COMING SOON

Bombardier Challenger 350



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DESCRIPTION

The Bombardier Challenger 350 occupies the sweet spot that made the super-midsize category matter: a genuinely transcontinental business jet with a proper stand-up cabin, rather than a stretched midsize compromise. Introduced as the sharper-edged successor to the Challenger 300, it is remembered less for headline-grabbing speed than for delivering an unusually balanced package of cabin room, runway performance and operational familiarity. In a market full of aircraft trying to be fastest, longest-legged or most theatrical, the 350 made a strong case for being the one passengers and flight departments could use hard without drama.

Bombardier launched the Challenger 350 in 2013 to carry the established BD-100 platform forward. The brief was practical: improve high-altitude and hot-weather performance, refresh the flight deck, enlarge the cabin windows and retain the robust systems logic of the Challenger 300. The result kept the same BD-100-1A10 type designation and CL30 type rating, but added more thrust, canted winglets, higher operating weights and the Collins Pro Line 21 Advanced cockpit. It was an evolution, certainly, but one aimed directly at the details that decide whether a business jet is merely capable or consistently useful.

Quick facts

What makes the Challenger 350 stand out in the super-midsize field?

Its central strength is proportion. The cabin is broad and flat-floored, with enough height to move about without the crouched gait familiar to many older business jets. That matters more than a brochure statistic on a three- or four-hour sector: passengers can change seats, work across a table, use the lavatory and reach baggage in the pressurised aft compartment without treating the journey as an endurance event. The larger windows introduced with the 350 help the cabin feel less tubular than the original Challenger 300.

Up front, the Pro Line 21 Advanced installation gave the 350 a meaningful operational step forward. Synthetic vision, dual inertial reference systems, weather radar and large-format displays make it a thoroughly modern two-pilot flight deck, while the underlying Challenger layout remains deliberately conventional. Pilots do not need to negotiate an experimental human-machine interface; they get a mature, systems-led aeroplane with the muscle to climb efficiently into the flight levels. Its canted winglets and higher-thrust engines are not cosmetic changes: together they improved climb and high-altitude capability while supporting a higher maximum take-off weight.

There is a trade-off. The Challenger 350 is not the fastest answer in its class, and some newer competitors offer more range, more automation or a lower cabin altitude. But it has the feel of a jet designed around repeatable missions rather than a single impressive number. That is a sensible trait in an aeroplane likely to spend its working life crossing several time zones one week and making shorter, tightly scheduled sectors the next.

Powerplant, systems and technical highlights

- Two Honeywell HTF7350 turbofans provide 7,323 lbf of take-off thrust each, a substantial increase over the Challenger 300's earlier HTF7000 installation.
- Full-authority digital engine control manages thrust and engine operating parameters; thrust reversers are fitted for landing operation.
- The Collins Pro Line 21 Advanced suite uses four large LCD displays and incorporates synthetic vision, dual inertial reference systems and weather radar.
- A high-aspect-ratio, swept, fully cantilevered wing carries canted winglets; the wing is designed around efficient high-altitude cruise rather than short-field theatrics.
- The pressurised fuselage uses a constant circular cross-section and semi-monocoque construction, while the wing and fuselage structure are predominantly aluminium alloy.
- Hydraulically operated retractable tricycle gear keeps the ramp stance level and the external lines clean in flight.

How it compares

The comparison is with the Cessna Citation Longitude; published figures vary with model standard, installed options, mission assumptions and engine fit.

Honest ownership note: The Challenger 350 is a sophisticated transport-category business jet, not a simple owner-flown turbine. Budgeting needs to account for two large turbofans, engine-program choices, recurrent crew training, specialist avionics support, tyres, brakes, inspections and dispatch-sensitive components. A pre-purchase inspection should be led by a shop experienced with the BD-100 family and should examine the complete status of scheduled inspections, airworthiness directives, service bulletins, engine and APU programme coverage where applicable, corrosion condition, landing-gear and brake wear, flight-control rigging, cabin systems and the exact avionics configuration. A knowledgeable CL30 operator network and a maintenance provider with Bombardier and Honeywell experience are worth more than a low acquisition figure on its own.

Exterior and cabin

Exterior

- Low, swept cantilever wing with prominent canted winglets and no external bracing.
- Long circular-section fuselage tapering into a swept vertical fin with a high-mounted horizontal stabiliser, forming the aircraft's distinctive T-tail.
- Two rear-fuselage-mounted turbofan nacelles flank the tailcone.
- Retractable tricycle landing gear, with the main gear housed close to the wing roots.
- Oval cabin windows run in a single line along each side of the fuselage.

Cabin and cockpit

- Flat-floor passenger cabin with a forward galley area and an aft lavatory arrangement.
- Typical executive layouts use opposing club seats, often with a divan or additional aft seating depending on completion.
- Larger cabin windows than the Challenger 300 bring more daylight into the seating area.
- Two-pilot flight deck with four primary display screens arranged across the instrument panel.

Who is this aircraft for?

- Corporate flight departments wanting a mature super-midsize platform for frequent North American and international regional missions.
- Charter and fractional operators that value a recognisable cabin product, broad passenger appeal and a well-known pilot training path.
- Private owners who travel with several passengers and prefer cabin comfort and dispatch practicality over chasing the category's top speed.
- Buyers moving up from a midsize jet who want stand-up-cabin utility without stepping into large-cabin operating costs.

The Challenger 350 is a strong choice for the buyer who sees a business jet as a working aeroplane first and a status object second. It does not try to win every comparison-table column. Instead, it offers a proven airframe, a cabin that feels appropriately grown-up for the mission, and performance that remains highly credible in the real world where payload, weather, runway and schedule all get a vote.

SPECIFICATIONS

General Information

Model	**Bombardier Challenger 350**

Engine & Power Systems

Engine Type	**Two Honeywell HTF7350 turbofan engines**

Avionics & Equipment

Avionics	**Collins Pro Line 21 Advanced flight deck**

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR





INTERIOR



MECHANICAL



EXTERIOR


AI Enhanced

HOW TO BID ON THIS LOT

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