

been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

Note 2: Where there are differences between the referenced service bulletin and the AD, the AD prevails.

To prevent failure of the MLG main fittings, which could result in collapse of the MLG upon landing, accomplish the following:

Service Bulletin References

(a) Accomplishment of the inspections and servicing, as applicable, specified in paragraphs (c), (g), (h), and (i) of this AD, per Bombardier Alert Service Bulletin A601R-32-079, dated December 3, 1999; Revision "A," dated January 7, 2000; Revision "B," dated June 1, 2000; Revision "C," dated October 26, 2000; or Revision "D," dated December 1, 2000; prior to the effective date of this AD, is considered acceptable for compliance with the requirements of paragraphs (c), (g), (h), and (i) of this AD.

(b) The term "service bulletin," as used in this AD, means the Accomplishment Instructions of Bombardier Alert Service Bulletin A601R-32-079, Revision "E," dated September 12, 2002; including Appendix 1, Revision D, dated September 12, 2002; including Appendices 2 and 3, dated September 12, 2002.

Initial Eddy Current Inspection

(c) Perform an eddy current inspection to detect cracking of the MLG main fittings, per PART B of the service bulletin, at the earlier of the times specified in paragraph (c)(1) or (c)(2) of this AD.

(1) Prior to the accumulation of 1,500 total flight cycles on the MLG, or within 150 flight cycles after December 4, 2001 (the effective date of AD 2001-22-09, amendment 39-12488), whichever occurs later.

(2) Prior to the accumulation of 1,000 total flight cycles on the MLG, or within 150 flight cycles after the effective date of this AD, whichever occurs later.

Repetitive Eddy Current Inspections

(d) Repeat the eddy current inspection specified in paragraph (c) of this AD at the time specified in paragraph (d)(1), (d)(2), or (d)(3), as applicable, except as provided by paragraph (d)(4) of this AD, per PART B of the service bulletin.

(1) For airplanes on which the eddy current inspection required by paragraph (c) of this AD is accomplished after the effective date of this AD: Repeat the inspection at intervals not to exceed 500 flight cycles.

(2) For airplanes on which the repetitive eddy current inspection required by AD 2001-22-09, amendment 39-12488, has been accomplished, and on which the repetitive intervals have been increased per paragraph (e) of AD 2001-22-09 before the effective date of this AD: Repeat the inspection within 500 flight cycles after the effective date of this AD, or within 1,000 flight cycles since the last eddy current inspection, whichever occurs first, and thereafter at intervals not to exceed 500 flight cycles.

(3) For airplanes on which the repetitive eddy current inspection required by AD

2001-22-09 has been accomplished, and on which the repetitive intervals have not been increased per paragraph (e) of AD 2001-22-09 before the effective date of this AD: Repeat the eddy current inspection at intervals not to exceed 500 flight cycles.

(4) For airplanes on which an eddy current inspection has been accomplished to confirm the detailed inspection required by paragraph (j) of this AD: The next eddy current inspection must be done within 500 flight cycles following the last detailed inspection required by paragraph (j) of this AD, and thereafter at intervals not to exceed 500 flight cycles.

Corrective Actions

(e) If no cracking of the MLG main fittings is suspected during the next eddy current inspection required by paragraph (c) or (d) of this AD, but the paint has been removed: Prior to further flight, apply a new finish and install the harness clamp on the brake line with the bolt, washers, nut, and cotter pin; per PART B of the service bulletin.

(f) If any cracking of the MLG main fittings is found during any eddy current inspection required by paragraph (c) or (d) of this AD: Prior to further flight, replace any cracked MLG main fitting with a new or serviceable part per the service bulletin.

Servicing the Shock Struts

(g) Prior to the accumulation of 1,500 total flight cycles on the MLG shock struts, or within 500 flight cycles after December 4, 2001, whichever occurs later: Service (Oil and Nitrogen) the left and right MLG shock struts per PART C (for airplanes on the ground) or PART D (for airplanes on jacks) of the service bulletin.

Other Inspections

(h) Within 500 flight cycles after completing the actions required by paragraph (g) of this AD: Inspect the MLG left and right shock struts for nitrogen pressure, visible chrome dimension, and oil leakage, in accordance with PART E of the service bulletin. Thereafter, repeat the inspection at intervals not to exceed 500 flight cycles.

Corrective Actions for Certain Inspections

(i) If the chrome extension dimension of the shock strut pressure reading is outside the limits specified in the Airplane Maintenance Manual, Task 32-11-05-220-801, or any oil leakage is found during any inspection required by paragraph (h) of this AD: Prior to further flight, service the MLG shock strut in accordance with PART C (for airplanes on the ground) or PART D (for airplanes on jacks) of the service bulletin.

Detailed and Follow-on Inspections, and Corrective Action

(j) Prior to the accumulation of 1,000 total flight cycles on the MLG, or within 250 flight cycles after the effective date of this AD, whichever occurs later: Accomplish a detailed inspection of the MLG main fittings to detect signs of cracking (including linear paint cracks along the circumference of the main fitting tube, lack of paint (paint peeling) or other paint damage, lack of adhesion or paint bulging, and signs of corrosion), per PART A of the service bulletin. Repeat the

inspection thereafter at intervals not to exceed 100 flight cycles.

Note 3: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

(k) If any linear paint crack along the circumference of the main fitting tube, lack of paint (paint peeling) or other paint damage, evidence of paint bulging due to lack of adhesion, or evidence of corrosion is found during any inspection required by paragraph (j) of this AD: Prior to further flight, accomplish either an eddy current inspection to detect cracking, per PART B of the service bulletin; or a fluorescent penetrant inspection to detect cracking, per PART F of the service bulletin.

(1) If no cracking of the MLG main fittings is found during any inspection required by paragraph (k) of this AD: Prior to further flight, repaint and/or repair/rework any paint damage per PART B of the service bulletin.

(2) If any cracking of the MLG main fittings is found during any inspection required by paragraph (k) of this AD: Prior to further flight, replace any cracked MLG main fitting with a new or serviceable part per the service bulletin.

Reporting Requirement

(l) Within 30 days after each inspection and servicing required by paragraphs (c), (d), (g), (h), (j), and (k) of this AD, report all findings, positive or negative, to: Bombardier Aerospace, In-Service Engineering, fax number 514-855-8501. Although the service bulletin references completion of a "Service Bulletin Comment Sheet-Facsimile Reply Sheet," this AD does not require that action. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

Alternative Methods of Compliance

(m)(1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

(2) Alternative methods of compliance issued to allow escalation of the repetitive intervals for the eddy current inspections from 500 to 1,000 flight cycles, per paragraph (e) of AD 2001-22-09, are not approved as alternative methods of compliance with this AD.

Note 4: Information concerning the existence of approved alternative methods of