

BOMBARDIER GLOBAL 5000 Model Guide

The BOMBARDIER GLOBAL 5000 is a twin-engine business jet with a Global Vision flight deck. It has four engine-driven generators, an APU, a ram air turbine (RAT) and a three-tank wet-wing fuel system. The notes below come from the flight crew manual and an FAA airworthiness directive.

KEY TAKEAWAYS

- The BOMBARDIER GLOBAL 5000 has four 40 KVA engine-driven generators plus an APU generator, so electrical redundancy is high.
- A RAT supplies emergency AC power and hydraulic system #3 if all other AC sources are lost.
- Fuel sits in left, right and center wing tanks. Center fuel moves to the wings automatically, with no manual override.
- An FAA AD (2022-24-01) required AFM corrections for landing on contaminated runways. Confirm the aircraft's AFM revision.

ELECTRICAL AND EMERGENCY POWER

Four 40 KVA variable-frequency generators and one APU generator are controlled by five generator control units. Four 150 Amp TRUs supply 28-volt DC. The RAT is rated 9 KVA and deploys automatically on a dual-engine failure. It can also be deployed by hand. Check RAT, battery and EMS circuit-breaker records.

FUEL SYSTEM

Fuel is carried in three integral wing tanks. Two AC boost pumps and one DC auxiliary pump serve each feed tank. The fuel computer starts center transfer at about 93% wing tank capacity and stops it above 97%. Auto wing transfer corrects a lateral imbalance of 400 pounds. Gravity and pressure refueling are both provided.

ALERTING AND DISPLAYS

Six display units show flight, engine and systems data. EICAS sorts alerts into warning, caution, advisory and status messages. Warnings and cautions sound aural, and the crew can scroll through the message stack. Ask for the CAIMS maintenance history and any recurring EICAS messages.

SPECIFICATIONS

Max Passengers	19
Max Mtow Kg	42000

PERFORMANCE

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

SAFETY NOTES

- AD 2022-24-01 found thrust reverser correction factors in contaminated-runway landing charts gave too little stopping margin. Check the AFM was revised.
- Fuel left in a tank when its gauge reads zero is not usable. Use the AFM for exact usable quantities.
- Single-generator operation automatically sheds AC bus 2 and 3. Review how this affects the aircraft's equipment.