



28150 Avenue Crocker #226 Valencia, CA 91355

Phone: (661) 295-0828

Fax: (661) 295-0289

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

Main Landing Gear Door Strut Assembly Part Number 25UM781-23A/SS

TITLE: Maintenance Requirements Instructions for Continued Airworthiness

DATE: April 27, 2002

DOCUMENT NUMBER: ICA-MLG-Strut-4-27-02

RELATED DOCUMENT: FAA Form 337 Dated _____

Modification of an aircraft and issuance of a new or amended Type Certificate (TC), Supplemental Type Certificate (STC), or other FAA approved documents (such as FAA 337) obligates the aircraft owner to include the following maintenance information in the operator's Aircraft Maintenance Manual and/or the operator's Scheduled Aircraft Maintenance Program as specified.

It is not the intention of this document to supersede any information in the aircraft manuals, except in those areas listed herein. The information in this document is presented in ATA-100 format; however, minor deviation may be encountered.

1. Maintenance information (system description, operation, location, removal, installation, testing, etc.) for the Main Landing Gear Systems and Door Strut Assemblies are contained in the Aircraft Maintenance Manual Chapter 32-XX-XX. Verify that the latest FAA approved revision for the manual is used. This document should be placed into the appropriate Aircraft Maintenance Manual, Scheduled Maintenance Program, or operator's current FAA approved method for Instructions For Continued Airworthiness.
2. Line Replaceable Unit (LRU) part numbers and other necessary part numbers are contained in the airplane Illustrated Parts Catalog (IPC) and additional information regarding the MLG Door Strut assembly is available on AHP Drawing No. 25UM781-23A/SS Rev. N/C dated 2/24/95 or later FAA approved revisions. A copy of this IFCA document should be inserted into the appropriate airplane Illustrated Parts Catalog.
3. Time Limits/Maintenance Checks for the unit are ON CONDITION and there are NO SCHEDULED X-ray requirements for parts installed with FAA Form 8130-3 signed by an authorized representative of Advanced Hyperfine Products, Inc. A copy of this IFCA document should be inserted in the operator's appropriate Time Limits / Maintenance Checks for the aircraft.

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