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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 revokes Airworthiness Directive (AD) AD/ROCK-114/4 and issues the following AD under subregulation 39.1 (1) of CAR 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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### Gulfstream (Rockwell) 114 Series Aeroplanes

**AD/ROCK-114/4**                      **Lower Vertical Fin Rib - Modification**                      **7/2002**  
**Amdt 1**

Applicability: All models with S/Nos. 14000 to 14540.

Requirement: Action in accordance with Commander Aircraft Company Service Bulletin (SB) No. SB-114-12B.

*Note: Aircraft modified per Gulfstream Aerospace Service Bulletins SB-114-12 or SB-114-12A are not in compliance with this Airworthiness Directive.*

Compliance: Unless already accomplished, within 100 hours time in service after 11 July 2002 and thereafter at intervals not exceeding 100 hours time in service until modified.

This Airworthiness Directive becomes effective on 11 July 2002.

Background: The original directive was issued to require inspection of the lower vertical fin rib during the 100 hour inspection period for cracking as required by the manufacturer's airplane maintenance manual.

Amendment 1 is issued to reflect an amendment to the manufacturers service bulletin, which increases the applicability range and an improved repair scheme when cracks are found.

The original issue of this AD became effective in May 1978.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

31 May 2002