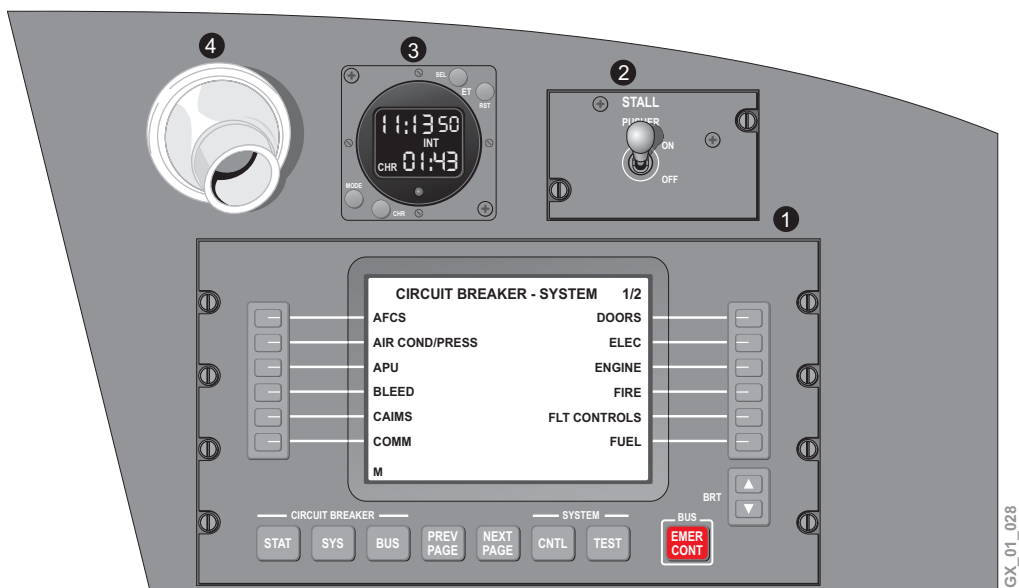


AIRSPEED LIMITS - (INDICATING SPEEDS)			
VSE (SLATS OUT, 0°FLAPS)	225	VMO (BELOW 8,000 FT)	300
VFE (SLATS OUT, 6°FLAPS)	210	VMO (8,000 FT TO 30,267 FT)	340
VFE (SLATS OUT, 16°FLAPS)	210	MMO (30,267 FT TO 35,000 FT)	0.89
VFE (SLATS OUT, 30°FLAPS)	185	MMO (AT 44,000 FT)	0.88
VA (MANEUVERING)		MMO (AT 47,000 FT)	0.858
(AT SEA LEVEL @ 96,000 LB)	254	MMO (AT 51,000 FT)	0.842
(AT 20,000 FT @ 78,600 LB)	250	VLO (EXT) (L/G EXTENSION)	200
		VLO (RET) (L/G RETRACTION)	200
		VLE (L/G EXTENDED)	250

- Airspeed Placard
- Primary Flight Display [7](#) [16](#)
- Multifunctional Display [7](#) [16](#)
 - MAP Format
 - PLAN Format
 - WX Radar
 - TCAS Traffic

☐ Indicates Chapter in which information on item may be found.

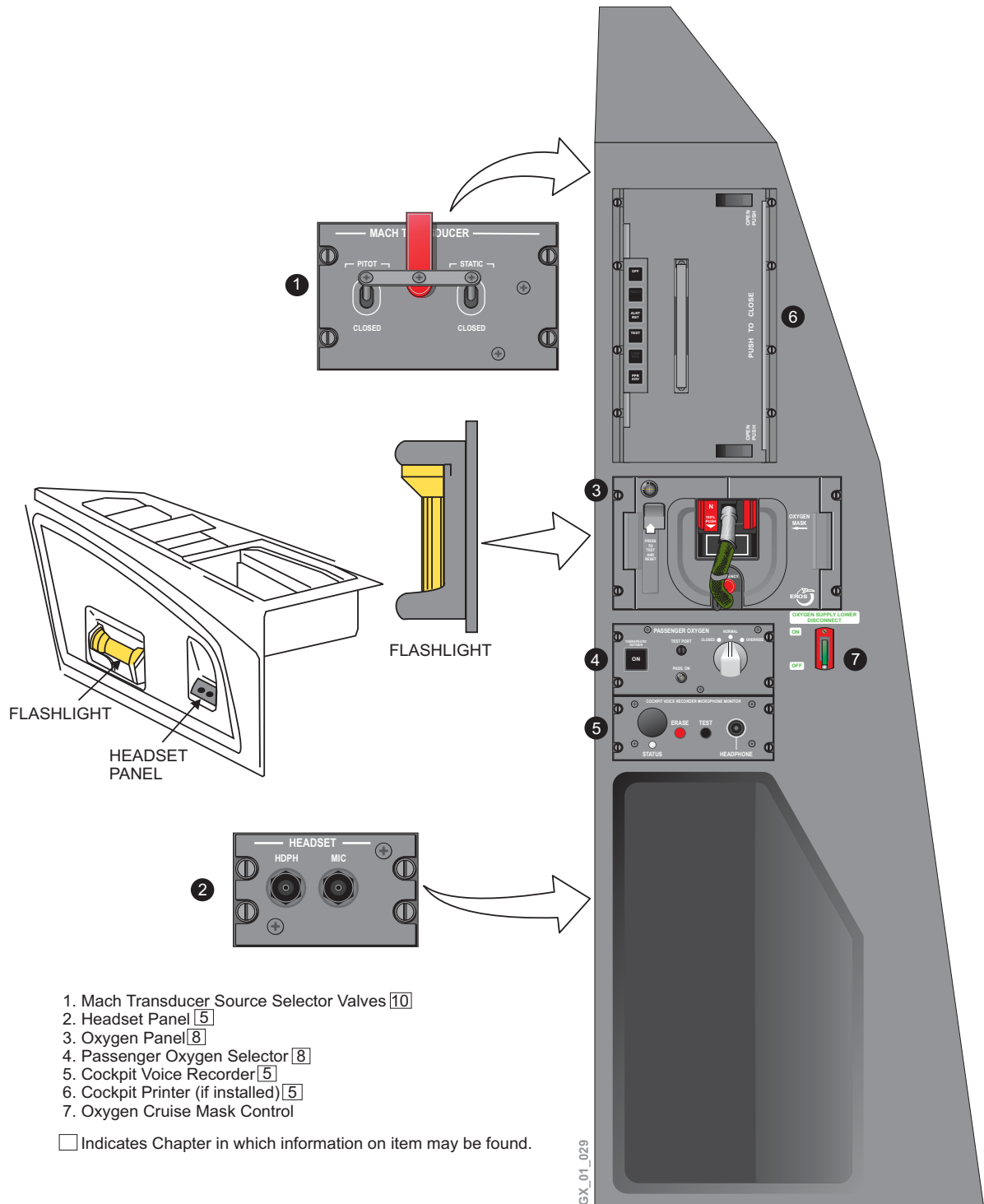
COPILOT'S SIDE PANEL



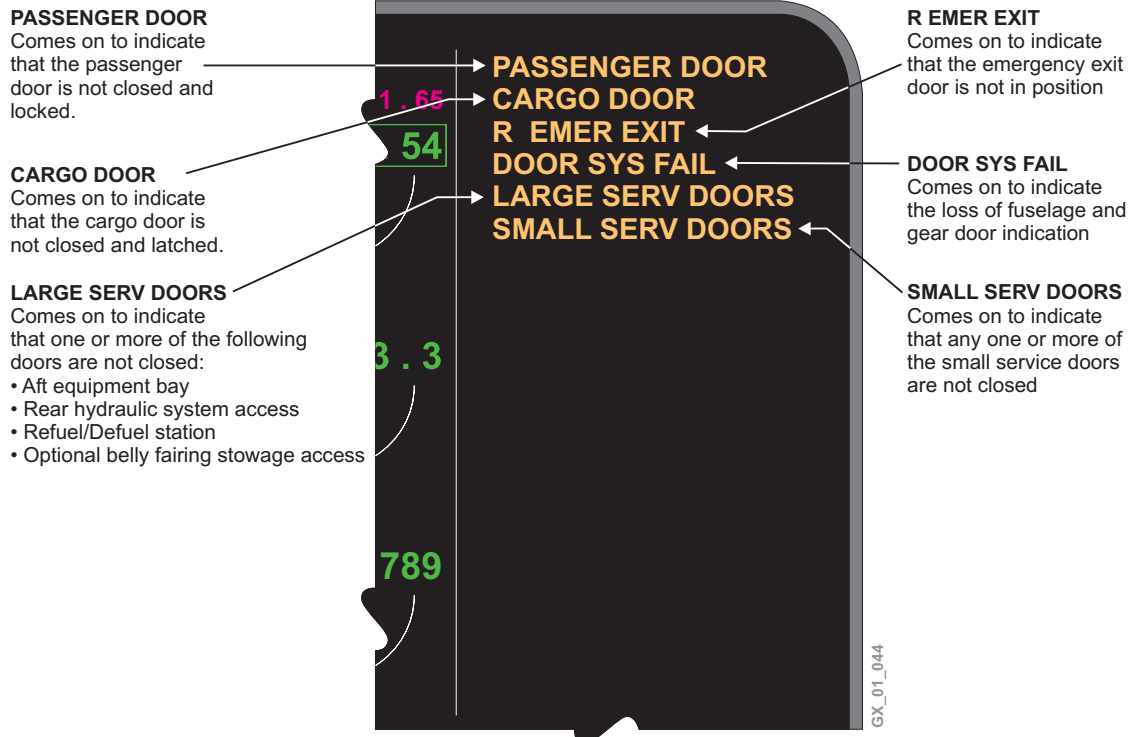
1. Electrical Management System [\[6\]](#)
2. Stall Pusher Switch [\[10\]](#)
3. Clock [\[7\]](#)
4. Air Conditioning Gasper [\[13\]](#)

☐ Indicates Chapter in which information on item may be found.

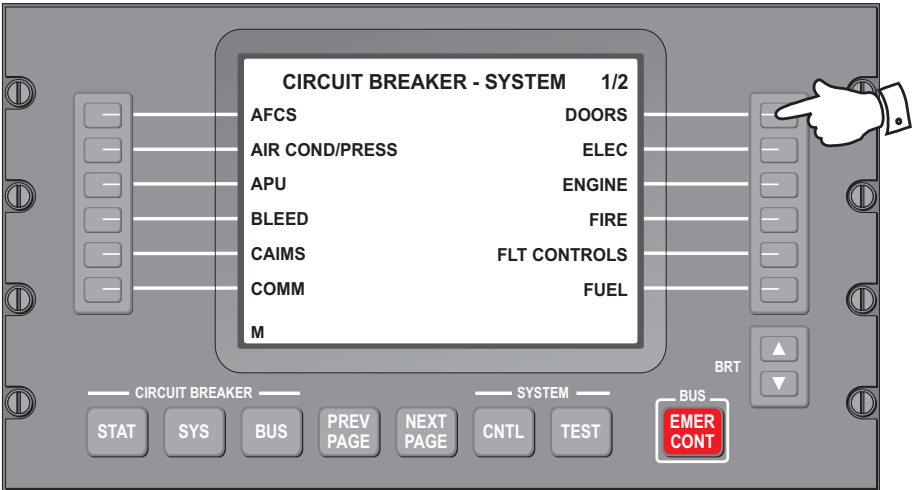
COPILLOT'S SIDE CONSOLE



EICAS MESSAGES



EMS CIRCUIT PROTECTION



CB - DOORS SYSTEMS				1/1
PAX DOOR MOTOR	AV BATT	DCPC	IN	

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