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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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### Wheels and Tyres

**AD/WHE/7**

**Nosewheel Tyres**

**11/2006**

**Applicability:** Goodyear aviation tyres, part number 217K22-1, identified in Goodyear Aviation Service Bulletin SB-2005-32-004, Revision 5, dated December 22, 2005 that are installed on various transport category airplanes, certificated in any category, including but not limited to Bombardier Model BD700 series and Gulfstream Model G-1159, G-1159A, G-1159B, G-IV, GIV-X, GV, and GV-SP series aircraft.

**Requirement:**

1. Inspect the Nose Wheel Tyres to determine whether an affected S/N is installed, in accordance with the accomplishment instructions of Goodyear Aviation Service Bulletin SB-2005-32-004, Revision 5, dated December 22, 2005 or later FAA approved revision.
2. Replace any tyre that has an affected S/N before further flight in accordance with the accomplishment instructions of the Goodyear service bulletin.

*Note 1: FAA AD 2006-18-08 Amdt 39-14746 refers.*

*Note 2: Bombardier Alert Service Bulletins A700-32-019 and A700-1A11-32-007, both dated November 2, 2005; and the applicable Gulfstream alert customer bulletins are additional sources of service information for identifying the affected serial numbers and replacing the affected tyres.*

**Compliance:**

1. Within 60 days after the effective date of this AD.
2. Before further flight

This Airworthiness Directive becomes effective on 26 October 2006.

**Background:** This AD is issued due to reports of tread separations and tread area bulges on the nosewheel tyres. Tread separation from a nosewheel tyre during takeoff or landing could result in compromised nosewheel steering or ingestion of separated tread by an engine.



David Villiers  
Delegate of the Civil Aviation Safety Authority

14 September 2006