ENGINE ASSURANCE PROGRAM DEFERS ITS MINIMUM FLIGHT HOURS REQUIREMENT

News / Business aviation

Already known for having low hourly minimum usage requirements, EAP will now defer those hours until 2021 to help operators who may be flying less as a result of the coronavirus pandemic.

EAP's low 75-hour yearly minimum usage requirement is one of the significant benefits of its engine maintenance program. In response to the COVID-19 crisis, EAP has enhanced this benefit. EAP will waive minimums for 2020 if operators fly 150 hours by the end of 2021.

"If operators can't reach 75 hours of flight time this year, they can roll the deficit into 2021 without penalty as long as they reach 150 hours of total flight time over the 2020 and 2021 calendar years," said Sean Lynch, EAP program coordinator. "Our hearts go out to anyone who has been impacted by the virus, either directly or indirectly. Business is in flux, and we want to do our part to help things return to normal."

EAP focuses specifically on older engine platforms and delivers high-end customer service and competitively priced engine coverage. Operators of Falcon 10, 20-5, 50, 900B/C; Hawker 700, 800A/XP, 850XP, 1000; Lear 31, 35, 55, 60/XR; Astra 1125/SP; Citation III, VI, VII; Gulfstream GIV/SP, or Challenger 601 1A/3A equipped with a TFE731-2, -3, -5, PW305 A/B, TAY 611-8, or CF34-3A/-3A1 engine can operate their aircraft more economically using

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EAP’s program.

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