

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (n) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by

this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent flat spots on the potentiometers of the AOA transducers due to wear, which may cause a delay in the commands for stall warning, stick shaker, and stick pusher operation, accomplish the following:

Revision of Airplane Flight Manual (AFM)

(a) Before the accumulation of 300 total flight hours, or within 7 days after the

effective date of this AD, whichever occurs later: Revise the Limitations, Emergency Procedures, Normal Procedures, and Abnormal Procedures Sections of the applicable Canadair Challenger AFM by inserting a copy of the Temporary Revisions listed in Table 2 of this AD, as applicable. Table 2 is as follows (some Temporary Revisions listed in Table 2 of this AD contain Product Support Publication (PSP) identifiers):

TABLE 2.—TEMPORARY REVISIONS

Model	PSP	Temporary revision	Date
CL-600-1A11 (CL-600) series airplanes	None	600/20	Nov. 26, 2001.
	None	600/21	Nov. 26, 2001.
	PSP 600-1-18	600-1/13	Nov. 26, 2001.
	None	600-1/17	Nov. 26, 2001.
CL-600-2A12 (CL-601) series airplanes	None	601/25	Nov. 26, 2001.
	PSP 601-1A-1	601/13	Nov. 26, 2001.
	PSP 601-1A-17	601/24	Nov. 26, 2001.
	PSP 601-1A-18	601/25	Nov. 26, 2001.
	PSP 601-1B	601/17	Nov. 26, 2001.
	PSP 601-1B-1	601/12	Nov. 26, 2001.
CL-600-2B16 (CL-601-3A and -3R) series airplanes	PSP 601A-1	601/23	Nov. 26, 2001.
	PSP 601A-1-1	601/22	Nov. 26, 2001.
	PSP 601A-1-17	601/22	Nov. 26, 2001.
	PSP 601A-1-18	601/21	Nov. 26, 2001.
	PSP 601A-1-18A	601/24	Nov. 26, 2001.
	PSP 601A-1-20A	601/15	Nov. 26, 2001.
CL-600-2B16 (CL-604) series airplanes	PSP 604-1	604/9	Nov. 26, 2001.

Measurement

(b) Before the accumulation of 300 total flight hours, or within 200 flight hours after the effective date of this AD, whichever

occurs later: Measure the vane angles and voltage of the angle of attack (AOA) transducers by doing all actions specified in "PART A—Initial Special Check" of the Accomplishment Instructions of the

applicable alert service bulletin listed in Table 3 of this AD, per the applicable Bombardier alert service bulletin. Table 3 is as follows:

TABLE 3.—ALERT SERVICE BULLETINS

For model	Alert service bulletin	Date	Including
CL-600-1A11 (CL-600) series airplanes	A600-0715	Jan. 7, 2002	Appendices A and B.
CL-600-2A12 (CL-601) series airplanes, and CL-600-2B16 (CL-601-3A and -3R) series airplanes.	A601-0550	Jan. 7, 2002	Appendices A and B.
CL-600-2B16 (CL-604) series airplanes	A604-27-011	Jan. 7, 2002	Appendices A and B.

Any Voltage Outside Tolerances: Replacement

(c) If, during the measurement required by paragraph (b) of this AD, any recorded voltage is found to be outside the tolerances specified in the applicable Bombardier alert service bulletin identified in Table 3 of this AD, before further flight: Replace the stall protection computer (SPC) with a new SPC and do the follow-on actions (*i.e.*, recording in Appendix A and repeat actions), per "PART A—Initial Special Check" of the Accomplishment Instructions of the applicable Bombardier alert service bulletin identified in Table 3 of this AD.

All AOA Vane Angles Within Tolerances: Disconnection and Measurement

(d) If, during the measurement required by paragraph (b) of this AD, all of the recorded AOA vane angles for both AOA transducers are found to be within the tolerances specified in the applicable Bombardier alert service bulletin listed in Table 3 of this AD, before further flight: Do the follow-on actions (*i.e.*, disconnect breakout box, and measure the baseline resistance of the AOA transducer between certain pins), per "PART B—AOA Transducer Assembly Rework/Baseline Resistance Check" of the Accomplishment Instructions of the applicable Bombardier alert service bulletin identified in Table 3 of this AD. After doing the follow-on actions, the applicable AFM revision required by

paragraph (a) of this AD may be removed from the AFM.

One or More AOA Vane Angles Outside Tolerances, But All AOA Vane Angles Within Expanded Tolerances

(e) If, during the measurement required by paragraph (b) of this AD, one or more of the recorded AOA vane angles for either or both AOA transducers are found to be outside the tolerances specified in the applicable Bombardier alert service bulletin listed in Table 3 of this AD, but all recorded AOA vane angles are within the expanded tolerances specified in "Table A—Tolerances" of "PART A—Initial Special Check" of the Accomplishment Instructions of the applicable Bombardier alert service bulletin identified in Table 3 of this AD: Do