European Aviation Safety Agency

EASA

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	(Global Express and Global 6000)
	BD-700-1A11	(Global 5000 and Global 5000 featuring the Global Vision Flight Deck)

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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 Series

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

4. EASA Certification Basis:

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

SECTION 2: BD-700 Series - continued

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.

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”, 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.

SECTION 2: BD-700 Series - continued

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

Equivalent Safety Findings:
CRI F-24-GVFD Synthetic Vision Head-Up Display

Kinds of Operations:
BD-700-1A10 and -1A11 aircraft featuring the “Global Vision Flight Deck” have not 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 (New) to EU OPS 1.430(h), titled “Aerodrome Operating Minima – Enhanced Vision Systems”.

III. Technical Characteristics and Operational Limitations

1. Global Express BD-700-1A10

1.1 Technical Description:
The BD-700-1A10, Global Express (GX) 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 AFM CSP 700-1, CSP 700-1A or CSP 700-1V for the appropriate configuration, for Approved Fluids.

1.3 Oil: Engine, APU:
Refer to Aircraft Maintenance manual, Bombardier Publication BD 700 AMM, Chapter 51 or GL 6000 AMM, Chapter 51 for the appropriate configuration.

SECTION 2: BD-700 Series - continued

1.4 Fuel quantity:

		Load		Weight	
	Usable	U.S. Gal.	liters	lb.	kg
	2 main tanks (each)	2223	8415	15005	6805
	1 Center Tank	1645	6227	11105	5036
	1 Aft Tank	337	1276	2275	1032
	Total	6428	24333	43390	19678
*	Unusable (drainable)	30	114	203	92
*	Undrainable	14.8	56.0	100	45.4

* See Note 1(b)

For Aircraft incorporating Service Bulletin 700-28-029 (Modsum 700T01614)

		Load		Weight	
	Usable	U.S. Gal.	liters	lb.	kg
	2 main tanks (each)	2229	8435	15045	6824
	1 Center Tank	1655	6265	11170	5068
	1 Aft Tank	337	1276	2275	1032
	Total	6450	24416	43538	19753
*	Unusable (drainable)	10.2	38.6	69	31.2
*	Undrainable	14.8	56.0	100	45.4

* See Note 1(b)

For Aircraft incorporating Service Bulletin 700-28-040 (Modsum 700T804402)

		Load		Weight	
	Usable	U.S. Gal.	liters	lb.	Kg
	2 main tanks (each)	2229	8435	15045	6824
	1 Center Tank	1879	7111	12683	5753
	1 Aft Tank	337	1276	2275	1032
	Total	6674	25256	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	25,401 kg	(56,000 lb)

*See AFM, as listed in Approved Publications, for other weight limitations and aircraft eligibility.

1.6 Centre of Gravity Range:
Refer to AFM, CSP-700-1, CSP-700-1A or CSP-700-1V for the appropriate configuration.

SECTION 2: BD-700 Series - continued

1.7 Datum:
FS 0.0 located at 144 in. Fwd of the aircraft nose

1.8 Operating and Service Instructions:

Airplane Flight Manual, Publication No.: CSP 700-1, CSP 700-1A or CSP 700-1V, for the appropriate configuration.

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

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

The Instructions for Continued Airworthiness consist of the following Publications:
BD-700-1A10 – Global Express
BD 700 AMM, Aircraft Maintenance Manual
BD 700 TLMC, Time Limits/Maintenance Checks Manual
BD 700 SRM, Structural Repair Manual
BD 700 NDT, Non-Destructive Testing Manual

BD-700-1A10 – Global 6000
GL 6000 AMM, Aircraft Maintenance Manual
GL 6000 TLMC, Time Limits/Maintenance Checks Manual
GL 6000 SRM, Structural Repair Manual
GL 6000 NDT, Non-Destructive Testing Manual

2. Global 5000 BD-700-1A11

2.1 Technical Description:
The Global 5000 aircraft is a derivative of the Global Express, 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 AFM CSP 700-5000-1 or CSP 700-5000-1V for the appropriate configuration, for Approved Fluids.

2.3 Oil: Engine, APU:
Refer to Aircraft Maintenance manual, Bombardier Publication BD-700-1A11 AMM, Chapter 51 or GL 5000 GVFD AMM, Chapter 51 for the appropriate configuration.

SECTION 2: BD-700 Series – continued

2.4 Fuel quantity:

	Load		Weight	
Usable	U.S. Gal.	liters	lb.	kg
2 main tanks (each)	2229	8438	15046	6824
1 Center Tank	903	3418	6095	2765
Total	5361	20294	36187	16413
* Unusable (drainable)	10	37.9	67.5	30.6
* Undrainable	14.8	56.0	100	45.4

*See Note 1(b)

For Aircraft incorporating Service Bulletin 700-1A11-11-008 (Modsum 700T97424)

	Load		Weight	
Usable	U.S. Gal.	liters	lb.	kg
2 main tanks (each)	2229	8438	15046	6824
1 Center Tank	1357	5140	9158	4158
Total	5815	22012	39250	17806
* 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	25,400 kg	(56,000 lb.)

*See AFM, as listed in Approved Publications, for other weight limitations and aircraft eligibility.

2.6 Centre of Gravity Range:
Refer to AFM, CSP-700-5000-1 or CSP-700-5000-1V for the appropriate configuration.

2.7 Datum:
FS 0.0 located at 144 in. +32 in. Fwd of the aircraft nose

2.8 Operating and Service Instructions:

Airplane Flight Manual, Publication No.: CSP 700-5000-1 or CSP 700-5000-1V, for the appropriate configuration.

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

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

SECTION 2: BD-700 Series - continued

The Instructions for Continued Airworthiness consist of the following Publications:

BD-700-1A11 – Global 5000
BD-700-1A11 AMM, Aircraft Maintenance Manual
BD-700-1A11 TLMC, Time Limits/Maintenance Checks
BD-700-1A11 SRM, Structural Repair Manual
BD-700-1A11 NDT, Non-Destructive Test Manual

BD-700-1A11 – Global 5000 featuring the Global Vision Flight Deck
GL 5000 GVFD AMM, Aircraft Maintenance Manual
GL 5000 GVFD TLMC, Time Limits / Maintenance Checks Manual
GL 5000 GVFD SRM, Structural Repair Manual
GL 5000 GVFD NDT, Non-Destructive Testing Manual

3. Data pertinent to all BD-700 series

3.1 Type Certificate Design Definition:
Reference CRI A-6 JAA Build Standard Definition, RAZ-C700-114.

3.2 Engines:
Two BMW Rolls Royce BR700-710A2-20. Appropriate National Authority Type Certificate or LBA Type Certificate No. 6305 and associated Type Certificate Data Sheet.

3.3 Engine Limits:

	SL Static Thrust		Fan RPM	Core RPM	ITT		Time Limit
	lbf	kN	N1%	N2%	°C	°F	
Max. Take-off,AEO	14750	65.6	102.0	99.6	900	1652	5 min.
Max. Take-off, OEI	14750	65.6	102.0	99.6	900	1652	10 min.
Max. Continuous	14450	64.3	102.0	98.9	860	1580	-
Idle Range	-	-	-	58 min.	860 max.	1580 max.	-
Max. Overspeed/ Over-temperature	-	-	102.5	99.8	905	1661	20 sec.
Reverse Thrust	-	-	*	-	-	-	-
Starting on ground	-	-	N/A	N/A	700	1292	-
Starting in air	-	-	N/A	N/A	850	1562	-

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

SECTION 2: BD-700 Series – continued

3.4 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

3.5 Oil Capacity:

	Load		Weight	
	U.S. Gal.	liters	lb.	kg.
2 Engines (each) (Incl. oil repl. lines)	2.6	9.9	20.0	9.1
1 Oil Repl. Tank	1.7	6.4	13	5.9
Total	6.9	26.2	53.0	24.1
Usable	1.01	3.83	7.8	3.55

3.6 Air Speeds:
Refer to approved Airplane Flight Manual.

3.7 Maximum Operating Altitude:
Maximum Operating Altitude - 15,545 m (51,000 ft.)
Take off and Landing - 13,700 ft (4,175 m)

3.8 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.

3.9 All Weather Capabilities:
Aircraft type design is approved for Cat 2 precision approach.

3.10 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.)

3.11 Baggage/Cargo Compartments:
The green aircraft does not include baggage/cargo compartments.

3.12 Wheels and Tyres:

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

SECTION 2: BD-700 Series - continued

3.13 Minimum Flight Crew:
Two (2): Pilot and Co-pilot

3.14 Maximum Passenger Seating Capacity:
19 (See Note 2)

3.15 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.

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 and 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 and BD-700-1A11 - Global 6000 and Global 5000 featuring the GVFD
   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), BD-700-1A11-TLMC (for Global 5000) and GL 5000 GVFD TLMC (for Global 5000 featuring the Global Vision Flight Deck).

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), BD-700-1A11-TLMC (for Global 5000) and GL 5000 GVFD TLMC (for BD-700-1A11 featuring the Global Vision Flight Deck).

7. BD-700-1A10 and 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.

SECTION 2: BD-700 Series - continued

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)
  - 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)

SECTION 2: BD-700 Series - continued

- 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

ModSums 700T901900 and 700T901901 are baseline on all BD-700-1A10 aircraft, serial number 9313, 9381, 9432 and subsequent, excluding 9998.

ModSums 700T901900 and 700T901902 are baseline on all BD-700-1A11 aircraft, serial number 9386, 9401, 9445 and subsequent, excluding 9998.

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-700lA10), 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 serial numbers 9313, 9381, 9432 and subsequent, excluding 9998.

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 serial numbers 9386, 9401,9445 and subsequent, excluding 9998.

10. The “Global Express XRS” is a marketing designation for BD-700-1A10 aircraft serial numbers 9159 and subsequent up to the introduction of the Global 6000.

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. BD-700-1A10 and BD-700-1A11 - Global 6000 and Global 5000 ft. GVFD are compliant with RNP RNAV, down to RNP 0.3 RNAV through basic equipment.

SECTION 2: BD-700 Series - continued

13. In accordance with the Bombardier document RBR-C700-180 Rev. B (or later revisions), all variants of BD-700-1A10 and BD-700-1A11 are compliant with the aircraft design requirements for “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). 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.

(Con’t)

SECTION 2: BD-700 Series - continued

14. Certification Specifications addressed by the Global Vision Flight Deck modification and surpassing the Certification Basis defined in Section II, paragraphs 1 to 8 correspond 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
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

Requirement	CS 25 / JAR 25
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
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

Requirement	CS 25 / JAR 25
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 3: OPERATIONAL SUITABILITY DATA (OSD)

The Operational Suitability Data elements listed below are approved by the European 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 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 4: CHANGE RECORD

TCDS Issue No.	TCDS Date	TCDS Changes	TC Date
05	21/04/2010	Page 4 Section 2.II Paragraph 8 - Addition of note regarding demonstration to comply with requirements in JAA TGL – 42 (CRI F-17), with incorporation of applicable Bombardier Service Bulletins. Page 7 Section 2.III Paragraph 2.4 - 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. Page 7 Section 2.III Paragraph 2.5 - 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	Pages: All - Addition of the Global Vision Flight Deck Avionics Modification	TC: Not applicable (15/07/2004) Modification approval: 20/02/2012
07	17/12/2015	Page 5: Subparagraphs added to define OSD Certification Basis for MMEL and Flight Crew Data. Page 8: Correction of typo mistake in one AFM designation in paragraph 2.2 Page 15: Additional NOTE added concerning design requirements for 180 minutes extended diversion time operation. Page 18 New Section 3 for Operational Suitability Data. Page 19: Former Section 3 Change record renumbered Section 4.	No change