

Airplane Flight Manual

The Airplane must be operated in compliance with the LIMITATIONS prescribed herein.

MODEL	A/C EFFECTIVITY
BD-100-1A10 (CH 350 and CH 3500)	20501-20999
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CHALLENGER 350

Publication No. CH 350 AFM

CHALLENGER* 350 AIRPLANE FLIGHT MANUAL

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The Airplane Flight Manual is valid only when all the issued revisions are incorporated.
Record the date you insert each revision in your manual.

Revision /DOT Approval	Pages Affected	Description of Revision	DATE Incorporated /Signature
Initial Issue W. Istchenko Jun 11, 2014		Introduces the following: Data unique to aircraft serial numbers 20501 to 20999.	
Rev-1 W. Istchenko Jun 25, 2014	Approval Page 00-02-1	Updates Approval Page to add note for FAA approval. Updates Record of Temporary Revisions.	
Rev-2 W. Istchenko Sep 15, 2014	Approval Page 02-01-2 02-01-3 02-01-4 02-03-6 02-04-1 02-04-10 04-02-4 04-02-6 07-00-00-1 07-03-01-1 07-03-01-2 07-03-01-3 07-03-01-4	To add EASA approval page. To incorporate RS-123 as follows: To update the Approach glidepath data. To update the Autoflight Approach data. To add the CAT II Operations supplement. To incorporate RS-127 as follows: To update the limitations related to wing leading edge contaminations and spoiler deployment.	
REV-3 Feb 05, 2015	Front Matter 00-01-1 00-02-1 00-03	Updates Record of Revisions. Updates Record of Temp. Revs. Updates List of Effective Pages.	
REV-4 W. Istchenko Feb 12, 2015	Approval Page	To add the Approval Page for Brazil ANAC at the front of the AFM.	
REV-5 Mar 31, 2015	Front Matter 00-01-1 00-03	Updates Record of Revisions. (To harmonize revision number) Updates List of Effective Pages.	
REV-6 W. Istchenko Jun 30, 2015	00-02-1 05-14-1 06-20-4 07-00-00-1 07-09-01-1 07-09-01-2 07-09-01-3 07-09-01-4 07-09-01-5 07-09-01-6 07-09-01-7	Updates Record of Temp. Revs. To add a warning note to the AP HOLDING procedure and the AP STAB TRIM FAIL procedure. (RS-105) (05-14-1) Addition of Supplement 9 – Operation on Wet Grooved Runways. (RS-129)(TR-3)(07-09-01)	

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REV-7 W. Istchenko Sep 28, 2015	00-02-1 01-01-3 02-01-3 02-04-1 02-04-3 02-04-5 07-03-01-1 07-09-01-1 07-09-01-2 07-09-01-3 07-09-01-4 07-09-01-5 07-09-01-6 07-09-01-7	Updates Record of Temp. Revs. Introduction of Performance and V-speed Database Part Numbers (SB 350-34-013). (RS-133)(TR-6) Removal of EASA restrictions in Limitations and Cat II operations. (RS-139)(TR-5) Removal of EASA restriction from and update of Supplement 9 Operation on Wet Grooved Runways. (RS-138)(TR-3-1)	
REV-8 W. Istchenko Dec 22, 2015	00-02-1 01-01-3 03-23-1 03-23-3 03-23-4 03-23-5 05-17-3 05-17-4 05-47-1 07-05-01-6 07-05-01-7	Update of ROTR. (TR-7) (TR-7-1) To add procedural coverage for the following: - XPDR 1 & 2 FAIL (C) - XPDR 1 FAIL (C) and XPDR 2 FAIL (C) - XPDR 1 (2) FAIL (C) - ADS-B OUT FAIL (C) - ADS-B OUT FAULT (C) - XPDR 1 (2) FAIL (A) - TSS FAN FAIL (A) - XPDR IN STBY (S) - Overspeed Clacker Tone. (RS-120) (SB 350-34-011) To add ADS-B Out data in Operational Capabilities. (RS-120) (SB 350-34-011) Pitch Axis Uncommanded Motion procedure revised for Trim Clacker Tone. (RS-120)	

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REV-9 W. Istchenko Mar 31, 2016	00-02-1 00-02-2 02-04-3 04-02-10 04-03-4 04-04-2 05-17-10 06-20-06 07-02-01-4 07-02-01-5 07-02-01-6 07-02-01-7 07-06-01-6 07-06-01-7 08-01-27-1 08-01-27-3 08-01-32-1 08-01-32-2 08-01-33-1 08-01-33-2 08-01-51-1 08-01-51-2 08-01-52-1 08-01-53-1 08-01-55-1 08-01-57-1 08-01-57-4	Update of ROTR. (Remove TR-6-2 and TR-8) Removal of EASA restriction regarding Performance and V-speed Database introduction. (02-04, 04-02, 04-03, 04-04) (RS-140) (TR-6-2) Addition of a procedure for Loss of Navigation Mode – Remote / Oceanic Airspace. (05-17-10) (RS-146) Addition of a note in the takeoff performance section (06-20-06). (RS-137) Addition of penalties in MMEL Supplement (07-02-01). (RS-137) Addition of performance penalties in CDL (08-01). (RS-137) RAAS updates. (07-06-01-6, -7) (RS-142)	
REV-10 W. Istchenko Jun 22, 2016	03-17-4 03-17-9 04-04-2 07-03-01-2 07-03-01-3 08-01-52-1 08-01-52-2 08-01-57-4 08-01-57-5	Adds Radio Altimeter Failure procedure Updates of RA procedures and CAT II operations. (RS-141) Addition of Main Passenger Door Plug. Addition of erosion tape on flap fairings (canoes). (RS-144)	

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REV-11 W. Istchenko Sep 26, 2016	01-01-3 02-01-1 02-04-1 02-04-2 02-04-3 02-04-4 02-04-5 02-04-6 02-04-7 02-04-8 02-04-9 02-04-10 02-04-11 02-04-12 02-04-13 02-04-14 03-17-2 03-17-3 03-17-5 03-17-7 04-02-8 04-02-9 04-02-10 04-02-11 04-03-3 04-03-4 04-05-1 05-14-2 05-17-1 05-17-3 05-17-4 05-17-5 05-17-6 05-17-7 05-17-9 05-17-10 05-32-6 05-32-7 05-32-8 07-03-01-2 07-05-01-2 07-05-01-3 07-05-01-4 07-05-01-5 07-05-01-6 07-05-01-7 07-07-01-1 07-07-01-2 07-07-01-3 07-07-01-4	To add a transponder step in After Start checklist and to reformat titles for START checklists. (RS-112) FMS update to V2.2. Activation of RNP AR. (RS-145) (Incorporates TR-1)	
REV-12 W. Istchenko Dec 15, 2016	08-01-02-2 08-01-23-1 08-01-23-2	Revises CDL limits. (RS-132)	

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REV-13 W. Istchenko Mar 09, 2017	Front Matter 00-01-5 00-03	Updates Record of Revisions. (To harmonize revision number) Updates List of Effective Pages.	
REV-14 W. Istchenko Jul 03, 2017	03-17-9 to 03-17-26 04-04-3 05-23-2	Addition of procedures for Unreliable Airspeed. (RS-135) (Incorporates TR-10) Add landing distance factors to FLAPS FAIL (C) when combined with SPOILERS FAIL (C) . (RS-150) (Incorporates TR-9)	
REV-15 W. Istchenko Oct 26, 2017	02-03-5 02-03-6 Various (non- technical)	Removal of upper fuselage from critical surface definition for cold weather operations. (RS-147) Various pages issued with revision bars due to changes in the software attributes; however, the text remains unchanged. These changes correct hyperlink functionality issues. (FMCR-GX-101)	
REV-16 W. Istchenko Dec 18, 2017	02-03-7 02-05-1 05-32-6 05-32-7 06-20-1 06-20-2	Addition of a NOTE to include reference to semi-synthetic jet fuels. (RS-154) Various pages issued with revision bars due to changes in the software attributes and formatting improvements. The text, however, remains unchanged.	
REV-17 W. Istchenko Mar 15, 2018	06-01-15	Corrects Performance Data – Flap 20 VMCL. (RS-134)	
REV-18 W. Istchenko Jun 12, 2018	03-01-1 07-05-01-6 07-05-01-7	Revises the term memory items to immediate action items in the general section (BDUC17-10-10). (RS-160) Clarification of ADS-B operational capabilities. (RS-161) (BDUC17-11-13) FANS compliance in accordance with guidance contained in AC20-140A. (RS-163) (Incorporates TR-13)	

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REV-19 W. Istchenko Sep 5, 2018	02-01-3 02-04-1 02-04-8 03-20-1 03-32-2 to 03-32-4 03-32-13 04-02-8 04-04-3 04-05-2 07-00-00-1, 07-10-01-1 to 07-10-01-16	To move STBY INST switch step to before the step for L and R BATT switches. To revise steps in Engine Fire checklist for Below and Above V1 Speeds and In-Flight procedures. To add a step to select CABIN DC and AC PWR switches to OFF. (RS-113) Introduces the following changes to the Airplane Flight Manual: - Addition of warning to AFCS limitations. - Addition of limitation to verify waypoint constraints. - Addition of procedure for engine failure in climb during ALTS CAP. (RS-157) New supplement 10 for steep approaches with published glidepath angles from 4.5 to 5.5 degrees. (RS-159)	
REV-20 W. Istchenko Dec 3, 2018	01-01-3 01-01-4 04-02-9 04-03-2	Revises SB list for Steep Approach landing option. Revises BEFORE STARTING ENGINES and BEFORE TAXI checks. (RS-164) (Incorporates TR 14).	
REV-21 W. Istchenko Apr 8, 2019	05-23-1 05-23-2 05-23-7 to 05-23-10 06-40-3 07-01-01-3 07-01-01-4 08-01-23-1	Introduces the following changes to the Airplane Flight Manual: - Corrects the quantity of static dischargers on the winglets (RS-132, BDUC18-04-25). - Replacement of the term wet or slippery with wet (RS-156). - Addition of limitations for operating on contaminated runways (RS-156). - Revises Flight Controls Non-Normal procedures (RS-169 and TR-15).	
REV-22 W. Istchenko Jul 8, 2019	05-12-2 07-11-01-1 to 07-11-01-126 07-12-01-1 to 07-12-01-126	Introduces the following changes to the Airplane Flight Manual: - Revises Manual Cabin Pressurization Control procedure (RS 107) - Addition of Short Field Operation (SFO) Supplement 11 (Imperial) and Supplement 12 (Metric) for (Transport Canada Registered airplanes only). (RS 167)	
REV-23 A. Hartono Oct 4, 2019	02-04-3	Introduces the following changes to the Airplane Flight Manual: - Addition of limitation regarding the use of dual satellite systems (RS-158).	

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REV-24 A. Hartono Jan 15, 2020	03-19-1 05-19-1 05-19-2 05-19-4 07-05-01-2	Introduces the following changes to the Airplane Flight Manual: - Revises Electrical Emergency and Non-Normal procedures (RS-170). - Introduces clarification of GNSS operational capabilities (RS-173).	
REV-25 J. Randall Apr 1, 2020	07-00-00-1 07-11A-00-1 07-11A-01-1 to 07-11A-01-126 07-11B-00-1 07-11B-01-1 to 07-11B-01-126 08-01-33-1 to 08-01-33-5 08-01-57-2	Introduces the following changes to the Airplane Flight Manual: - Removal of the Transport Canada only applicability from the Short Field Operation (SFO) Supplements (Imperial and Metric) and to revise the supplement numbers from 11 to 11A and from 12 to 11B. (RS-167 and TR 16-1). - Update CDL to add dispatch for the Logo Light Cover and Baggage-Compartment External Light Cover (RS-153). - Update CDL to add an Operational Limitation note to all Lighting components (RS_153). - Wing Trailing Edge to Flap Leading Edge seal remarks updated (RS-153).	
REV-26 J. Randall Jul 1, 2020	07-00-00-1	Introduces the following changes to the Airplane Flight Manual: Corrects Log of Supplement layout.	
REV-27 J. Randall Sep 25, 2020	03-23-2 03-23-3 03-23-4 03-23-5 03-34-4 05-19-4 05-23-5 05-23-7	Introduces the following changes to the Airplane Flight Manual: - Adds Caution and Note to SPOILERS FAULT (C) procedure (RS-179) (Incorporates TR-20). - Revises Pri Stab Trim Fail (Caution Message) procedure and relocates to Emergency procedures, revises Pitch Axis uncommanded motion, Cabin/Cockpit Fire, Smoke or Fumes and L(R) Main Bus Fail (Caution) procedures (RS-182) (Incorporates TR-19).	
REV-28 J. Randall Dec 22, 2020	02-04-1 03-32-13	Introduces the following changes to the Airplane Flight Manual: Replaces ALTS with (V) ALTS or (V) ALTV (RS-185).	
REV-29 J. Randall Apr 1, 2021		Updates the title page to harmonize with QRH volume 2 revision number.	
REV-30 J. Randall Jun 28, 2021	07-05-01-1	Introduces the following changes to the Airplane Flight Manual: Clarification of RVSM compliance and operational approval. (RS-168)	

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REV-31 J. Randall Sep 22, 2021	02-04-1 03-12-2 to 03-12-5 03-17-1 03-17-4 03-17-5 03-17-10 to 03-17-27 03-28-1 04-04-3 05-12-2 05-12-4 to 05-12-6 05-17-1 05-17-2 05-17-6 05-17-7 05-28-2 05-58-1	Introduces the following changes to the Airplane Flight Manual: - Introduction of the new LG Selector Lever: (RS-191) - Addition of a NOTE to the Landing Gear Up/Unsafe Landing procedure, - Additions to GEAR DISAGREE (C) procedure, and - Addition of instruction to the PROX SYS FAULT (A) procedure. - Introduces Reduced Cabin Altitude. (RS-175) - Revises Unreliable Airspeed and associated procedures. (RS-188)	
REV-32 J. Randall Dec 17, 2021	04-02-9 04-02-10	Introduces the following changes to the Airplane Flight Manual: - Introduces Expanded Pitch Trim Preflight in the Before Starting Engine Checklist. (RS-200) (Incorporates TR-22-1)	
REV-33 F. Magnusson Mar 29, 2022	Cover page 01-01-1	Introduces the following changes to the Airplane Flight Manual: - Added CH 3500 to the MODEL A/C EFFECTIVITY table on the cover page. (RS-203) - Added statement in the General section to introduce the Challenger 3500. (RS-203)	

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EXTERIOR PREFLIGHT (CONT)

- 20** a. Left spoilers and flap Condition
 b. Left aileron Check free motion,
 balance, bent tabs and trim tab linkage and brush seal
 condition

- 21** a. Left winglet navigation light/lens and static
 wicks Condition

- 22** a. Left wing check:
 (1) Leading edge and vortilons Condition
 (2) Access panels Fuel/hydraulic
 leakage
 (3) Fuel cap Secure

CAUTION: The wing and flight control surfaces must be free of frost, snow, and ice. Ice can form on the surfaces of the wing even on very warm days if the fuel temperature will support it. The leading edge and lower surface of the flaps must be free of ice.

- 23** **1** a. Fuel water drains Drain

NOTE: The fuel sump drains are low points in the fuel system. Fuel will drain from these when opened.

- 24** ♦ a. Left engine inlet and fan Clear of obstructions
 and condition
 b. Upper fuselage Condition

CABIN PREFLIGHT

- ♦ 1. Cabin furnishings Secure
 ♦ 2. Emergency exit Aisle clear and handle
 unobstructed.

Remove and stow aft emergency exit door security pin.

BEFORE STARTING ENGINES

NOTE: All flight deck switches will be extinguished, except as noted in the following procedures.

1. Circuit breakers (CB1 and CB2) Set
 ♦ 2. Seats, safety harnesses Secure
 3. Crew oxygen masks and smoke goggles Check
 ♦ 4. LANDING GEAR switch DN



BEFORE STARTING ENGINES (CONT)

- ◆ 5. L, R, and AUX HYDRAULIC PUMP switches OFF
- ◆ 6. AIR SOURCE switch OFF
- ◆ 7. Electrical system:
 - a. STBY INST switch On
 - b. EXT PWR switch (if connected)..... Check AVAIL
then select ON
 - c. R BATT switch On

NOTE: R BATT switch is selected first to prevent uncommanded APU starts.

 - d. L BATT switch..... On
- 8. L and R COCKPIT LIGHTS As desired
- ◆ 9. APU Start:
 - a. CASCheck,
no APU or AIR COND FAULT messages
 - b. L and R BLEED switchesOFF
 - c. NAV lights NAV
 - d. R FUEL PUMP switch.....AUTO
 - e. APU switchSTART,
(hold for 3 seconds) and release
 - f. EXT PWR switch (if applicable) AVAIL and disconnect
 - g. APU BLEED switch..... ON
 - h. XBLEED switch Open
 - i. AIR SOURCE switchNORM
- 10. SYSTEMS TEST panel:
 - a. ANNUN A..... Test
 - b. ANNUN B..... Test
 - c. PROBES..... Test
 - PROBE HEAT TEST OK (S) CAS illuminates.
 - d. STALL/RUD LIM Test



BEFORE STARTING ENGINES (CONT)

- The STALL icon on both PFDs illuminates.
- Flashing AOA red illuminates briefly.
- "STALL" voice sounds.
- Left stick shaker activates.
- Right stick shaker activates.
- Pusher activates.
- RUDDER LIMITER IN TEST (S) illuminates.
- e. ICE DET.....Test
 - ICE DETECTED (C) and **ICE** icon on PFD illuminates.
- 11. L and R rudder pedals Adjust
- 12. L and R audio panels..... Set
- ♦ 13. Fuel quantity Check
- ♦ 14. Standby Instrument Check
- 15. Clock.....Zero flight time

Effectivity:

On airplanes 20501 to 20758 incorporating SB 350–34–018 and airplanes 20759 and subsequent incorporating SB 350–34–017:

16. STEEP APPROff
Check ON light out.

- 17. NWS switch OFF
- ♦ 18. L and R FUEL PUMP switches.....AUTO
- ♦ 19. FMSProgram
- 20. REVERSION panel.....NORM
- 21. AIR COND/BLEED panel Check
 - 1 a. RAM AIR switch..... ON
 - RAM AIR ON (S) illuminates
 - b. RAM AIR switch.....OFF
- 22. ANTI-ICE panel:
 - a. WING SOURCE switch.....NORM
 - b. L and R PROBES switchesOFF
 - ♦ c. L and R WSHLD/WINDOW switches..... ON
- ♦ 23. PRESSURIZATION panel Check
 - a. LNDG ALT Set



BEFORE STARTING ENGINES (CONT)

24. LIGHTING panel..... As desired

1 a. Emergency lightsCheck:

(1) EMER LTS switch.....OFF

(EMER LIGHTS OFF (C) CAS)

(2) EMER LTS switch.....ON

(EMER LIGHTS ON (C) CAS),

check emergency lights displayed

♦ (3) EMER LTS switch.....ARM

25. GUST LOCK..... OFF

♦ 26. HYDRAULIC panel:

a. L and R PUMP switches ON

b. PARK/EMER BRAKE handle Confirm set

c. L and R PUMP and PTU switches.....AUTO

27. Trim system:

a. STAB TRIM switch..... SEC

b. Pilot's trim switch NUP and NDN

Verify movement

c. Copilot's trim switch NUP and NDN

Verify movement

d. STAB TRIM switch.....PRI

e. Pilot's trim switch NUP and NDN

Verify movement

f. Pilot's trim switch housing only NUP or NDN

Verify no movement

g. Pilot's trim switch arm button only Depress

Verify no movement

h. Pilot's trim switch NUP or NDN & hold

Verify movement

i. Pilot's master disconnect switch Depress

Verify movement stops

j. Pilot's trim switch and master disconnect
switch.....Release

k. Copilot's trim switch NUP and NDN

Verify movement



BEFORE STARTING ENGINES (CONT)

- l. Copilot's trim switch housing only NUP or NDN
Verify no movement
- m. Copilot's trim switch arm button only Depress
Verify no movement
- n. Copilot's trim switch NUP or NDN & hold
Verify movement
- o. Copilot's master disconnect switch Depress
Verify movement stops
- p. Copilot's trim switch and master
disconnect switch Release
- ♦ q. Stab Trim Set for takeoff
- r. AIL and RUD Trim Check operation and set
for takeoff
- 28. ELT ARM
- 29. CABIN DC and AC PWR switches On
- 30. PAX OXYGEN switch AUTO
- 31. THERAPEUTIC OXYGEN switch ON
(Only required for flights requiring a mission completion altitude
above 10,000 ft following a pressurization failure.)
 - Switch ON light illuminates
- a. THERAPEUTIC OXYGEN switch OFF
- ♦ 32. Altimeters (3) Set

Effectivity:

*On airplanes 20584 and subsequent, and airplanes incorporating
SB 350-22-001:*

CAUTION: Reduced vertical separation with terrain may be encountered in mountainous terrain if altimeter is incorrectly set and LNV is armed for departure.



BEFORE STARTING ENGINES (CONT)

- ♦ 33. Avionics Set for departure

NOTE: For any SBAS covered airspace (US RNAV routes, SIDs, and STARs), it is not required to run a pre-flight prediction of RAIM availability along the intended route if no satellites are NOTAM'd as out of service over the intended route.

For non-SBAS covered airspace, certain operations may require that an appropriate prediction program be used prior to departure for RAIM availability along the intended route.

- ♦ 34. Takeoff data (V_1 , V_R , V_2 , and distance).....Computed, and speeds set .

Effectivity:

On airplanes 20578 and subsequent, and airplanes incorporating SB 350-34-013:

35. Takeoff data..... Check displayed.

Crosscheck input data on PERF INIT 1/3, TAKEOFF REF 1/4 and 2/4 CDU pages:

RWY data, Wind, OAT, QNH, PALT, CG, T/O FLAPS, Weight, ENG BLEED, THRUST REV.

CAUTION: Ensure input data matches airplane configuration and environmental conditions.

36. CAS messages Check

NOTE:

1. The IRS automatically aligns using GNSS position (normal IRS alignment time varies depending on location, typically not exceeding 10 minutes). If GNSS is not available, it will align using the position entered to initialize the FMS.
2. Following a successful initial alignment, do not manually re-enter the position in the FMS CDU either immediately before, or immediately after airplane motion. If this has occurred, a complete normal shutdown and restart of the airplane and IRSs must be completed. Failure to do so may lead to a total IRU loss during subsequent flight legs.

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