
AIRWORTHINESS DIRECTIVE

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.

Gulfstream (Grumman) G1159 and G-IV Series Aeroplanes

AD/G1159/47

Nose Wheel Steering Control

8/2007

Applicability: Model G-V series aeroplanes, serial numbers 501 and subsequent.

Requirement: Replace the nose wheel steering actuator, part number (P/N) 1159SCL500-41 Rev. D, with a new or restored actuator having the same part number, in accordance with Gulfstream V Maintenance Manual Chapter 05-10-00.

Optional Terminating Action

Replacement of all nose wheel steering actuators with new improved actuators having P/N 1159SCL500-51, per Gulfstream V Maintenance Manual Chapter 05-10-00, provides terminating action for the repetitive replacement requirements specified in this AD.

Note: FAA AD 2001-14-16 Amdt 39-12327 dated 10 July 2001 refers.

Compliance: At whichever occurs later:

- Within 450 flight hours or 12 months after replacing the nose wheel steering actuator, P/N 1159SCL500-41 Rev. D, with a new or restored actuator having the same part number, whichever occurs first; or
- Within 30 days after the effective date of this AD.

Thereafter repeat this replacement every 450 flight hours or 12 months, whichever occurs first.

This Airworthiness Directive becomes effective on 2 August 2007.

Gulfstream (Grumman) G1159 and G-IV Series Aeroplanes

AD/G1159/47 (continued)

Background: The actions within this AD are intended to prevent loss of nose wheel steering control, without a corresponding alert message annunciation, due to the effects of moisture intrusion into the rotary variable displacement transducer (RVDT) inside the steering actuator, which could result in the aeroplane departing the runway if an over steering condition were to occur during landing.



David Punshon
Delegate of the Civil Aviation Safety Authority

21 June 2007