

DUNCAN INTELLIGENCE

Flap Vane AD and SB Requirements

•*Scott Shefke*

Original AD, 2003-08-12, was created to detect and correct gaps between the flap vane bracket and the adjacent lower skin, as well as gaps between the flap vane bracket and vane actuator beam. This AD had no compliance time limits. A new AD, 2004-09-37, has been issued with mandatory compliance times for inspection check and terminating action. Parameters include aircraft under 2000 landings but within 600 landings from the effective date of this AD and aircraft above 2000 landings and within 400 total landings from the effective date of this AD.

Three choices exist to terminate this AD; Paragraph E of AD 2004-09-37 applies to those operators who did the visual inspection check and rework per the applicable SB, Revision 1. Paragraph F of AD 2004-09-37 applies to operators who have completed Part C of the applicable SB, Revision 1. Paragraph G of AD 2004-09-37 is for operators who have completed parts B & C of the original SB's basic issue applicable to their aircraft and can verify MED of the flap vane brackets per drawing K600-14251.

Repetitive inspections of the flap vane brackets will be covered under intervals of the current TLMC.

Welcome To The Team!

•*Skip Laney*

As Challenger Service Sales Representative, I am thrilled to announce two additions to our Challenger team. Scott Shefke joins us as Challenger Technical Representative. Scott is available to troubleshoot maintenance issues for our Challenger customers and advise customers of issues unique to their airframe. Gerry Riffle is the CF34 Engine/APU Service Sales Representative. Both of these gentlemen bring a wealth of experience to the program. Their free Challenger advice is available to you by calling 800.228.4277.

Why Wait?

•*Ron Hall*

The Eurocontrol "Elementary Surveillance" mandate (Flight ID) is scheduled for March 31, 2005, for all IFR and VFR flights within European Civil Aviation Conference (ECAC) countries. If your Challenger is not equipped for this mandate, now is the time to take action. The current turntime for Flight ID equipment is seven to 10 days with advance scheduling. Turntime in the fourth quarter could reach two weeks. Call us to learn more about this or any of the upcoming mandates to be certain you are legal to roam the entire planet.

604 EGPWS Questions?

•*Gary Harpster*

Challenger 604 operators wanting to add EGPWS to their aircraft are faced with a decision. Do I just add the EGPWS or do I upgrade my avionics suite to PrecisionPlus? Let me tell you from experience you will pay over 30% more than you would have originally if you add just the EGPWS. Take a moment to look into what the PrecisionPlus Program offers. Most operators will tell you, this was an upgrade asked for by Challenger operators and offers a wealth of improvements. Highlights include integrated Flight Management System (FMS) Vspeeds, engine thrust management and increased Engine Indication and Crew Alerting System (EICAS) functionality. Optional features include a 3-D flight plan map and expanded flight data recorder parameters to meet new FAR Part 135 requirements. Your aircraft will end up with the same navigational capabilities as the 604s coming out of the factory. If you're interested in what this upgrade can do for you, call me (800.228.4277 ext. 1374) with your current software version and I'll be glad give you the full run down.

