

BOMBARDIER GLOBAL 7500 Model Guide

The BOMBARDIER GLOBAL 7500 is a Bombardier turbofan business jet. The registry data covers the wider Bombardier 700 family, so its figures are family-level maxima, not this variant's. The two service documents supplied cover the wing landing/taxi light lens and the engine oil replenishment system.

KEY TAKEAWAYS

- Family-level figures: range up to 7700 nm, cruise up to 432 kt, ceiling up to 51000 ft, up to 19 passengers.
- Wing landing/taxi light lenses can disbond, and a lens has detached in flight. Check the bezel/lens interface.
- Oil can migrate to the Oil Replenishment System (ORS) tank through a contaminated check valve and spill on the ground.
- Replacement wing landing light lens stock is critical, so ask whether the tape modification (IS700-33-7001) has been done.

WING LANDING/TAXI LIGHT LENS (AW700-33-0842)

The lens is polycarbonate, held by an aluminum bezel. Bombardier has received reports of disbonding at the bezel/lens interface. This can let water into the light enclosure, and in some cases the lens has detached in flight. Bombardier recommends incorporating IS Modsum IS700-33-7001, a protective tape layer on the lens, at the next maintenance opportunity.

OIL REPLENISHMENT SYSTEM CHECK VALVE (AW700-79-0911)

Operators have reported oil on the ground near the aft equipment bay, typically after ORS servicing and an overnight park. Debris on the ORS check valve stops it sealing fully. Oil then moves from the engine reservoir to the ORS tank and spills from its overflow drain. Bombardier has no evidence of this happening in flight. A special irregular inspection that cleans the valve can avoid replacing it.

SPECIFICATIONS

Max Passengers	19
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PERFORMANCE

Max Range Nm	7700
Max Cruise Speed Kt	432
Max Service Ceiling Ft	51000

WEIGHT & BALANCE

Max Takeoff Weight Kg	42000
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SAFETY NOTES

- A wing landing light lens has detached in flight. Inspect the bezel/lens interface at every walkaround.
- Before the mission, compare the post-shutdown oil quantity with the cold-engine quantity on the ORS page to spot leaks.
- On quick turnarounds, record ORS and engine oil levels and compare them with the previous flight.