

This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent failure of the MLG main fittings, which could result in collapse of the MLG upon landing.

**DATES:** Effective June 13, 2003.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 13, 2003.

Comments for inclusion in the Rules Docket must be received on or before June 30, 2003.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2003-NM-03-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: *9-anm-iarcomment@faa.gov*. Comments sent via fax or the Internet must contain "Docket No. 2003-NM-03-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

The service information referenced in this AD may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Serge Napoleon, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7512; fax (516) 568-2716.

**SUPPLEMENTARY INFORMATION:** On October 22, 2001, the FAA issued airworthiness directive (AD) 2001-22-09, amendment 39-12488 (66 FR 54658, October 30, 2001). (A correction of that AD was published in the **Federal**

**Register** on November 26, 2001 (66 FR 58931), and a second correction of that AD was published in the **Federal Register** on December 14, 2001 (66 FR 64739).) That AD is applicable to certain Bombardier Model CL-600-2B19 series airplanes and currently requires repetitive eddy current inspections for cracking of the main landing gear (MLG) main fittings, and replacement with new or serviceable MLG main fittings if necessary. That AD also requires servicing the MLG shock struts; inspecting the MLG shock struts for nitrogen pressure, visible chrome dimension, and oil leakage; and performing corrective actions, if necessary. The actions required by that AD are intended to prevent failure of the MLG main fittings, which could result in collapse of the MLG upon landing.

### Background

As described in the notice of proposed rulemaking (NPRM) for AD 2001-22-09, three cases of premature failure of the MLG main fittings had been reported. The reports indicated that a circumferential crack was found on the MLG main fittings at the radius between the fitting cylinder area and the upper attachment lug for the shock strut. Further investigation indicated that, under certain conditions, an incorrectly serviced shock strut could lead to premature failure of the MLG main fittings.

### Actions Since Issuance of Previous Rule

Since the issuance of AD 2001-22-09, Transport Canada Civil Aviation (TCCA), which is the airworthiness authority for Canada, has advised us of reports of another premature failure of the MLG main fittings. Subsequent laboratory examination has confirmed that the failure was at the identical location of the previously reported failures, except that this new incident resulted from a different failure mode.

Since the findings of this latest premature failure of the MLG main fittings, the following new service information has been issued:

The manufacturer issued Bombardier Alert Service Bulletin A601R-32-079, Revision "E," dated September 12, 2002; including Appendix 1, Revision D, dated September 12, 2002; including Appendices 2 and 3, dated September 12, 2002. The revised service bulletin describes procedures for performing repetitive visual, eddy current, and fluorescent penetrant inspections of the MLG fittings, and replacement if necessary; servicing and inspecting the MLG shock struts; and performing corrective actions if necessary. The major changes to Bombardier Alert

Service Bulletin A601R-32-079, Revision D, dated December 1, 2000, which is cited as the appropriate source of service information for accomplishment of AD 2001-22-09, include revising certain compliance times, adding repetitive fluorescent penetrant inspections, and removing the escalation of eddy current repetitive inspections. TCCA classified this service bulletin as mandatory.

TCCA has issued Canadian airworthiness directive CF-1999-32R2, dated September 19, 2002, to ensure the continued airworthiness of these airplanes in Canada. The Canadian airworthiness directive removes the procedure for escalation of the eddy current inspection interval and adds a detailed visual inspection of the MLG main fittings to supplement the eddy current inspection.

### FAA's Conclusions

This airplane model is manufactured in Canada and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, TCCA has kept us informed of the situation described above. We have examined the findings of TCCA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

### Explanation of Requirements of Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD supersedes AD 2001-22-09 to continue to require certain requirements. Those requirements include performing repetitive eddy current inspections for cracking of the MLG main fittings; replacing with new or serviceable MLG main fittings if necessary; servicing the MLG shock struts; inspecting the MLG shock struts for nitrogen pressure, visible chrome dimension, and oil leakage; and performing corrective actions if necessary.

This AD clarifies the applicability, adds certain repetitive inspections, reduces an initial inspection threshold, and removes a provision to extend the repetitive interval for the eddy current inspection. The actions required by this AD must be accomplished per the referenced service bulletin, as described previously.