infoservice
Global
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Inside

BOMBARDIER AEROSPACE

Business Aircraft

Global Express – Hydraulic Fluid Transfer

Eff. ***Global Express***

By ***Glen Malcolm – Customer Support Engineering***

ATA ***32-44***

It has been reported that it is not uncommon to find the #3 hydraulic reservoir over-serviced, while the #2 reservoir was found to be under-serviced.

The condition is caused by fluid transferring from system #2 to system #3 via the shuttle valves used in the brake system.

Advisory Wire 700T-0022 Rev.1 was recently released providing procedures to move the fluid back to the #2 hydraulic system. The intent of this article is to further explain how the transfer can occur.

The system design utilizes shuttle valves in order to allow the highest metered pressure from either the brake control valves (normal brake application) or emergency/parking brake metering valve to pressurize the brakes. The conflict between these two pressure sources to the brake is fought at the shuttle valve. There are four shuttle valves, but only the outboard brake shuttle valves see two different pressure sources. (Brake pedals send #2 system fluid while the parking brake sends #3 system fluid). The shuttle valves for the inboard brakes host a battle between two sources of #3 system pressure, so there is no impact from fluid transfer.

The set up:

In the event that the brake pedals have been depressed and the parking brake set (depressing the pedals has allowed #2 system fluid to reach the outboard brakes via the shuttle valve.) This pressure moves the six pistons in each brake. Common practice is to then apply the parking brake, and then release the brake pedals. By applying the parking brake, #3 system pressure is sent to the four brakes via the shuttle valves. As the brake pedals are released, the #3 system pressure now wins the battle at the shuttle valves and the shuttle valve's internal piston is shuttled to provide a pathway for the pressure metered by the parking brake valve to reach the brakes. In the case of the outboard brakes, this traps the #2 system fluid (sent by depressing the foot pedals) in the extended brake pistons.

Subsequently the following scenarios will then result in fluid transfer:

- In the event the parking brake is released without depressing the brake pedals first, the #2 fluid previously loaded into outboard brake pistons will be returned to the #3 system reservoir
- Depressing the brake pedals and holding them while releasing the parking brake will allow the previously loaded fluid to return to the original source. However, this is only effective if #2 system pressure is greater than #3 system pressure upon parking brake release.

  Note: *It should be noted that the #2 & #3 system brake accumulators do not have the same capacity. The #3 accumulator is twice as big at 50 cu in.*

Global Express Hydraulic Fluid Transfer... Cont

Another factor that influences available hydraulic pressure, is that the normal configuration for the #3 A system hydraulic pump is that it is on. The #2 system B pump is normally set to auto. Therefore, brake applications on a "cold" aircraft (prior to engine start) may result in biasing the shuttle valve to allow flow to and from the brakes via the # 3 system.

Notes:

- Pressure differential to initiate shuttle = 90 – 200 PSI
- 3 to 3.5 cu in of fluid can be transferred from each outboard brake when the parking brake is released in the absence of #2 system pressure at the shuttle valve

Operators, who have experienced fluid transfer, may wish to return fluid to the #2 reservoir by the following procedures.

Repeating either of the procedures below, about 7 times will result in a 2 – 4% reduction in the #3 reservoir and increase the #2 reservoir about 6 %, due to the larger #3 reservoir.

Using external AC power or with APU and at least one engine running

1. Aircraft chocked
2. Pressurize #2 & #3 hydraulic systems
3. Apply parking brake handle (No foot pedals)
4. Apply foot brake pedals and hold
5. Release parking brake handle
6. Release foot brake pedals
7. Repeat as required

Using APU only

1. Aircraft chocked
2. Pressurize #3 hydraulic system
3. Apply parking brake handle (No foot pedals)
4. Turn off #3 hydraulic pump
5. Turn on #2B hydraulic pump
6. Apply foot brake pedals and hold
7. Release parking brake handle
8. Release foot brake pedals
9. Turn off #2B hydraulic pump
10. Repeat as required

In the event you have experienced transfer from #3 to #2 system, the following procedure will move hydraulic fluid from #2 system to #3 system.

Using external AC power or with APU and at least one engine running

1. Aircraft chocked
2. Pressurize #2 & #3 hydraulic systems
3. Apply foot brake pedals and hold
4. Apply parking brake handle
5. Release foot brake pedals
6. Release parking brake handle
7. Repeat as required

Another Successful Maintenance and Operations Seminar

Retooling – Refocusing – Recommitting – Responding

On April 5th, Bombardier Aerospace capped off its 3rd Maintenance and Operations Seminar, held at the Disney Swan and Dolphin hotel in Orlando from April 3 - 5, 2002.

Jim Ziegler, vice president and general manager, Bombardier Business Aviation Services, kicked-off the three-day event with a general session where he unveiled his new organization, discussed current issues and announced his commitment to customers as we move forward.

Attended by 377 customers and 212 vendors, the seminar covered a series of topics of interest to owners and operators of Bombardier business aircraft and provided an excellent forum for discussion.

Operators Service and Support Personnel Booklet
FSR Names Omitted

ATA Global Express

By Eileen Linton – Technical Editor, Customer Information Publications

At the recent Maintenance and Operations Seminar (M&O) held at the Disney Swan and Dolphin Hotel in Orlando, Florida you may have picked up a copy of the Global Express *Operators Service and Support Personnel* (OSSP) booklet. This much sought-after booklet contains valuable information to help an operator navigate his way to the department or person best equipped to help him troubleshoot a problem, find a spare part etc.

Unfortunately, even with the most cautious checking, errors can still occur. Under the section tab "Customer Services", pages 11 to 15 should have contained the eight (8) Field Service Representatives (FSRs) names you see listed below. Please detach the list of the names and staple it in your booklet, that way you will have complete FSR information.

If you do not have a copy of the Global Express *Operators Service and Support Personnel* (OSSP) booklet, please send us your coordinates by e-mail to eileen.linton@notes.canadair.ca, by fax to (514) 855-7894, or simply call at (514) 855-6939. We will be happy to send you a copy.

We apologize for any inconvenience that this error may have caused and wish to inform you that the next scheduled printing of the booklets will be slated for August or September, 2002.

Bruce Bell USA – Dallas, TX, Flexjet	(972) 720-2880 Office (972) 720-2591 Fax (972) 294-1983 Home (214) 435-9130 Cellular e-mail: bbell@flexjet.com	c/o Bombardier Flexjet 14 651 Dallas Parkway Suite 600, Challenger Maintenance Dallas, TX 75254 USA
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Dispatcher Familiarization Course

Eff. ***Global Express***

By ***Pierre Trudeau – Scheduler, Training Center Montreal***

This four-day course is designed for schedulers or dispatchers of flight departments that operate Global Express business aircraft. The format is a mixture of theoretical courses, simulator flight time, and a visit to the Global Express interiors Completion Center.

Course content is divided into two main segments; The first part includes basic aerodynamics, weight and balance computation, systems familiarization of the Global Express aircraft, and basic aircraft performance. Practical interface in the flight training device and the simulator complements these first segments.

Topics for the second part include flight planning procedures, air traffic control systems and airspace, and general content of Jeppesen approach plates. Other topics included are RVSM, basic meteorology and adverse weather phenomena, crew resource management, high altitude physiology/aircrew fatigue concepts, and FAA regulations.

At the end of this course, students will have acquired a basic understanding of the Global Express aircraft, as well as the various elements that are required to be taken into account prior to flight planning a trip for this aircraft.

There are no prerequisites required to attend this course.

Global Express Course Schedule

30 Jul – 02 Aug, 2002
24 Sep – 27 Sep, 2002
12 Nov – 15 Nov, 2002
25 Feb – 28 Feb, 2003
01 Apr – 04 Apr, 2003
06 May – 09 May, 2003
10 Jun – 13 Jun, 2003
02 Sep – 05 Sep, 2003
07 Oct – 10 Oct, 2003
11 Nov – 14 Nov, 2003

The AASR for Global Express

John Astorino – Field Service Representative

ATA 24

▶ During preflight, the battery master switch was selected on in the cockpit but only the EMS CDUs and the standby attitude powered up. When external AC was applied the #1, #2, #3 and #4 display units remained off showing red Xs through them. Troubleshooting revealed 27 VDC power available in and out of the battery connector, but not out of the DCPC. No power available to the control-card mother board. The entire DCPC was replaced.

ATA 27

▶ During descent, the STAB CH 1 FAIL MESSAGE posted, and the message could not be cleared. Replaced the #1 motor and MDU. Operational test carried out successfully.

▶ Pitch trim system failed during preflight and was able to be reset. During a routine flight a STAB CHAN 2 FAIL was experienced, and the crew was able to reset the system. During preflight the following morning, auto pilot 1, auto pilot 2 (CYAN) and STAB TRIM FAIL (AMBER) messages appeared. The crew was unable to reset the system. MDU was replaced and OPS tested serviceable.

ATA 28

▶ During preflight, the LH wing fuel quantity was noticed to be lower than expected. The crew elected to carry out a manual pressure refueling in order to refuel both wings to maximum fuel load. After adding approximately 300 US gallons, fuel vented out of both wing NACA vents.

At the end of the previous flight, the fuel load was noted to be about 12,400 lbs in each wing tank, and 2,100 lbs in the aft tank for a total of 26,900 pounds. On the next flight, after power was applied, the load was noticed to be LH 3,800, RH 10,950 and AFT 2,100 pounds for a total of 16,850 as indicated.

Prior to this event, the LH fuel quantity was noticed dropping down from 13,000 to 6,000 lbs, and within 30 seconds, it would come back up. This happened three times during that flight. There were no EICAS messages posted at that time.

Since the MQGS was misreading the fuel quantity into the LH wing and the fuel wing XFER switch was in the auto mode, fuel transfer was initiated automatically prior to refueling the aircraft. As refueling began, it was suspected that the LH wing was already almost full at that time. It was not confirmed that the LH refuel shut-off valve had closed on time, but nevertheless, the fuel transfer from the RH wing to the LH wing would have continued because of the false reading on the LH side.

ATA 28 (Cont)

The CAIMS active fault was related to TU2L FMQGS plain PROBE/WRG fault. The corresponding symptom was indicating a short open contamination, or out-of-range condition.

Aircraft was defueled and access gained to the #2 LH tank unit. Securing screw on the "H" terminal was found loose on that unit. Screw tightened up and close out was carried out followed by satisfactory operational checks.

ATA 29

▶ The hydraulic 1B pump circuit breaker tripped in flight. Troubleshooting revealed that contactor K20 in the ACPC was defective. Contactor replaced and ops checked serviceable.

▶ During cruise, hydraulic pressure for right engine driven pump decreased to zero. After landing, the crew found pump case drain delta pressure indicator popped. Examination of filter revealed metal debris within. Pump replaced, system flushed, and all system filters replaced.

▶ During preflight, the crew noticed hydraulic fluid on the ramp beneath the left main wheel well. Investigation revealed that a B-nut on the hydraulic line to the brake control valve was extremely loose. Later inspection revealed several other B-nuts loose in other various locations on the aircraft. B-nuts tightened and no further leaks detected.

ATA 31

▶ During cruise, the Symbol Generator (SG) 1 FAIL (AMBER) message displayed, also DU 1 & 2 RED CROSS-DISPLAYED. The crew selected reversionary and uneventful landing carried out. Troubleshooting revealed a failed SG Card in IAC1. New IAC fitted and functional checks carried out satisfactorily.

ATA 32

▶ Upon power application, following APU start, WOW fault and gear system fail messages posting alternatively or sometimes simultaneously. Unable to clear by resetting breakers or full power down of electrical system. Following hook up of PMAT, problem cleared. System remained normal throughout taxi, and aircraft departed uneventfully. LGECU replaced, ops checked serviceable.

ATA 34

▶ En route, the crew noted a PROBE 3 FAIL (CYAN) message. After landing a technician found a connector on the HBUM required tightening. Connector was removed and reinstalled properly, fault no longer evident. On next power up the TAT PROBE 3 FAIL message displayed again. That probe was replaced but fault still present after probe replacement. MADC replaced and fault still present. Wiring fault found at connector (connector loose) on bulkhead 280 between TAT PROBE and MADC. Connector removed and reinstalled, fault no longer present.

ATA 35

▶ While replacing number 1 oxygen bottle, post hydrostatic testing, the capillary line was sheared. The line was replaced and ops checked serviceable.

ATA 56

▶ The crew arrived for a flight and discovered that the copilots windshield glass faceply cracked. The windshield was replaced. The pilots windshield was also replaced as a precaution. Aircraft returned to service after a pressurization leak check.

Service Bulletins Scheduled for Release

Note: This information is for planning purposes only. The release date can change without further notice. The release date is the last day of the month, two additional weeks should be added for mailing and handling. Electronic copies of the service bulletins can also be obtained on the Bombardier web site at www.cic.bombardier.com.

RELEASE DATE	SB NUMBER	SB DESCRIPTION
April 2002	700-34-022	Modification – Standby Artificial-Horizon System – Change Power Source to 28 VDC Direct from Avionics Battery Bus
	700-34-025	Modification – Navigation – Introduction of FMS CDU-820
May 2002	700-23-016	Infrared Sensor Modification – MLG Wheel Well (Secureplane Security System)
	700-24-040	Modification – Secondary Distribution – Increased Fuse Rating for the APU Start Contactor Assembly (ASCA)
	700-24-042	Modification – Emergency AC-Power Supply – Resolution of RAT Generator Override Anomaly
	700-24-043	Special Check/Modification – General – Visual Check of the EMS CDU, ACPC, DCPC and SPDA Part Number/Serial Number and Replacement of the Units that have a Specified Part
	700-24-045	Modification – AC and DC Power Distribution – Unit Change and Activation of Build 4 Electrical System
	700-24-047	Modification – Electrical Control – Replacement of the Generator Control Units to Include Build 4 Upgrade
	700-27-032A Rev. 2	Rework – Flap System – Application of Moisture – Proofing Compound to Prevent Seizure of Flap Skew Sensors
	700-28-039	Modification – Distribution – Permanent Wiring Configuration of Fuel Re-Circulation System Following Power Source Change
	700-31-018	Modification – Integrated Avionics Computers (IAC) – Avionics 2001 Batch 1 IAC Upgrade
	700-34-015	Modification – Traffic/Collision Avoidance System (TCAS) – Wiring Changes in TCAS Tray Fan
June 2002	700-11-015A Rev.1	Modification – Flight Compartment Placards – Addition of Placard Restriction of Static State Ground Operation of Engines Between 66 – 88% N1
	700-30-018	Special Check/Modification – Ice and Rain Protection – Inspect Telescopic Wiring Assembly for Damage
	700-57-036	Modification – Flap System – Inboard Flap Cotter Pins Replacement

Service Bulletins Released

GLOBAL EXPRESS SERVICE BULLETINS RELEASED				
SB NUMBER / COMPLIANCE	**TITLE**	**EFFECTIVITY**	**STATUS**	**DIST. DATE**
700-11-013 **Recommended**	Modification – Door Placards – Addition of "Caution" Maintenance Placard on Passenger Door	9002 – 9024 9026 – 9080	Info Sheet	Mar 15/2002
700-11-014 **Recommended**	Modification – Exterior Placards and Markings – Introduction of New Placard Part No. KGC991-1124-3 for the Refuel/Defuel Control Panel	9002 – 9066	Basic	Mar 15/2002
A700-26-006 **Recommended**	Special Check/Modification – Fire Extinguishing System – Harness Connection to the Firex Bottle Cartridges	9002 – 9064	Info Sheet	Mar 05/2002
700-28-020 **Recommended**	Modification – Vent System – Installation of Covers Over Fuel Vent Lines	9002 – 9002 9004 – 9055	Info Sheet	Mar 15/2002
700-33-019 **Recommended**	Modification – Logo Lighting – Wiring Changes and Shielding Provisions for Build 4.0 Electrical System	9002 – 9122	Basic	Mar 15/2002
700-53-019 **Recommended**	Modification – Forward Fuselage Floor – Allow Removal of Structural Floor Panel for Inspection and Ease of Replacement	9002 – 9129	Info Sheet	Mar 15/2002
GLOBAL EXPRESS VENDOR SERVICE BULLETINS RELEASED				
SB NUMBER / COMPLIANCE	**TITLE**	**EFFECTIVITY**	**STATUS**	**DIST. DATE**
NONE				

Alert Service Bulletins and Advisory Wires Issued

ALERT SERVICE BULLETINS AND ADVISORY WIRES						
DIST. DATE	**TITLE**	**NUMBER**	**MODEL**	**ADVISORY / ALERT**	**VENDOR SB NO.**	**SB NO.**
Mar 28/02	RVSM Operation	700T-0075	9002 & Subs.	Advisory	N/A	N/A
Apr 05/02	Oscillation on Localizer Approach	700T-0076	9002 & Subs.	Advisory	N/A	N/A
Apr 16/02	Advisory Wire to Advise Challenger and Global Express Operators of Labour Status at Canadair	600T-2205	1004-1085 3001-3066 5001-5194 5301 & Subs 9002 & Subs	Advisory	N/A	N/A
May 3/02	Rudder Leading Edge Shourd Damage	700T-0079	9002, 9005 to 9058 9060 to 9064	Advisory	N/A	N/A
May 6/02	Hydraulic System – Fluid Transfer	700T-0022 Rev. 1	9002 & Subs.	Advisory	N/A	N/A

May PUBS

The following Revisions are scheduled for distribution in May 2002

- BD-700-AIPC Aircraft Illustrated Parts Catalog
- BD-700-AMM Part 1 System Description
- BD-700-AMM Part 2 Aircraft Maintenance Manual
- BD-700-FIM Fault Isolation Manual
- BD-700-FRM Fault Reporting Manual
- BD-700-GHSI Ground Handling & Servicing Information
- BD-700-SSM System Schematic Manual
- BD-700-WDM Wiring Diagram Manual
- BD-700-WLM Wiring List Manual
- BD-700-CMM Component Maintenance Manual

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Information published in *infoservice* is considered accurate. However, the information contained in Technical Manuals takes precedence at all times.

Aircraft Statistics

Aircraft Statistics

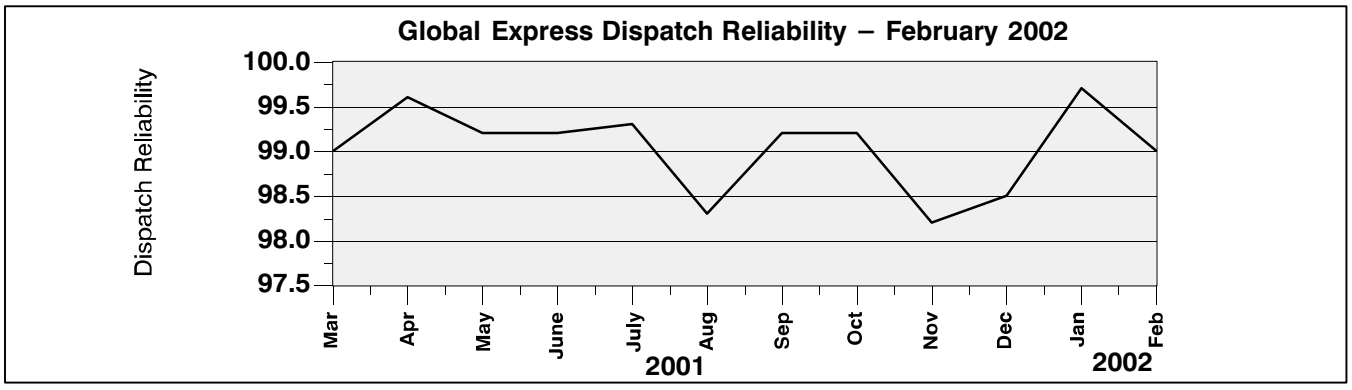
February 2002

AASRs resulting in no delayed or missed trips	1	10%
AASRs resulting in delayed or missed trips	9	90%
Global Express Flights Scheduled	885	
Global Express Flights Taken as Scheduled	876	
Total Global Express Flight Dispatch Reliability		99%
Most Active Chapters For Feb 02		27

Breakdown of AASRs Resulting in a Delayed or Missed Trip

ATA No.	ATA Description	No. of Delayed or Missed Trips
24-00	Electrical Power – General	1
27-33	Elevator Power – Control System	1
27-62	Flight Spoiler Actuating System	1
29-11	Hydraulic System No.1 and No.2	1
32-43	Brake System – Main Landing Gear	1
36-11	10th Stage Bleed Air System	1
38-11	Water Waste System – Potable Water	1
49-40	Airborne Auxiliary Power – Ignition/starting	1
56-12	Side Windows	1

GLOBAL EXPRESS DISPATCH RELIABILITY



The Aircraft Top Ten Removal Rates statistics are compiled by Maintenance Engineering

Global Express Top Ten Unscheduled Removals

ATA	PART NUMBER	DESCRIPTION	REMOVALS TOTAL (Jan 01 to Dec 01)	REMOVALS/ PART NO.	REMOVAL RATE /1000 HRS.	REMOVAL RATE /1000 LDGS.	MTBUR (HOURS)
275105 01	GT415-5900-5	CONTROL – SLAT/FLAP (SFCU)	28	2	0.96	2.32	1,038
	GT415-5900-7	CONTROL – SLAT/FLAP (SFCU)		9			
	GT415-5900-9	UNIT – SLAT/FLAP (SFCU)		17			
243209 01	BX00201-01	BATTERY – APU	12	12	0.83	1.99	1,211
246205 02	767950B	CONTRACTR – APU START	12	1	0.83	1.99	1,211
	770697	CONTRACTR – APU START		11			
276105 01	C12384BA03	FCU – FLIGHT CONTROL UNIT	23	23	0.79	1.90	1,264
342101 01	H321DQM	STANDBY ATTITUDE – HORIZON	11	11	0.76	1.82	1,321
284101 01	367-105-005	COMPUTER – FUEL MGMT/QTY	9	4	0.62	1.49	1,615
	GP546-1501-3	COMPUTER – FUEL MAN & QTY GUAGING		5			
324301 01	24050-101	CONTROLR – BRAKE	9	1	0.62	1.49	1,615
	24050-103	CONTROLR – BRAKE		8			
454501 01	7023300-907	TERMINAL – PORTABLE MAINTENANCE	9	8	0.62	1.49	1,615
	7023300-909	TERMINAL – PORTABLE MAINTENANCE		1			
793102 01	764399	PROBE – OIL	9	9	0.62	1.49	1,615
274117 01	375900-1001	MDU HORIZONTAL STAB MOTOR DRIV	8	1	0.55	1.32	1,816
	375900-1005	MDU – HORIZONTAL STAB		7			

Publications Status

The following is a list of the most recent revision for each manual. If you require information concerning Temporary Revisions, please contact Gisèle Laliberté in Technical Publications and Information at (514) 855-6941. The information contained herein is current as of April 25, 2002.

Global Express Publications

Manual	Rev. No	Rev. Date	TR Status
BD-700-AIFM Airport Facilities	1	Feb 25/2002	
BD-700-AIPC Aircraft Illustrated Parts Catalog	13	Feb 25/2002	52-1; **52-2; 52-3**
BD-700-SDS AMM Part 1 – System Description	13	Feb 25/2002	
BD-700-AMM Part 2 Aircraft Maintenance	13	Feb 25/2002	
BD-700-ARM Aircraft Recovery	2	Apr 30/1999	
BD-700-CMM Component Maintenance Manual	3	Feb 25/2002	
BD-700-FIM Fault Isolation	13	Feb 25/2002	
BD-700-FRM Fault Reporting	7	Oct 01/2001	

Manual	Rev. No	Rev. Date	TR Status
BD-700-GHSI, Ground Handling & Servicing Information	5	Feb 25/2002	
BD-700-ITEM Illustrated Tool & Equipment	5	Oct 01/2001	
BD-700-MFM Maintenance Facilities	2	Feb 14/2000	
BD-700-MPD Maintenance Planning Document	5A	Feb 25/2002	**8; 9; 10**
BD-700-OMP Operations and Maintenance Procedures (FAA)	2	Mar 13/2002	
BD-700-OMP Operations and Maintenance Procedures (TC)	2	Feb 25/2002	
BD-700-SRM Structural Repair	9	Jan 23/2/002	
BD-700-SSM System Schematic	10	Dec 03/2001	
BD-700-CCH Completion Centre Handbook	7	Feb 25/2002	
BD-700-TLMC Time Limits / Maintenance Checks	5	Oct 01/2001	**5-3-3**
BD-700-WBM Weight & Balance	6	Jan 04/2002	
BD-700-WDM Wiring Diagrams	12	Feb 25/2002	
BD-700-WLM Wiring List Manual	12	Feb 25/2002	
BD-700-AFM Airplane Flight	31	Mar 01/2002	700/6-4**;** 700/7; 700/8-1; 700/9-3**;** 700/11; 700/12; 700/13; 700/14-1; 700/15; 700/16; 700/17-2**;** 700/19; 700/20; 700/21-1; 700/23-1; 700/25; 700/28; 700/30-3; 700/32
BD-700-FCOM Flight Crew Operating	30	Feb 25/2002	700/12-3; 700/13-2**;** ~~700/18~~; **700/18-1**; 700/19-2; ~~700/20; 700/21~~; **700/21-1**; 700/23; ~~700/24;~~ **700/24-1;** ~~700/25;~~ ~~700/26;~~ 700/27
BD-700-QRH Quick Reference Handbook	30	Mar 11/2002	700/7; 700/22-1; ~~700/23~~; **700/23-1**; 700/25
BD-700 NDT Nondestructive Testing Manual	1	Apr 30/1999	

LEGEND: **Bold** = new
Unbold = in effect
~~Strikethrough~~ = removed/incorporated

Global Express CD-ROM

The following is a list of the most recent issue of manuals available on CD-ROM. If you require further information, please contact Felice Mariotti in Technical Publications and Information at (514) 855-7169. The information contained herein is current as of April 26, 2002.

Disk Number	Issue/Version	Date of Issue	Contents
700/001	Issue 14, Version 1	Feb 2002	AIRCRAFT ILLUSTRATED PARTS CATALOG, **Rev. 13** AIRCRAFT MAINTENANCE MANUAL (PART II), **Rev. 13** TRs ~~12-13~~ FAULT ISOLATION/FAULT REPORTING MANUAL, **Rev. 13** MAINTENANCE PLANNING DOCUMENT, **Rev. 5A** TRs ~~6, 7~~ TIME LIMITS/MAINTENANCE CHECKS, Rev. 5 WIRING LIST MANUAL, **Rev. 12** WIRING MANUAL (DIAGRAMS), **Rev. 12** WIRING MANUAL (STANDARD PRACTICES), **Rev. 7**
700/002	Issue 14, Version 1	Feb 2002	AIRCRAFT RECOVERY MANUAL, Rev. 2 AIRPORT FACILITIES MANUAL, **Rev. 1** COMPONENT MAINTENANCE MANUAL LISTING, **Rev. 3** ILLUSTRATED TOOLS AND EQUIPMENT MANUAL, Rev. 5 MAINTENANCE FACILITIES MANUAL, Rev. 2 NONDESTRUCTIVE TESTING MANUAL, Rev. 1 STRUCTURAL REPAIR MANUAL, **Rev. 9** SYSTEM DESCRIPTION SECTION (AMM PART I), **Rev. 13** SYSTEM SCHEMATIC MANUAL, Rev. 10 WEIGHT AND BALANCE MANUAL, Rev. 6
700/JIC	Issue 11, Version 1	Feb 2002	JOB INSTRUCTION CARDS, **Rev. 13**
700/FM	Issue 8, Version 1	Mar 2002	AIRPLANE FLIGHT MANUAL, **Rev. 31** TRs ~~6-2~~, **6-4**, 7, 8-1, 9-3, 11, 12, 13, 14-1, 15, 16, 17-2, 19, 20, 21-1, ~~22-1~~, 23-1, 25, ~~27~~, 28, 30-3, **32** FLIGHT CREW OPERATING MANUAL, **Rev. 30** TRs 12-3, 13-2, ~~18~~, **18-1** 19-2, ~~20, 21~~, **21-1**, 23, ~~24~~, **24-1**, ~~25, 26~~, 27 QUICK REFERENCE HANDBOOK, **Rev. 30** TRs 7, 22-1, ~~23~~, **23-1**, 25
Service Bulletins	N/A	Jan 2002	Global Express 700, Challenger 604/601/600, Vendor Service Bulletins
			LEGEND: **Bold** = new Unbold = in effect ~~Strikethrough~~ = removed/incorporated

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