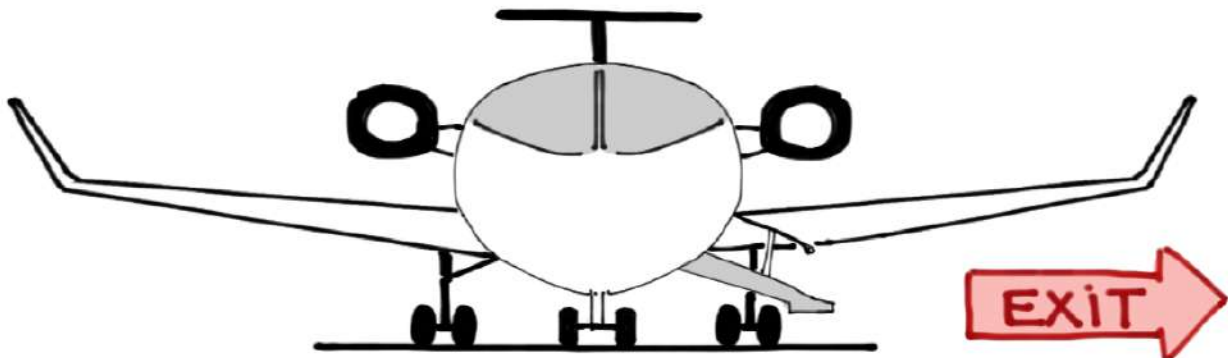
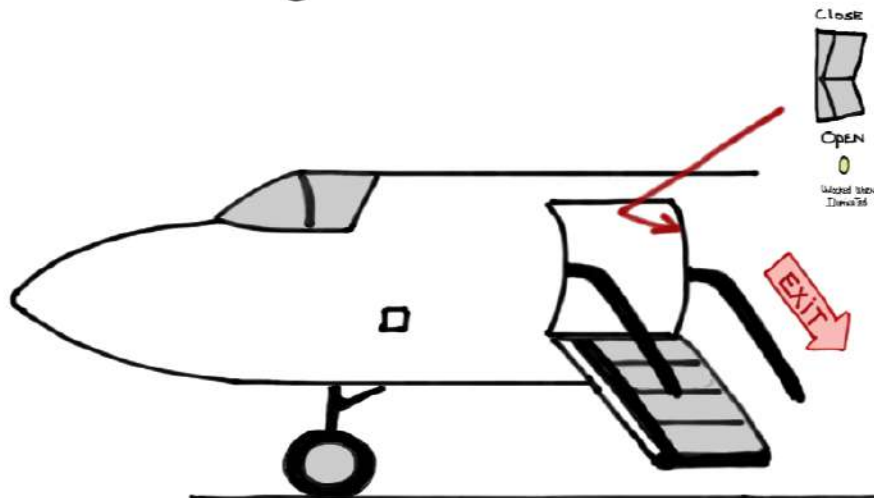


# G650 DOOR SYSTEM



For study purposes only

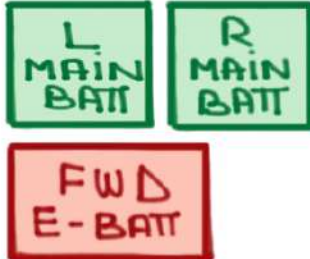
# G650 DOOR SYSTEM

## ① MAIN ENTRANCE DOOR (MED)

- PRIMARY MEANS OF ACCESS TO THE AIRCRAFT

- ELECTRICALLY OPERATED

- OPEN / CLOSE
- OPEN

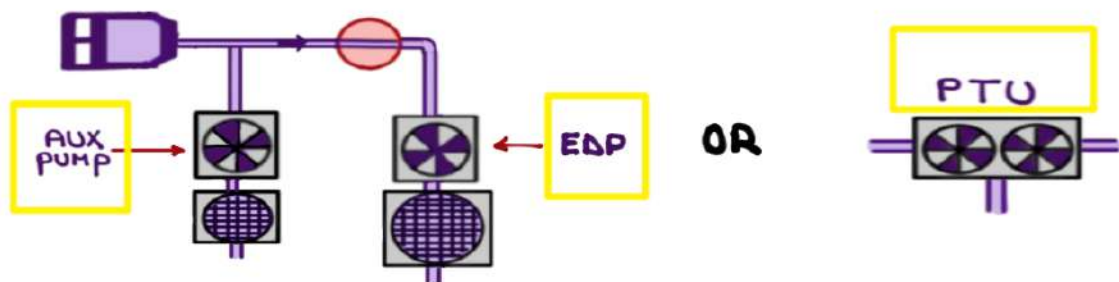



The diagram shows three battery sources: two green boxes labeled 'L MAIN BATT' and 'R MAIN BATT', and one red box labeled 'FWD E-BATT'.

- The MED is electrically

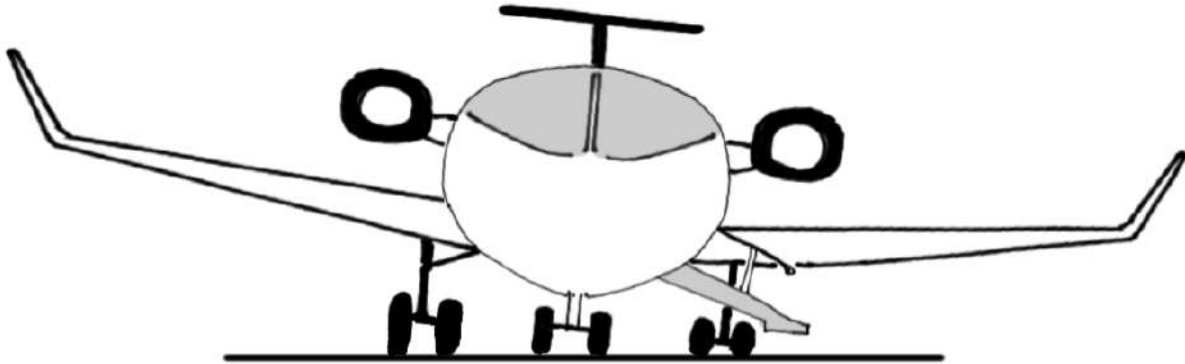
- Latched and Locked
- Unlatched and Unlocked

- Door is closed with Hydraulic System Pressure

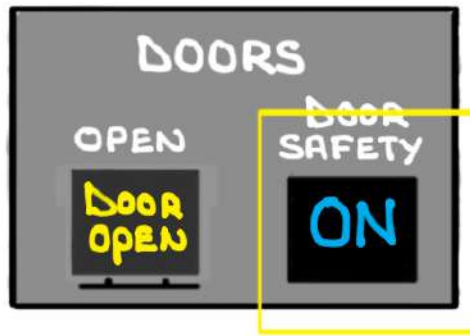


- If  pump is used to close the MED it will TURN ON AND OFF AUTOMATICALLY

- If MED is closed with Hydraulic fluid pressure:  
Trapped fluid allows The MED To GENTLY FREE fall OUTWARD UNTIL The door AND STAIRWELL ARE fully EXTENDED
- The MED, when fully opened, does NOT Touch The GROUND REGARDLESS of TIRE OR STAUT FAILURE



- ENSURE cabin is UNPRESSURIZED before opening MED
- A VIEWING PORT is USED To ENSURE The AREA OUTSIDE is CLEAR before opening of The MED
- The viewing port is ALSO USED To check for FIRE IN THE EVENT of AN EMERGENCY



- A Door Safety switchlight REMOVES ELECTRICAL POWER FROM THE MED. IT CAN ALSO BE USED TO INTERRUPT A door closing operation
- MED CAS MESSAGES:

### AIRCRAFT CONFIGURATION

MED is NOT COMPLETELY closed AND THE POWER LEVERS HAVE BEEN ADVANCED FOR TAKEOFF

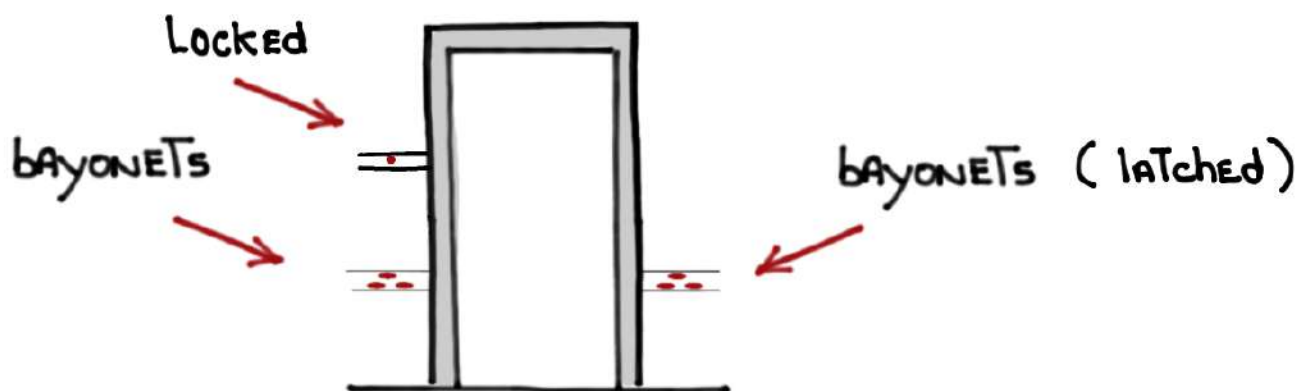
### MAIN DOOR

DOOR IS OPEN AND PARKING BRAKE ENGAGED, OR DOOR MAINTENANCE REQUIRED

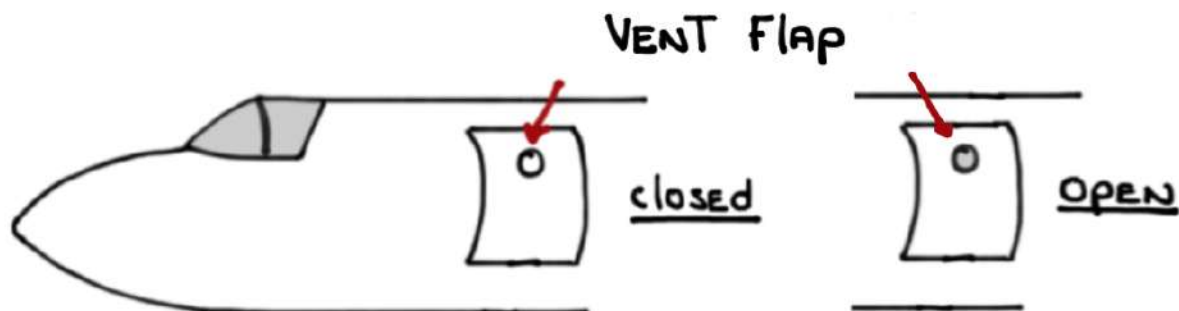
### MAIN DOOR

DOOR IS OPEN AND PARKING BRAKE NOT ENGAGED

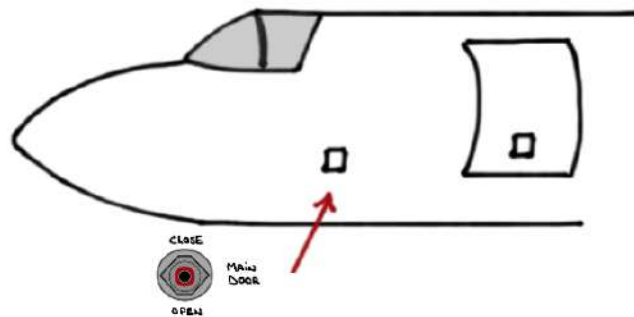
## - MED Latched AND Locked indications (BAYONETS)



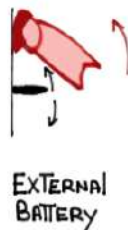
- When The MED is closed with latches AND locks ENGAGED, The PRESSURIZATION SYSTEM PREVENTS The door FROM OPENING when CABIN PRESSURE is ABOVE TWO (2) PSI
- When The MED is OPEN (LATCHES AND LOCKS NOT ENGAGED) CABIN PRESSURIZATION is LIMITED TO A MAXIMUM 0.5 PSI
- An MED VENT Flap is MECHANICALLY LINKED TO THE lock ACTUATOR which will VENT REMAINING CABIN PRESSURE when The locks ARE RELEASED



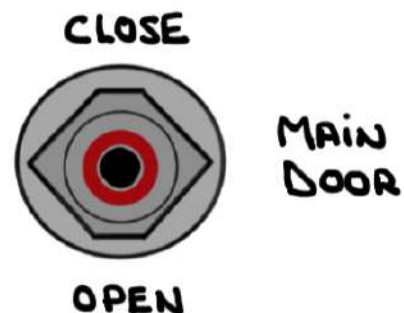
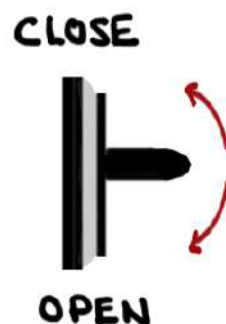
# MED SWITCHES - Outside AIRCRAFT



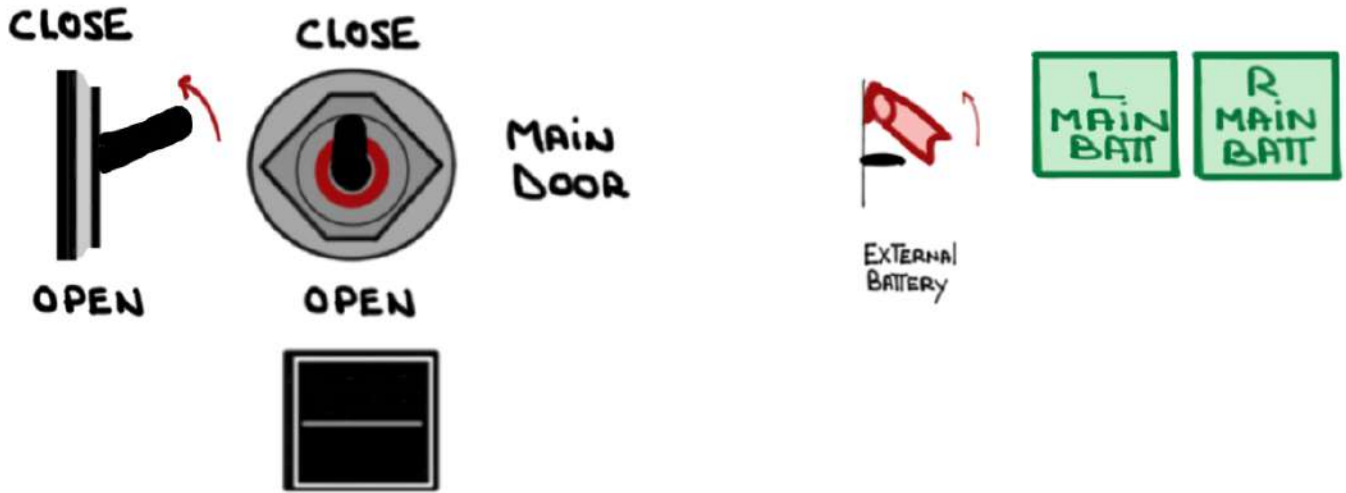
- LOCATED IN THE SECURITY / GROUND SERVICE PANEL
- MUST BE UNLOCKED ~~MED~~ FOR flight
- Only switch OUTSIDE THE AIRCRAFT THAT CAN OPEN/CLOSE
- **RED** GUARDED EXTERNAL BATTERY SWITCH CONNECTS both MAIN BATTERIES for door opening and closing



- THREE-POSITION switch spring-loaded TO THE CENTER POSITION



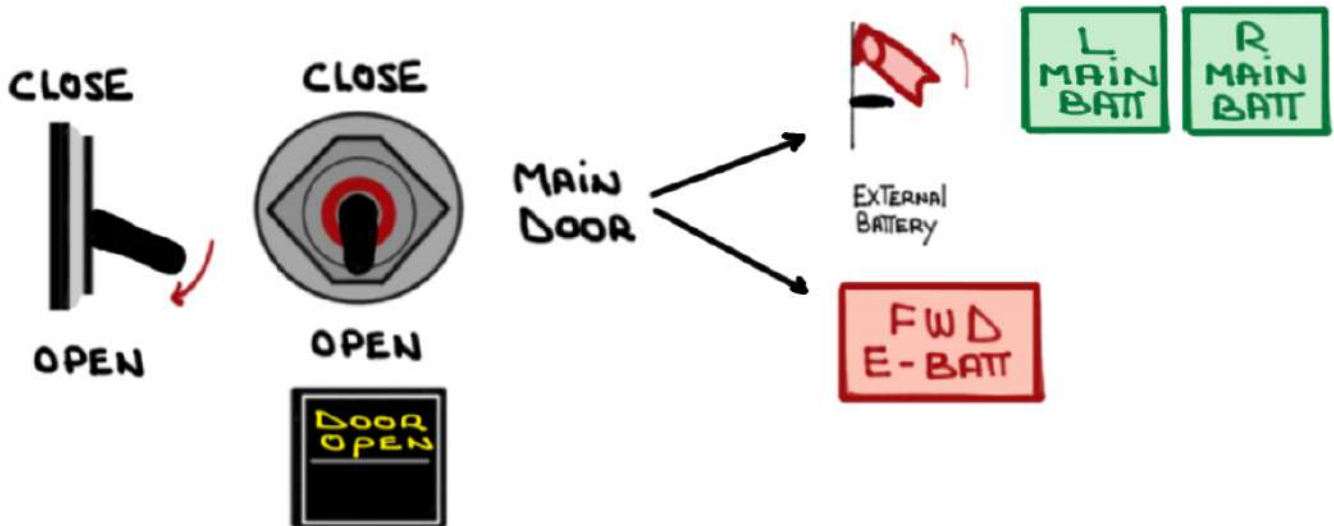
# - DOOR CLOSE



REVERSIBLE switch. You CAN CHANGE YOUR MIND AND STOP THE DOOR AS IT MOVES UP

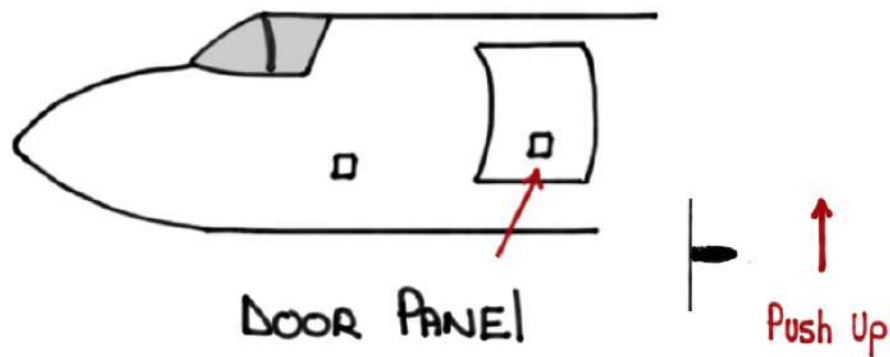
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# - DOOR OPEN



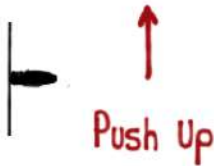
Switchlight below switch ILLUMINATES when MED is UNLOCKED

# MED SWITCHES - Outside AIRCRAFT



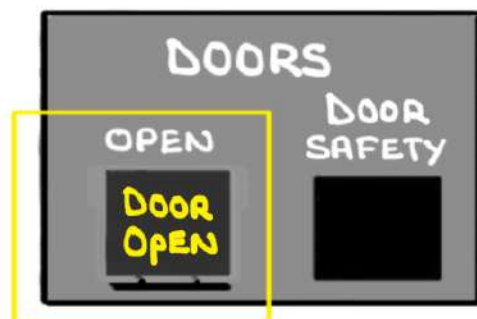
- LOCATED OUTSIDE THE MED
- USED TO OPEN MED by RESCUE PERSONNEL
- MUST BE UNLOCKED ~~MED~~ for flight
- USES THE FWD  
E-BATT only

THE MED IS OPENED WITH THIS **EMERGENCY ENTRY** SWITCH ON THE FIRST flight OF THE DAY TO CONFIRM:

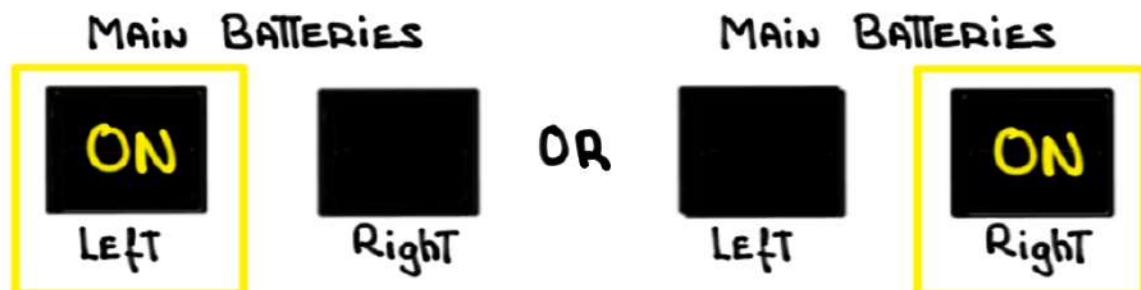
1. FWD  
E-BATT HAS SUFFICIENT BATTERY CHARGE CAPACITY
2. OPERATION OF THE  SWITCH
3. IT IS UNLOCKED ~~MED~~ FOR flight



# MED SWITCHES - INSIDE AIRCRAFT

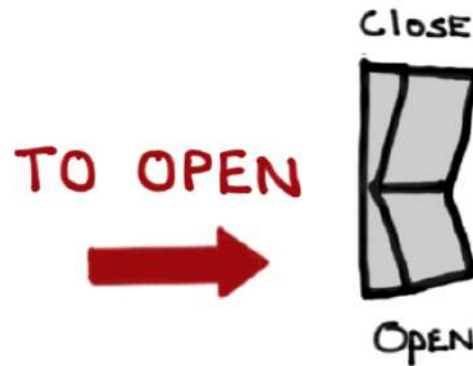


- GUARDED SWITCH
- LOCATED IN THE COCKPIT OVERHEAD DOORS PANEL
- CAN BE USED TO OPEN THE MED FROM THE COCKPIT
- USED IF MAIN DOOR SWITCH IS INOPERATIVE OR IN AN EMERGENCY
- REQUIRES **ESS DC** POWER
- AT LEAST ONE (1) MAIN BATTERY MUST BE ON IF AIRCRAFT IS UNPOWERED

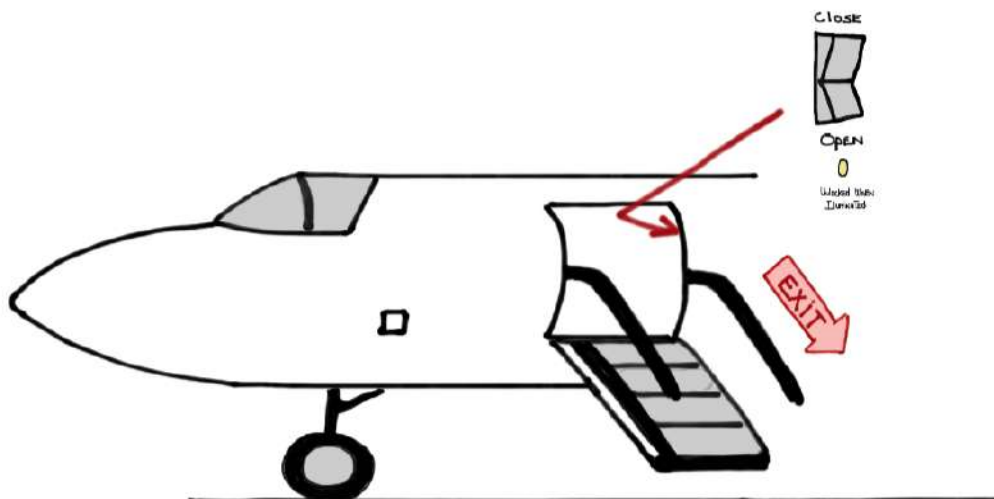


- WHEN PRESSED DOOR ELECTRICALLY UNLATCHES AND FREE-FALLS OPEN

# MED SWITCHES - INSIDE AIRCRAFT



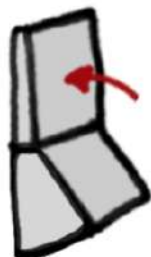
- THE MAIN CABIN DOOR SWITCH IS LOCATED NEXT TO MED
- GUARDED SWITCH
- ONLY SWITCH INSIDE THE CABIN THAT CAN OPEN/CLOSE THE MED
- THREE-POSITION REVERSIBLE SWITCH SPRING-LOADED TO THE CENTER POSITION



## - DOOR CLOSE

AT LEAST ONE (1) MAIN BATTERY MUST BE ON if AIRCRAFT is UNPOWERED

CLOSE



- AUX pump, POWERED BY THE MAIN BATTERIES, AUTO ACTIVATES if LEFT HYDRAULIC SYSTEM PRESSURE is < 1,500 Psi
- DOOR CLOSES AND ELECTRICALLY LATCHES
- AUX pump AUTO shuts off

## - DOOR OPEN



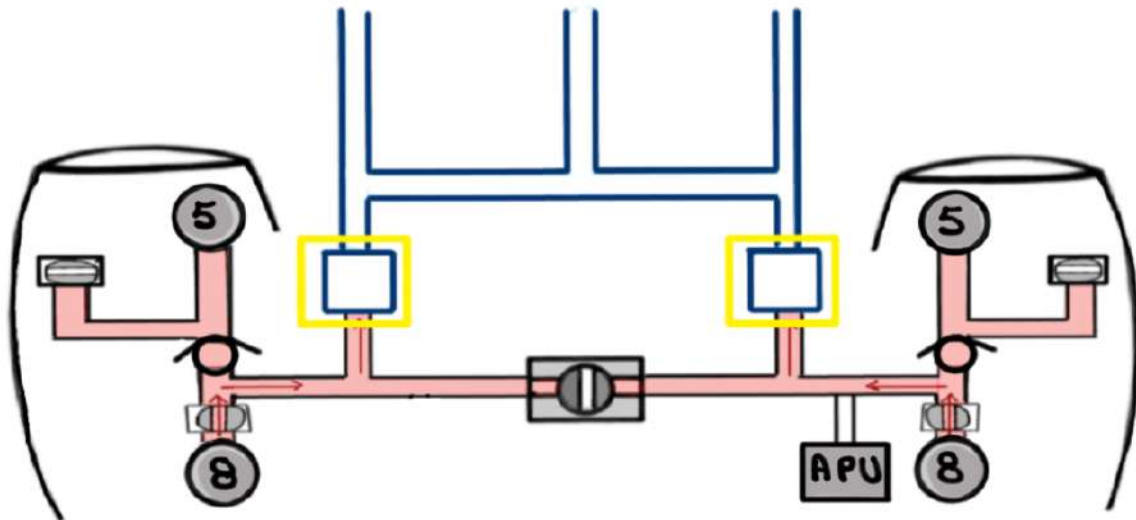
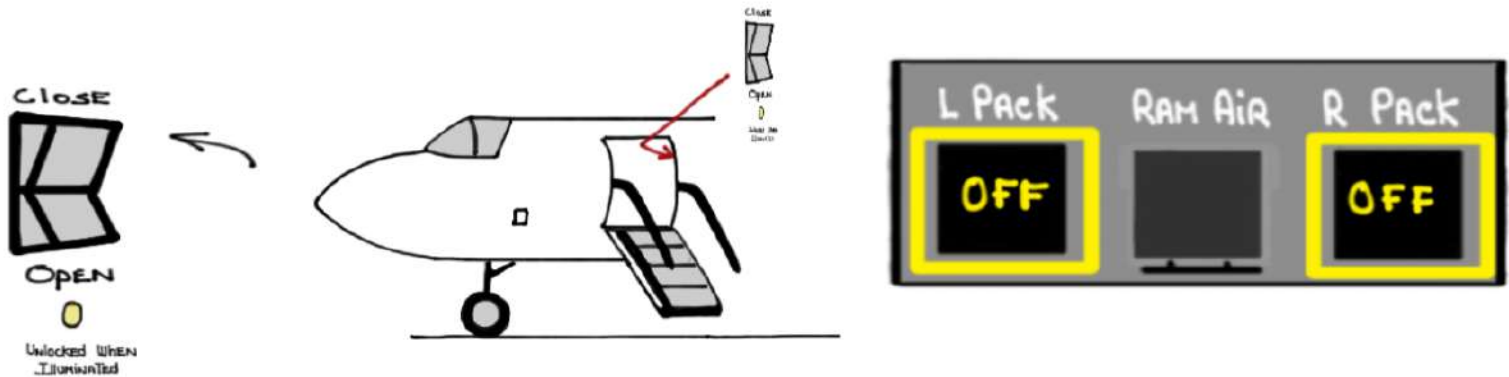
OPEN



Unlocked When Illuminated

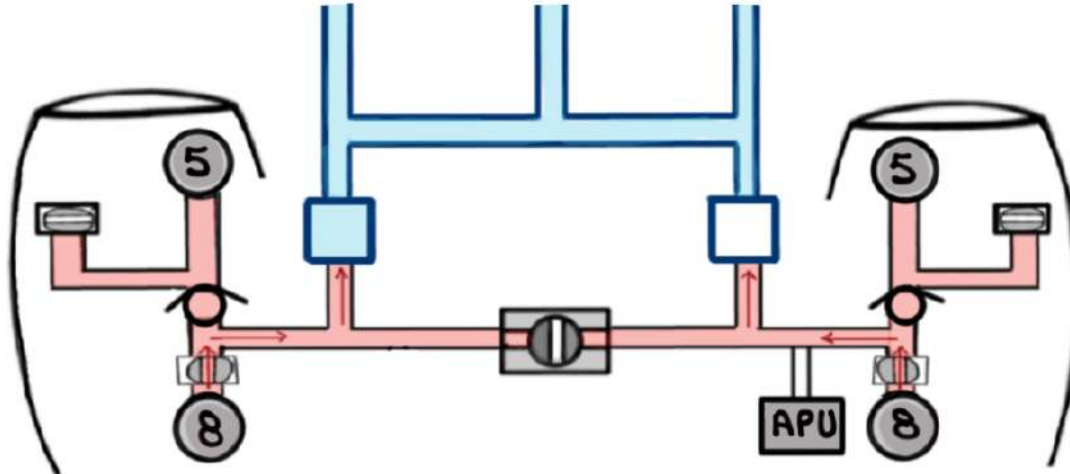
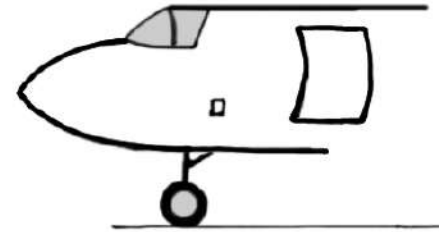
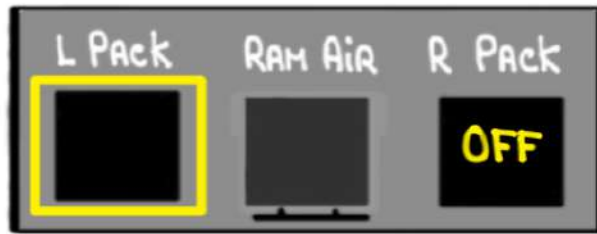
- DOOR ELECTRICALLY UNLATCHES AND FREE-FALLS OPEN
- LIGHT BELOW SWITCH ILLUMINATES WHEN MED IS UNLOCKED
- WITHOUT OTHER SOURCE OF POWER IT USES THE **FWD E-BATT** TO OPEN THE MED

SELECTING THE MED switch TO THE **CLOSE** position  
MOMENTARILY SWITCHES OFF both Packs

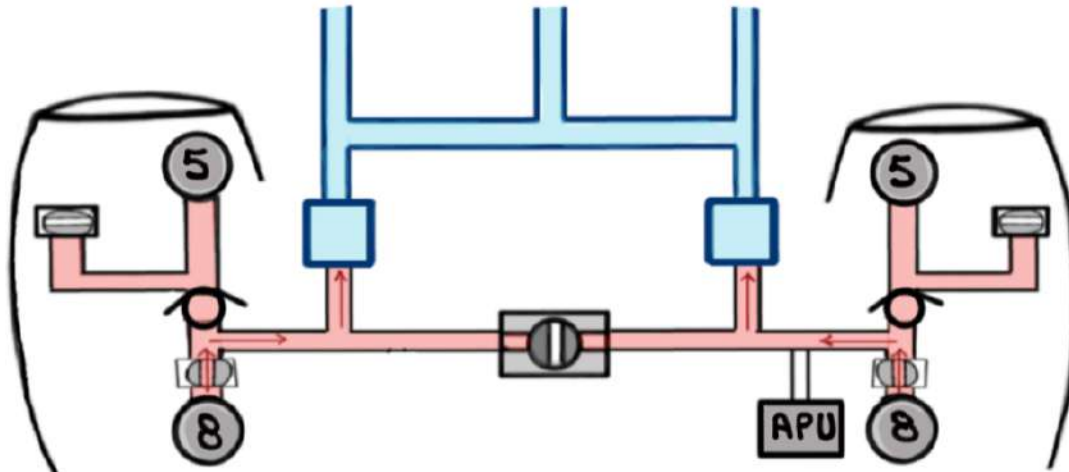


This FASCILITATES The latching AND locking of  
The MED by MOMENTARILY STOPPING cabin  
PRESSURIZATION

ONCE THE MED is closed The L Pack COMES ON



TEN (10) SECONDS LATER THE R Pack COMES ON



# MAIN ENTRANCE DOOR

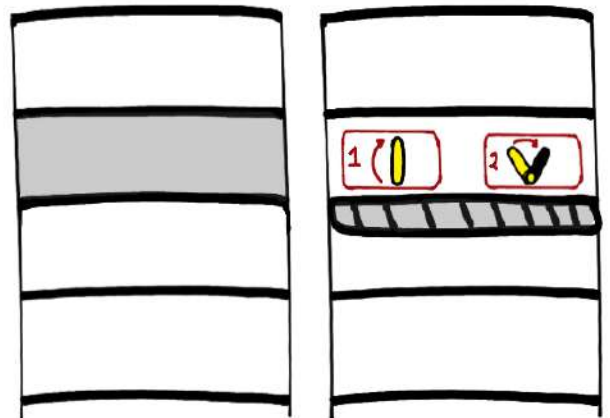
## MANUAL OPENING (ASC 065)

- FOR AIRCRAFT WITH ASC 065 THE EMED CAN BE OPENED MANUALLY FROM INSIDE THE AIRCRAFT
- PROCEDURE FOR OPENING THE DOOR MANUALLY CAN BE FOUND IN THE OPERATING MANUAL 04-01-00
- THE PROCEDURE REQUIRES ACCESS TO TWO (2) HANDLES LOCATED BEHIND ONE OF THE DOOR STEPS

1. PULL T-HANDLE. THEN ROTATE CLOCKWISE TO UNLOCK THE DOOR



2. TURN HANDLE CLOCKWISE (90°) IN ONE CONTINUOUS MOTION TO UNLATCH THE DOOR. THIS REQUIRES A LOT OF STRENGTH



## ② ACOUSTIC DOOR=

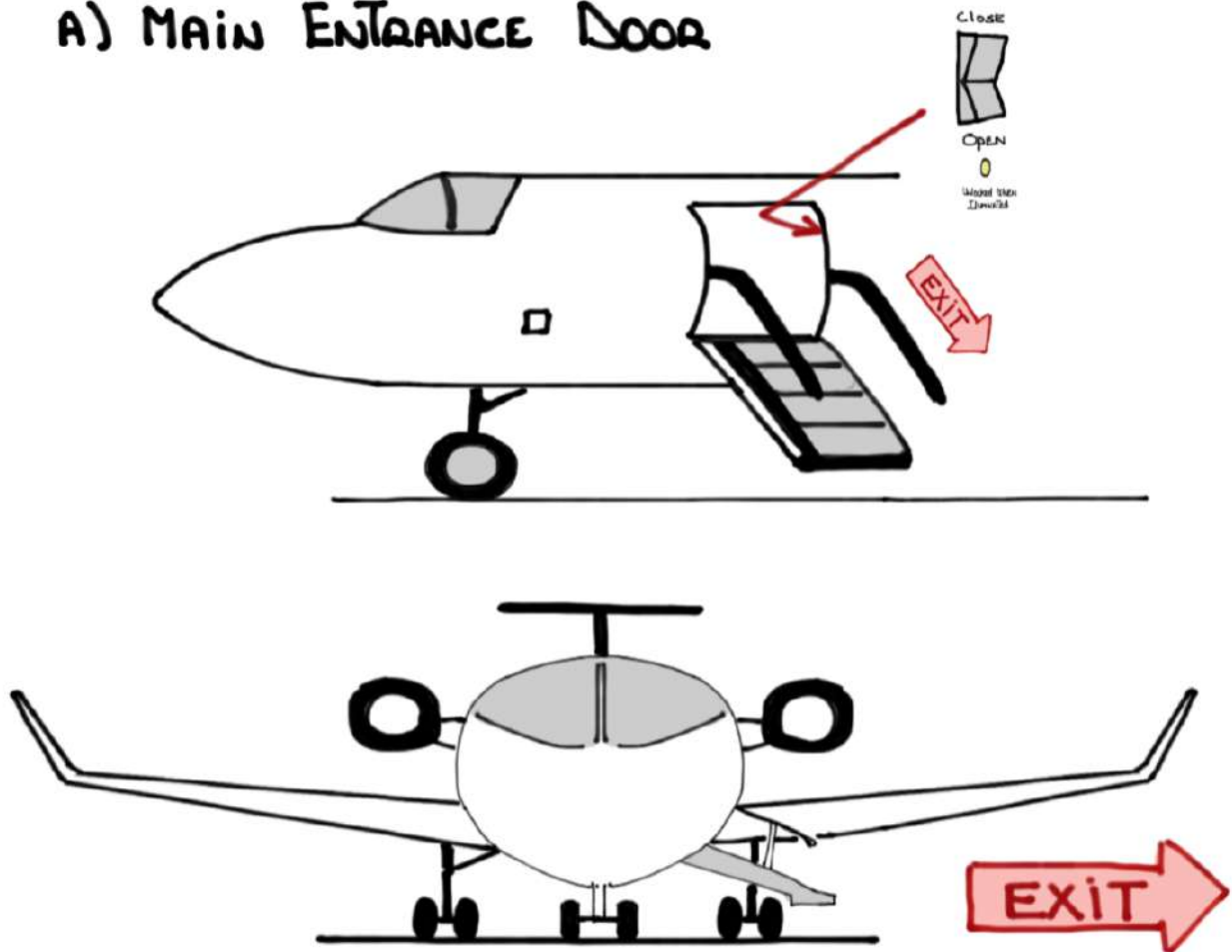
- THE ACOUSTIC DOOR REDUCES NOISE LEVEL INSIDE THE CABIN DURING FLIGHT
- IT MUST BE OPEN FOR TAXI, TAKEOFF AND LANDING SO AS TO NOT IMPEDE EVACUATION VIA THE EMERGENCY
- IT IS NORMALLY SECURED / CONFIRMED OPEN BY THE A CABIN CREW MEMBER PRIOR / WHILE TAXIING FOR DEPARTURE AND AGAIN BEFORE LANDING
- IT IS NORMALLY CLOSED IN FLIGHT TO BLOCK / REDUCE NOISE IN THE EMERGENCY AREA
- IT WILL AUTOMATICALLY OPEN WHEN:
  - A) FLAPS ARE SELECTED FROM 0° TO 10°, OR
  - B) LANDING GEAR IS SELECTED DOWN DURING A FLAPS 0° LANDING
- POCKET DOORS, BETWEEN GALLEY AND PASSENGER CABIN, WILL ALSO OPEN AUTOMATICALLY IF NOT ALREADY LATCHED / SECURED OPEN BY A CABIN CREW MEMBER

### ③ EMERGENCY EXITS =

THERE ARE TWO (2) TYPES OF EMERGENCY EXITS.

THESE ARE:

#### A) MAIN ENTRANCE DOOR



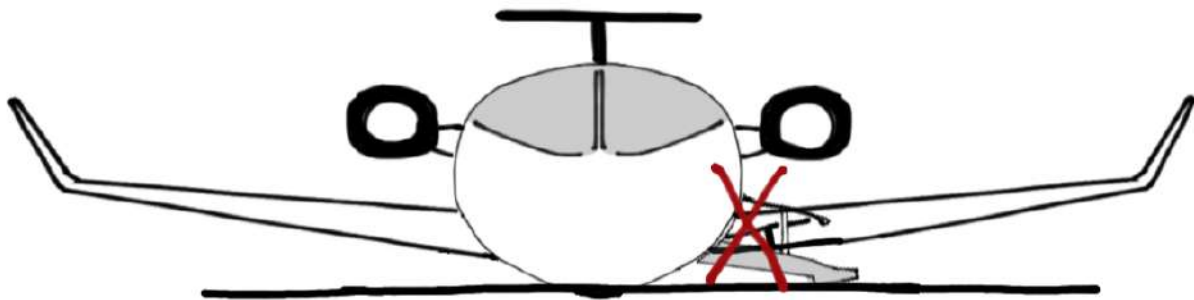
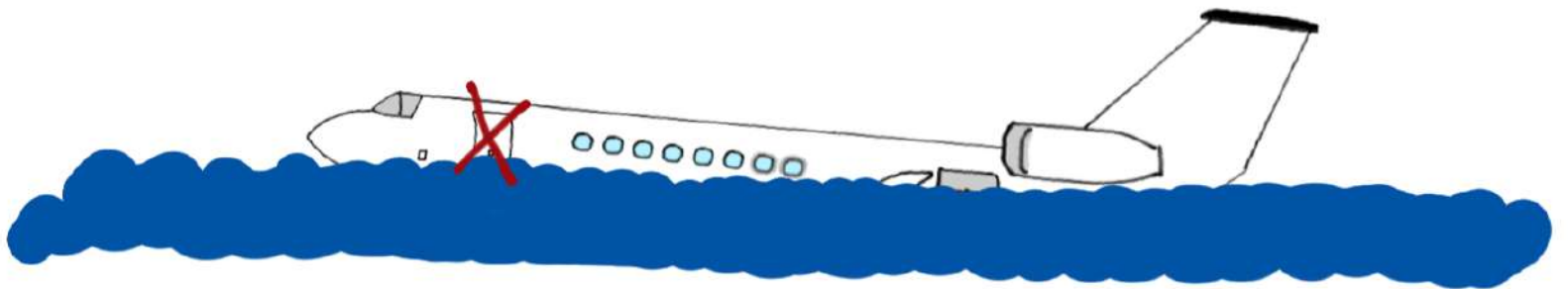
- OPENED VIA THE MAIN CABIN DOOR SWITCH WHICH IS LOCATED NEXT TO THE EMED



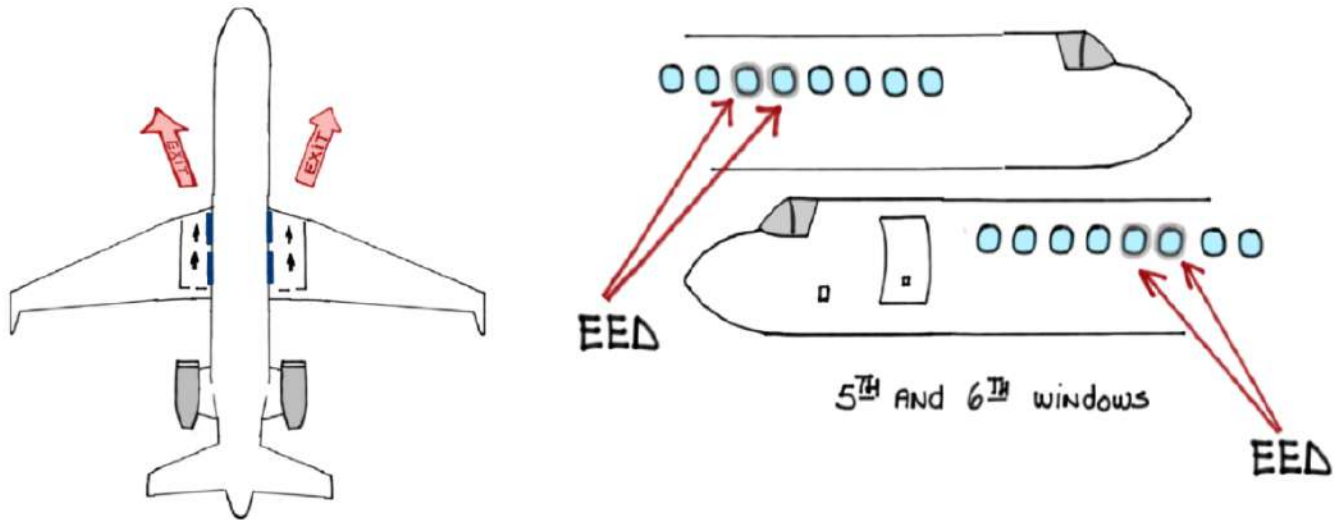
- QUICKEST AND SAFEST WAY TO EVACUATE THE AIRCRAFT



- IN THE EVENT OF A WATER LANDING (DITCHING)  
OR GEAR UP LANDING THE EMED WILL NOT BE ABLE  
TO OPEN ALL THE WAY DUE TO REDUCED GROUND  
CLEARANCE

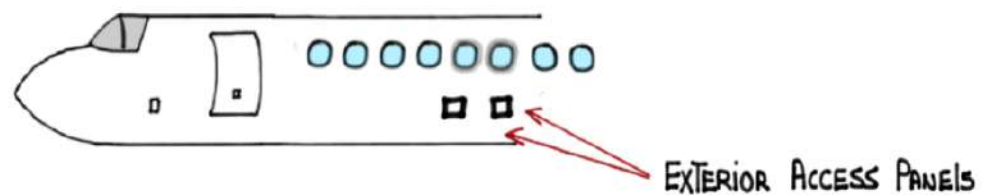


## B) FOUR (4) OVER WING EXIT WINDOWS CALLED EMERGENCY EXIT DOORS (EED)

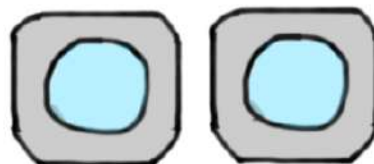


THE EEDS WEIGH 39 LBS AND ARE OPENED FROM INSIDE THE CABIN BY PULLING ON A T-HANDLE.

THE EEDS CAN ALSO BE OPENED FROM THE OUTSIDE

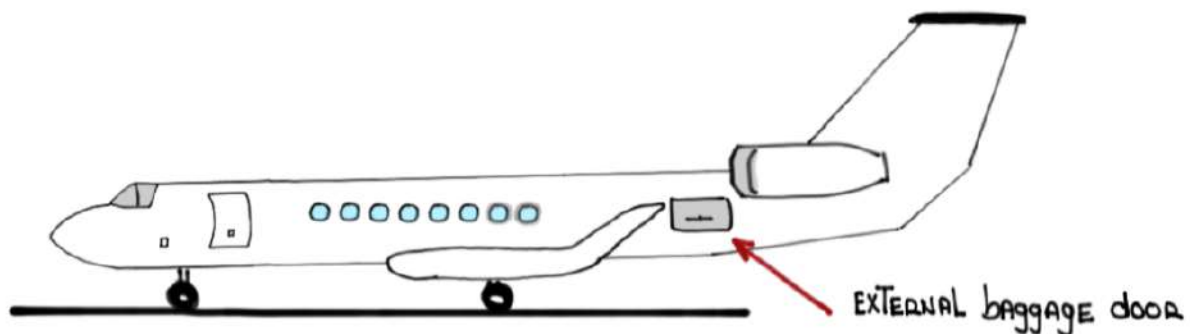


TO FACILITATE RESCUE OPERATIONS, AND DIFFERENTIATE THEM FROM OTHER WINDOWS, THE EEDS HAVE A GRAY RING AROUND THEM



## ④ BAGGAGE DOORS =

- THE EXTERNAL baggage door is a plug-type door which MOVES INWARD AND UPWARD
- IT CAN BE OPENED FROM INSIDE/OUTSIDE THE AIRCRAFT
- THE EXTERNAL baggage door USES A PASSIVE DOOR SEAL (DIFFERENTIAL PRESSURE)



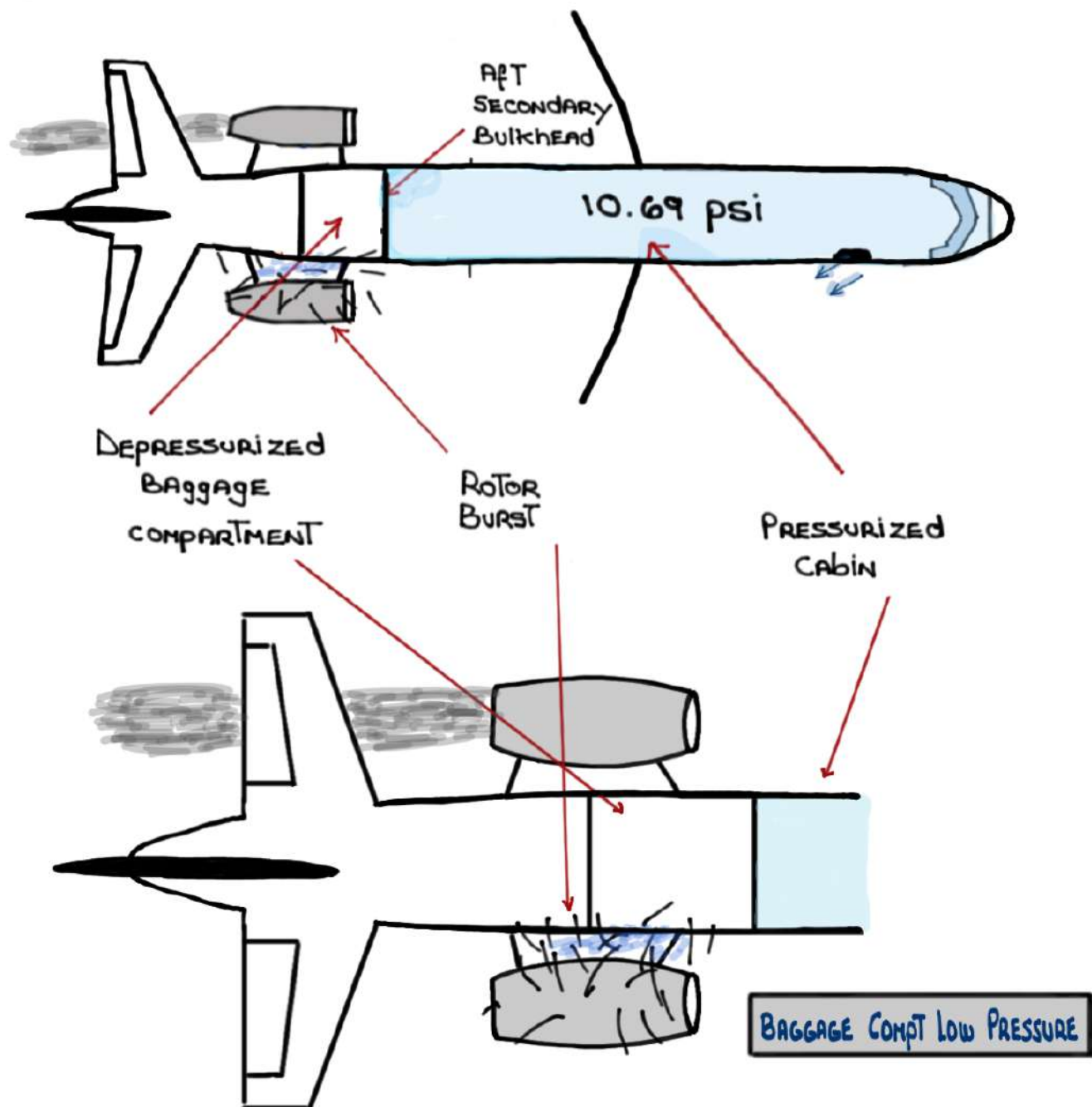
- EXTERNAL baggage door CAS MESSAGE:

EXTERNAL BAGGAGE DOOR

EXTERNAL baggage door open

CAS MESSAGE IS ACCOMPANIED BY A TWO-CHIME AURAL TONE

- The INTERNAL baggage door allows access to the baggage compartment while **inflight**
- The INTERNAL baggage door also serves as a secondary pressure bulkhead in case of rotor burst



- ACCESS TO THE BAGGAGE COMPARTMENT ON FAA AIRCRAFT IS RESTRICTED TO:

A) ASC 902: < 40,000'



B) ASC 903: < 45,000'

- INTERNAL BAGGAGE DOOR CAS MESSAGES:

A) ASC 902:

INTERNAL BAGGAGE DOOR INTERNAL BAGGAGE DOOR OPEN > 40,000'

INTERNAL BAGGAGE DOOR INTERNAL BAGGAGE DOOR OPEN < 40,000'

B) ASC 903:

INTERNAL BAGGAGE DOOR INTERNAL BAGGAGE DOOR OPEN > 45,000'

INTERNAL BAGGAGE DOOR INTERNAL BAGGAGE DOOR OPEN < 45,000'

- Access To The baggage compartment on EASA aircraft is restricted to:

UNRESTRICTED: < 40,000'

INTERNAL BAGGAGE DOOR INTERNAL baggage door open > 40,000'

INTERNAL BAGGAGE DOOR INTERNAL baggage door open < 40,000'

### ASC-075 LIMITED Inflight ACCESS

Opening INTERNAL baggage door ABOVE 40,000' GENERATES THE following CYAN CAS MESSAGE:

INTERNAL BAGGAGE DOOR

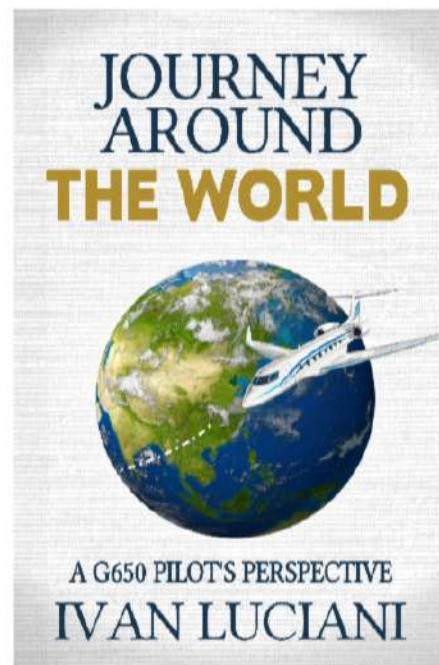
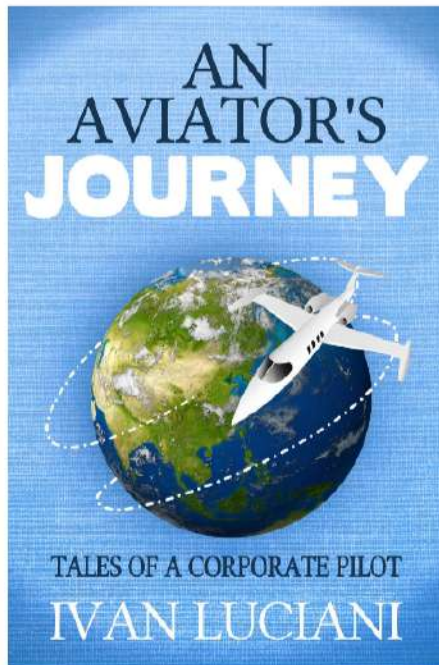
AFTER FIVE (5) MINUTES THE CYAN CAS MESSAGE TURNS AMBER AND THE **⊖ LIMITED ACCESS ⊖** ORDINANCE light will illuminate

INTERNAL BAGGAGE DOOR

**REMINDER:** these system notes are intended for study purposes only. Always refer to official Gulfstream manuals and other approved references when operating your aircraft.

NOTE: these system notes are updated from time to time and what is posted on Code450.com will always be the most recent version.

Questions, comments or errors...please do send me an email:  
[ivan@code7700.com](mailto:ivan@code7700.com)



Thank you!