

BAT CHALLENGER 350 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. What is the maximum amperage for one generator while on the ground?**
 - A. 400 Amps
 - B. 300 Amps
 - C. 500 Amps
 - D. 600 Amps
- 2. When the roll disconnect is pulled, which control surfaces does the left yoke operate?**
 - A. Ailerons
 - B. Multifunction spoilers only
 - C. Left elevator
 - D. Rudder
- 3. What combination is required for the FMS to calculate a navigation solution?**
 - A. Three satellites only
 - B. Two satellites and delta altitude
 - C. A minimum of four satellites with acceptable geometry or three satellites plus air data altitude
 - D. Four satellites only
- 4. What are the memory item(s) for L or R PYLON BLEED LEAK?**
 - A. APU.....Off
 - B. Thrust.....Idle
 - C. Park/Emer Brake.....Set
 - D. Autopilot.....Disengage
- 5. Which system provides landing gear position monitoring?**
 - A. Landing gear monitoring via cockpit clock
 - B. Proximity Sensor System (PSS)
 - C. Left hydraulic system
 - D. Nosewheel steering controller

6. What are the limitations in reference to the aircraft TAWS?

- A. Do not use the terrain awareness and warning system for navigation
- B. TAWS must be used for navigation only at night
- C. TAWS can replace primary navigation
- D. TAWS is not installed on this aircraft

7. Which flight control surfaces are locked with the gust lock?

- A. Elevators only
- B. Rudder only
- C. Ailerons only
- D. Ailerons and elevators

8. Second memory item for rejected takeoff?

- A. Thrust levers Idle
- B. Brakes Maximum
- C. Thrust Reversers Max Rev
- D. Evacuation Command

9. What is the maximum airspeed to start the APU?

- A. 250 kt
- B. 320 kt
- C. 300 kt
- D. 285 kt

10. Which statement about autopilot operation is correct?

- A. Both flight guidance computers must be operational for autopilot to function.
- B. Autopilot can function with one flight guidance computer failed.
- C. Autopilot does not require flight guidance computers.
- D. Autopilot requires only one flight guidance computer to be operational.

Answers

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1. A
2. B
3. C
4. B
5. B
6. A
7. C
8. B
9. D
10. A

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Explanations

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1. What is the maximum amperage for one generator while on the ground?

- A. 400 Amps**
- B. 300 Amps
- C. 500 Amps
- D. 600 Amps

The maximum amperage from one generator on the ground is determined by the generator's rated power and the aircraft's electrical system protections. On the Challenger 350, each engine-driven generator is a 40 kVA unit supplying 115 VAC, 400 Hz to the buses. That rating translates to about 400 A of current available from a single generator when the aircraft is on the ground. The system's protective devices and the generator control unit are sized to allow this level while safeguarding wiring, bus bars, and the generator itself, including enough headroom for startup surges. Values significantly lower would not reflect the generator's capability, while higher values would exceed what the electrical system is designed to deliver and would trip protection. Hence, the practical maximum from one generator on the ground is 400 A.

2. When the roll disconnect is pulled, which control surfaces does the left yoke operate?

- A. Ailerons
- B. Multifunction spoilers only**
- C. Left elevator
- D. Rudder

Pulling the roll disconnect changes which surfaces respond to the left yoke. With the disconnect engaged, the left yoke no longer drives the ailerons. Instead, its control authority is limited to the multifunction spoilers, which handle roll when the ailerons are disconnected. The elevator and rudder remain controlled by other surfaces or systems, not by the left yoke in this condition. So the left yoke operates only the multifunction spoilers.

3. What combination is required for the FMS to calculate a navigation solution?

- A. Three satellites only
- B. Two satellites and delta altitude
- C. A minimum of four satellites with acceptable geometry or three satellites plus air data altitude**
- D. Four satellites only

The main idea is that the FMS builds its navigation solution by solving for position (x, y, z) and the receiver's clock bias using range measurements to satellites. Each satellite provides one equation, so you need four independent measurements to determine four unknowns. That's why four satellites with good geometry is the standard path. If you only have three satellites, you can't resolve all four unknowns unless you bring in external information for one of them. Knowing altitude from air data fixes the vertical position, leaving three unknowns (x, y, and the clock bias) with three equations, which allows a valid solution. So the combination of four satellites with acceptable geometry, or three satellites plus air data altitude, is sufficient. The other options don't provide enough information on their own: three satellites alone don't resolve the clock bias; two satellites with delta altitude isn't enough data; and four satellites alone is typically valid but doesn't acknowledge the alternative that three satellites plus altitude can also work.

4. What are the memory item(s) for L or R PYLON BLEED LEAK?

- A. APU.....Off
- B. Thrust.....Idle**
- C. Park/Emer Brake.....Set
- D. Autopilot.....Disengage

When a left or right pylon bleed leak is detected, the immediate, memorized action is to set thrust to idle. Dropping to idle reduces engine bleed air generation and the pressure in the affected line, which slows the rate of bleed air loss and helps maintain control and essential system operation while you address the leak. This quick action buys you time to follow the QRH procedures for isolation or remediation without pushing the engines harder and increasing bleed demand. Other options don't directly address the bleed leak right away: they either don't impact the bleed system promptly or could complicate the situation.

5. Which system provides landing gear position monitoring?

- A. Landing gear monitoring via cockpit clock
- B. Proximity Sensor System (PSS)**
- C. Left hydraulic system
- D. Nosewheel steering controller

Landing gear position monitoring is provided by the Proximity Sensor System. It uses sensors placed on the gear to detect whether the gear is extended and locked or retracted, and this position data is sent to the cockpit indicators and gear warning logic. This direct sensing gives accurate, real-time status of the landing gear, which is essential for safe approach and takeoff. The cockpit clock has no role in detecting gear status. The left hydraulic system powers the gear actuators but does not provide the position signals needed for monitoring. The nosewheel steering controller handles steering input, not the gear's position.

6. What are the limitations in reference to the aircraft TAWS?

- A. Do not use the terrain awareness and warning system for navigation**
- B. TAWS must be used for navigation only at night
- C. TAWS can replace primary navigation
- D. TAWS is not installed on this aircraft

TAWS is a safety aid, not a navigation tool. It provides warnings about terrain and obstacles based on the aircraft's current position, altitude, and the terrain/obstacle database, but it does not tell you how to fly or provide routing. Because the database may be out of date or incomplete and because TAWS cannot see beyond your planned path or future terrain you'll encounter, it cannot replace primary navigation. In practice you still rely on charts, flight plans, and navigation systems; use TAWS to augment situational awareness and avoid terrain, not to navigate. The idea is that TAWS supports safe operation, but you must not treat it as a nav source.

7. Which flight control surfaces are locked with the gust lock?

- A. Elevators only
- B. Rudder only
- C. Ailerons only**
- D. Ailerons and elevators

A gust lock is used on the ground to protect flight controls from wind gusts while the aircraft is parked. On this airplane, the gust lock engages only the ailerons. The ailerons are the primary surface involved in roll and are most stressed by gusts acting on the wings; locking them in place prevents significant wing loading or twisting from gusts when there's wind, reducing the risk of damage. The rudder and elevators are left unlocked because they don't need to be immobilized for ground gust protection, and keeping them free allows normal preflight checks and ground handling. Before flight, the gust lock is removed to restore full control authority.

8. Second memory item for rejected takeoff?

- A. Thrust levers Idle
- B. Brakes Maximum**
- C. Thrust Reversers Max Rev
- D. Evacuation Command

When you need to stop quickly after deciding to reject the takeoff, the priority is to manage energy first and then convert that energy into deceleration. The first action is to set the thrust to idle so you stop adding forward thrust. The next immediate step is to apply the brakes with maximum authority to slow the airplane as rapidly as possible while you still have speed and control. This sequencing is what the memory items are designed to specify: reduce thrust, then brake hard. Thrust reversers are not the immediate second action in the memory sequence; they're used later if conditions allow and it's safe to do so. An evacuation command is not part of the initial rejected takeoff procedure.

9. What is the maximum airspeed to start the APU?

- A. 250 kt
- B. 320 kt
- C. 300 kt
- D. 285 kt**

Starting the APU in flight is limited by the amount of ram air the system can safely use and by the start sequence limits of the unit. The APU relies on ram air entering through its inlet to cool components and to help the start process without overworking the bleed-air system. If you try to start the APU at too high an airspeed, the inlet conditions and dynamic pressure can exceed what the start system is designed to handle, making the start unreliable or outside its approved envelope. The Challenger 350 specifies a maximum airspeed for APU start that is just under three hundred knots, balancing adequate ram air for cooling and a stable start with the airframe's structural and system limits. Keeping the start within this limit ensures a reliable APU start without pushing the system beyond its approved operating range.

10. Which statement about autopilot operation is correct?

- A. Both flight guidance computers must be operational for autopilot to function.**
- B. Autopilot can function with one flight guidance computer failed.
- C. Autopilot does not require flight guidance computers.
- D. Autopilot requires only one flight guidance computer to be operational.

Autopilot on this airplane depends on two Flight Guidance Computers working together. Each FGC handles flight guidance data, processes navigation and path information, and feeds commands to the autopilot. The system uses a dual-channel setup so both computers must be healthy for autopilot to operate. This redundancy lets the aircraft compare the two sets of guidance and detect any disagreement or data fault; if one computer fails or provides conflicting information, the autopilot is designed to disengage to prevent unsafe or unexpected control inputs. So, why the other possibilities don't fit: autopilot cannot function with only one functioning FGC because the design relies on both channels for safe, cross-checked guidance. It does require flight guidance computers to operate at all, since they provide the essential guidance data the autopilot relies on. And it does not need only one FGC to be operational because that would eliminate the necessary redundancy built into the system.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://batchchallenger350.examzify.com>

We wish you the very best on your exam journey. You've got this!

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