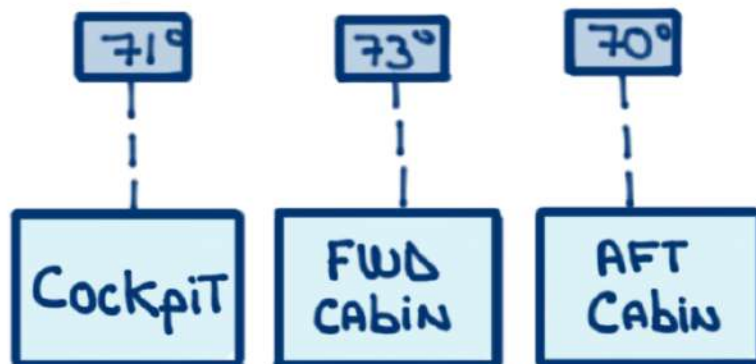
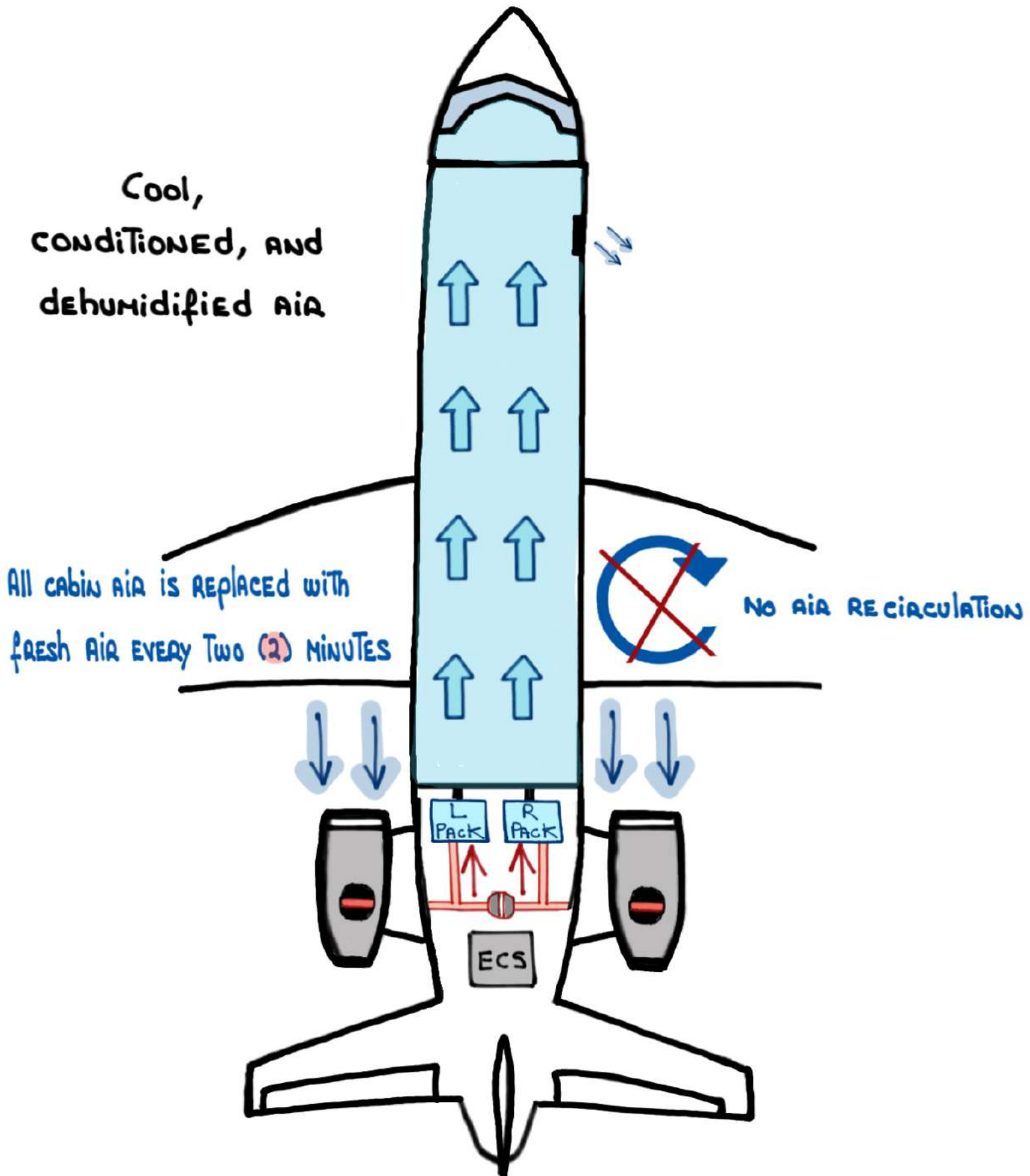


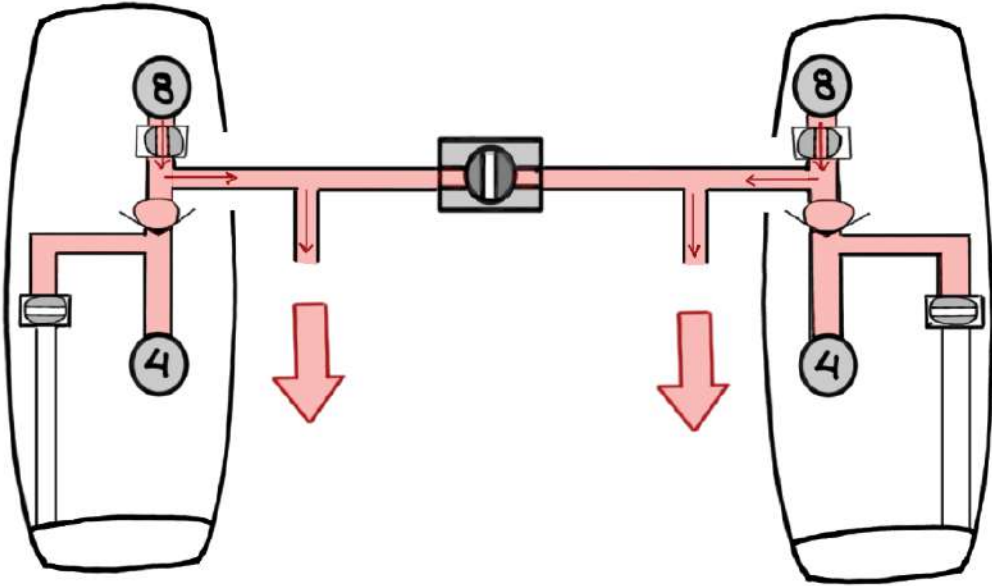
G500 AIR CONDITIONING SYSTEM



For study purposes only



PNEUMATIC SYSTEM



PROVIDES

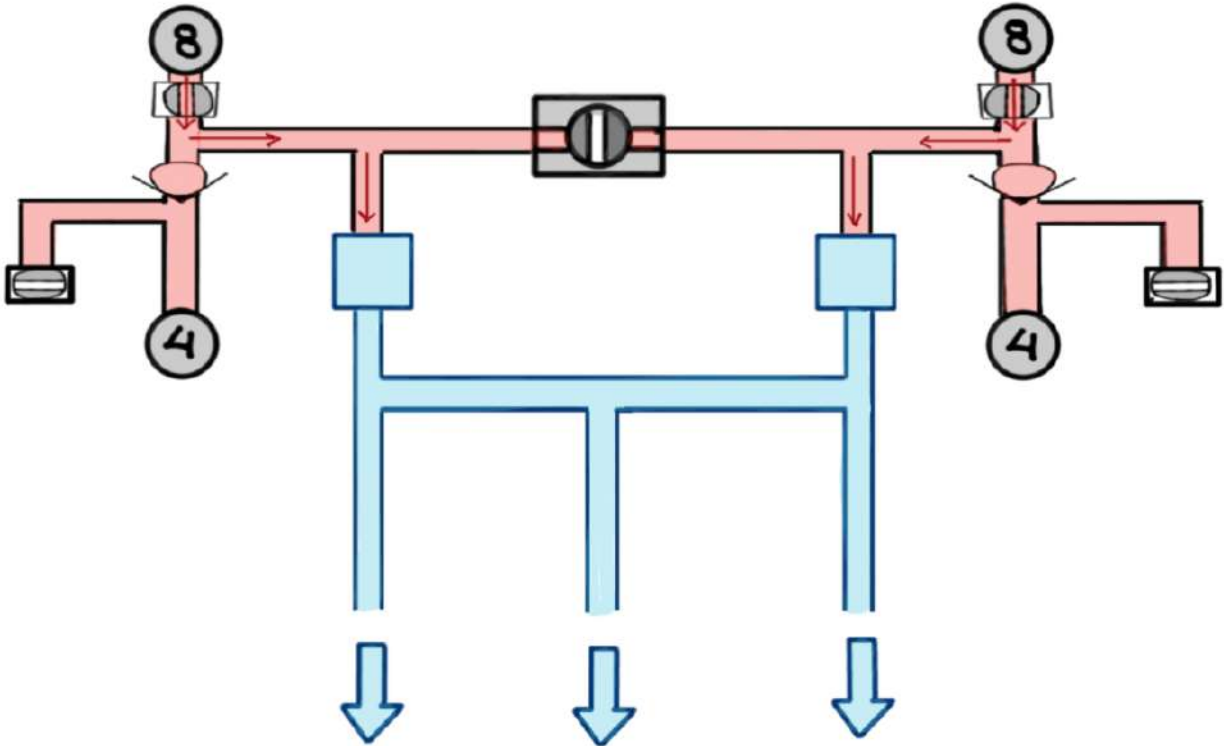
High PRESSURE Air
TEMPERATURE

(BLEED AIR MANIFOLD)



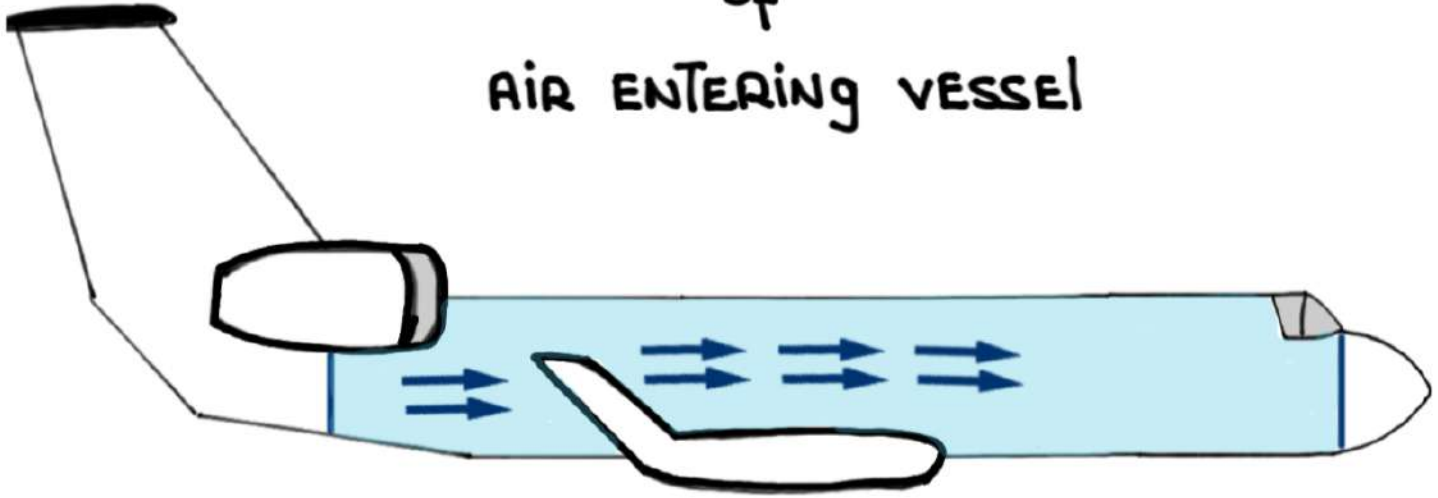
AIR CONDITIONING SYSTEM

Air Conditioning System



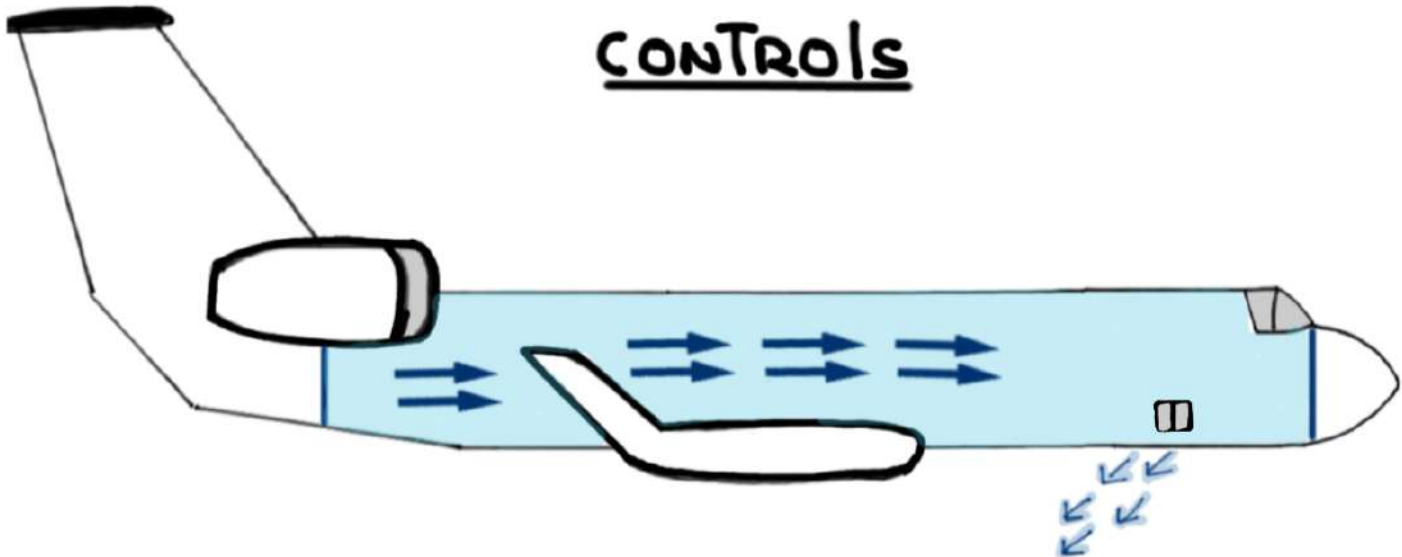
CONTROLS

Quality AND QUANTITY
of
AIR ENTERING VESSEL

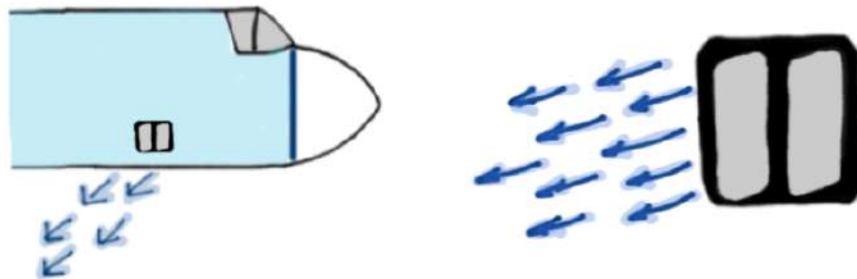


PRESSURIZATION SYSTEM

CONTROLS



CABIN AIR EXITING VESSEL VIA:

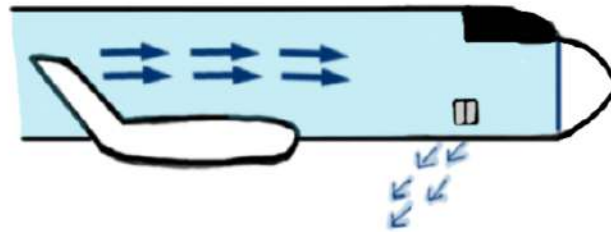


THRUST RECOVERY
OUTFLOW VALVE
(TROV)

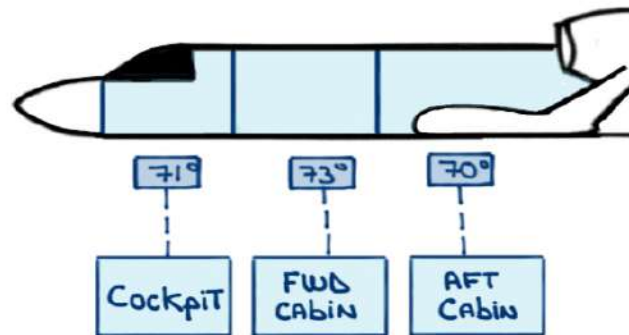
IN ORDER TO ACHIEVE
OPTIMUM CABIN PRESSURE

The Air Conditioning System has THREE (3) main functions:

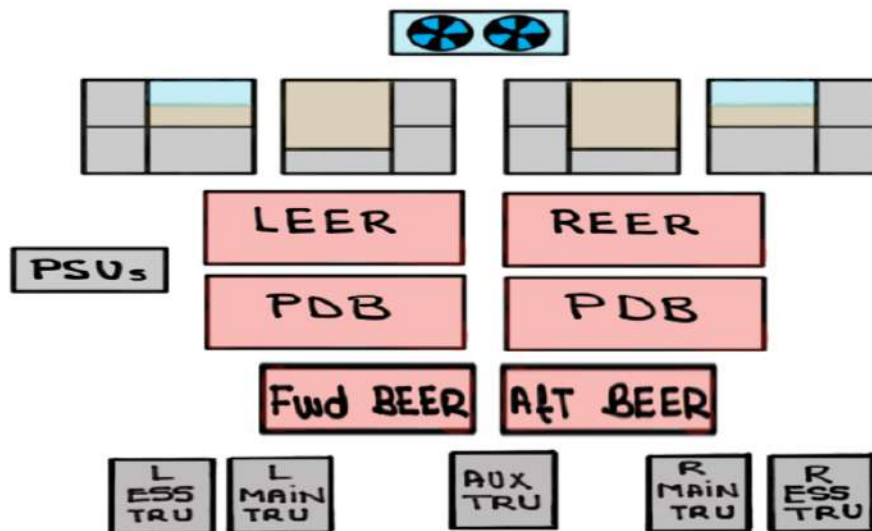
① Airflow control for use by the Pressurization System



② Cabin and cockpit temperature control



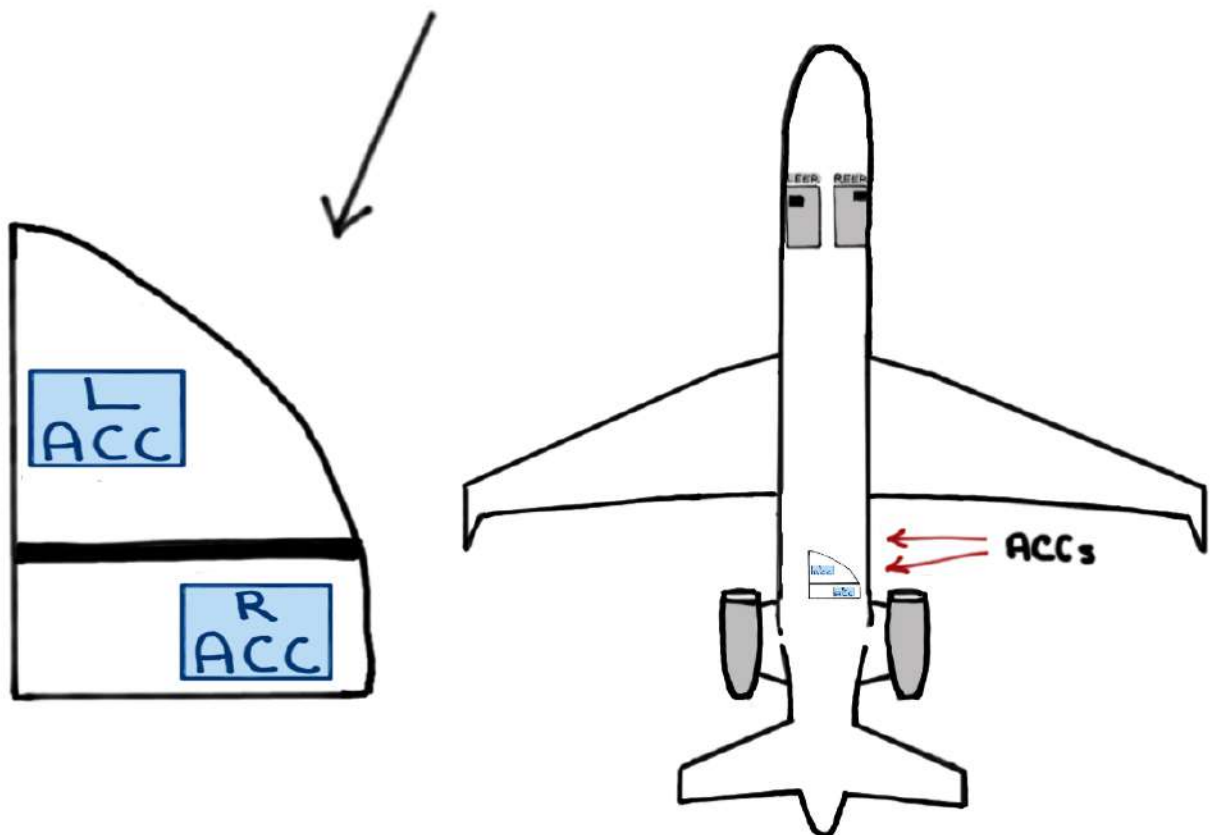
③ Equipment cooling



Two (2) IDENTICAL AND INTERCHANGEABLE MICROPROCESSORS, THE AIR CONDITIONING CONTROLLERS (ACC), MAKE ALL THE LOGICAL DECISIONS ASSOCIATED WITH THE AIR CONDITIONING SYSTEM



They ARE LOCATED IN THE **BEER** NEXT TO THE BLEED AIR CONTROLLERS (FORWARD RIGHT WALL)



Modular Avionics Units

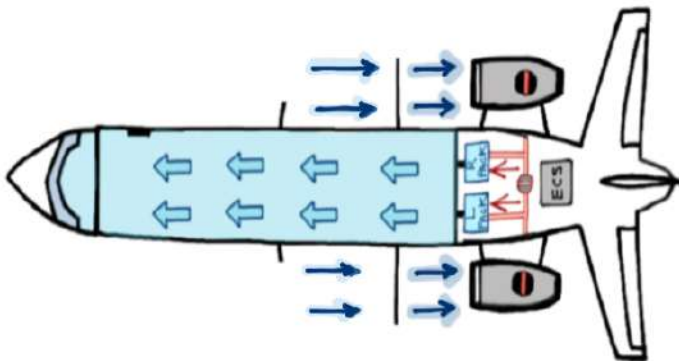
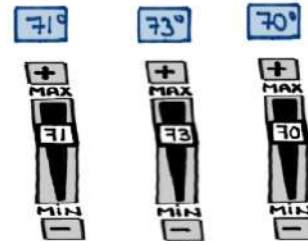
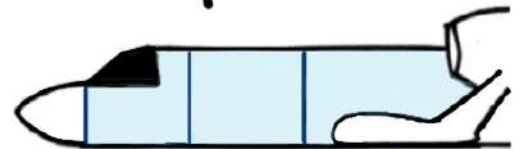


PRODUCE

CONTROL

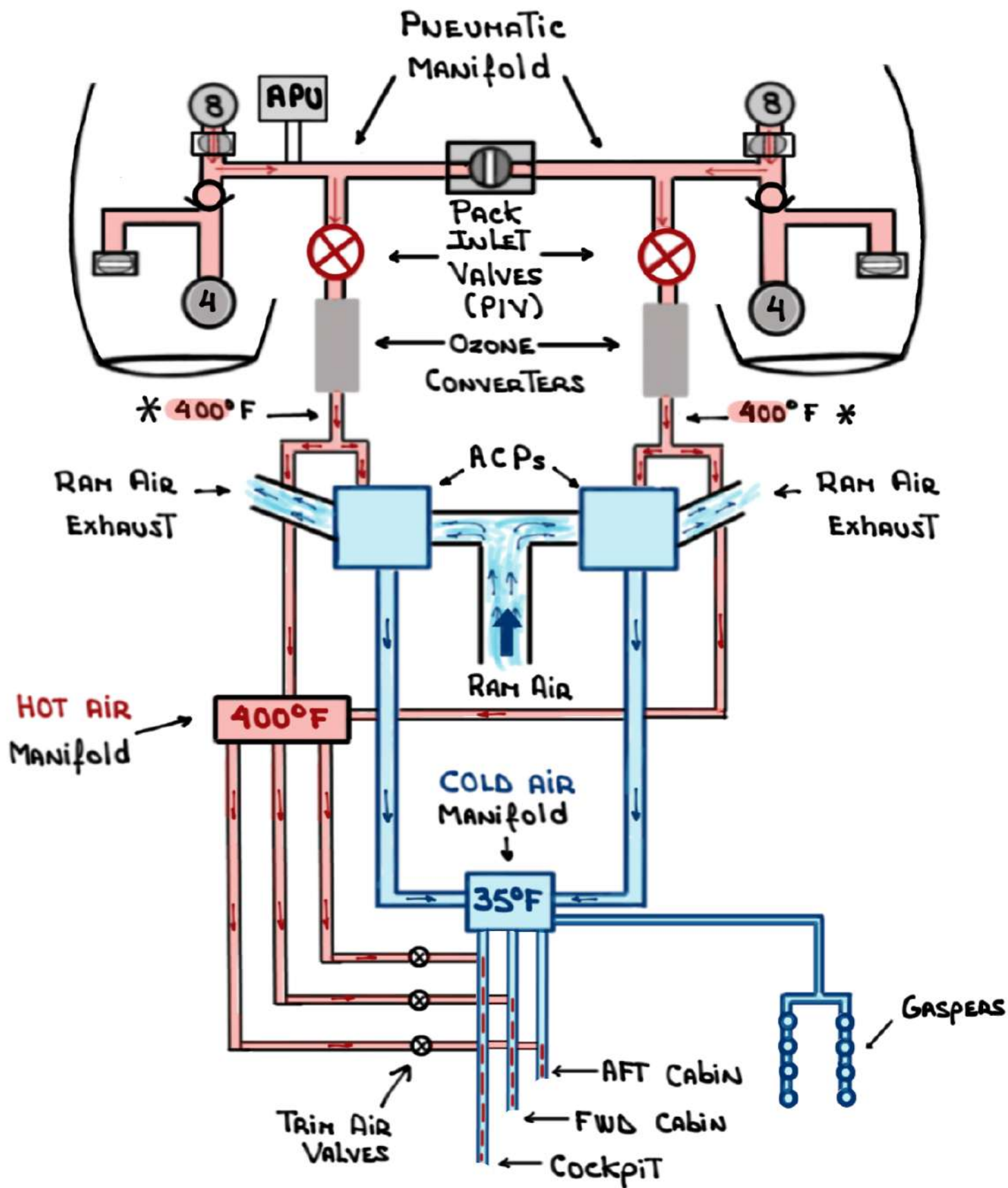
Cool,
CONDITIONED, AND
DEHUMIDIFIED AIR

Cockpit / CABIN
TEMPERATURE

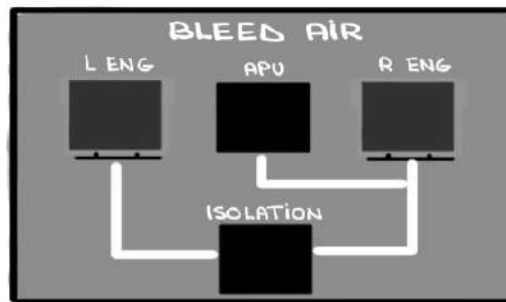


R ACC = Cockpit only

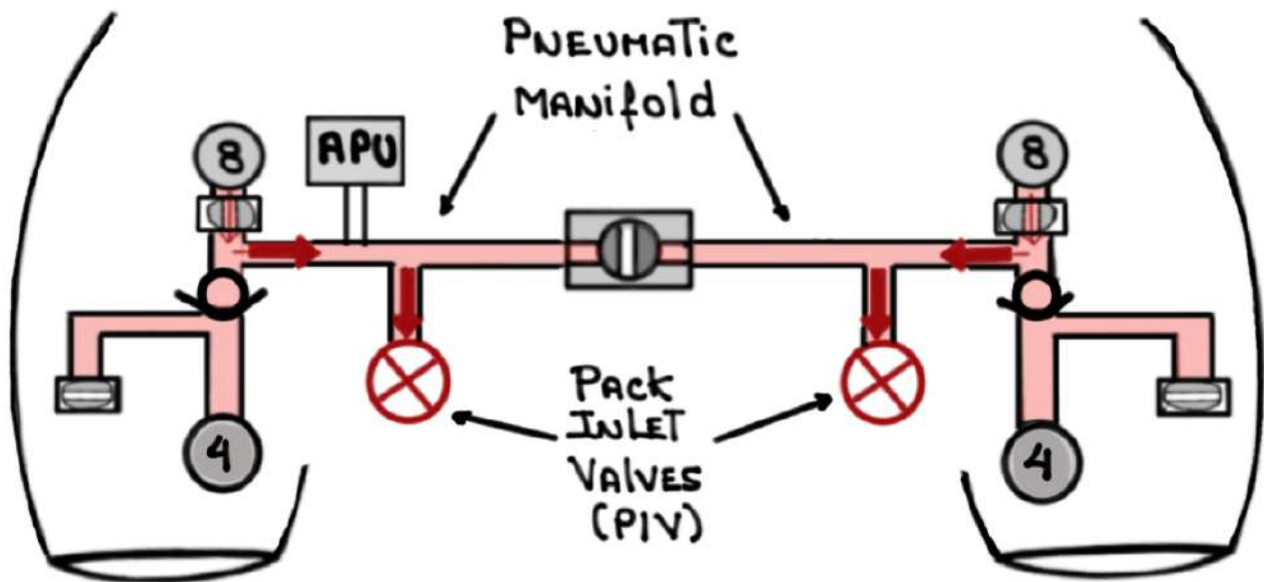
L ACC = FWD/AFT CABIN



* 500°F if single bleed OR single wing anti-ice operation



The PNEUMATIC SYSTEM provides **High PRESSURE** AND **High TEMPERATURE** AIR VIA THE PNEUMATIC MANIFOLD





THE PACK INLET VALVES (PIV) ALLOW AIR FROM THE RESPECTIVE LEFT OR RIGHT MANIFOLD TO ENTER THE AIR CONDITIONING SYSTEM

THE PIVs ARE ELECTRICALLY-CONTROLLED AND PNEUMATICALLY-OPERATED. THEY ARE SPRING-LOADED TO BE FAILSAFE OPEN

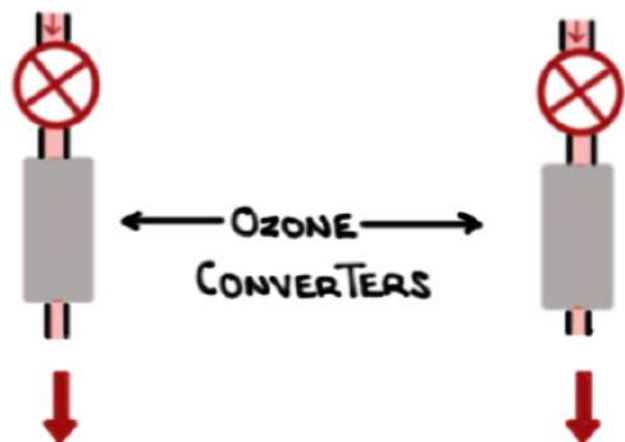
THE PIVS CAN BE MANUALLY OPEN OR CLOSED VIA THEIR RESPECTIVE PACK SWITCHES ON ANY OF THE (3) THREE OVERHEAD PANEL TOUCH SCREENS (OHPTS)



(DEFAULT SWITCH STATE - ON)

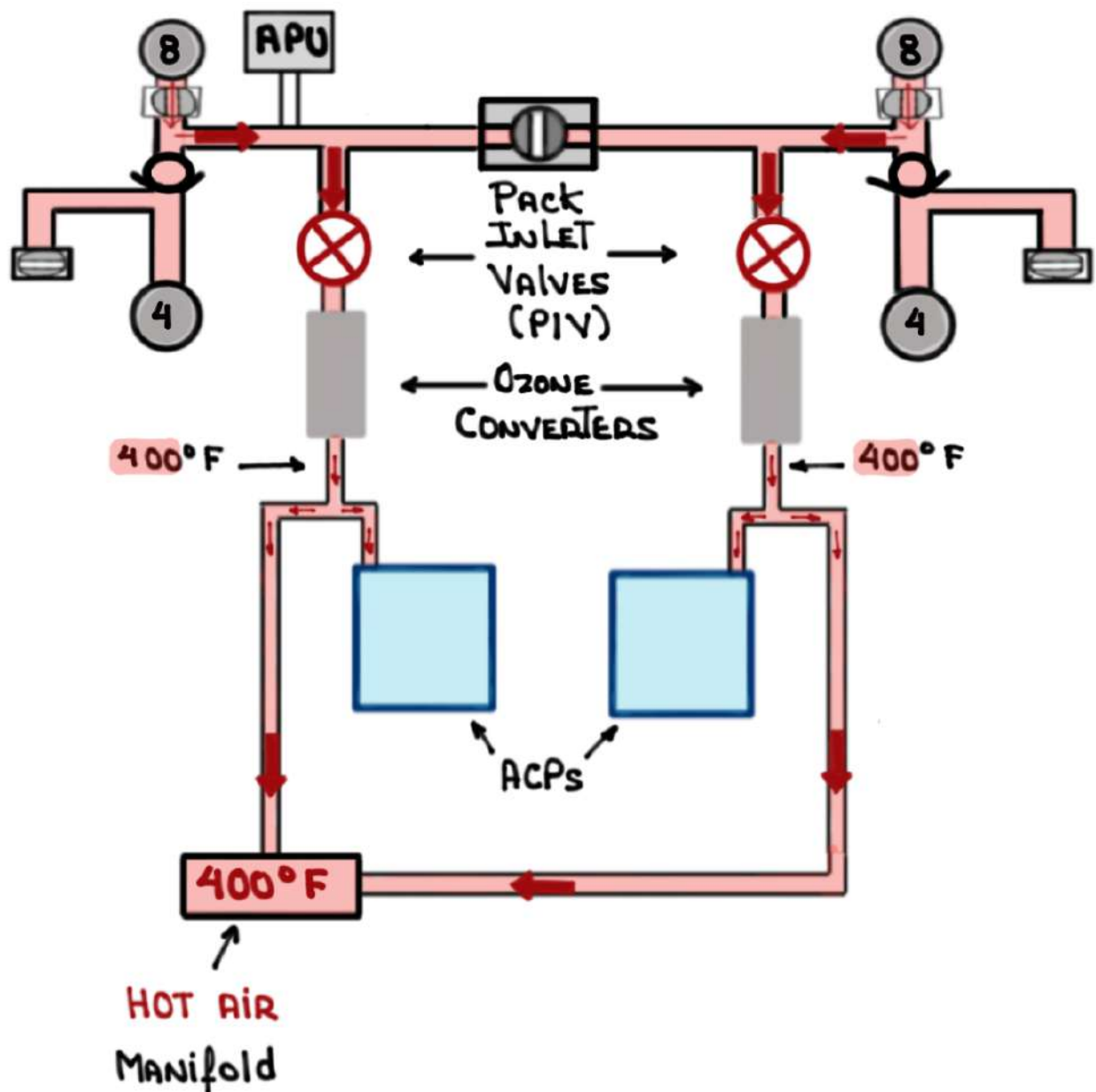
WHEN THE PIVS ARE COMMANDED OPEN THE   CONTROL THEIR RESPECTIVE PACK VALVE TO MODULATE THE AIRFLOW BASED ON CONDITIONS AND REQUIREMENTS

OZONE CONVERTERS REMOVE POSSIBLE HIGH CONCENTRATIONS OF OZONE BY CONVERTING OZONE (O_3) TO OXYGEN (O_2) TO ENHANCE PASSENGER COMFORT

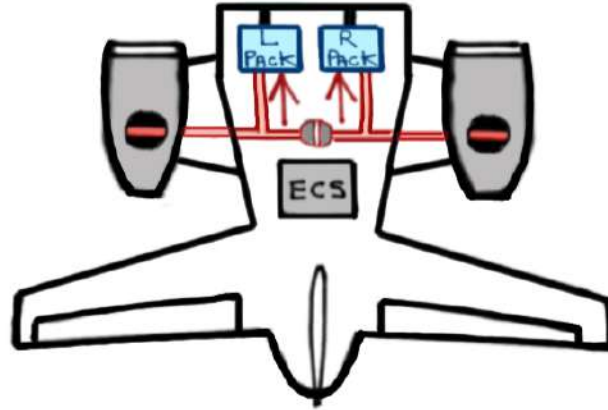


Air flows Through The PIVs and divides into Two (2) SEPARATE flows:

1. Air Conditioning Pack (ACP), and
2. HOT AIR Manifold



The **L Pack** **R Pack** ARE IDENTICAL AND ARE LOCATED IN THE TAIL COMPARTMENT



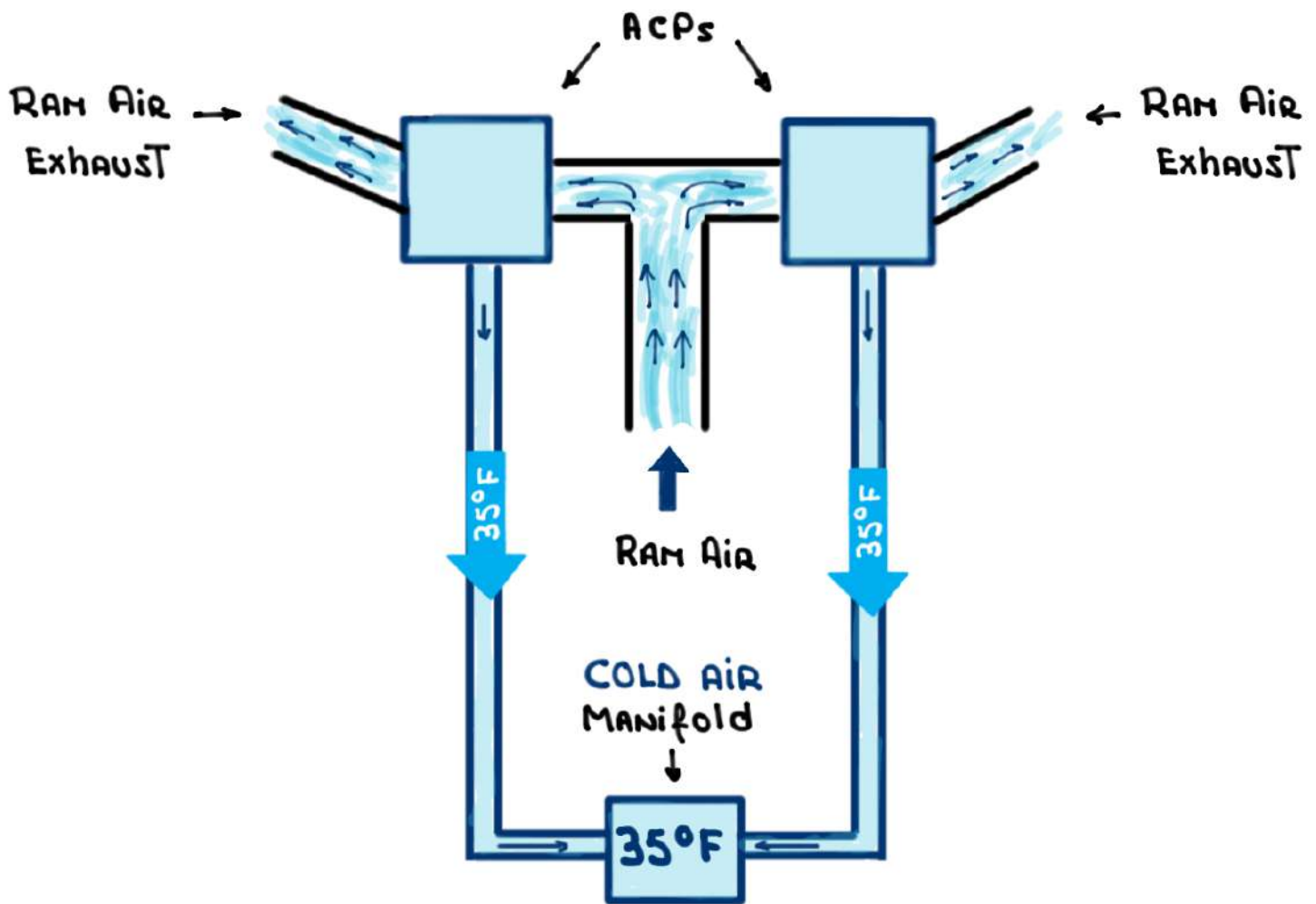
They ARE PNEUMATICALLY-POWERED by **High PRESSURE** AND **High TEMPERATURE** AIR (4TH OR 8TH STAGE BLEED AIR OR APU BLEED AIR)

They PRODUCE COOL, CONDITIONED AND DEHUMIDIFIED AIR

Each ACP is MONITORED AND CONTROLLED BY THEIR RESPECTIVE AIR CONDITIONING CONTROLLER (ACC)



Air THAT ENTERS THE ACPs IS COOLED DOWN TO **35°F** AND SUPPLIED TO THE COLD AIR MANIFOLD

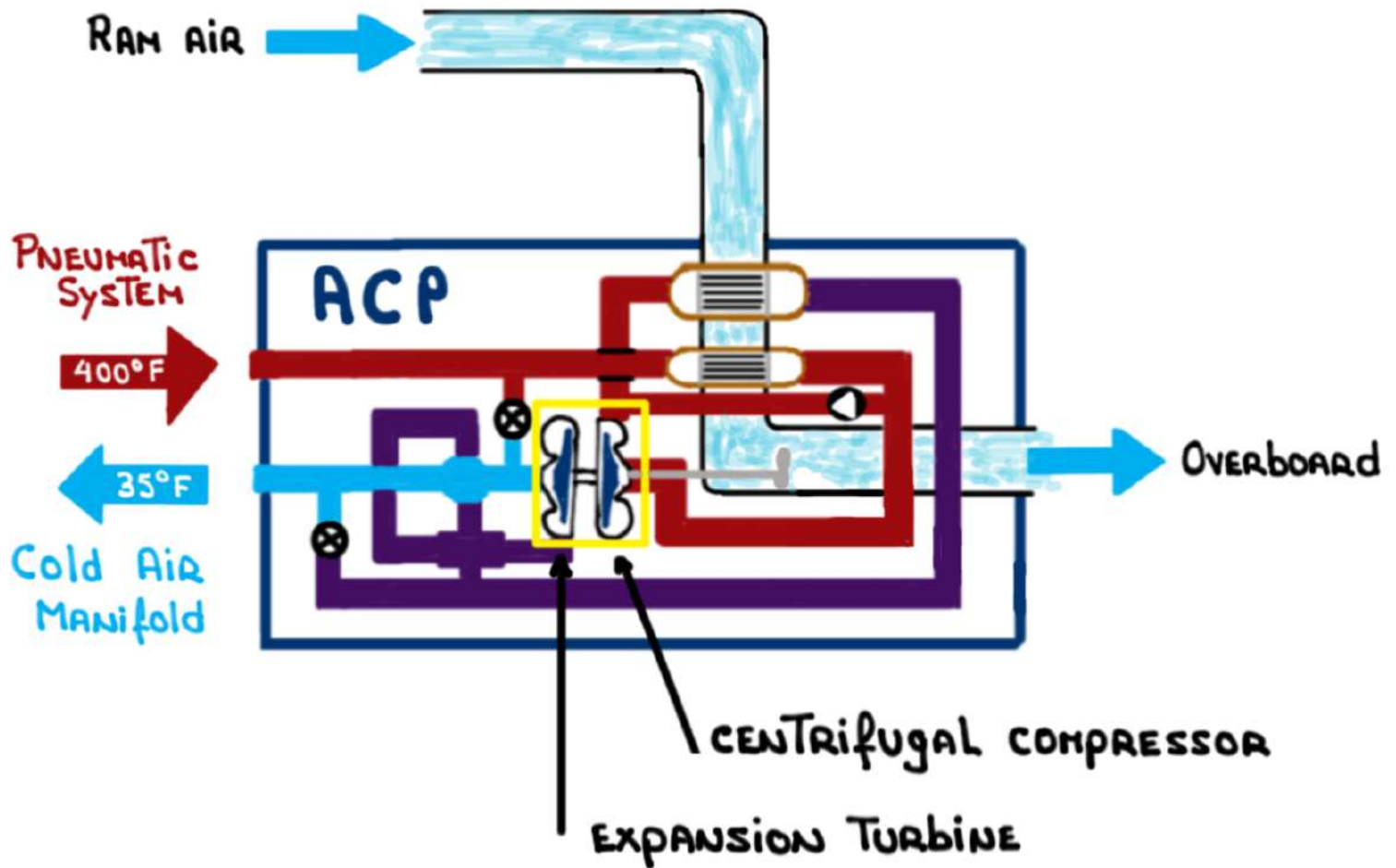


To cool the supplied bleed air the ACMs use a combination of:

- AN AIR CYCLE MACHINE (COOLING TURBINE), AND
- A HEAT EXCHANGER

- Air Cycle Machine (ACM):

The ACM, TOGETHER WITH THE HEAT EXCHANGERS, IS A SUB COMPONENT OF THE ACP



AN ACM IS AN OPEN CYCLE SYSTEM THAT USES AIR AS COOLING AGENT (NO FREON OR ANY OTHER TYPE OF REFRIGERANT IS USED)

BLEED AIR FROM THE ENGINES OR THE APU IS DIRECTED TO THE PRIMARY HEAT EXCHANGER. OUTSIDE AIR AT AMBIENT TEMPERATURE IS USED TO COOL THE BLEED AIR

THE COOLED BLEED AIR IS THEN ROUTED TO THE CENTRIFUGAL COMPRESSOR WHICH COMPRESSES IT RAISING ITS TEMPERATURE

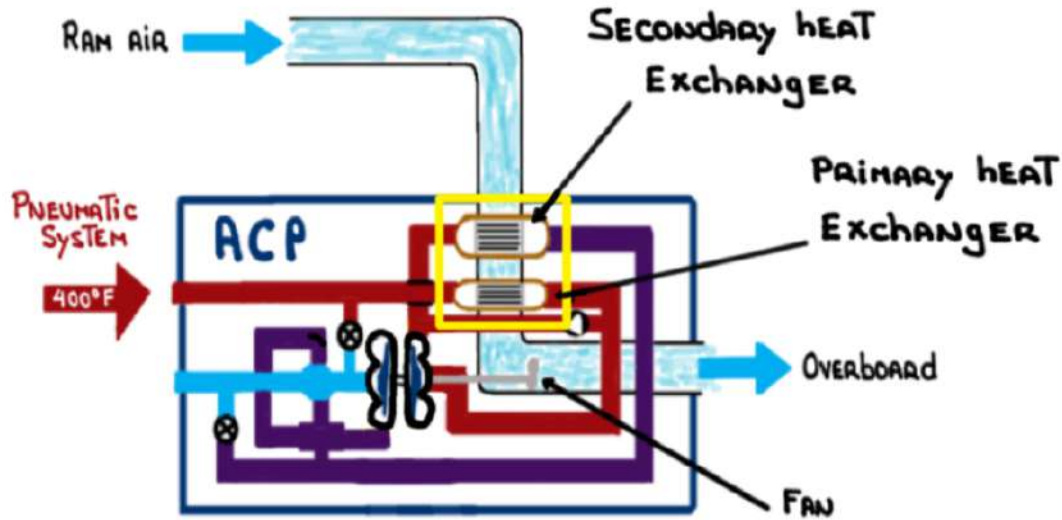
THE COMPRESSED HEATED AIR IS THEN ROUTED TO THE SECONDARY HEAT EXCHANGER FOR COOLING

THE COMPRESSED, COOLED AIR IS THEN ROUTED TO THE TURBINE WHICH EXTRACTS HEAT AS THE AIR EXPANDS

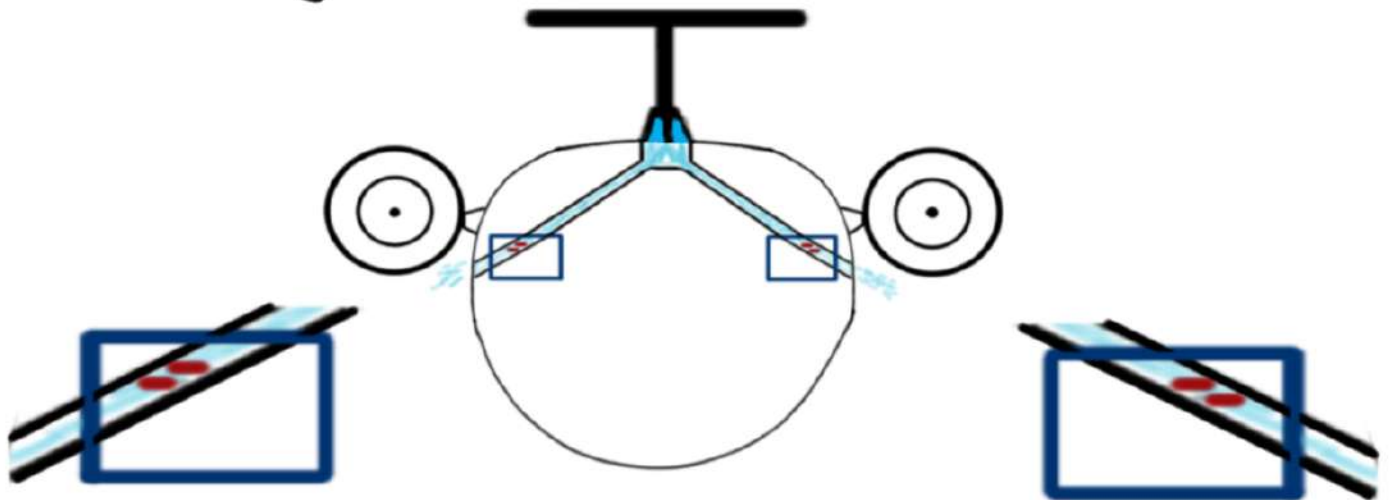
THE TURBINE DRIVES THE COMPRESSOR VIA A SHAFT AND THE COMPRESSOR DRIVES THE PLENUM FAN

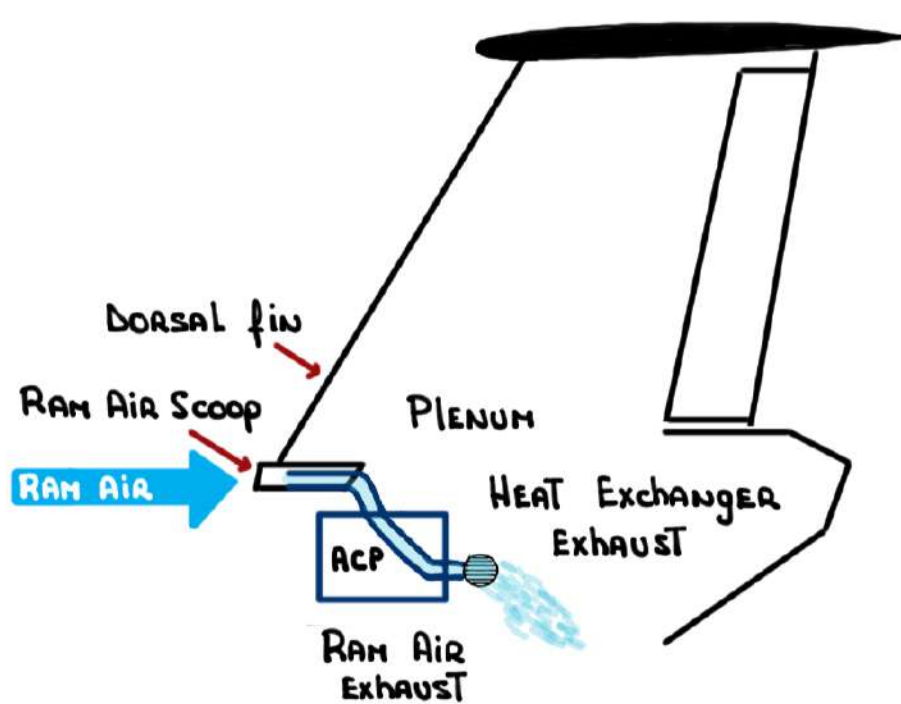
THE COOLED AIR IS THEN DEHUMIDIFIED BY A WATER EXTRACTOR WHICH SPRAYS THE CONDENSATION INTO THE HEAT EXCHANGER DUCT FURTHERING THE COOLING PROCESS

- Air-To-Air HEAT EXCHANGERS:

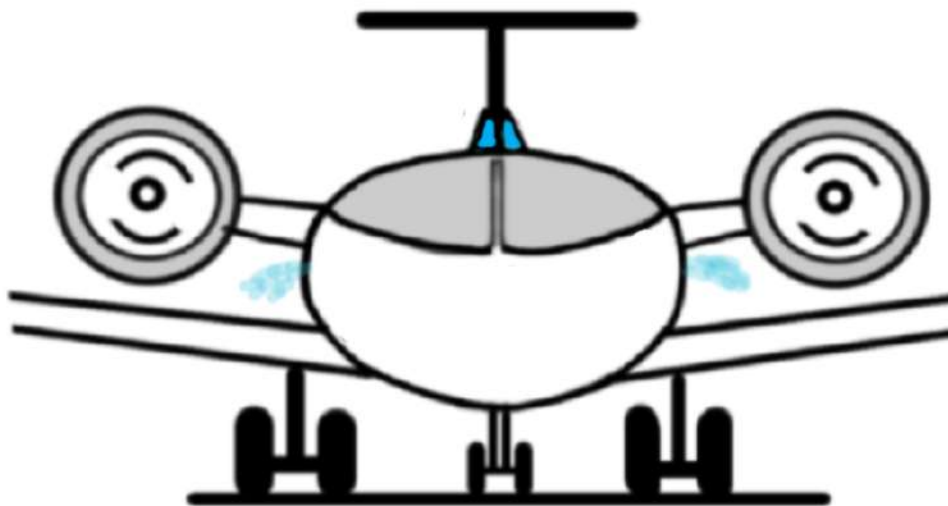


Outside air is forced into dorsal fin scoop while in flight. This air is DELIVERED via a dual-ducted plenum to the ACPs' PRIMARY AND SECONDARY HEAT EXCHANGERS

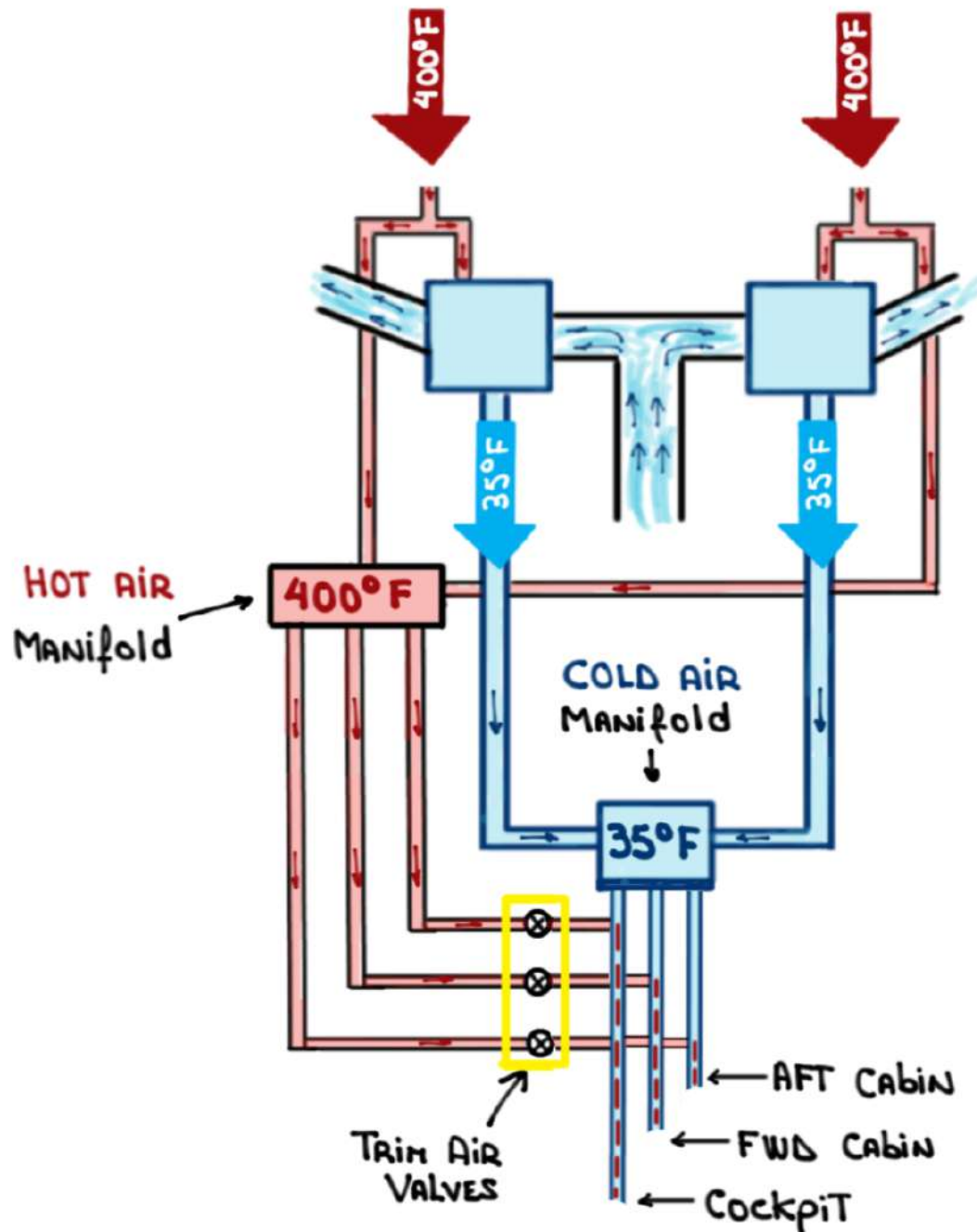




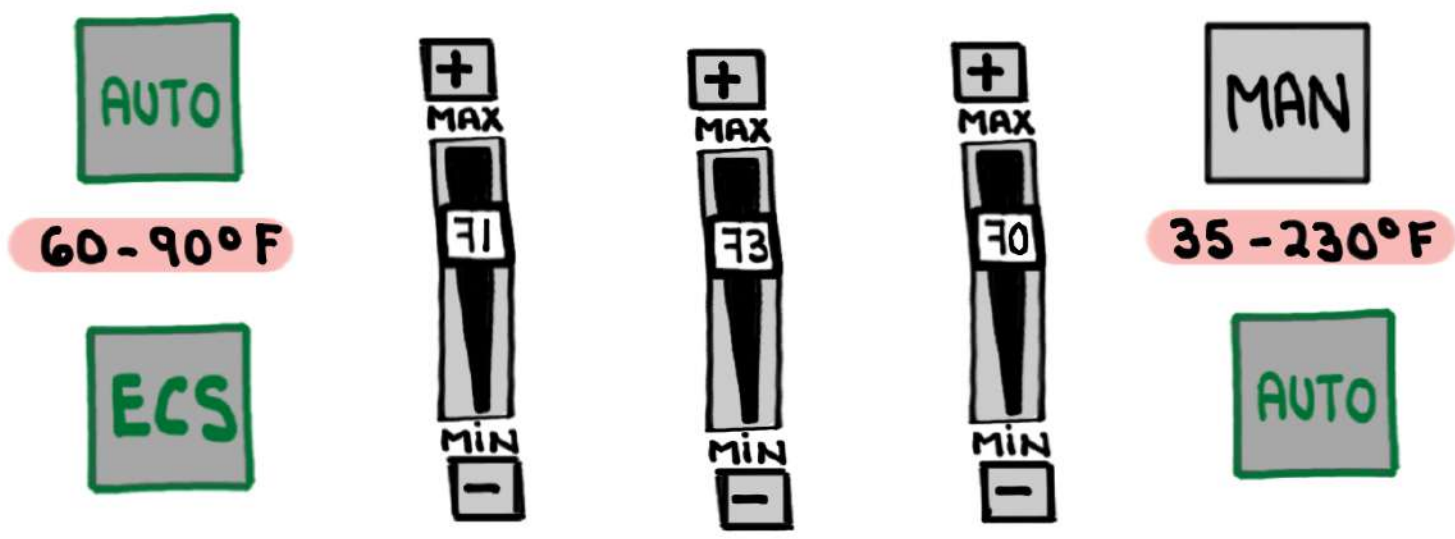
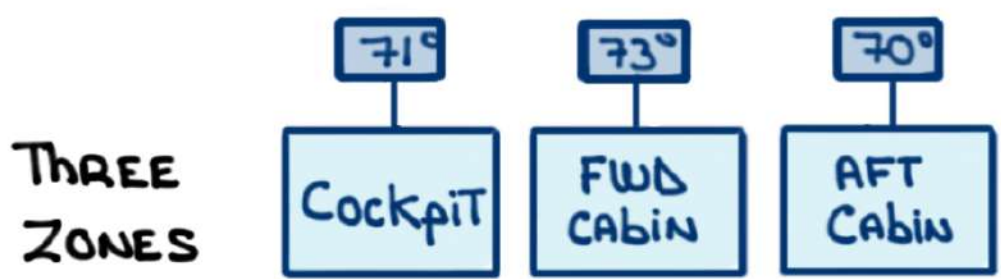
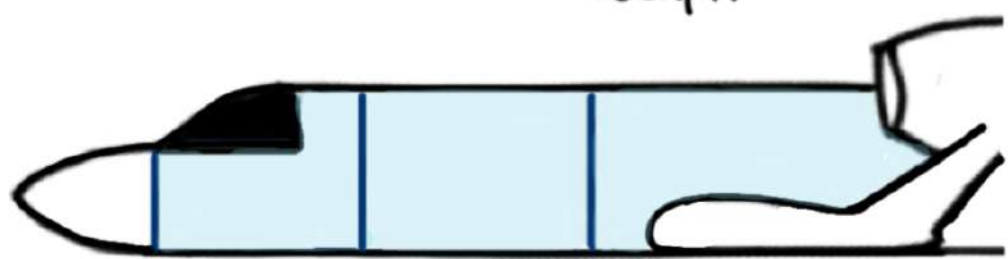
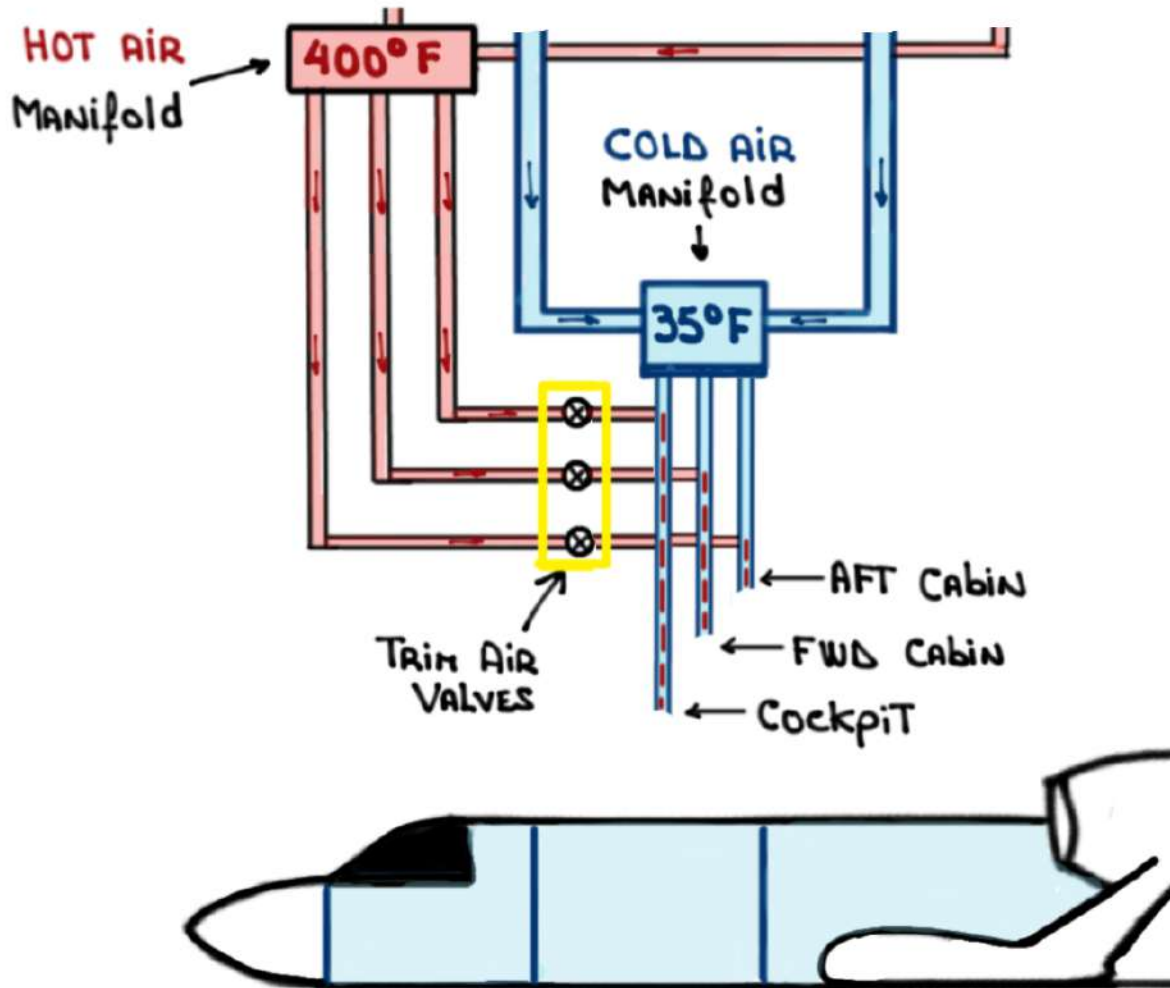
AFTER flowing by THE HEAT EXCHANGERS THE airflow is VENTED OVERBOARD THROUGH EXHAUST PORTS LOCATED ON THE AFT SIDE OF THE FUSELAGE



DURING **ground** operations cooling airflow TO THE HEAT EXCHANGER IS CREATED BY A FAN. THE FAN IS DRIVEN BY THE COMPRESSOR SECTION OF THE ACM

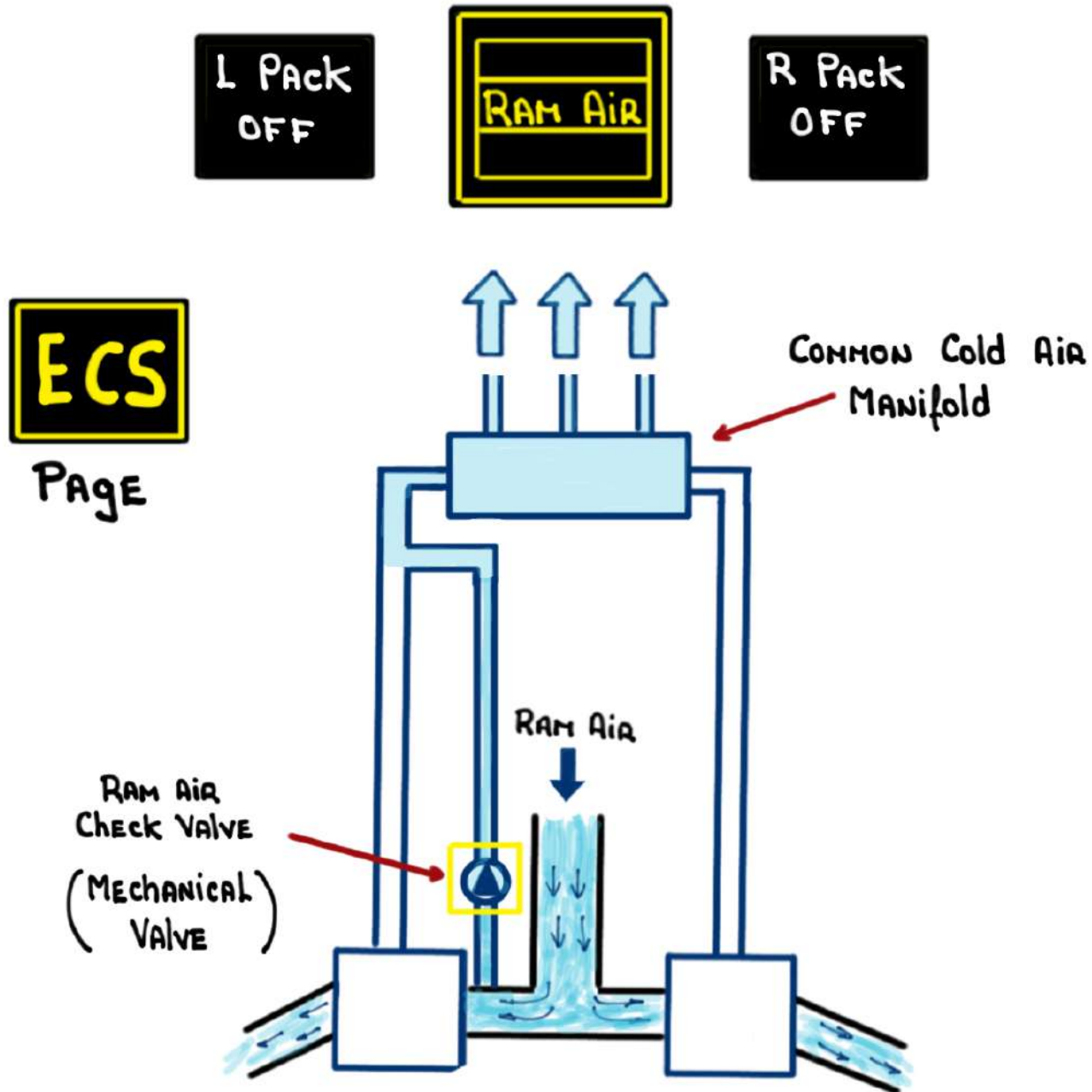


THE TRIM AIR VALVES ARE MODULATED, EITHER MANUALLY OR AUTOMATICALLY, TO MIX **HOT AIR MANIFOLD** AIR (400°F) WITH AIR FROM THE COMMON **COLD AIR MANIFOLD** (35°F) IN ORDER TO OBTAIN THE DESIRED ZONE TEMPERATURE



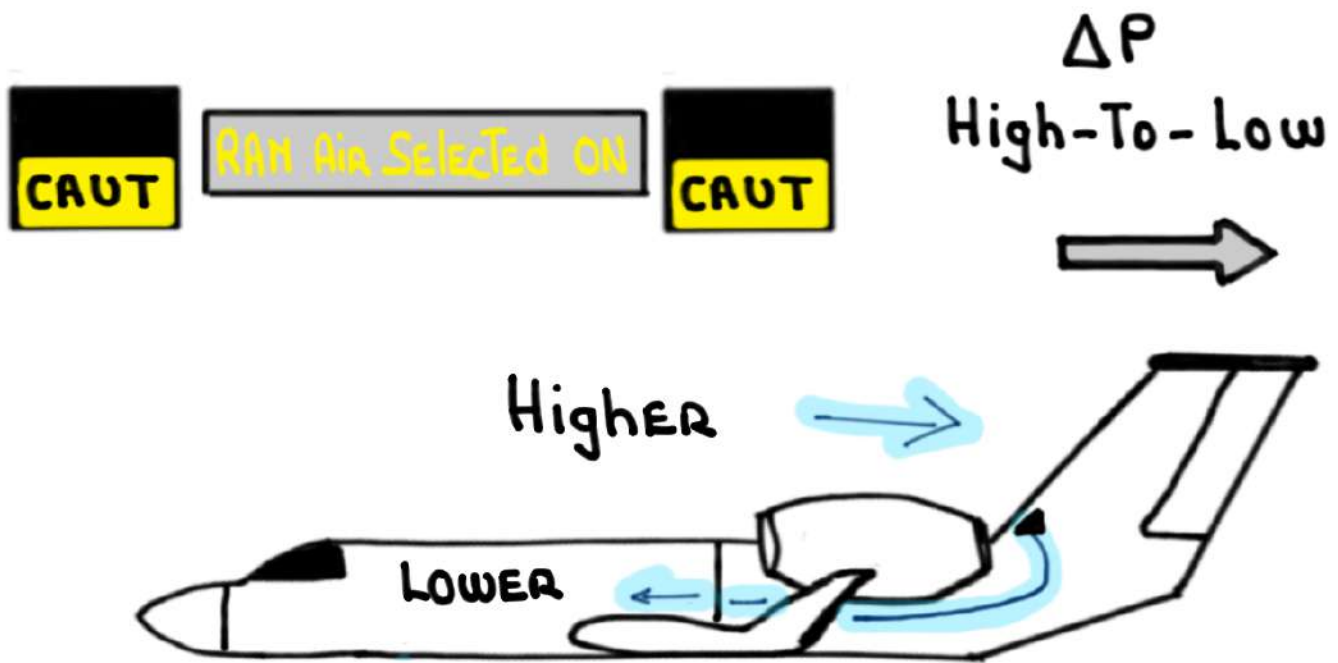
RAM Air Switch

When RAM Air is selected ON both PACKS ARE TURNED OFF AND THE PIVS CLOSE



The check valve opens only when RAM air PRESSURE is GREATER THAN CABIN AIR PRESSURE

RAM AIR PRESSURE > CABIN AIR PRESSURE



RAM AIR valve
OPEN



RAM AIR valve
CLOSE



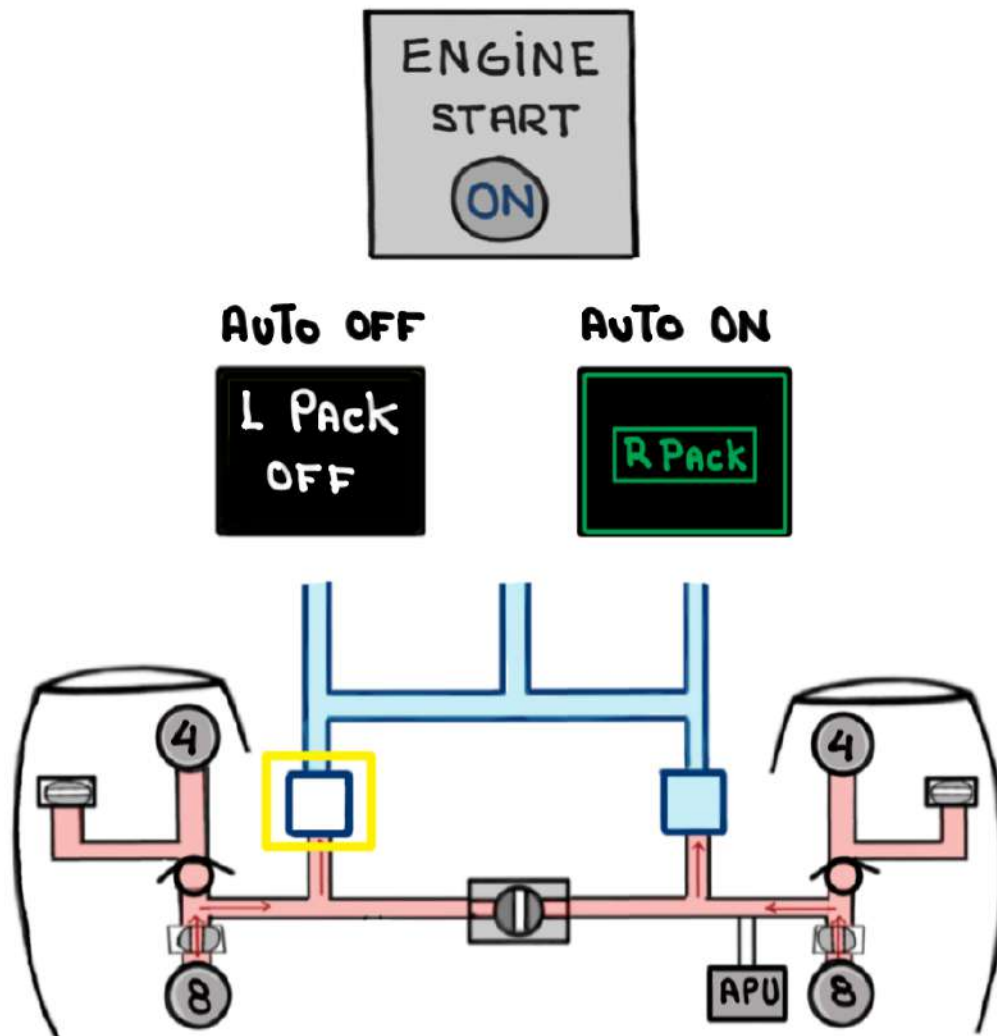
CONDITIONS THAT MAY REQUIRE ITS USE:

- OVERPRESSURIZATION DUE TO LOSS OF SYSTEM CONTROL
- SMOKE REMOVAL FROM THE AIRCRAFT INTERIOR
- DITCHING OVER WATER

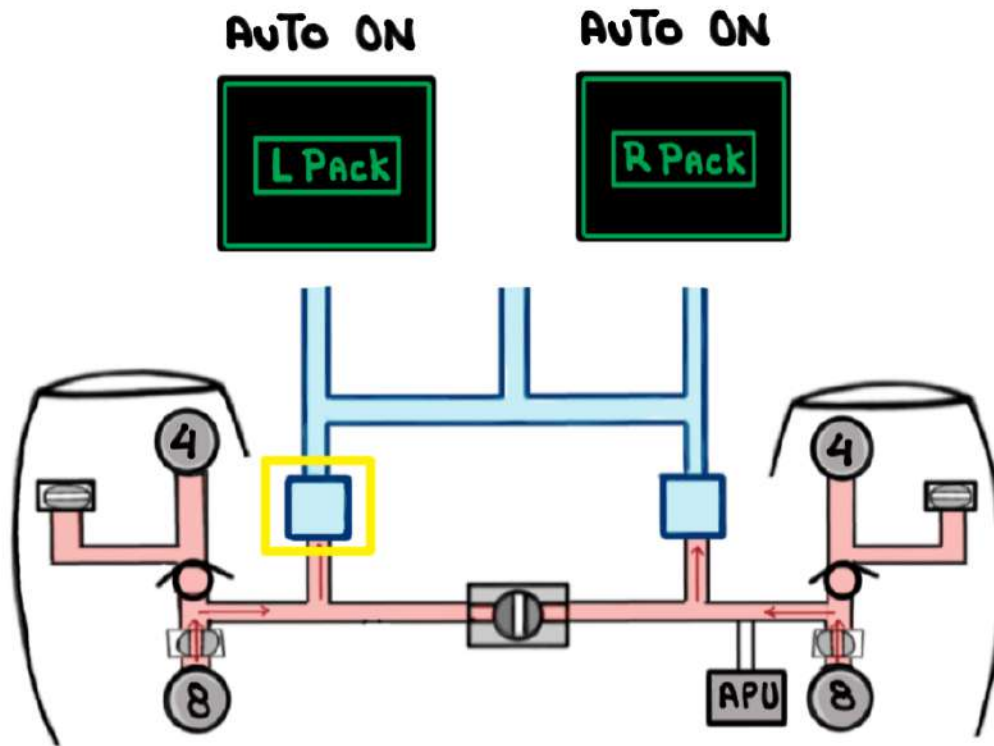
ENGINE START

DURING ENGINE START THE **L Pack** **R Pack** ARE CONTROLLED BY THE DATA CONCENTRATION NETWORK (DCN)

WHEN THE ENGINE START BOTTON IS PRESSED THE L PACK IS AUTOMATICALLY SWITCHED OFF. THE R PACK REMAINS ON FOR PASSENGER COMFORT

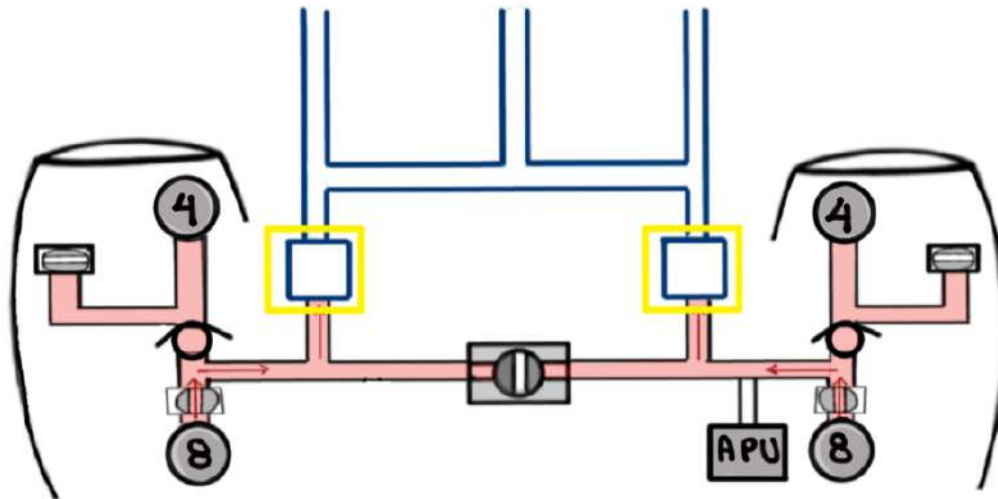
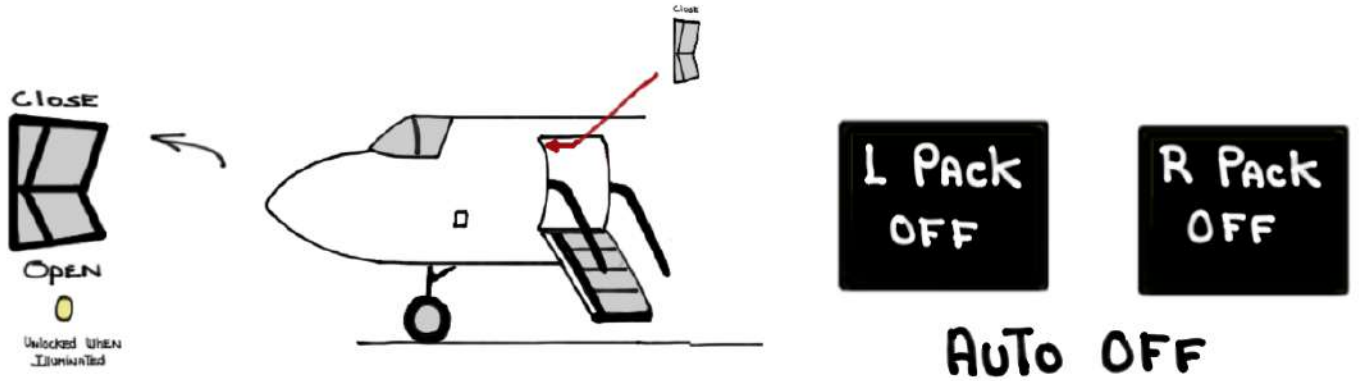


TEN (10) SECONDS AFTER THE STARTER AIR VALVE (SAV) CLOSSES THE L PACK AUTOMATICALLY COMES ON



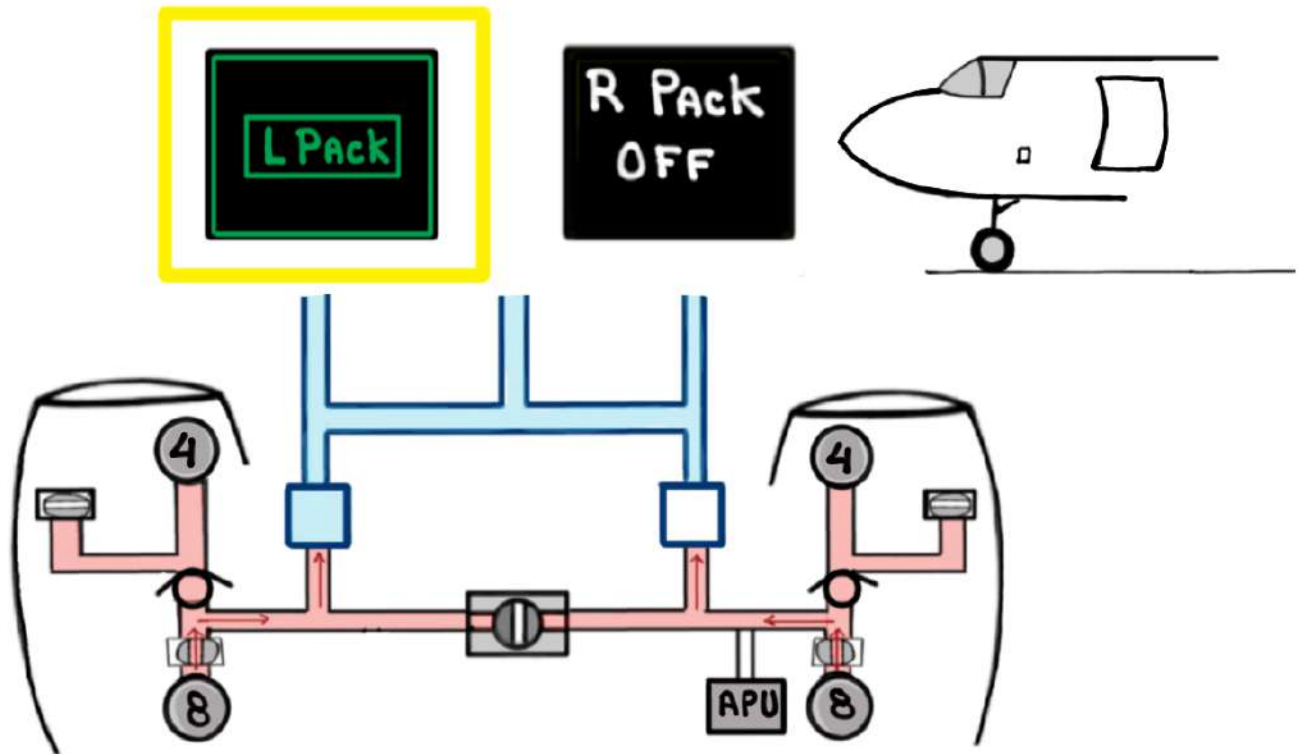
MAIN ENTRANCE DOOR

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

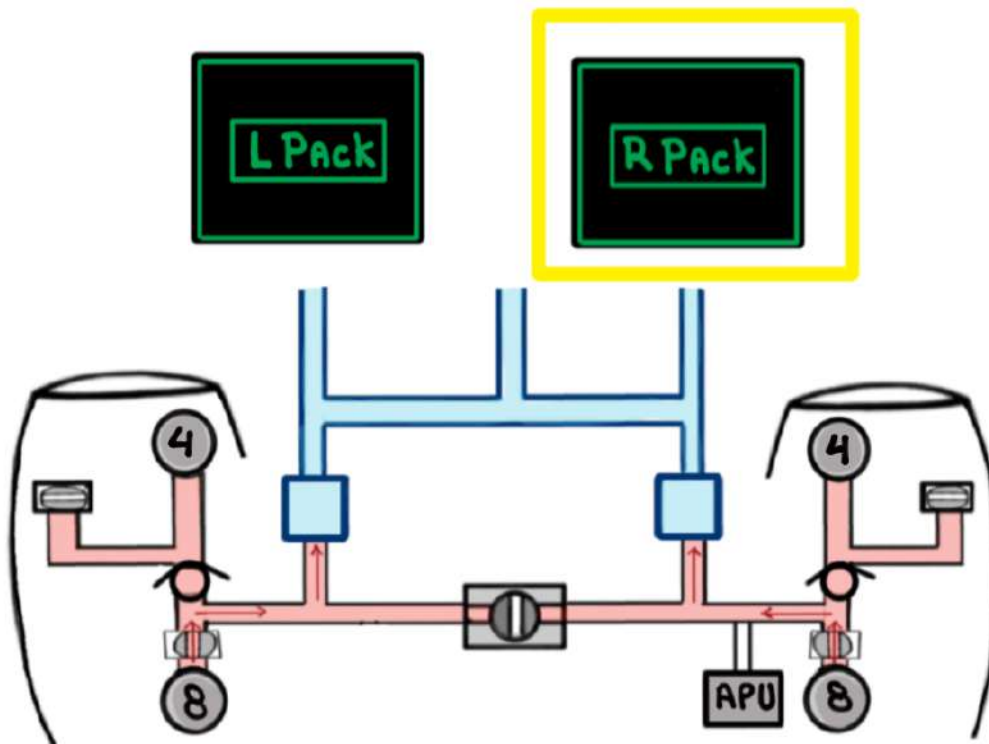


This facilitates the latching and locking of
the MED by MOMENTARILY STOPPING CABIN
PRESSURIZATION

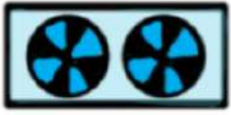
ONCE THE MED IS closed The L Pack COMES ON

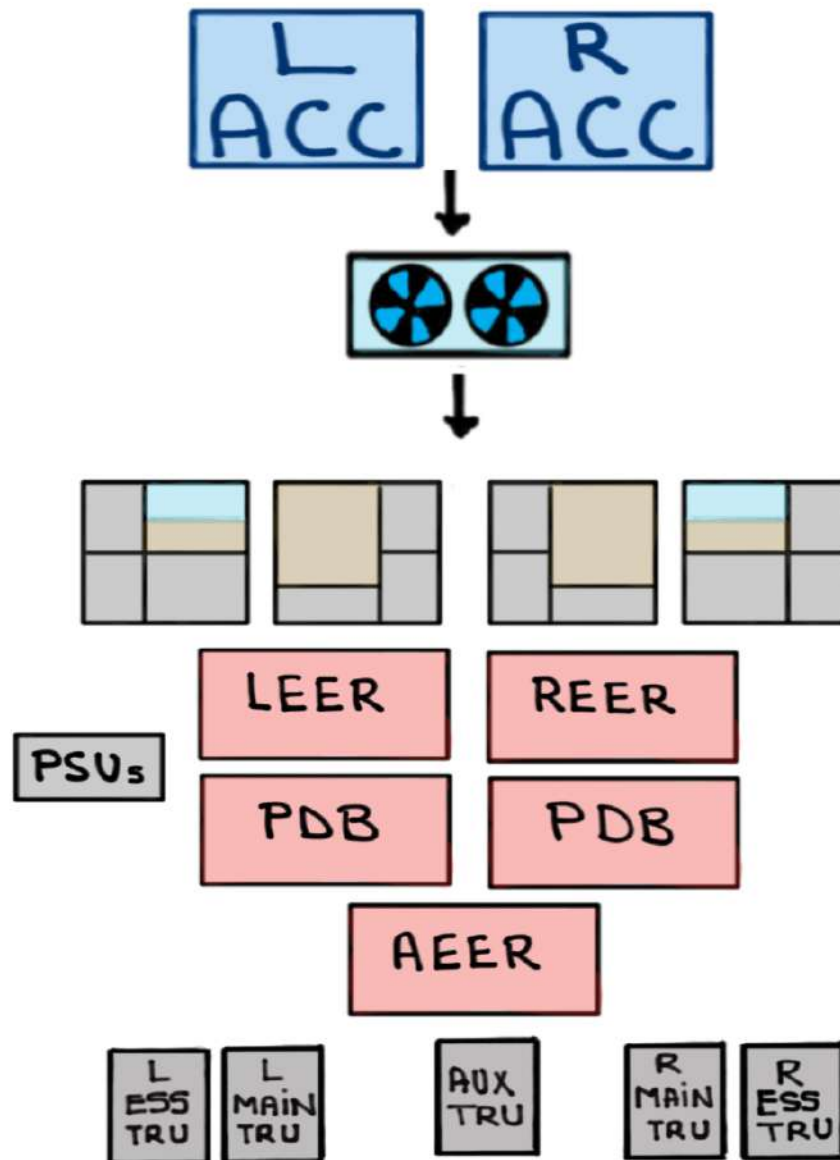


FIVE (5) SECONDS LATER THE R PACK COMES ON



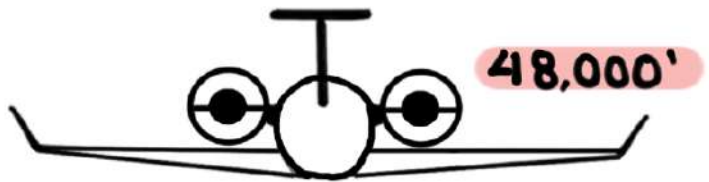
EQUIPMENT COOLING Sub-system

The ACPs provide airflow to equipment cooling fans  for various sections of the aircraft that house electronic equipment in order to dissipate **HEAT**

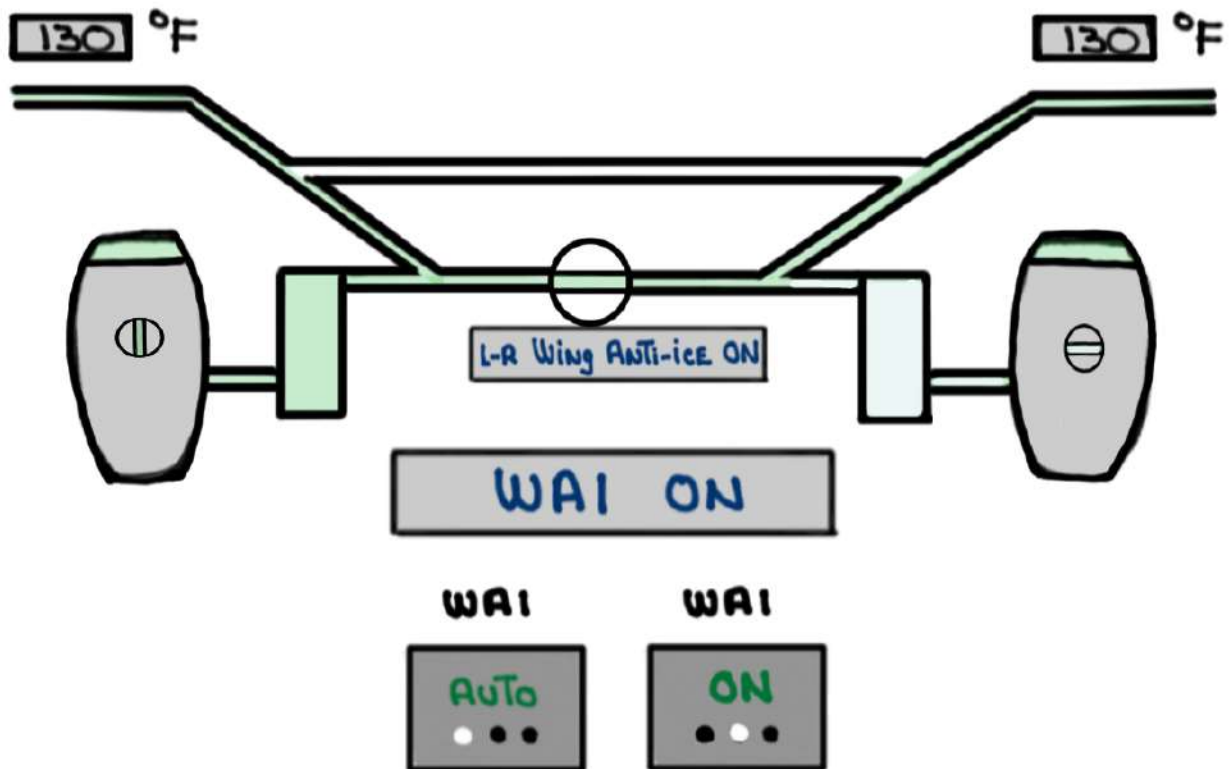
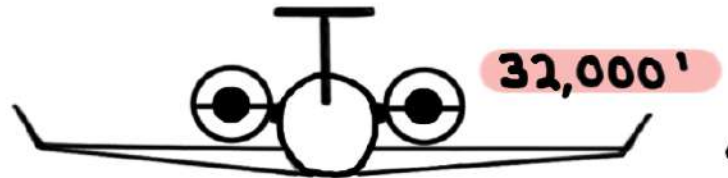


Single ACP OPERATIONS

① MAXIMUM ALTITUDE

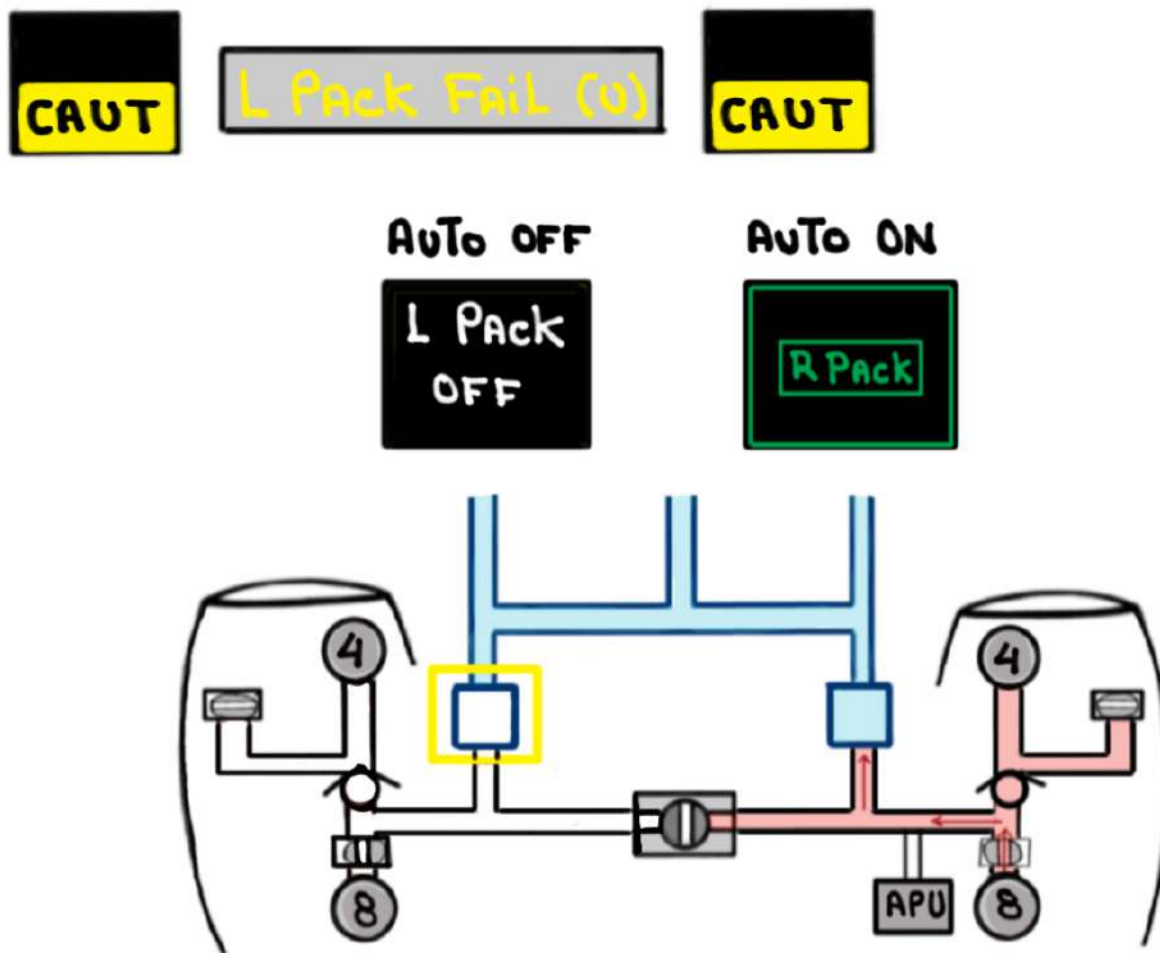


② MAXIMUM ALTITUDE
Wing ANTI-ICE ON



③ MAXIMUM AIRSPEED Wing ANTI-ICE ON: 0.85M

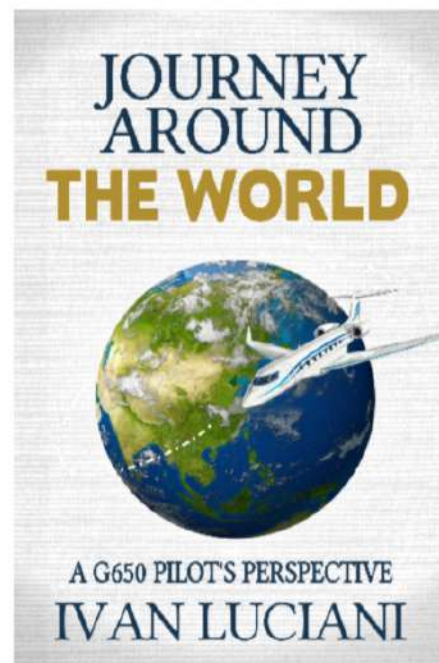
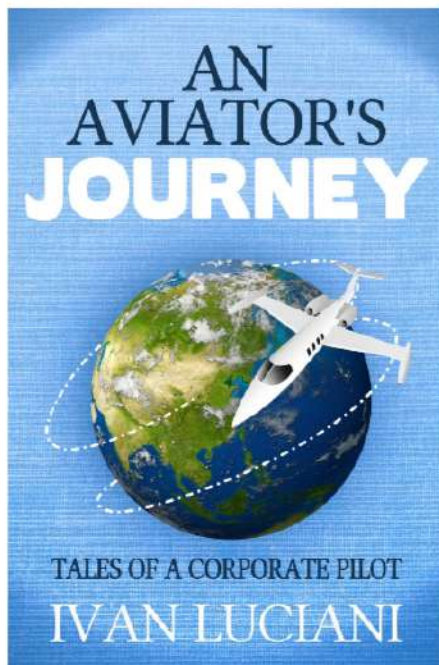
④ Wing ANTI-ICE OPERATIONS WITH A SINGLE BLEED SOURCE RESTRICTED TO SINGLE ECS PACK ops



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.luciani@gmail.com



Thank you!