

# Advisory Wire

REFERENCE NO: AW300-27-0409 Rev1

ATA: 27-41

EFFECTIVITY: Challenger 300  
Challenger 350

SUBJECT: Autopilot (AP) Trim Airplane  
Flight Manual (AFM)  
Procedures

## 1. REFERENCES:

- 1.1. CL300 Airplane Flight Manual (AFM), Revision 68, dated June 14, 2022, Non-Normal Procedures in Section 05-14
- 1.2. CL350 Airplane Flight Manual (AFM), Revision 34, dated June 14, 2022, Non-Normal Procedures in Section 05-14
- 1.3. Transport Canada Civil Aviation (TCCA) Airworthiness Directive (AD) CF-2023-26 [TCCA EASA](#)
- 1.4. Federal Aviation Administration (FAA) AD 2023-14-11 [FAA](#)

## 2. INTRODUCTION:

This Advisory Wire revision is to inform Operators of the release of Federal Aviation Administration (FAA) AD (Ref. 1.4) mandating the incorporation of the Ref. 1.1 and 1.2 AFM Non-Normal procedures released on June 14, 2022.

## 3. DESCRIPTION:

The Ref. 1.1 and 1.2 AFM revisions introduce revised procedures associated with the following EICAS messages:

- AP STAB TRIM FAIL
- AP HOLDING NOSE UP
- AP HOLDING NOSE DOWN
- AP HOLDING LWD
- AP HOLDING RWD

The following **CAUTION** note has been added for each procedure:

**CAUTION:** *Minimize changes to airspeed and configuration to minimize control forces and out of trim situation.*

The TCCA AD (Ref. 1.3) states the following:

“Bombardier is aware of several in-service events during which the crew experienced an unexpected pitch upset upon Autopilot disconnect. Investigations of these events identified common factors which led to the pitch upset. In each event, after take-off, the aeroplane gained altitude via manual command of the elevator control surface without the use of the horizontal stabilizer pitch trim, even though the manual pitch trim was fully functional. The Autopilot was then engaged while the aeroplane was still in an out-of-trim condition. Delays actioning subsequent engine indication and crew alerting system messages and later disengagement of the Autopilot when the horizontal stabilizer is not correctly trimmed can lead to high control column forces and difficulties in controlling the aeroplane.”

This AD mandates a revision of the Airplane Flight Manual (AFM) to incorporate a caution in the Auto Flight Non-Normal Procedures, in order to instruct crews to minimize changes to airspeed and configuration when using the Autopilot disconnect switch in an out-of-trim situation.”

#### 4. ACTION:

Operators should incorporate and adopt the Ref. 1.1 and 1.2 AFM revisions dated June 14, 2022, or later revisions approved by TCCA, to comply with ADs Ref. 1.3 and 1.4.

Operators should review and familiarize themselves with the above referenced revised procedures.

Should you have any queries pertaining to this AW or requiring additional information please contact your Bombardier Field Service Representative (FSR) or the Customer Response Center (CRC).