

Third Floor, Valley Stream, New York 11581; telephone (516) 256-7512; fax (516) 568-2716.

SUPPLEMENTARY INFORMATION: On September 17, 2003, the FAA issued emergency AD 2003-19-51, which is applicable to certain Bombardier Model CL-600-2C10 (Regional Jet Series 700 & 701) and CL-600-2D24 (Regional Jet Series 900) series airplanes.

Background

Transport Canada Civil Aviation (TCCA), which is the airworthiness authority for Canada, recently notified the FAA that an unsafe condition may exist on certain Bombardier Model CL-600-2C10 (Regional Jet Series 700 & 701) and CL-600-2D24 (Regional Jet Series 900) series airplanes. The lower panel of the door of the right-hand main landing gear (MLG) of a Model CL-600-2C10 series airplane departed the airplane during landing. The airplane was able to land safely, though the departed panel damaged the trailing edge flap and punctured the rear fuselage near the floor level, below the engine pylon. Investigation revealed cracking of the hinge lug of the door panel, which led to detachment of adjacent fasteners and increased loading on the remaining fasteners. This condition, if not corrected, could result in failure of the lower panel of the MLG door, the lower panel's departure from the airplane, and consequent damage to airplane structure, which could adversely affect the airplane's continued safe flight and landing.

The left- and right-hand MLG doors on certain Model CL-600-2C10 (Regional Jet Series 700 & 701) and CL-600-2D24 (Regional Jet Series 900) series airplanes are identical to the affected right-hand MLG door on the affected Model CL-600-2C10 series airplane. Therefore, the MLG doors on all of these airplanes may be subject to the same unsafe condition.

TCCA has issued Canadian airworthiness directive CF-2003-23R1, dated September 16, 2003, to ensure the continued airworthiness of these airplanes in Canada.

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 the FAA informed of the situation described above. The FAA has 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 the Requirements of the Rule

Since the unsafe condition described is likely to exist or develop on other airplanes of the same type design registered in the United States, the FAA issued emergency AD 2003-19-51 to prevent failure of the lower panel of the MLG door, the lower panel's departure from the airplane, and consequent damage to airplane structure, which could adversely affect the airplane's continued safe flight and landing.

The AD requires repetitive detailed inspections for cracking or deformation, or pulled or missing fasteners, on the lower panel of the left- and right-hand MLG doors, as applicable. These inspections are required to be accomplished in accordance with Figures 1, 2, and 3 of this AD.

Necessary corrective action may involve repair of the lower panel of the MLG door, or replacement with a new or serviceable lower panel. The repair of the lower panel of the MLG door, if accomplished, is required to be accomplished in accordance with a method approved by the FAA or TCCA (or its delegated agent). The replacement of the lower panel of the MLG door, if accomplished, is required to be accomplished in accordance with Task Cards 32-12-01-000-801-A01 and 32-12-01-400-801-A01 of the CRJ 700/900 Regional Jet Aircraft Maintenance Manual. In lieu of repair or replacement, this AD provides for removing the affected door panel assembly; revising the Configuration Deviation List (CDL), Appendix 1, of the airplane flight manual to include new limitations; and operating the airplane in accordance with those CDL limitations.

The AD also requires that operators report the results of the inspections to the airplane manufacturer. Because the cause of the cracking is not known, these required inspection reports will help determine the extent of the cracking or other discrepancies in the affected fleet. The need for further corrective action will be evaluated based on the results of these reports.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual notices issued on September 17, 2003, to all known U.S. owners and operators of certain Bombardier Model CL-600-

2C10 (Regional Jet Series 700 & 701) and CL-600-2D24 (Regional Jet Series 900) series airplanes. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective to all persons.

Interim Action

We consider this AD interim action. If final action is later identified, we may consider further rulemaking then.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2003-NM-209-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

The regulations adopted herein will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is