

# Advisory Wire

|               |                           |                   |                                                                  |
|---------------|---------------------------|-------------------|------------------------------------------------------------------|
| REFERENCE NO: | AW000-00-0001             | INFORMATION TYPE: | Maintenance<br>Operational                                       |
| ATA:          | 00-00                     | EFFECTIVITY:      | All Learjet models<br>All Challenger models<br>All Global models |
| SUBJECT:      | <b>Saharan Dust Cloud</b> |                   |                                                                  |

## 1. REFERENCES:

- 1.1. RRD Newsflash: NF2020-10; Operations in Saharan Dust Cloud; dated 02 July 2020 (attached)
- 1.2. PWC SIL GEN-160; Occasional Dust Plume Exposure ; dated 30 June 2020 (attached)
- 1.3. NOTAMs: <https://pilotweb.nas.faa.gov/PilotWeb/>
- 1.4. Aviation Weather Center AIRMET/SIGMET: <https://www.aviationweather.gov/sigmet>

## 2. INTRODUCTION:

Bombardier has received several operator inquiries about operations in the proximity of the current Saharan dust cloud.

## 3. DESCRIPTION:

Dust storms from Africa's Sahara Desert traveling across the Atlantic Ocean are nothing new, but the current dust cloud is particularly large. At this time, there have not been any issues reported where the dust cloud has had an impact on flight operations. While it is recommended to avoid flying in the dust cloud if possible, Bombardier is not recommending any limitations on aircraft operation at this time.

Rolls Royce and Pratt & Whitney Canada have also issued recommendations related to operations of their respective engines (refs. 1.1 & 1.2)

## 4. ACTION:

It is important that aircrew be aware of any applicable Notice to Airman (NOTAM) or Significant Meteorological Information (SIGMET) associated with the dust cloud. There were no NOTAMs or SIGMETs related to the dust cloud when this AW was released.

It should be noted that, while not as damaging as volcanic dust, sand can still cause many of the same issues such as:

- Blockage of the pitot system, which can result in erratic airspeed indications.
- Erosion damage to the engines, wing and tail leading edge surfaces, windshields, landing lights, etc.

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Operators concerned about exposure to the dust cloud should refer to the applicable Engine and Aircraft Maintenance Manuals for scheduled maintenance instructions related to operation in Volcanic Ash or equivalent.

If the aircraft is to be parked in an area that is affected by the dust cloud, static proactive measures should be taken to protect the engines, static and dynamic ports etc. by installing the appropriate covers (refer to the Aircraft Maintenance Manual).

Should you have any further technical queries pertaining to this Advisory Wire, please do not hesitate to contact the Customer Response Center (CRC) or your local Field Service Representative (FSR).