
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/G1159/35 and issues the following 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.

Gulfstream (Grumman) G1159 and G-IV Series Aeroplanes

**AD/G1159/35
Amdt 1**

Takeoff Warning System

25/2009

Applicability: All Model G-II (G-1159), G-III (G-1159A), G-IIB (G-1159B) series aeroplanes and G-IV series aeroplanes serial numbers 1000 through 1092.

- Requirement:**
1. For applicable aircraft carry out the following:
 - a. **For all Model G-II (G-1159) and G-IIB (G-1159B) series aeroplanes -** Perform an operational check of the takeoff warning system in accordance with Gulfstream Aerospace Customer Bulletin (CB) Number 388, Amendment 1, dated 15 August 1989.
 - b. **For all Model G-III (G-1159A) series aeroplanes -** Perform an operational check of the takeoff warning system, in accordance with Gulfstream CB Number 106, dated 1 May 1989.
 - c. **For Model G-IV series aeroplanes, -** Perform an operational check in accordance with Gulfstream Aircraft Service Change (ASC) Number 122, dated 31 May 1989.
 2. Repair non functioning systems found during the Requirement 1 operational check in accordance with the CB or ASC as applicable.
 3. **For Model G-IV series aeroplanes,** if not previously accomplished, modify the takeoff warning range indication system in accordance Gulfstream ASC Number 122.

Later revision(s) of the above CB(s) or ASC approved by the United States Federal Aviation Administration (FAA) as an Alternate Method of Compliance (AMOC) to FAA AD 90-02-05 is/are considered acceptable for compliance with the equivalent Requirements of this Amendment.

Note: FAA AD 90-02-05 Amdt 39-6472 refers.

Compliance: For Requirement 1 -

- a. If repetitive checks have been or are being accomplished in accordance with either AD/G1159/35 or FAA AD 90-02-05 Amdt 39-6472 continue the checks at intervals not to exceed 150 hours time-in-service (TIS).

Gulfstream (Grumman) G1159 and G-IV Series Aeroplanes

AD/G1159/35 Amdt 1 (continued)

- b. If repetitive checks have not, or are not, being accomplished in accordance with AD/G1159/35 or FAA AD 90-02-05 Amdt 39-6472 perform an initial check within 25 hours TIS after the effective date of this Amendment and thereafter at intervals not to exceed 150 hours TIS.

For Requirement 2 - After the Requirement 1 operational check.

For Requirement 3 - Within 25 hours TIS after the effective date of this Directive.

This Amendment becomes effective on 22 December 2009.

Background: Operator reports involving the following discrepancies, elongated bolt holes, cracks and loose fasteners in the rudder actuator attachment area, have been received by the manufacturer.

The original issue of this Directive only applied to GII and GIIB series aeroplanes and required initial and repetitive operational checks of the takeoff warning system.

This amendment continues the repetitive operational checks and extends the applicability of the Directive to include G-III aeroplanes and certain G-IV aeroplanes; it also requires a modification of the takeoff warning range indication system for G-IV aeroplanes.

The original issue of this Directive became effective on 17 May 1990.



William David
Delegate of the Civil Aviation Safety Authority

11 December 2009