DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

T00003NY
Revision No. 16
Bombardier Inc.
BD-700-1A10
BD-700-1A11
February 29, 2012

TYPE CERTIFICATE DATA SHEET NO. T00003NY

This data sheet which is part of Type Certificate No. T00003NY, prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: **Bombardier Inc**
123 Garratt Boulevard
Downsview, Ontario
Canada M3K 1Y5

I - Model BD-700-1A10 (Transport Category), Approved November 13, 1998, by the FAA and July 31, 1998, by the Canadian Department of Transport (DOT).

MAXIMUM WEIGHTS

	lb.	kg.
Max. Taxi and Ramp	93 750 95 250 (See NOTE 6) 96 250 (See NOTE 7) 98 250 (See NOTE 10) 99 750 (See NOTE 15)	42 525 43 205 (See NOTE 6) 43 659 (See NOTE 7) 44 565 (See NOTE 10) 45 246 (See NOTE 15)
Max. Takeoff	93 500 95 000 (See NOTE 6) 96 000 (See NOTE 7) 98 000 (See NOTE 10) 99 500 (See NOTE 15)	42 415 43 092 (See NOTE 6) 43 546 (See NOTE 7) 44 452 (See NOTE 10) 45 132 (See NOTE 15)
Max. Landing	78 600	35 655
Max. Zero Fuel	56 000	25 400
Min. Flight Weight	48 200	21 865

FUEL CAPACITY

	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 3
** Assuming a fuel density of 6.75 lbs/US Gal

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

	Load		Weight **	
Usable	U.S. Gal.	Liters	lb.	kg.
2 Main Tanks (each)	2229	8438	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 3

**Assuming a fuel density of 6.75 lbs./US Gal.

TYPE CERTIFICATION APPLICATION DATE

27 January 1994

SERIAL NUMBERS ELIGIBLE

9002 and subsequent

APPROVED PUBLICATIONS

BD-700-1A10

Airplane Flight Manual (AFM), Bombardier Publication CSP 700-1 or CSP 700-1A for the appropriate weight configuration and subsequent approved revisions.

Time Limits/Maintenance Checks Manual, Bombardier Publication BD 700 TLMC and subsequent approved revisions contains the Certification Maintenance Tasks, Life Limited Parts and Damage Tolerant Inspections. This information is consistent with Engineering Reports RBR-C700-167 and RAS-C700-990. See NOTE 5.

Structural Repair Manual (SRM), Bombardier Publication BD 700 SRM and subsequent approved revisions.

BD-700-1A10 equipped with the "Global Vision Flight Deck" (See Note 17)

Airplane Flight Manual (AFM), Bombardier Publication CSP 700-1V for the appropriate weight configuration and subsequent approved revisions.

Time Limits / Maintenance Checks Manual, Bombardier Publication GL 6000 TLMC and subsequent approved revisions contains the Certification Maintenance Tasks, Life Limited Parts and Damage Tolerant Inspections. This information is consistent with Engineering Reports RBR-C700-167 and RAS-C700-990. See NOTE 5.

Structural Repair Manual (SRM), Bombardier Publication GL 6000 SRM and subsequent approved revisions.

Applicable to Both Configurations

Drawing List, Bombardier Publication RAL-700-0001 at Issue D.

Type Certification Configuration

The approved type design is defined in the document RAZ-C700-127 at Issue NC or later approved revision. The approved type design number appropriate for the "as delivered" configuration of a particular BD-700-1A10 airplane is defined in the document RAL-700-XXXX (XXXX denotes the serial number for the aircraft concerned).

C. G. RANGE

Refer to Transport Canada approved Airplane Flight Manual (AFM), Bombardier Publication CSP 700-1, CSP 700-1A or CSP 700-1V for the appropriate configuration. See NOTE 1.

DATUM

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

II - Model BD-700-1A11 (Transport Category), Approved September 20, 2004, by the FAA and March 12, 2004, by the Canadian Department of Transport (DOT).

MAXIMUM WEIGHTS

	lb.	kg.
Max. Taxi and Ramp	87 950 89 950* 92 750**	39 893 40 801* 42 071**
Max. Takeoff	87 700 89 700* 92 500**	39 780 40 687* 41 957**
Max. Landing	78 600	35 655
Max. Zero Fuel	56 000	25 400
Min. Flight Weight	51 200	23 224

* See NOTE 14

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

FUEL CAPACITY

	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 3

** Assuming a fuel density of 6.75 lbs/US Gal

For aircraft incorporating Bombardier Service Bulletin 700-1A11-11-008

	Load		Weight **	
Usable	U.S. Gal.	liters	lb.	kg
2 main tanks (each)	2229	8438	15046	6824
1 Center Tank	1357	5136	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 3

** Assuming a fuel density of 6.75 lbs/US Gal

TYPE CERTIFICATION APPLICATION DATE	15 February 2002
SERIAL NUMBERS ELIGIBLE	9127 and subsequent
APPROVED PUBLICATIONS	BD-700-1A11 Airplane Flight Manual (AFM), Bombardier Publication CSP 700-5000-1 for the appropriate weight configuration and subsequent approved revisions. Time Limits/Maintenance Checks Manual, Bombardier Publication BD-700-1A11 TLMC and subsequent approved revisions contains the Certification Maintenance Tasks, Life Limited Parts and Damage Tolerant Inspections. This information is consistent with Engineering Reports RBR-C700-167 and RAS-C700-990. See NOTE 5. Structural Repair Manual (SRM), Bombardier Publication BD 700 SRM and subsequent approved revisions. BD-700-1A11 equipped with the "Global Vision Flight Deck" (See Note 17). Airplane Flight Manual (AFM), Bombardier Publication CSP 700-5000-1V for the appropriate weight configuration and subsequent approved revisions. Time Limits / Maintenance Checks Manual, Bombardier Publication GL 5000 GVFD TLMC and subsequent approved revisions contains the Certification Maintenance Tasks, Life Limited Parts and Damage Tolerant Inspections. This information is consistent with Engineering Reports RBR-C700-167 and RAS-C700-990. See NOTE 5. Structural Repair Manual (SRM), Bombardier Publication GL 5000 GVFD SRM and subsequent approved revisions. Applicable to Both Configurations Drawing List, Bombardier Publication RAL-700-0002 at Issue B or later Transport Canada approved revisions.
Type Certification Configuration	The approved type design is defined in the document RAZ-C700-127 at Issue A-2 or later approved revision. The approved type design number appropriate for the "as delivered" configuration of a particular BD-700-1A11 airplane is defined in the document RAL-700-XXXX (XXXX denotes the serial number for the aircraft concerned).
C. G. RANGE	Refer to Transport Canada approved Airplane Flight Manual (AFM), Bombardier Publication CSP 700-5000-1 or CSP 700-5000-1V for the appropriate configuration. See NOTE 1.
DATUM	FS 0.0 located at 144 in. + 32 in. Fwd of the aircraft nose

III - Data Pertinent to all Models except where indicated

ENGINES

Two Rolls-Royce Deutschland Ltd. BR700-710A2-20

FUEL

Type	Specifications		
	Canada	U.S.A.	U.K.
Jet A	CAN2-3.23	ASTM D1655	D. Eng. RD.2494
Jet A-1	CAN2-3.23	ASTM D1655	D. Eng. RD.2494
JET-B	CAN2-3.22-M80	ASTM D1655-JETB	D. Eng. RD.2486
JP-4	CAN2-3.22-M80	MIL-T-5624-JP4	D. Eng. RD.2486
JP-8	-	MIL-T-83133	D. Eng .RD.2453
JP-5	-	MIL-T-5624	D. Eng .RD.2452

Fuel additives restricted to those listed in AFM (Limitations, Fuel Additives)

OIL

BD-700-1A10

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

BD-700-1A11

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.

ENGINE LIMITS CONDITIONS

	SL Static Thrust		Fan RPM	Core RPM	ITT		Time Limit
	lbf	kN	N_1%	N_2%	°C	°F	
Max. Takeoff	14750	65.6	102.0	99.6	900	1652	5 min.
Max. Continuous	14450	64.3	102.0	98.9	860	1580	-
Idle Range	-	-	-	58.0 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 (N_1) to 70.0 % for 30 seconds.

OIL TEMPERATURE

	°C	°F
Minimum for Starting	-40	-40
Minimum before accelerating above idle	20	68
Maximum Continuous	160	320
Maximum Permissible	160	320

OIL PRESSURE

Take-off Power	45 psi min.
Steady State Idle	25 psi min.

APU

Allied Signal RE 220 (GX)

APU LIMITS

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

AIRSPEED LIMITS

V_{mo} and M_{mo}	m.p.h.	knots	Mach
Sea Level to 8000 ft.	346	300	-
8000 ft. to 30267 ft.	392	340	-
30267 ft. to 35000 ft.	-	-	0.89
@ 47000 ft.	-	-	0.871
@ 47000 ft.	-	-	0.858 (see Note 8)
@ 51000 ft.	-	-	0.855
@ 51000 ft.	-	-	0.842 (see Note 8)
V_{fe} 6°	242	210	-
16°	242	210	-
30°	213	185	-
V_{fc}	-	369	0.915
V_d	-	398	0.97
See Flight Manual for variation of V_a with altitude and aircraft weight			
V_{se}	259	225	-
V_{mca}	99	86	-
V_{mcg}	96	84	-
V_{LO}	230	200	-
V_{LE}	288	250	-

MEAN AERO-DYNAMIC CHORD

153.6 in. (3.9 m) (MAC leading edge at fuselage station 676.87 in.)

LEVELING MEANS

Plumb bob and target in the Aft equipment bay at FS 926

MINIMUM CREW

Two (Pilot and Co-Pilot)

MAXIMUM OCCUPANTS

Twenty two (including the crew and no more than 19 passengers)
See NOTE 2

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

MAX. OPERATING ALTITUDE

Take off and landing: 13,700 ft
En route: 51,000 ft

CONTROL SURFACE MOVEMENTS

Rudder	37° Left	37° Right
Horizontal Stabilizer	2° LE Up	12° LE Down
Aileron	26.5° TE Up	23° TE Down
Elevator	24° TE Up	19° TE Down
Ground spoilers	45° Up	-
Multi-function spoilers (Inboard to Outboard)	40/40/46/46 ° Up	-

SERVICE INFORMATION Service Bulletins, structural repair manuals, and aircraft flight manuals which contain a statement that the document is Transport Canada approved or Transport Canada approved through the Manufacturers Design Approval Representative are accepted by the FAA and are considered FAA approved. These approvals pertain to the type design only.

IMPORT ELIGIBILITY A U.S. Airworthiness Certificate may be issued on the basis of the Canadian Department of Transport "Certificate of Airworthiness for Export" signed by the Minister of Transport. This form must contain the following statement:

"This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for the Transport Canada Type Certificate No. A-177 and includes the minimum type design defined in document RAZ-C700-127 at Issue NC or subsequent approved revisions as being required to comply with the basis for the FAA Type Certificate No. T00003NY", and is in a condition for safe operation.

The U.S. airworthiness certification basis for aircraft type certificated under FAR 21.29 and exported by the country of manufacture is FAR 21.183(c) or FAR 21.185(c)

The U.S. airworthiness certification basis for aircraft type certificated under FAR 21.29 and exported from countries other than the country of manufacture (e.g. third party country) is FAR 21.183(d) or FAR 21.185(b)

The U.S. airworthiness certification basis for the issuance of an airworthiness certificate for aircraft type certificated under FAR 21.21 and manufactured in a foreign country under a licensing arrangement is FAR 21.183(d) or FAR 21.183(b)

The U.S. airworthiness certification basis for an aircraft originally type certificated under FAR 21.21 but transferred outside the U.S. is 21.183(d)

Additional guidance is contained in FAA AC 21-23A, or subsequent revision, Airworthiness Certification of Civil Aircraft, Engines, Propellers and Related Products Imported into the United States.

CERTIFICATION BASIS FAR Part 25 dated February 1, 1965, including:
Amendments 25-1 through 25-91,
Amendment 25-94, Amendment 25-96 and Amendment 25-97.
There are no exceptions.

Exemptions:

(1) No. 6726. FAR 25.1435(b)(1) Hydraulic System Proof Pressure Testing, applicable to BD-700-1A10 only.

(2) See Notes 9 and 12 for additional exemptions

Additional FAA Requirements:

(1) FAR Part 36 dated December 1, 1969,
as amended through Amendment 36-28 for both BD-700-1A10 and BD-700-1A11.

(2) Applicable portions of FAR 34 dated September 10, 1990,
as amended through Amendment 34-1 inclusive.

(3) Special Condition No. 25-140-SC dated 24 August 1998, HIRF
(4) Special Condition No. 25-288-SC, Enhanced Flight Visibility System, effective date May 12, 2005

Equivalent safety has been established for the following requirements:
(1) FAR 25.109 Rejected Take-off and Landing Performance Criteria
(2) FAR 25.933 Thrust Reversers
(3) FAR 25.1435(b)(1) Hydraulic System Proof Pressure Testing, applicable to BD-700-1A11 only, documented in Transport Airplane Directorate ELOS Memo AT3532NY-S-1. This equivalent safety finding is similar to exemption no. 6726 FAR 25.1435(b)(1)

Compliance with the following optional requirements has been established:

(1) Ditching provisions of FAR 25.801 when the safety equipment requirements of FAR 25.1411 and the ditching equipment requirements of FAR 25.1415 are satisfied. Ditching provisions are applicable to the maximum passenger capcity 22 persons (19 passenger and 3 crew)

Airplanes incorporating the Global Vision Flight Deck per Bombardier Modsums 700T901900, 700T901901, 700T901258, and 700T901259 (for BD-700-1A10), or Modsums 700T901900, 700T901902, 700T901258, and 700T901259 (for BD-700-1A11)

For parts of the airplane not changed or not affected by the modification: Cert basis is unchanged from the basic BD-700-1A10 and BD-700-1A11.

For those parts of the airplane that are changed or affected by the modification:
FAR Part 25 dated February 1, 1965, including Amendments 25-1 through 25-119, and 14 CFR 25.1317 at Amendment 25-122. FAR 25 Amendments 25-93, 25-95, 25-98 to 25-103, 25-106 to 25-110, 25-112, and 25-116 to 25-118 are not included in the Type Certification Basis.

14 CFR 25 design standard amendment levels addressed by the Global Vision Flight Deck modification and surpassing that of the basic aircraft correspond to the following:

FAR 25	Section Title	Amendment	Affected Area of Design
25.105(c)	Takeoff	25-92	Flight Director
25.111(a)(b)(c)(d)	Takeoff path	25-115	Flight Director
25.113	Takeoff distance and takeoff run	25-92	Flight Director
25.677(b)	Trim systems	25-115	Trim Control Panel Interface with New Avionics
25.783(e)	Fuselage Doors	25-114	Interface with New Avionics
25.856(a)	Thermal/Acoustic Insulation materials	25-111	Thermal/Acoustical Insulation Form and Part numbering (no material change)
25.1141(f)	Powerplant controls: general	25-115	Interface with New Avionics and Throttle Quadrant Assembly
25.1305(a)(c)(d)	Powerplant instruments	25-115	Interface with New Avionics
25.1317	High-intensity Radiated Fields (HIRF) Protection	25-122	New and Modified Electrical Equipment, Controls , and Wiring
25.1329	Flight guidance system	25-119	New Automatic Flight Control System
25.1353(a)	Electrical equipment and installations	25-113	New and Modified Electrical Equipment, Controls , and Wiring
25.1431(d)	Electronic Equipment	25-113	New and Modified Electronic Equipment
25.1435(b1)	Hydraulic systems	25-104	Interface with New Avionic
25.1439(a)(b)	Protective breathing equipment	25-115	New Electronic Equipment Interface with Existing Electronic Equipment
25.1527	Maximum operating altitude	25-105	Aircraft Ambient Temperature and Altitude Limits
25.1583	Operating limitations	25-105	New Flight Manual
25.1585	Operating procedures	25-105	New Flight Manual

	Special Condition No. 25-426-SC, dated May 20, 2011, for Synthetic Vision System on Head-Up Display Equivalent safety has been established for the following requirements: (1) FAR 25.1317(b): High-intensity Radiated Fields (HIRF) Protection documented in Transport Directorate ELOS Memo TD5590NY-S-17, dated December 9, 2009.
EQUIPMENT	The basic equipment as prescribed in the applicable Federal Airworthiness Regulations must be installed in the aircraft.
NOTE 1	A current weight and balance report must be provided for each aircraft at the time of the original airworthiness certification and at all times thereafter except in case of an operator having an FAA approved loading system for weight and balance control.
NOTE 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.
NOTE 3	System fuel, which must be included in the empty weight, is the amount of fuel required to fill the system plumbing and tanks to the undrainable level plus unusable fuel in the fuel tanks. The weight of undrainable and unusable fuel defined in the Fuel Capacity section must be included in the empty weight of the airplane.
NOTE 4	BD-700-1A10 and BD-700-1A11 Placards must be installed in accordance with Bombardier Drawings: GC 789-0001, GD 972-0001, GM 972-0010, GS 782-0001 (for BD-700-1A10 only), and GS 782-5001 (for BD-700-1A11 only). BD-700-1A10 and BD-700-1A11 – Equipped with the “Global Vision Flight Deck” 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).
NOTE 5	The airplane life limits and repetitive inspections for components and equipment and information essential for proper maintenance, are listed in Bombardier Publication BD 700 TLMC (BD-700-1A10), BD-700-1A11 TLMC (BD-700-1A11), GL 6000 TLMC (BD-700-1A10 equipped with the “Global Vision Flight Deck”) and GL 5000 GVFD TLMC (BD-700-1A11 equipped with the “Global Vision Flight Deck”).These limitations may not be changed without FAA Engineering approval.
NOTE 6	Refers to aircraft which incorporate Bombardier Service Bulletin SB 700-11-007
NOTE 7	Refers to aircraft which incorporate Bombardier Service Bulletin SB 700-11-011

NOTE 8

Refers to BD-700-1A10 aircraft which incorporate Bombardier Service Bulletin SB 700-34-020, or have modification 700T01613 incorporated during production. All BD-700-1A11 aircraft have modification 700T01613 incorporated during production.

NOTE 9

FAA Exemption No. 7120C (Regulatory Docket No. FAA-2002-13385) was issued to Bombardier Aerospace, on September 2, 2003 which granted an exemption from the requirements of 25.785(b) for the general occupant protection requirements for occupants of multiplace side-facing seats that are occupied during take off and landing for Bombardier Global Express BD-700-1A10 airplanes.

FAA Exemption No. 7120D (Regulatory Docket No. FAA-2002-13385) was issued to Bombardier Aerospace, on June 13, 2005 which granted an exemption from the requirements of 25.785(b) for the general occupant protection requirements for occupants of multiplace side-facing seats that are occupied during take off and landing for Bombardier Global Express BD-700-1A11 airplanes.

NOTE 10

Refers to aircraft which incorporate Bombardier Service Bulletin SB 700-11-016.

NOTE 11

The certification basis for airplane model BD-700-1A10 and BD-700-1A11 includes FAR 25.831 at Amendment 25-89 and FAR 25.841 at Amendment 25-87. These regulations address operation at high altitude and include pressurization system requirements, as well as structural requirements on the pressure vessel. In addition, a high altitude special condition, which contains similar requirements, was applied by the Canadian authorities. Therefore, any changes to the pressurization system or modifications or repairs to the pressure vessel must be approved in accordance with these and other applicable requirements.

NOTE 12

FAA Exemption No. 7259 (Regulatory Docket No. 29819) and 7891 (Regulatory Docket No. FAA-2002-12350) were issued to Bombardier Aerospace, on June 29, 2000 which granted exemption from the requirements of FAR 25.813(e) for the installation of doors in partitions between passenger compartments for the BD-700-1A10 aircraft.

FAA Exemption No. 7259A (Regulatory Docket No. FAA-2005-21272) was issued to Bombardier Aerospace, on June 13, 2005 which granted exemption from the requirements of FAR 25.813(e) for the installation of doors in partitions between passenger compartments for the BD-700-1A11 aircraft.

NOTE 13

The Global Express is a marketing designation for the Model BD-700-1A10 aircraft and the Global 5000 is a marketing designation for the Model BD-700-1A11 aircraft. FAA Airworthiness Directives will be issued against the Model numbers (BD-700-1A10, or BD-700-1A11)

NOTE 14

The higher weights are applicable to aircraft that are either post modification Bombardier Service Bulletin SB 700-1A11-11-002 or post modification Bombardier Modsum 700T97079C.

NOTE 15

Refers to aircraft which incorporate Bombardier Service Bulletin SB 700-11-020

NOTE 16

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, 700T901901, 700T901258, and 700T901259 (for BD-700-1A10), and Modsums 700T901900, 700T901902, 700T901258, and 700T901259 (BD-700-1A11) have been embodied.

Major Change Modification numbers 700T001900, 700T901901, 700T901258, and 700T901259 (for BD-700-1A10), and 700T901900, 700T901902, 700T901258, and 700T901259 (for BD-700-1A11) install 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).

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 sections I and II for the basic BD-700-1A10 and BD-700-1A11 remain valid for airplanes which incorporate Modsums 700T901900 and 700T901901 (for BD-700-1A10), or Modsums 700T901900 and 700T901902 (for BD-700-1A11).

Refer to document RAZ-C700-127 at Issue A-10 or later approved revision for additional Modsums required to comply with the FAA basis of certification.

NOTE 17

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.

The Global 5000 featuring the Global Vision Flight Deck 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.

NOTE 18

All variants of the BD-700-1A10 and BD-700-1A11 are compliant with RVSM airworthiness requirements through basic equipment. Each operator must obtain RVSM operating approval directly from the FAA

NOTE 19

BD-700-1A10 and BD-700-1A11 – Equipped with the "Global Vision Flight Deck"

BD-700-1A10 and BD-700-1A11 equipped with the "Global Vision Flight Deck" are compliant with RNP RNAV, down to RNP 0.3 RNAV through basic equipment.

…..END…..