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Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NE-12-AD; Amendment 39-13168; AD 2003-11-09]

RIN 2120-AA64

Airworthiness Directives; Turbomeca Turmo IV A and IV C Series Turboshaft Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2003-11-09 applicable to Turbomeca Turmo IV A and IV C series turboshaft engines that was published in the **Federal Register** on May 29, 2003 (68 FR 31970). The engine model in the regulatory section, under applicability, is incorrect. This document corrects that model. In all other respects, the original document remains the same.

EFFECTIVE DATE: July 3, 2003.

FOR FURTHER INFORMATION CONTACT: Antonio Cancelliere, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7751; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule AD, FR Doc. 03-13115 applicable to Turbomeca Turmo IV A and IV C series turboshaft engines, was published in the **Federal Register** on May 29, 2003 (68 FR 31970). The following correction is needed:

§ 39.13 [Corrected]

■ On page 31970, in the third column, in the regulatory section, under applicability, in the first paragraph, in the fifth line, "FA 330-PUMA" is corrected to read "SA 330-PUMA".

Issued in Burlington, MA, on June 2, 2003.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NM-311-AD; Amendment 39-13179; AD 2003-11-20]

RIN 2120-AA64

Airworthiness Directives; Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 440) Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, that currently requires repetitive lubrication of the slide shaft of the input plunger of the brake control valve assembly. This amendment adds requirements for modifying the brake control valve assembly, which terminates the repetitive lubrications required by the existing AD. This amendment also adds subsequent repetitive lubrications of the valve utilizing the grease fittings installed during the modification. This amendment is prompted by reports of temporary loss of braking action upon landing. The actions specified by this AD are intended to prevent temporary loss of braking action due to the freezing of moisture on the input plunger of the brake control valve during steep descent.

DATES: Effective July 11, 2003.

The incorporation by reference of Bombardier Service Bulletin 601R-32-017, dated November 9, 1993, as listed in the regulations, is approved by the Director of the Federal Register as of July 11, 2003.

The incorporation by reference of Canadair Regional Jet Alert Service Bulletin S.B.A601R-32-016, dated October 14, 1993, as listed in the regulations, was approved previously by the Director of the Federal Register as of February 4, 1994 (59 FR 2952, January 20, 1994).

ADDRESSES: 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 Federal Aviation Administration (FAA), Transport Aircraft Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office (ACO), 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: Dan Parrillo, Aerospace Engineer, Systems and Flight Test Branch, ANE-172, FAA, New York ACO, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7505; fax (516) 568-2716.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 93-21-04, amendment 39-8801 (59 FR 2952, January 20, 1994), which is applicable to certain Bombardier Model CL-600-2B19 (Regional Jet series 100) series airplanes, was published in the **Federal Register** on January 13, 2003 (68 FR 1566). The action proposed to require repetitive lubrication of the slide shaft of the input plunger of the brake control valve assembly; modification of the brake control valve assembly, which would terminate the repetitive lubrications required by the existing AD; and subsequent repetitive lubrications of the valve utilizing the grease fittings that are installed during the modification.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Request To Revise Identification of Regional Jet Series 100

One commenter requests that the proposed AD be revised to either remove the reference to "Regional Jet Series 100" in association with the affected airplanes throughout the document or add a reference to series 440 airplanes. The commenter explains that the proposed AD applies to Model CL-600-2B19 airplanes. The type certificate data sheet (TCDS) identifies the affected airplane model as "CL-600-2B19 (Regional Jet Series 100 & 440)." The commenter suggests that the references to this airplane model should be revised to reflect both the 100 and 440 series.

The FAA concurs with the request. After the proposed AD was issued, the TCDS was revised to incorporate this change. The final rule has been revised accordingly to correctly identify the affected airplanes where appropriate.

Request To Incorporate AD Actions Into the Maintenance Program

Paragraph (c) of the proposed AD proposed to require repetitive