## Model BD–500–1A11

## Master

# Airplane Flight Manual

## AFM

## BD500–3AB48–32200–00
## Issue No. 016

Information copy only. This material is not customized to a specific airplane configuration. The user must ascertain that this material is applicable for the intended use.

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## CHAPTER 6 – SUPPLEMENTS


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| SUPPLEMENT 1 | Noise characteristics <TC> or <EASA> | 06–01–00–1 |
| SUPPLEMENT 1A | Noise characteristics <FAA> | 06–01A–00–1 |
| SUPPLEMENT 2 | Operation on contaminated runways | 06–02–00–1 |
| SUPPLEMENT 3 | Landing on wet grooved or porous friction course runways <10400003C> and A220 CAFM 1.0.0.0 | 06–03–00–1 |
| SUPPLEMENT 3A | Landing on wet grooved or porous friction course runways <EASA> and CAFM 4.4.0.2 | 06–03A–00–1 |
| SUPPLEMENT 4 | To be issued later | N/A |
| SUPPLEMENT 5 | Operation with airplane systems inoperative | 06–05–00–1 |
| SUPPLEMENT 6 | Operational capabilities | 06–06–00–1 |
| SUPPLEMENT 7 | RNP – Authorization required operations | 06–07–00–1 |
| SUPPLEMENT 8 | Category II and Category III, autoland operations | 06–08–00–1 |
| SUPPLEMENT 9 | Approach capability, glidepath angle from 3.5 to 3.8 degrees <10300002C> | 06–09–00–1 |
| SUPPLEMENT 10 | To be issued later | N/A |
| SUPPLEMENT 11 | Approach capability, glidepath angle from 3.5 to 4.1 degrees <10300003C> | 06–11–00–01 |
| SUPPLEMENT 12 | Derated thrust and reduced thrust takeoff | 06–12–00–1 |
| SUPPLEMENT 13 | To be issued later | N/A |
| SUPPLEMENT 14 | Ferry kit | 06–14–00–1 |
| SUPPLEMENT 15 | To be issued later | N/A |

SUPPLEMENT 16 Head-Up Display (HUD) system <34329001C> ..... 06–16–00–1
SUPPLEMENT 17 To be issued later ..... N/A
SUPPLEMENT 18 Takeoff and landing with tailwinds greater than 10 kts <10400001C> ..... 06–18–00–1
SUPPLEMENT 19 ETOPS <10109100C> ..... 06–19–00–1
SUPPLEMENT 20 Alternate forward center of gravity <13000701C> ..... 06–20–00–1
SUPPLEMENT 21 Operation above 29000 feet ..... 06–21–00–1

## SUPPLEMENT 21 – OPERATION ABOVE 29000 FEET

INTRODUCTION . . . . . 06–21–01–1

LIMITATIONS . . . . . 06–21–01–1

Engine operating limits <Pre-SB BD500-732008> . . . . . 06–21–01–1

Engine operating limits <Post-SB BD500-732008> or <Mod 732008> . . . . . 06–21–01–1

NORMAL PROCEDURES . . . . . 06–21–01–1

High altitude climb check <Pre-SB BD500-732008> . . . . . 06–21–01–2

NON-NORMAL PROCEDURES . . . . . 06–21–01–3

PERFORMANCE . . . . . 06–21–01–3

Thrust settings <Pre-SB BD500-732008> . . . . . 06–21–01–3

Thrust settings <Post-SB BD500-732008> or <Mod 732008> . . . . . 06–21–01–3

Enroute climb gradient and net ceiling <Pre-SB BD500-732008> . . . . . 06–21–01–3

Enroute climb gradient and net ceiling <Post-SB BD500-732008> or <Mod 732008> . . . . . 06–21–01–4

SUPPLEMENTS . . . . . 06–21–01–5

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## INTRODUCTION

The supplement contains information and procedures for operation above 29000 feet and is applicable for aircraft equipped with any engine type.

This supplement complements or supersedes data contained in the basic Airplane Flight Manual (AFM), and must therefore be used in conjunction with the basic AFM and its supplements.

## LIMITATIONS

The limitations in Chapter 2 are applicable, except when modified as follows:

*<Pre-SB BD500-732008>*

**A. Engine operating limits**

Above 29000 feet, the maximum N1 setting is 94% N1.

*<Pre-SB BD500-720002>*

Any exceedance of more than 40 continuous seconds must be reported.

*<Post-SB BD500-720002>*

When the HMU is inoperative, any exceedance of more than 40 continuous seconds must be reported.

*<Post-SB BD500-732008> or <Mod 732008>*

**B. Engine operating limits**

Above 29100 feet, the maximum N1 is 95.2%.

## NORMAL PROCEDURES

*<Post-SB BD500-732008> or <Mod 732008>*

The normal procedures in Chapter 3 are applicable.

*<Pre-SB BD500-732008>*

The normal procedures in Chapter 3 are applicable, except when modified as follows:

Replace the High altitude climb check (before reaching 35000 feet) with:

*<Pre-SB BD500-732008>*

**A. High altitude climb check**

**CAUTION**

Before initiation of step climbs above 29000 feet, the autothrottle must be selected off to respect the 94% N1 limitation.

**Before reaching 29000 feet:**

(1) Autothrottle ..... Select off

(2) N1 .....Not above 94%

**Before reaching 35000 feet:**

**CAUTION**

If still in icing conditions, climb must be stopped at 35000 feet. Failure to select WING ANTI-ICE to OFF above 35000 feet could result in engine nacelle overheating, and trigger engine fire warnings.

(3) ANTI-ICE, WING ..... OFF

(4) Avoid icing conditions.

**When stabilized in cruise:**

(5) Autothrottle ..... As required

**A. High altitude climb check (Cont'd)**

(6) N1 ..... Monitor, not above 94%

**– COMPLETE –**

## NON-NORMAL PROCEDURES

The non-normal procedures in Chapter 4 are applicable.

## PERFORMANCE

The performance data in Chapter 5 are applicable, except when modified as follows:

*<Pre-SB BD500-732008>*

**A. Thrust settings**

The Maximum Continuous Thrust (MCT) settings calculated in the Thrust Setting module of the CAFM above 29000 feet must be limited to a maximum value of 94% N1.

*<Post-SB BD500-732008> or <Mod 732008>*

**B. Thrust settings**

Above 27000 feet, the Full Authority Digital Engine Control (FADEC) Maximum Continuous Thrust (MCT) N1 setting may be 7% lower than those calculated by the CAFM Thrust Setting module.

*<Pre-SB BD500-732008>*

**C. Enroute climb gradient and net ceiling**

Reduce the net enroute climb gradient calculated by the CAFM at pressure altitudes above 29000 feet by 0.5%.

Use the table that follows to correct the net enroute ceiling calculated by the CAFM:

| Corrections – CAFM net enroute ceiling | |
|---|---|
| **CAFM net ceiling (feet)** | **Corrected net ceiling (feet)** |
| Below 27700 | Not applicable |
| 27700 | 27700 |
| 29000 | 27700 |
| 30000 and above | 28400 |

*<Post-SB BD500-732008> or <Mod 732008>*

**D. Enroute climb gradient and net ceiling**

Use the table that follows to reduce the net gradient calculated by the CAFM:

| Pressure altitude (feet) | Correction (%) |
|---|---|
| Below 27500 | 0.0 |
| 27500 | 0.0 |
| 28250 | –0.4 |
| 29000 and above | –0.8 |

Use the table that follows to correct the net enroute ceiling calculated by the CAFM:

| CAFM net ceiling (feet) | Corrected net ceiling (feet) |
|---|---|
| Below 27500 | Not applicable |
| 27500 | 27500 |
| 29500 | 28350 |
| 31500 and above | 29200 |

## SUPPLEMENTS

The supplementary data in Chapter 6 are applicable.

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