



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

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May 31, 2024

Soumia Miloudi
Section Chief, Airworthiness
Bombardier
400 Côte-Vertu Road West
Dorval, Québec H4S 1Y9, Canada

Subject: Global Alternate Method of Compliance for Airworthiness Directive 2019-08-08
(AMOC Log 24-18, WTS Letter # 753-24-00128)

References:

1. AMOC Request Letter AW-CL6-24-013
2. FAA AD 2019-08-08
3. TCCA AD CF-2009-39R1
4. TCCA Approval of Global AMOC No. AARDG-2024/A18
5. Bombardier Service Bulletin 604-29-013, Revision 2, dated 18 April 2016.
6. Bombardier Service Bulletin 605-29-006, Revision 2, dated 19 April 2016.
7. Bombardier Service Bulletin 600-0764, Basic Issue, dated 8 October 2015.
8. Bombardier Service Bulletin 600-0767, Basic Issue, dated 25 August 2016.
9. Bombardier Service Bulletin 601-0633, Basic Issue, dated 8 October 2015.
10. Bombardier Service Bulletin 601-0637, Basic Issue, dated 25 August 2016.

Dear Ms. Miloudi,

This is in reference to your letter AW-CL6-24-013, dated May 9, 2024 [Ref. 1], requesting a global Alternate Method of Compliance (AMOC) to the following Airworthiness Directive (AD):

2019-08-08 - Applicable only to Bombardier Inc. airplanes, certificated in any category: Model CL-600-1A11 (Challenger 600), serial numbers 1004 through 1085 inclusive; Model CL-600-2A12 (601 Variant), serial numbers 3001 through 3066 inclusive; Model CL-600-2B16 (601-3A Variant), serial numbers 5001 through 5134 inclusive; Model CL-600-2B16 (601-3R Variant), serial numbers 5135 through 5194 inclusive; and Model CL-600-2B16 (604 Variant), serial numbers 5301 through 5665 inclusive and 5701 through 5988 inclusive.

FAA AD 2019-08-08 [Ref. 2] was issued to prevent failure of the hydraulic accumulator screw/end caps. Paragraph (i) of this AD mandates a relocation of the hydraulic accumulators in accordance with instructions contained in SBs [Ref. 5 through 10] within 60 months or 2,400 flight cycles from the effective date of the AD.

Bombardier stated that its risk assessment determined a quantitative reaction time of 11,500 FH (345 months / 28 years) starting from October 2008. Thus, Bombardier asserted that the initially proposed compliance time of 8 years (96 months) from SB release dates in 2015 and 2016 was very conservative. Bombardier also mentioned that some parts' lead times are up to 25 months.

Due to a global shortage of the parts required to accomplish Paragraph (i) of FAA AD 2019-08-08 Bombardier is requesting a compliance time extension to June 30, 2028; this extension provides an equivalent level of safety since it is within the calculated reaction time. A risk assessment justification supporting this extension has been provided to TCCA and TCCA found it acceptable [Ref.4].

We have reviewed the global AMOC request and approve it with the following limitation: Operators must order the repair kit referenced in the corresponding Service Bulletin (SB) by October 31, 2024.

In accordance with FAA Order 8110.103B, dated September 14, 2016, this approval is subject to the following conditions:

1. This approval is applicable only to Bombardier, Inc. airplanes as specified under paragraph (c) of AD 2019-08-08.
2. Operators must order the repair kit referenced in the corresponding Service Bulletin (SB) by October 31, 2024.
3. This Global AMOC expires on June 30, 2028.
4. All provisions of AD 2019-08-08 that are not specifically referenced above remain fully applicable and must be complied with accordingly.
5. This global AMOC is transferable. A transferable global AMOC is a global AMOC that will continue to apply to a product after it has been transferred to a new owner/operator.
6. Before using this global AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.
7. This global AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as a global AMOC to any AD issued by another civil aviation authority (CAA). Approval of a global AMOC to another CAA's AD must come from that CAA.

If you have any questions pertaining to this matter, you may contact Mr. Gabriel Kim, Aerospace Engineer, AIR-753, via email at Gabriel.D.Kim@faa.gov, or the International Validation Branch at 9-AVS-NYACO-COS@faa.gov.

Sincerely,

for
Anthony E Gallo
Manager, International Validation Branch (AIR-730)
Compliance & Airworthiness Division
Aircraft Certification Services

cc: James Delisio (AIR-722)
Fabio Buttitta (AIR-732)