

Dated: July 10, 2003.

John D. Hawke, Jr.,

Comptroller of the Currency.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NM-322-AD; Amendment 39-13221; AD 2003-14-02 R1]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects information in an existing airworthiness directive (AD) that applies to certain Bombardier Model CL-600-2B19 (Regional Jet series 100 & 440) airplanes. That AD currently requires a one-time inspection of the aft edge of the left and right main windshields to determine whether a certain placard is installed, and corrective actions if necessary. This document corrects several incorrect references to the affected airplane models. This correction is necessary to ensure that model designations are specified as published in the most recent type certificate data sheet for the affected models.

DATES: Effective August 14, 2003.

The incorporation by reference of Bombardier Service Bulletin 601R-56-004, dated August 16, 2001, as listed in the regulations, was approved previously by the Director of the Federal Register as of August 14, 2003 (68 FR 41059, July 10, 2003).

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION: On July 1, 2003, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 2003-14-02, amendment 39-13221 (68 FR 41059, July 10, 2003), which applies to certain Bombardier Model CL-600-2B19 (Regional Jet series 100 & 440) airplanes. That AD requires a one-time inspection of the aft edge of the left and right main

windshields to determine whether a certain placard is installed, and corrective actions if necessary. That AD was prompted by a significant number of cracking incidents that occurred in the inner and middle panes of the main windshields during taxi, takeoff, climb, cruise, and descent of the airplane. The actions required by that AD are intended to prevent stress-related cracking of the windshields, and subsequent excessive frequency of abnormal procedures specified in the airplane flight manual and/or an emergency descent be accomplished, which poses an increased risk to passengers and crew members.

Need for the Correction

As published, that AD contains several incorrect references to the affected airplane models. As discussed in the preamble of that AD, we intended to revise the applicability of the final rule to identify model designations as published in the most recent type certificate data sheet. However, Regional Jet series "400," which does not exist, was inadvertently indicated in several references instead of the correct model designation Regional Jet series "440." The correct model designation (Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes) was listed in the title of the AD.

The FAA has determined that a correction to AD 2003-14-02 is necessary. The correction will properly specify model designations as published in the most recent type certificate data sheet for the affected models.

Correction of Publication

This document corrects the error and correctly adds the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The AD is reprinted in its entirety with the changes incorporated for the convenience of affected operators. The effective date of the AD remains August 14, 2003.

Since this action only specifies model designations as published in the most recent type certificate data sheet for the affected models, it has no adverse economic impact and imposes no additional burden on any person. Therefore, the FAA has determined that notice and public procedures are unnecessary.

Restatement of Supplemental Information Section of AD 2003-14-02

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that is applicable to certain Bombardier Model

CL-600-2B19 series airplanes was published in the **Federal Register** on May 20, 2002 (67 FR 35461). That action proposed to require a one-time inspection of the aft edge of the left and right main windshields to determine whether a certain placard is installed, and corrective actions if necessary.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Correction

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Corrected]

■ 2. Section 39.13 is amended by correctly adding the following airworthiness directive (AD):

AD 2003-14-02 R1 Bombardier, Inc.

(Formerly Canadair): Amendment 39-13221. Docket 2001-NM-322-AD.

Applicability: Model CL-600-2B19 (Regional Jet series 100 & 440) airplanes; certificated in any category; serial numbers 7003 and subsequent; equipped with main windshield units, part numbers 601R33033-1, -2, -5, -6, -9, or -10.

Compliance: Required as indicated, unless accomplished previously.

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 (b) 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 stress-related cracking of the windshields, and subsequent excessive frequency of abnormal procedures specified in the airplane flight manual and/or an emergency descent be accomplished, which poses an increased risk to passengers and crew members; accomplish the following: