

**State of Israel
Ministry of Transport
Civil Aviation Administration**

AD 32-03-03-04 R4

D R A F T

Date: February 24, 2004

AIRWORTHINESS DIRECTIVE

This Airworthiness Directive, issued by the Civil Aviation Administration in accordance with the Israeli Aviation Regulations, applies to an aircraft for which our records list you as the registered owner. It affects aviation safety and requires your immediate attention. No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with that Directive.

APPLIES TO: Gulfstream Aerospace LP (GALP) Models **1125 Astra, Astra SPX and G100** aircraft serial numbers 004, 011 through 152, certificated in any category.

SUBJECT: Inspection and repair of the outboard (wing side) main landing gear doors and adjustment of door stoppers.

NOTE: This revision supersedes **AD 32-03-03-04 R3**.
Rev. 1 changed the applicability of the AD by adding serial numbers 134 through 145 and 147. Reference Service Bulletin changed to Rev. 1.
Compliance time reduced from 300 to 250 flight hours.
Rev. 2 added model G100 and added action no. 3.
Rev. 3 added this note and changed Reference Service Bulletin to Rev. 2.
Rev. 4 changed the applicability of the AD by adding serial numbers 146, 149 through 152. Reference Service Bulletin changed to Rev. 3. Added paragraph "Reference". Action revised.

REFERENCE: Gulfstream Service Bulletin (SB) No. 100-32-223 Rev. 4.
Note: Previous revisions of this SB were identified as Astra or Gulfstream Service Bulletin No. 1125-32-223.

REASON: To eliminate possible damage and breakage of the outboard main landing gear doors due to insufficient clearance or interference with the surrounding structure.

ACTION: 1. Information regarding the required actions for aircraft fully or partially complying with the requirements of previous revisions of this AD and of SB 100-32-223 is included in the Transmittal Sheet of the SB, in the Effectivity and Compliance statements and within Parts A, B and C of the ACCOMPLISHMENT INSTRUCTIONS section of SB 100-32-223. This information has to be carefully studied in order to avoid unnecessary duplication of work already accomplished.

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2. Compliance with this AD requires that the following rectification procedures are performed as detailed in the ACCOMPLISHMENT INSTRUCTIONS of SB 100-32-223, Rev. 4 (Refer to the PART in parentheses):

Note:

The following applies to parts made of composite materials:

- a. Use tapping or other approved NDT method to detect internal damage and delamination.
 - b. Damage evaluation and repair methods to be specified by Gulfstream Aerospace Technical Operations.
- 2.1 Inspect the outboard main landing gear doors for damage.
Repair as necessary. (PART A)
- 2.2 Check and adjust, if required, for proper gap between the doors and the surrounding structure. Relocate the door hinge as directed. If required, repair the aft edge of the doors and trim the wheel well fairing.
(PART A)
- 2.3 Check the clearance between the hinge taper fillers and the wing main landing gear door openings in the wing lower skins.
Trim the fillers if required. (PART B)
- 2.4 Inspect, adjust and repair, if required, the forward and aft MLG outboard door stoppers. (PART C)
- 2.5 Inspect and adjust, if required, the MLG outboard doors spring links per Aircraft Maintenance Manual instructions. (PART C)

COMPLIANCE: Compliance with this AD is required within 250 flight hours after the effective date of this AD.

EFFECTIVE DATE: March 20, 2004.

FOR FURTHER INFORMATION CONTACT: Mr. Nathan Kletshevsky, Engineering and Manufacturing Branch, CAAI - P.O.Box 8, Ben-Gurion Airport, Israel 70150.
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