

TRANSMITTAL SHEET

This sheet transmits Revision 2, dated February 01, 2023, to Gulfstream Service Bulletin 200-57-426 dated January 01, 2022, titled Wings - Flaps - Fairing Seal Repair.

Reason for Revision

To update Service Bulletin to incorporate Appendix II, which contains the standard repair for aircraft in which removal of corrosion resulted in a greater than 10% reduction of skin thickness.

PLANNING INFORMATION

Description

Step 4. Updated clarification.

Manpower

Step 7. Updated man hours to address aircraft in the event a repair is needed.

References

Step 11. Corrected MOD Number.

ACCOMPLISHMENT INSTRUCTIONS

Step 8.A. Revised instructions to add reference to Appendix II. Added Appendix II.

Effect of Revision on Prior Accomplishments

This service bulletin revision replaces SB 200-57-426, Revision 1. No action is required for aircraft in compliance with Revision 1 of this Service Bulletin.

This is a **COMPLETE REISSUE** of Gulfstream Service Bulletin 150-57-426.

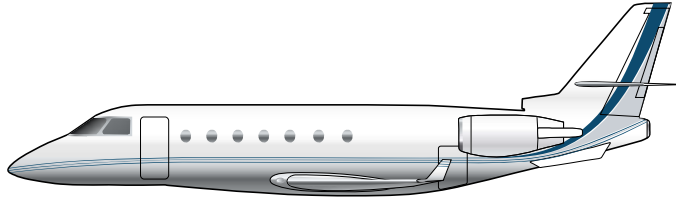
List of Effective Pages

<u>Page No.</u>	<u>Date</u>
1	Month XX, 2023
2	Month XX, 2023
3	Month XX, 2023
6	Month XX, 2023

Previous revisions to service bulletin 150-57-197.

Revision 1, June 16, 2022

Gulfstream G200



SERVICE BULLETIN

NUMBER 200-57-426, Revision 2

SUBJECT

WINGS (ATA 57) – FLAPS – FAIRING SEAL
REPAIR

FEBRUARY 01, 2023

SERVICE BULLETIN

WINGS - FLAPS - FAIRING SEAL REPAIR

PLANNING INFORMATION

1. Effectivity

Aircraft serial numbers 004 through 250

NOTE: Certain aircraft serial numbers have previously performed repairs to address this condition. A review of each of these repairs was conducted to determine if the intent of this service bulletin was fully met. Refer to Appendix I to determine if the previous repair meets the intent of this service bulletin or if all or any portions of this service bulletin need to be performed.

This service bulletin revision replaces SB 200-57-426, original issue. Aircraft in compliance with the original issue of this service bulletin will need to verify that the skin thickness measurements (taken in the event corrosion was removed) recorded at each of the flap fairing installation locations during performance of the original issue indicate not greater than a 10 percent reduction in skin thickness from the nominal thicknesses shown in Figure 1 sheets 1, 2 and 3 (as applicable). If this is the case, then no further action is required and sign off of this revision of the service bulletin should be recorded in the aircraft maintenance records. If the above review finds that one or more skin thickness measurement grids indicates greater than a 10 percent reduction in skin thickness from the nominal skin thickness, then the entire service bulletin accomplishment instructions must be completed for the affected flap fairing installation location(s).

2. Concurrent Requirement

None

3. Reason

Left and right wing flap fairing debonding and corrosion discovered at lower skin of Rib 3 and Rib 11.

4. Description

This service bulletin provides instructions to remove flap fairings, inspect for and remove corrosion if present, repair wing skin if necessary and reseal fillet seal between left and right wings structure and fairing to prevent fairing debonding and moisture intrusion.

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5. Compliance

Compliance with this service bulletin is mandatory within 24 months from the original release date of this service bulletin.

NOTE: Depending on the amount of corrosion (if found) and possible engineering disposition and repairs, it is highly recommended for this service bulletin to be accomplished at a Gulfstream facility or an approved facility by Gulfstream. It is also highly recommended to perform this service bulletin during an extended maintenance visit.

6. Approval

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI-approved.

7. Manpower

The following information is for planning purposes only:

Estimated labor-hours:

29.0 hours per each rib location/fairing if service bulletin is performed

4.0 hour per each rib location/fairing if sealant only is applied

8.0 hours per location requiring repair

8. Weight and Balance

None

9. Electrical Load Data

No Change

10. Software Accomplishment Summary

None

11. References

G200 Aircraft Maintenance Manual (AMM), Chapters 12, 20 and 27

Gulfstream Aerospace LP G200 TC design change MOD G2-04676 and G2-04862

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NOTE: This Service Bulletin incorporates design data approved under G200 TC design change MOD G2-04676 and G2-04862 for installation on the standard type certificated aircraft. Approval for any deviation from the instructions contained in this service bulletin should be obtained, if required, from the local regulatory authority in accordance with the local relevant regulations.

12. Other Publications Affected

None

NOTE: Data concerning this service bulletin will be published in a future revision of the affected manual(s). This service bulletin will provide technical data until the revisions are published.

13. Interchangeability or Intermixability of Parts

None

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MATERIAL INFORMATION

1. Material - Availability

The parts required to accomplish this service bulletin are available by contacting Spare Parts Sales at 800-810-GULF (4853) or 912-965-4178.

2. Warranty Information - Structure

Labor and Materials will be at no charge for this service bulletin if the aircraft is still within the related warranty period as of the original issue date of this Service Bulletin and work is accomplished within the recommended compliance time, as stated in this document, at a Gulfstream Authorized Warranty Facility or factory Authorized Service Center within related aircraft model certification. *

*Coverage is granted per the terms and conditions of the Gulfstream Aircraft Sales Agreement to the original purchaser or subsequent owner with appropriate Assignment of Warranties on file with Gulfstream.

Additional labor hours incurred due to aircraft configuration or mechanical difficulties must be charged as a separate discrepancy and submitted for warranty consideration

3. Material Necessary for Each Aircraft

A. Material to be Procured:

None

B. Materials Supplied by the Operator:

Sealant PR1750 or PR1776 or equivalent

Glass Fiber Woven Fabric Per Ams -c-9084 Class 2, Type Iii Style #120

Loctite Ea9396 Aero Adhesive Per Mm-a-132 Type 1 Class 3.

Rivets P/N MS14218AD5-(X), M78885/7-5 or alternate P/N NASS1921M05-(X).

4. Reidentified Parts

None

5. Special Tooling

None

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ACCOMPLISHMENT INSTRUCTIONS

CAUTION: PROTECT WIRE BUNDLES, CONNECTORS AND SURROUNDING STRUCTURE DURING ANY MAINTENANCE PROCEDURES FROM SHAVINGS, DEBRIS AND CONTAMINATION. MAINTAIN A PROPERLY CLEANED WORK AREA THROUGHOUT THE PROCEDURE TO ENSURE THE INTEGRITY OF THE AFFECTED COMPONENT/SYSTEM. VISUALLY INSPECT WORK AREA USING ADDITIONAL LIGHT AS NECESSARY TO VERIFY ABSENCE OF ANY DEBRIS PRIOR TO COMPLETION OF PROCEDURE. FAILURE TO COMPLY MAY RESULT IN DAMAGE TO COMPONENTS AND/OR SYSTEMS.

1. Prepare aircraft for safe maintenance. Refer to Aircraft Maintenance Manual, (AMM) Chapter 20.
2. Apply external electrical power to aircraft. Refer to AMM, Chapter 20.
3. Extend flaps to 40°. Refer to AMM, Chapter 27.

CAUTION: MAKE SURE ELECTRICAL POWER IS DISCONNECTED FROM AIRCRAFT. FAILURE TO COMPLY MAY RESULT IN INJURY TO PERSONNEL AND/OR DAMAGE TO AIRCRAFT.

4. Disconnect external electrical power from aircraft. Refer to AMM, Chapter 12.
5. Remove Rib 11 fairing (1) P/N 4AS1600004-503/504 and Rib 3 fairing (2) P/N 25W160002-507/508 from aircraft structure as follows; Refer to Figure 2.
 - A. Carefully remove paint and sealant from perimeter of fairing, ensuring to expose rivets along
 - B. Carefully drill out rivets along trailing edge of fairing in order to remove fairing.

CAUTION: DO NOT REMOVE PROTECTIVE ALODINE COATING FROM LOWER WING SURFACE. IF PROTECTIVE ALODINE COATING IS REMOVED, METAL MUST BE ALODINED TO PREVENT CORROSION PRIOR TO PRIMING AND PAINTING.

- C. With a nonmetallic scraper, carefully remove fairing from lower surface of wing.
6. Inspect for corrosion in the area of the wing skin (or doubler if installed from a previous repair) to which the fairing was attached. Clean corrosion per standard shop practices.
7. If corrosion was found and removed, inspect the area for cracks. Inspect area for cracks using penetration inspection or eddy current inspection to verify no cracks exists.

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- A. If cracks were discovered, report to Gulfstream.
 - B. If no cracks were discovered, proceed to the next step.
8. If it was necessary to remove corrosion, then check the remaining skin (or doubler if installed) thickness with 1/2 inch grid as follows; Refer to Figure 1.
- A. Review the thickness measurements at each of the four fairing installation locations. For any fairing installation location with one or more grid squares with thickness reduction of greater than 10%, report the findings to Gulfstream prior to performing the repair in Appendix II. Following completion of the repair and proceeding to Step 11.
 - (1) For 10% thickness reduction calculating, refer to nominal skin thickness values. Refer to Figure 1.
 - B. If no grid or square presents a skin thickness reduction of 10% proceed to the next step.
 - C. If no grid square presents a doubler thickness reduction of 10%, proceed to the next step.
- NOTE: Nominal thickness of doublers of Rib #3 inboard are 0.160-inch.
Nominal thickness of doublers of Rib #11 outboard are 0.125-inch.
9. Brush blended alodine per MIL-DTL-5541 Type I, Class 1 and epoxy primer per MIL-PRF-23377 or MIL-PRF-85582 on rework area.
10. Prepare fairings for installation as follows:
- A. Visual inspect the fairing condition for damage:
 - (1) If glass fiber layer is damaged proceed to step B.
 - B. Clean fairing bonding surfaces from dirt and/or adhesive/fiberglass remains per standard shop practices.
 - C. Apply new fiberglass layers on fairing bonding surfaces as follows:
 - (1) Prepare surface for glass layers applying.
 - (2) Apply 2 Plies Of Glass Fiber Woven Fabric Per AMS-C-9084 Class 2, Type Iii) Style #120 (Impregnated With Loctite Ea9396 Aero Adhesive Per Mmm-a-132 Type 1 Class 3.

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NOTE: Amount Of Resin Mixture: 120 Gr/m² (Use Perforated Release Film – P4 Is Recommended).

D. Cure cycle as follows:

- (1) 12 Hours At Rt (23±3°C).
- (2) Heat To 40°C+10/-5°C At 1°C/min.
- (3) Hold At 40°C For 30 Min Minimum.
- (4) Heat To 90±5°C At 1°C/min.
- (5) Hold At 90°C For 2 Hours Minimum.
- (6) Cool To Below 40°C At 2°C/min Maximum.

11. Install Rib 11 fairing (2) P/N 4AS1600004-503/504 and Rib 3 fairing (1) P/N 25W160002-507/508 to aircraft structure as follows; Refer to Figure 2.

A. Clean fairing using a lint free cloth with MPK, Acetone or equivalent. Wipe dry with clean lint free cloth and let air dry for minimum of 30 minutes.

B. On faying surface of fairing flange, apply minimum 1 mm thickness of Hysol EA9396.

C. Curing details:

- (1) Allow 12 hours at room temperature 75°F - 95°F (24°C - 35°C) of curing time and final cure for 2 hours using heat lamp at 140°F (60°C) and 2 hours at 176°F (80°C).

NOTE: Use heat lamp with two thermocouples to monitor required temperature. Secure heat lamp to avoid overheating or damage to fairing during cure process.

D. After curing, abrade Hysol filling compound to form fit lower wing skin surface at fairing mounting area.

E. Clean fairing and wing surfaces using a lint free cloth with MPK, Acetone or equivalent. Wipe dry with clean lint free cloth and let air dry for minimum of 30 minutes.

F. Within 2 hours, apply liquid part of adhesive M.S. 05.0040 to lower skin and fairing flange, ensuring 100% coverage of faying surfaces must be obtained.

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NOTE: Commercial equivalent of liquid paste parts of adhesive M.S. 05.0040 is EA 9446 or Bostik M840. Handling of all parts must be done with clean cotton gloves.

- G. Connect fairing to lower wing skin surface by appropriate pressure tool to ensure adequate pressure during adhesion period in proper location.

NOTE: Align rivet holes in fairing and wing lower skin for proper location of fairing. Working period of adhesive is approximately 3 minutes.

- H. Remove pressure tool after 4 hours.

NOTE: Complete adhesion curing is 24 hours at room temperature (75°F - 95°F).

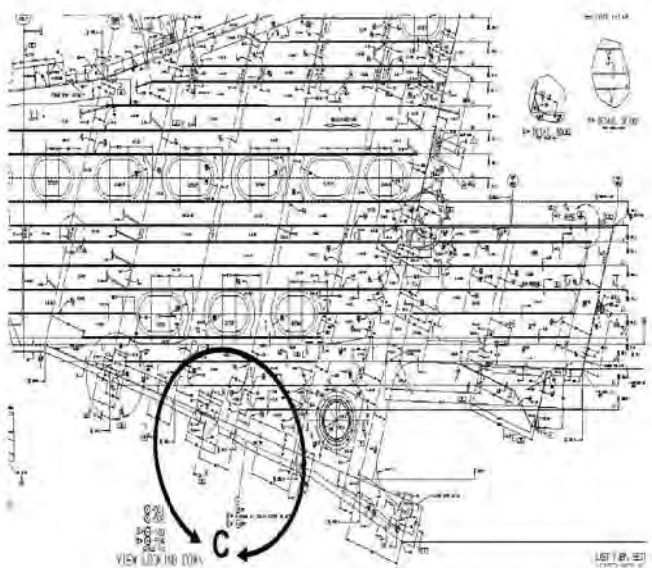
- I. After Hysol has cured, install MS14218AD5-(X), M78885/7-5 or alternate NAS1921M05-(X) rivets as required.

NOTE: Grip length (X) of rivet to be determined at time of installation.

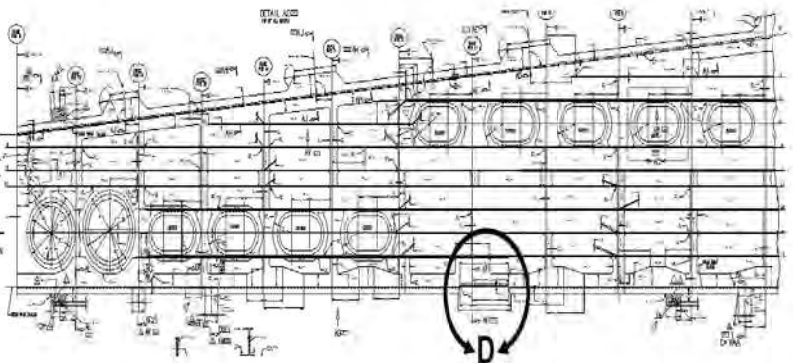
12. Inspect the area for moisture and contaminants, and remove if present before resealing.
13. Reseal fillet seal using sealant PR1750 or PR1776 or equivalent on both inner and outer sides of fairings. Refer to Figure 1.
14. Ensure work area is clean and clear of foreign objects (FOD).
15. Apply external electrical power to aircraft. Refer to AMM, Chapter 20.
16. Retract flaps. Refer to AMM, Chapter 27.
17. Remove electrical power from aircraft. Refer to AMM, Chapter 20.
18. Record compliance with this service bulletin in the aircraft's permanent maintenance records and return aircraft to flight status.
19. Report compliance with this service bulletin to Gulfstream Computerized Maintenance Program (CMP) by uploading the attached service reply card, along with the CMP task card(s) sign-off using MyGulfstream, MyCMP Document Upload or e-mail to fax@campsystems.com.

If technical assistance is required, contact your area Gulfstream Field Service Representative or call Gulfstream Customer Support at 800-810-GULF (4853).

SERVICE BULLETIN

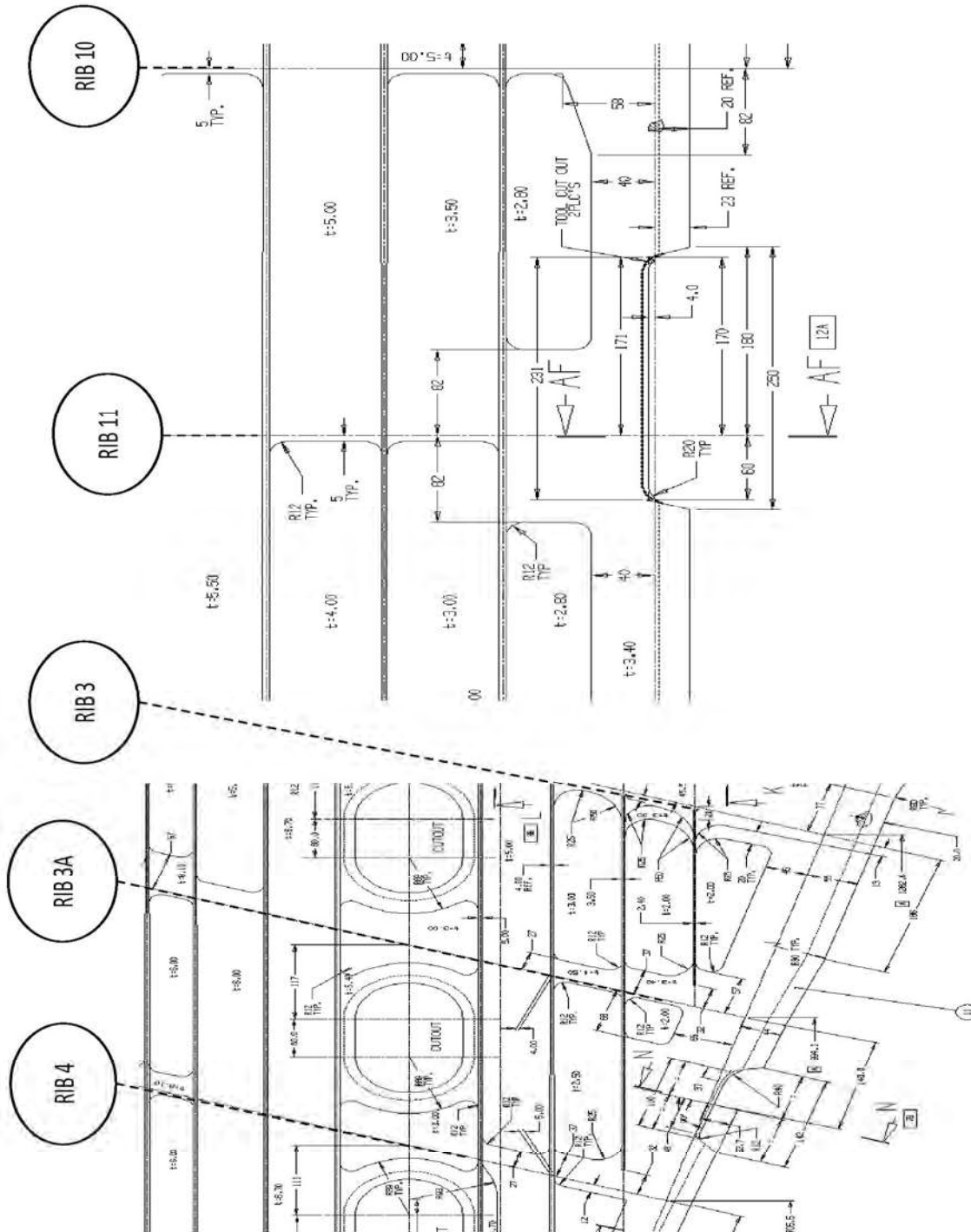


LOWER SKIN P/N 4AS1710301-003/004 A/C 1-64
P/N 4AS1710301-005/006 A/C 65-135
P/N 4AS1710301-007/008 A/C 136-250



Wing Fairing Sealing Repair
Figure 1 Sheet 1 of 3

SERVICE BULLETIN

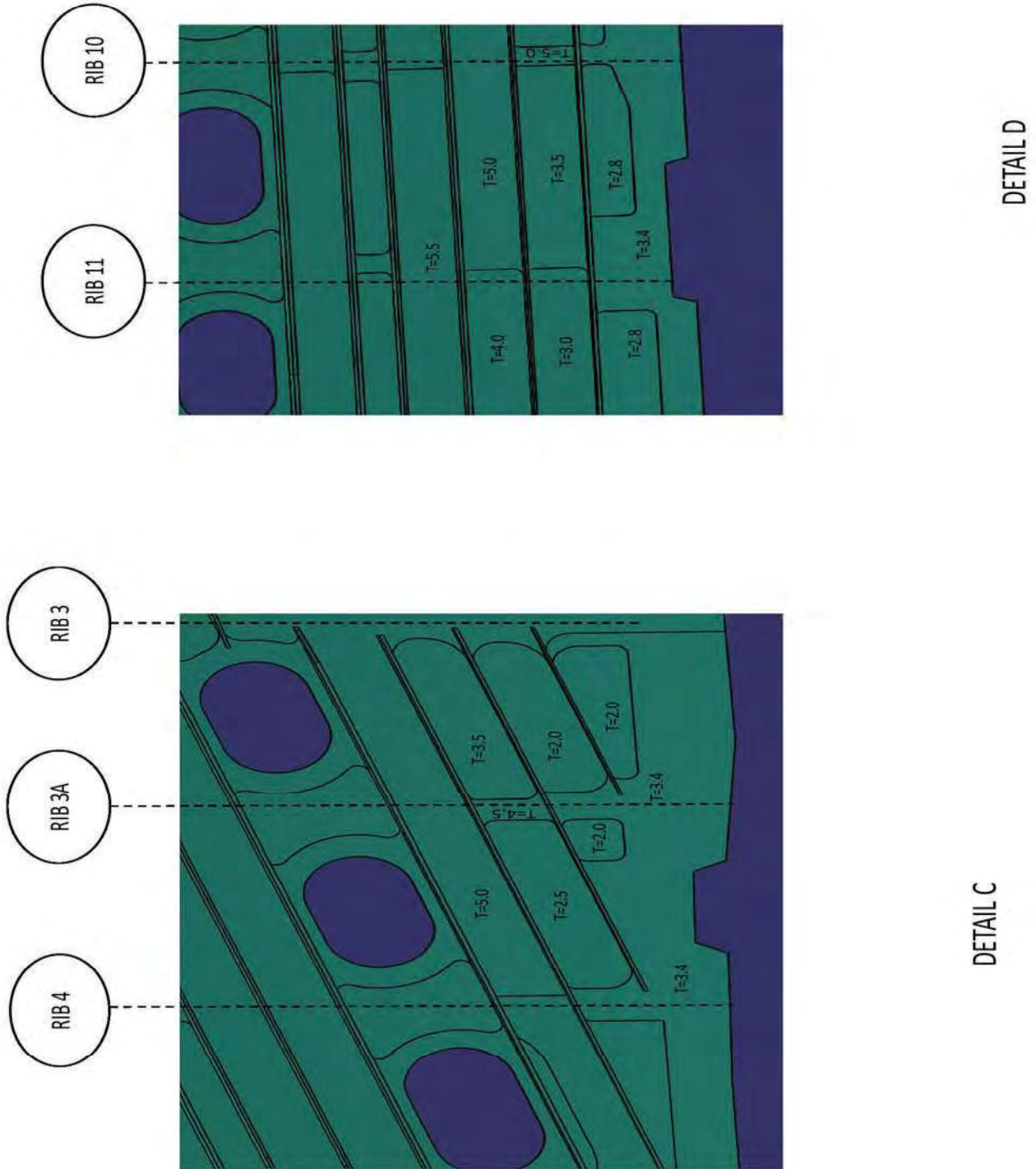


DETAIL D

DETAIL C

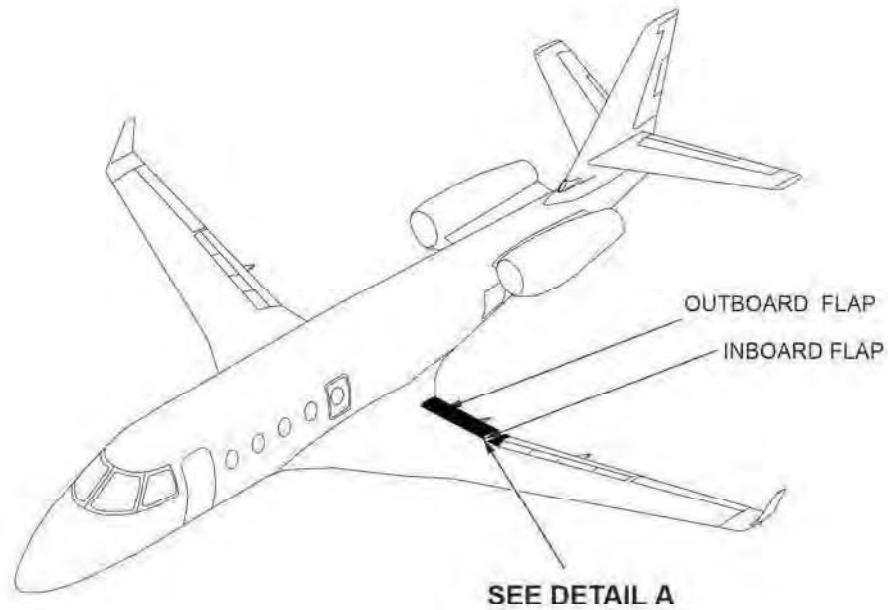
Wing Fairing Repair Area
Figure 1 Sheet 2 of 3

SERVICE BULLETIN



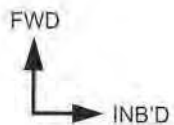
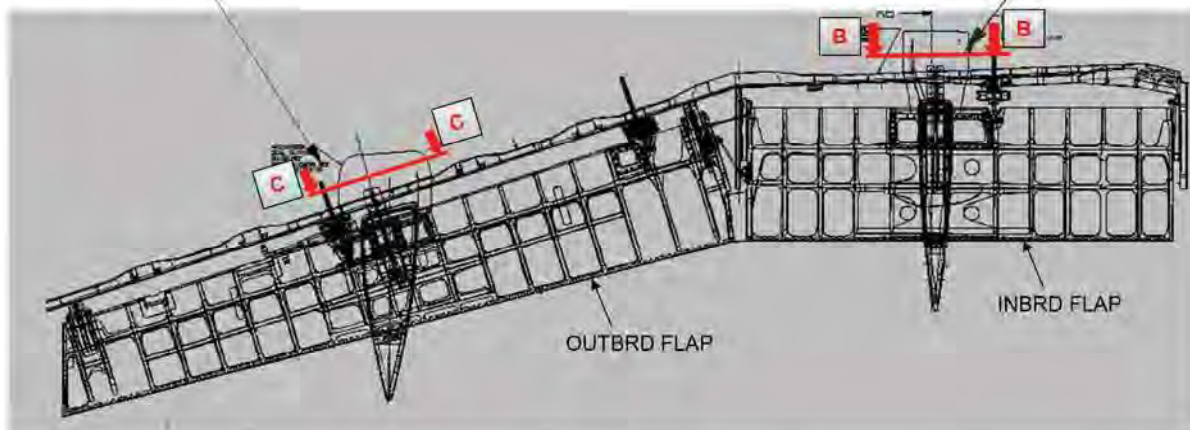
Wing Fairing Sealing Repair
Figure 1 Sheet 3 of 3

SERVICE BULLETIN



(1) LH & RH RIB 11 FAIRING
P/N 4AS1600004-503/504

(2) LH & RH RIB 3 FAIRING
P/N 25W1600002-507/508

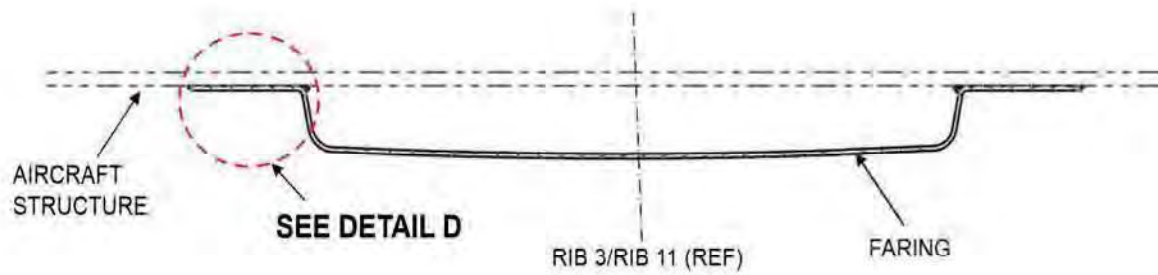


DETAIL A
VIEW LOOKING DOWN
WING FLAPS - LH SHOWN RH OPP

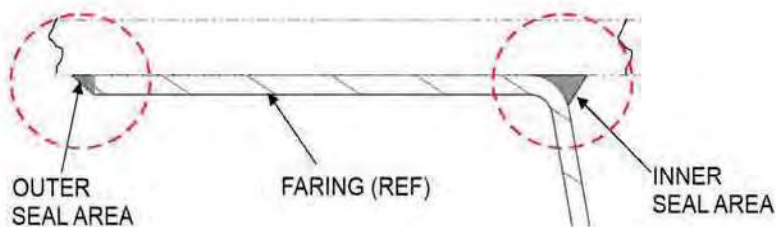
Wing Fairing Sealing Repair
Figure 2 Sheet 1 of 2

SB150-27-197-02-S01

SERVICE BULLETIN



SECTION B-B & SECTION C-C



**DETAIL D
FILLET SEAL REPAIR AREA**

SB150-27-197-02-S02

Wing Fairing Sealing Repair
Figure 2 Sheet 2 of 2

APPENDIX I

Perform SB
Perform SB

No previous repair at this location.
Perform SB as written at this location

Previous repair at this location does not meet SB intent. Perform SB as written at this location

Only sealant
NAR

Previous repair meets SB intent with the exception of sealant installation on inner side of fairing (perform step 13)

Previous repair fully meets SB intent. No Action Required at this location

G200 S/N	Repair EO	LHS		RHS	
		RIB 3	RIB 11	RIB 3	RIB 11
		ACTION	ACTION	ACTION	ACTION
69	4AS1600000-501A45	Perform SB	Perform SB	Perform SB	Perform SB
125	4AS1600000-501A63	NAR	NAR	Perform SB	NAR
144	4AS1600000-501A36	Perform SB	Perform SB	Perform SB	Perform SB
154	4AS1600000-501A64	NAR	NAR	NAR	NAR
167	4AS1600000-501A56	Perform SB	NAR	Perform SB	Perform SB
170	4AS1600000-501A41	Perform SB	NAR	Perform SB	NAR
199	4AS1600000-501A51	Perform SB	Perform SB	Perform SB	NAR
206	4AS1600000-501A54	NAR	NAR	NAR	NAR
207	4AS1600000-501A61	NAR	NAR	NAR	NAR
219	4AS1600000-501A67	NAR	NAR	NAR	NAR
222	4AS1600000-501A49	Perform SB	Perform SB	Perform SB	NAR
227	4AS1600000-501A53	Perform SB	NAR	Perform SB	NAR

APPENDIX II

THIS DOCUMENT CONTAINS PROPRIETARY INFORMATION OF GULFSTREAM AEROSPACE LP., AND MAY NOT BE REPRODUCED, COPIED DISCLOSED OR UTILIZED IN ANY WAY, IN WHOLE OR IN PART, WITHOUT THE PRIOR WRITTEN CONSENT OF GULFSTREAM AEROSPACE LP.

UNLESS OTHERWISE NOTED		 <i>Israel Aerospace Industries Ltd.</i>			
VIEW PROJECTIONS: 					
DIMENSIONS IN : MM		CAGE: QSY35 DWG. TYPE: SD DWG. NO : 4AS1600000-501A66 REV: A			
GENERAL TOLERANCES:					
X	±				
X.X	±				
X.XX	±				
ANGLES	±				
IDENTIFY PARTS PER PS 500100		SCALE: NONE SIZE: A40 SHEET : 1 / 23			
SECURITY: UNCLASS		COMMERCIAL: UNCLASS		DEPT: 4281	

RIB 11 - AREA OF CONCERN

DETAIL IN SHEET 5 AND
EXAMPLE DETAIL OF MEASUREMENT
REPORT SEE IN SHEET 7

RIB 3A - AREA OF CONCERN

DETAIL IN SHEET 4 AND
EXAMPLE DETAIL OF MEASUREMENT
REPORT SEE IN SHEET 6



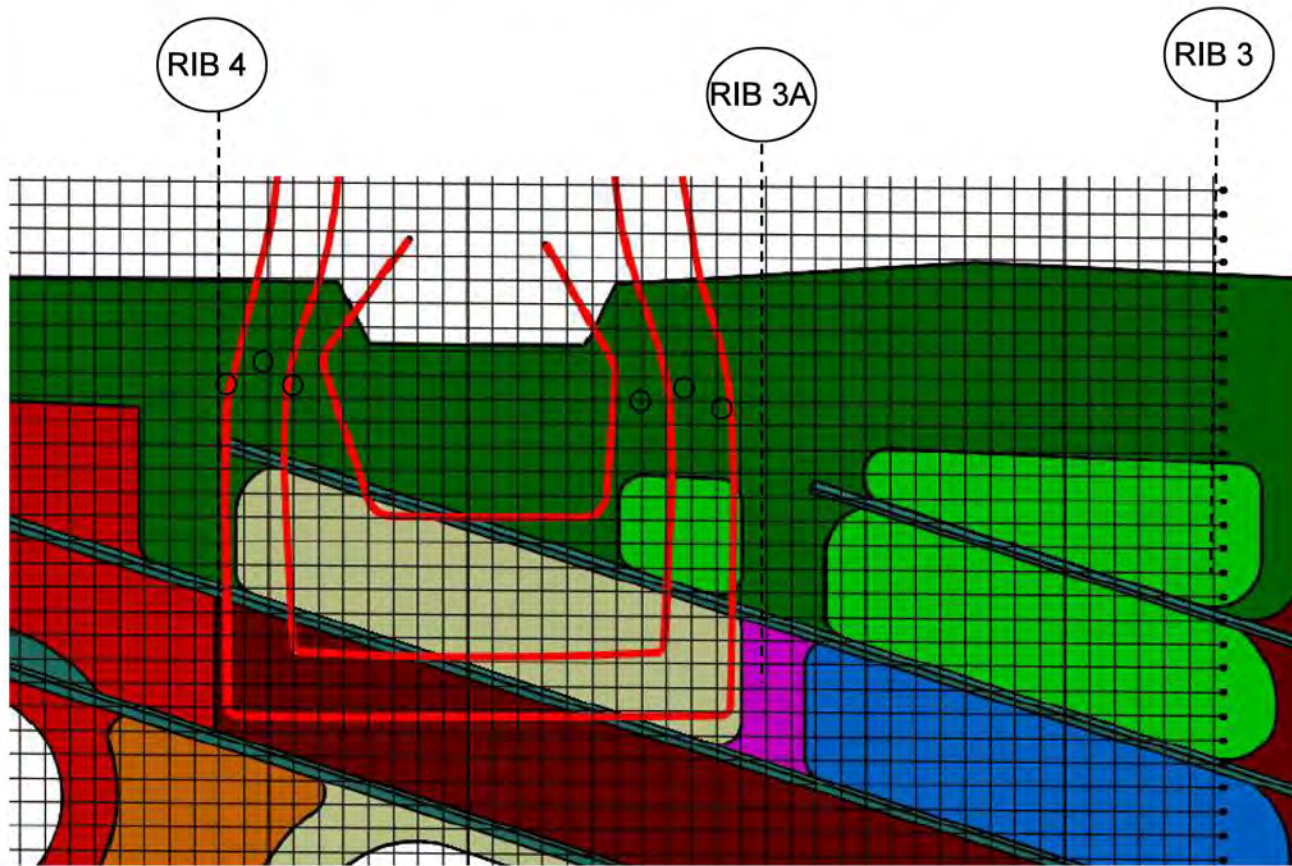
LHS WING

CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66	REV: A
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE
		SIZE: A40	SHEET: 3

NOMINAL THICKNESS OF SKIN P/N 4AS1710301

t=2.0 MM - .079" (.071")
t=2.5 MM - .098" (.088")
t=3.0 MM - .118" (.106")
t=3.4 MM - .133" (.120")
t=3.5 MM - .138" (.124")
t=4.5 MM - .177" (.159")
t=5.0 MM - .196" (.177")
t=5.5 MM - .216" (.194")

GRID .5" x .5"



OUTSIDE OF SKIN

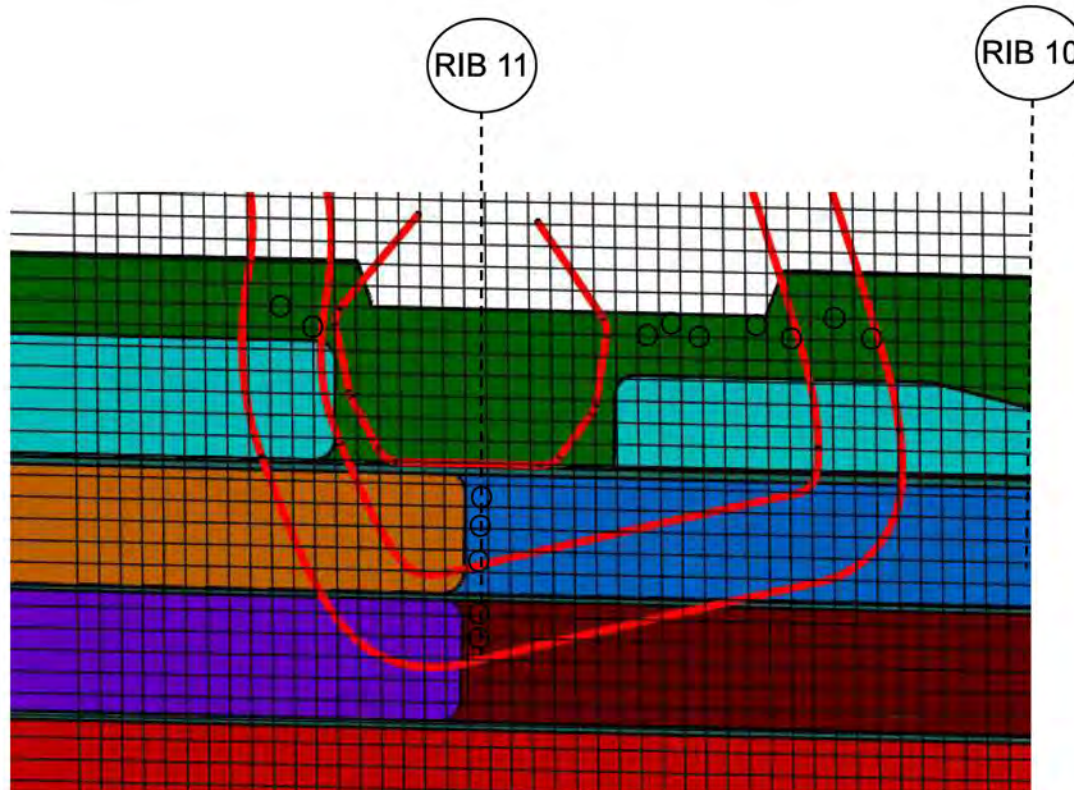
LHS INB'D FLAP TRACK (RIB 3)-SHOWN
RHS -OPP

DETAIL A
SEE SHEET 11



CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66			REV: A
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE	SIZE: A40	SHEET: 4

NOMINAL THICKNESS OF SKIN P/N 4AS1710301



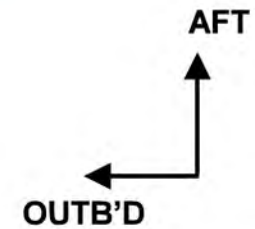
t=2.8 MM - .110" (.099")
t=3.4 MM - .133" (.120")
t=3.0 MM - .118" (.106")
t=3.5 MM - .137" (.124")
t=4.0 MM - .157" (.141")
t=5.0 MM - .196" (.177")
t=5.5 MM - .216" (.194")

GRID .5" x .5"

OUTSIDE OF SKIN

DETAIL B
SEE SHEET 11

LHS OUTB'D FLAP TRACK (RIB 11) - SHOWN
RHS - OPP



CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66	REV: A
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE
		SIZE: A40	SHEET: 5

SECURITY: UNCLASS	COMMERCIAL: UNCLASS	DEPT: 4281	SCALE: NONE	SIZE: A40	SHEET: 6
CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS160000-501A66	REV: A		

L/H INB'D FLAP TRACK (RIB 3A)

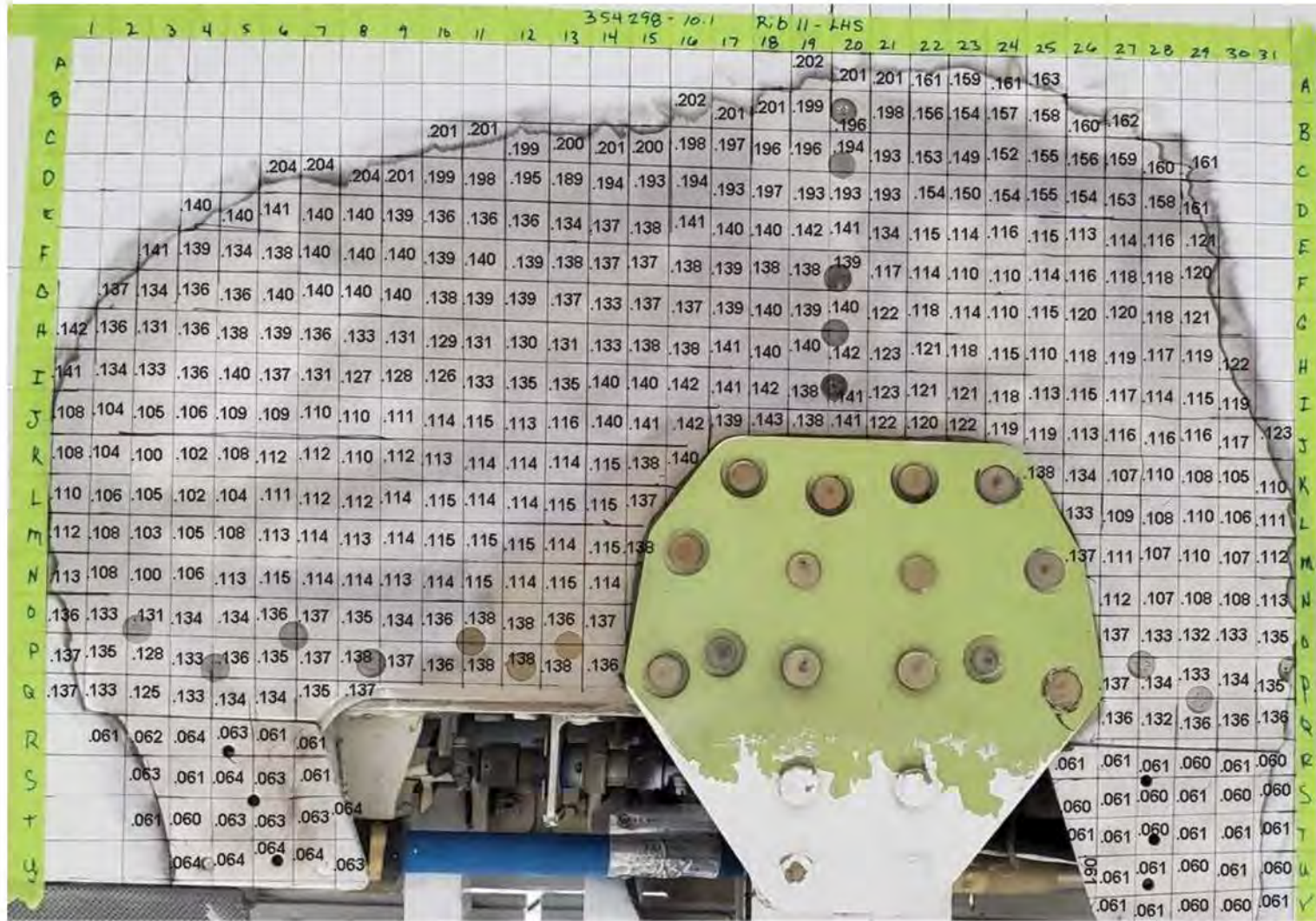
EXAMPLE OF MEASUREMENT REPORT

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
1	.103	.102	.102	.102	.202	.202	.199	.201	.198	.201	.202	.201	.203	.201	.202	.201	.202	.202	.202	.201	.203	
2	.103	.101	.099	.100	.100	.099	.101	.199	.200	.201	.201	.200	.201	.198	.201	.200	.202	.201	.201	.200	.200	.216
3	.102	.102	.101	.102	.100	.098	.099	.099	.102	.201	.200	.198	.201	.199	.200	.198	.201	.198	.198	.197	.199	.216
4	.103	.103	.103	.103	.102	.102	.100	.100	.101	.102	.102	.105	.199	.200	.198	.200	.199	.193	.193	.192	.197	.216
5	.102	.101	.102	.102	.103	.103	.104	.104	.103	.104	.103	.103	.100	.102	.105	.102	.199	.191	.192	.191	.193	.216
6	.102	.099	.102	.101	.100	.103	.102	.102	.104	.105	.105	.104	.101	.103	.100	.100	.101	.098	.095	.191	.194	.216
7	.082	.082	.083	.083	.103	.104	.104							.104	.103	.103	.101	.095	.089	.088	.133	.137
8	.082	.080	.081	.082	.084	.141									.104	.103	.102	.091	.086	.086	.128	.136
9	.082	.080	.082	.083	.084	.139									.103	.104	.102	.093	.092	.091	.129	.135
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16	.137	.132	.132	.138	.137											.138	.138	.136	.136	.136	.136	
17	.135	.136	.135	.139	.140											.138	.138	.137	.138	.137	.137	
18	.062	.062	.062	.062	.061											.062	.062	.060	.062	.063		
19	.063	.063	.062	.062												.061	.063	.060	.060	.062		
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21	.064	.062	.064	.064												.062	.063	.064	.062			
22	.064	.061	.065	.063												.061	.063	.063	.063			
23	.061	.061	.062	.063												.060	.063	.062	.063			
24	.061	.063	.062	.062												.061	.063	.060	.063			
25	.064	.064	.062	.062												.061	.061	.062	.062			

SECURITY: UNCLASS	COMMERCIAL: UNCLASS	DEPT: 4281	SCALE: NONE	SIZE: A40	SHEET: 7
CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS160000-501A66	REV: A		

L/H OUTB'D FLAP TRACK (RIB 11)

EXAMPLE OF MEASUREMENT REPORT



RIB 11 - AREA OF CONCERN

EXAMPLE DETAIL OF MEASUREMENT
REPORT SEE IN SHEET 10



RIB 3A - AREA OF CONCERN

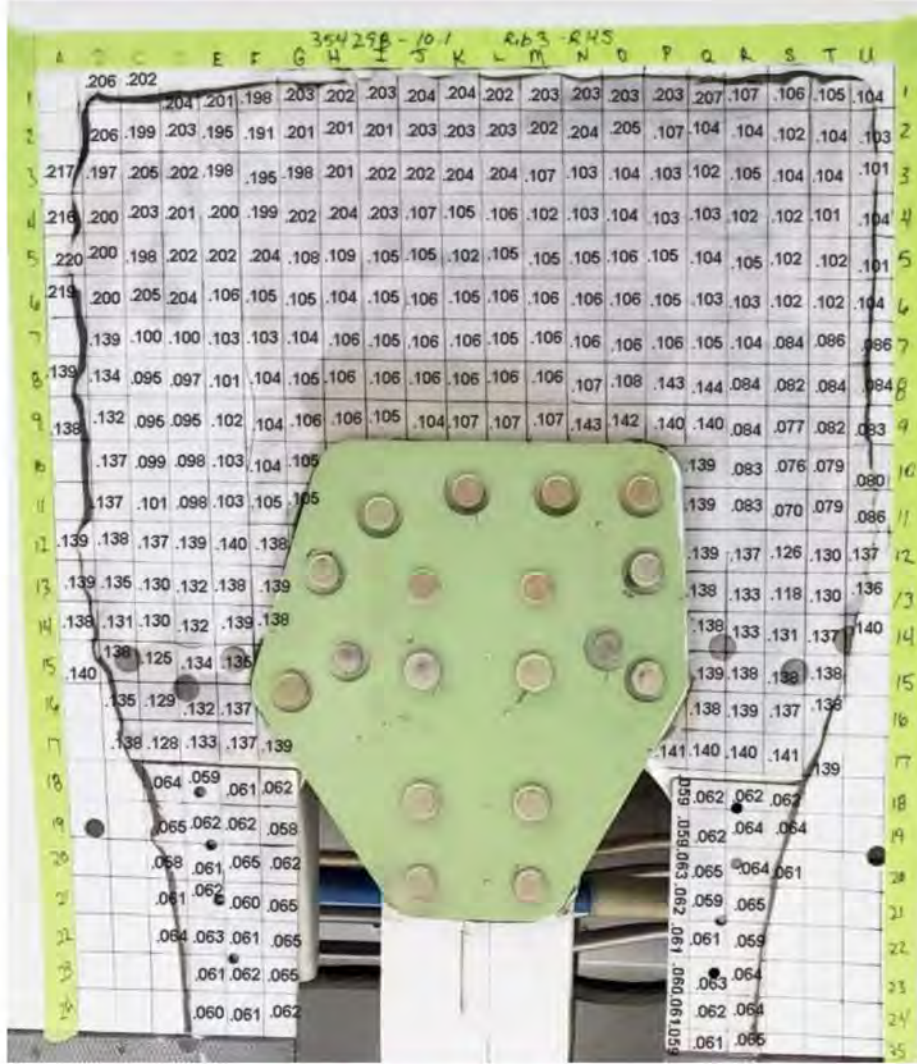
EXAMPLE DETAIL OF MEASUREMENT
REPORT SEE IN SHEET 9

RHS WING

CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66	REV: A		
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE	SIZE: A40	SHEET: 8

SECURITY: UNCLASS	COMMERCIAL: UNCLASS	DEPT: 4281	SCALE: NONE	SIZE: A40	SHEET: 9
CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS160000-501A66	REV: A		

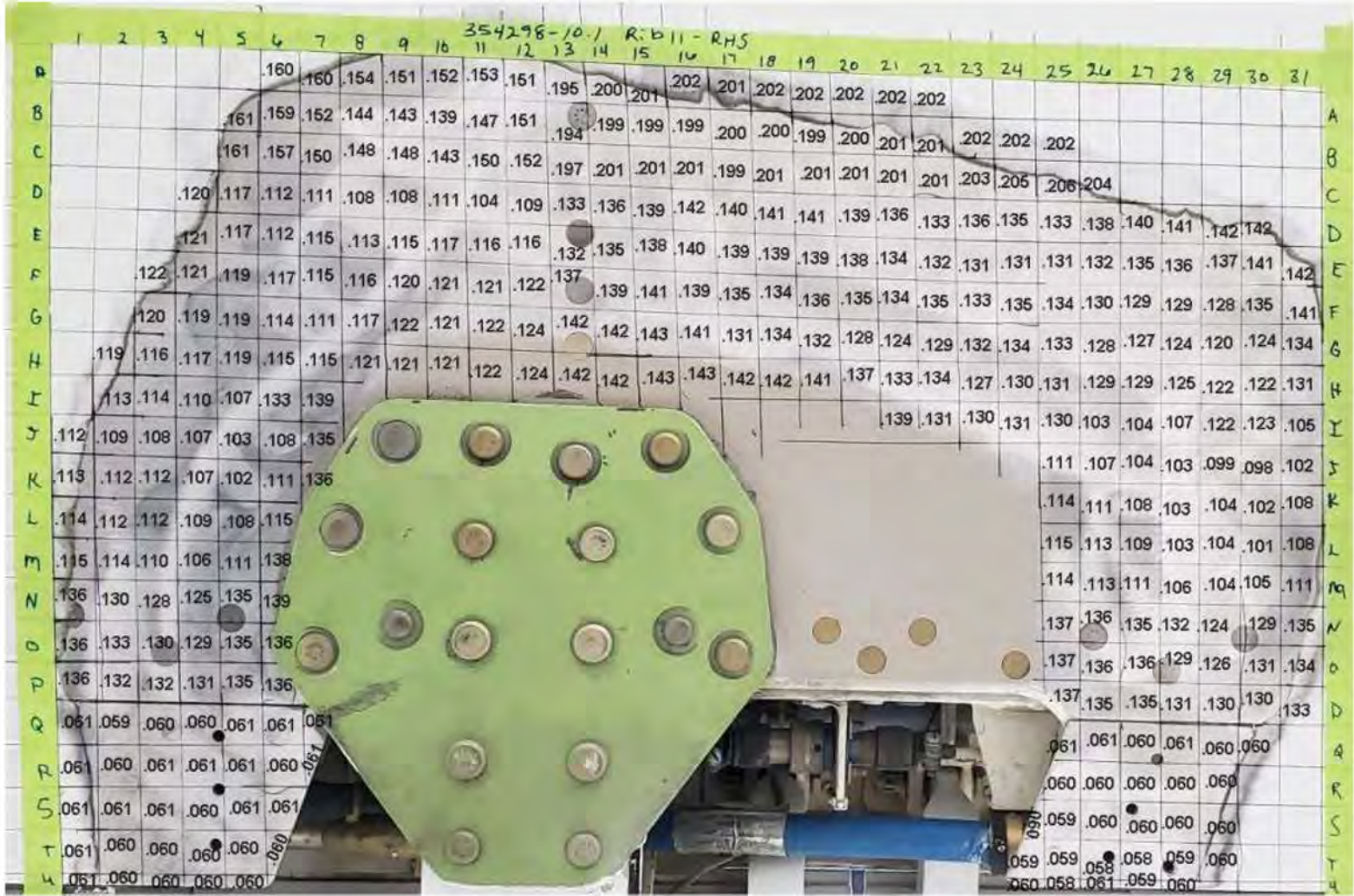
R/H INB'D FLAP TRACK (RIB 3A)
EXAMPLE OF MEASUREMENT REPORT

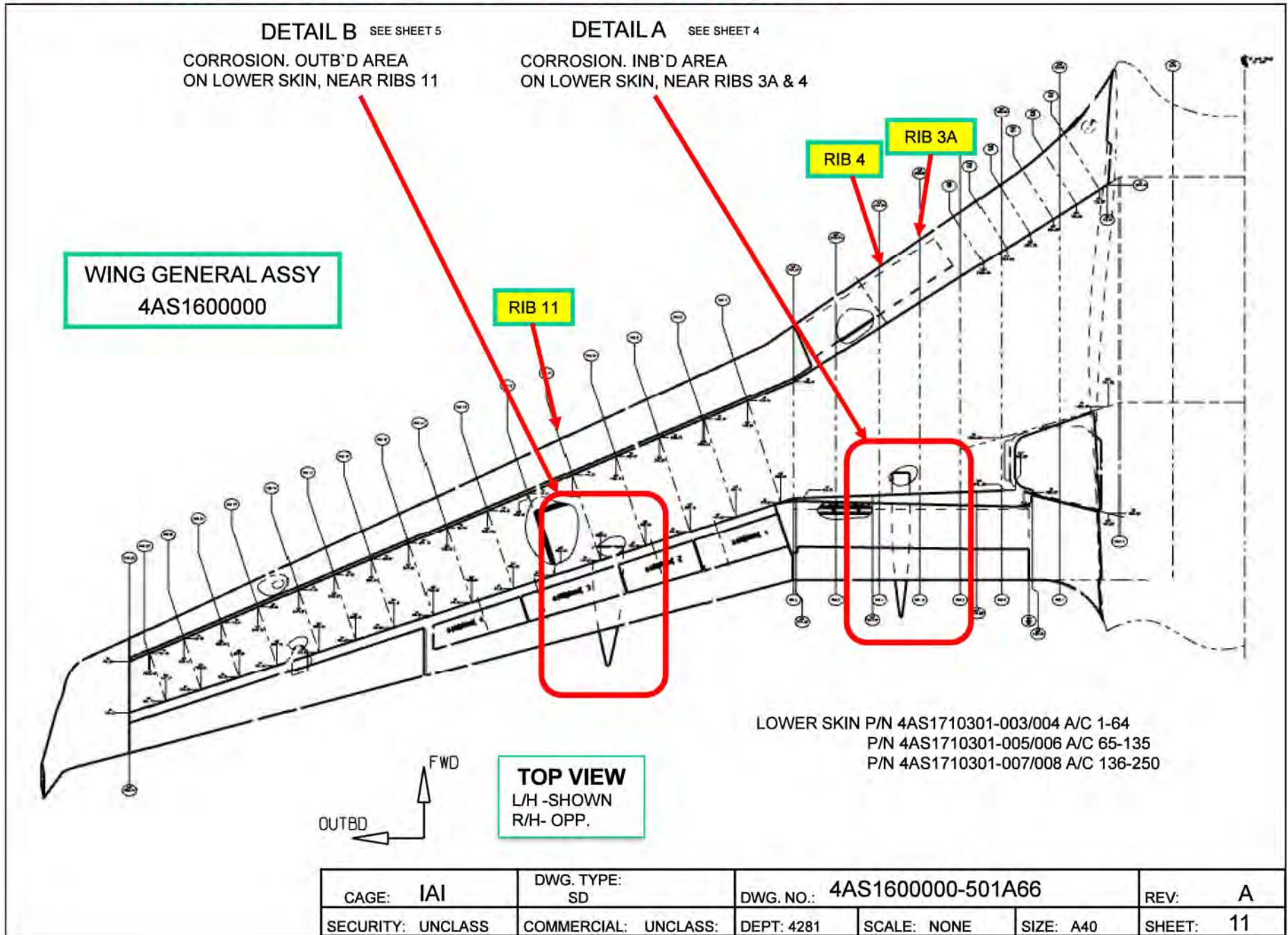


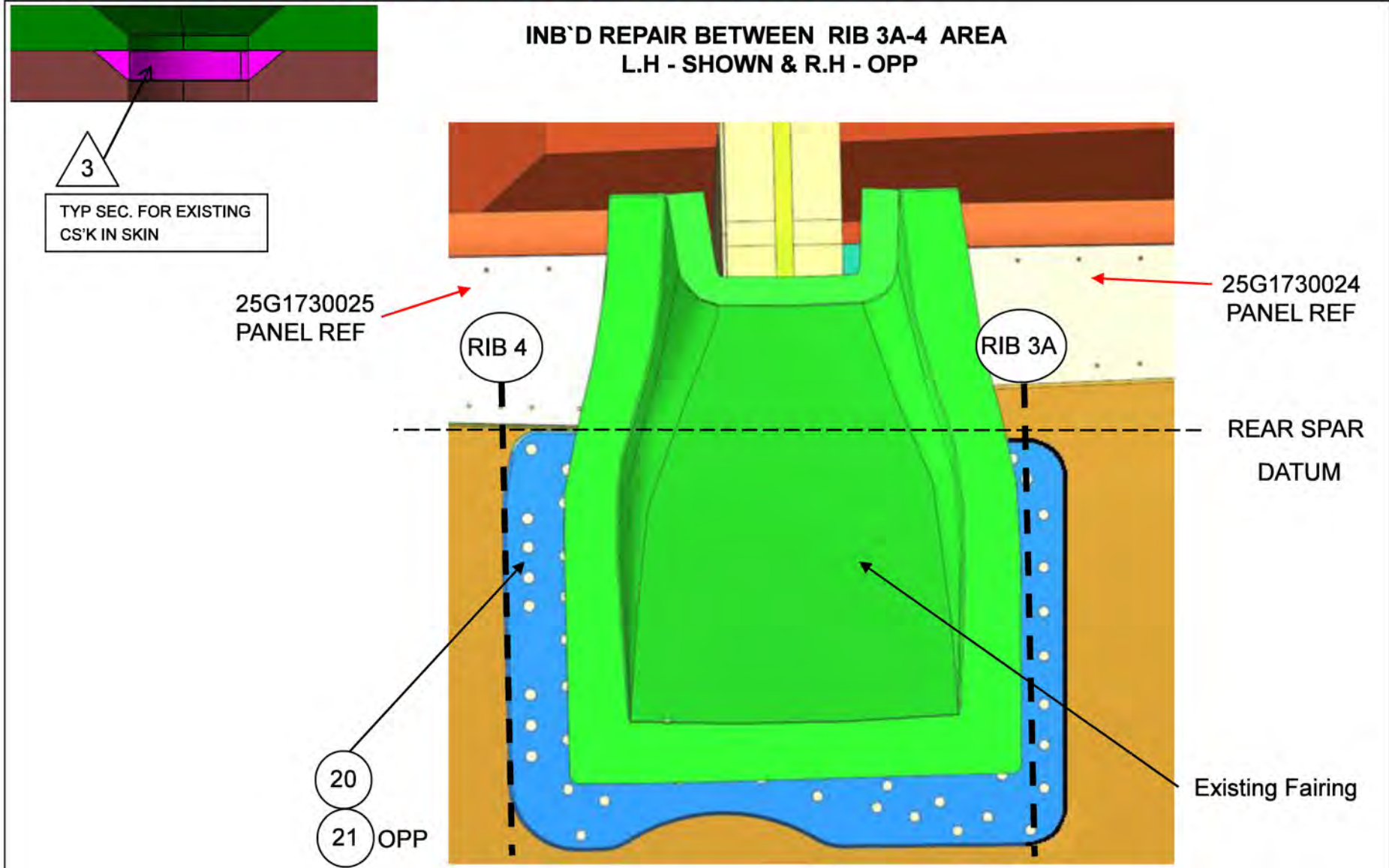
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CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS160000-501A66	REV: A		

R/H OUTB'D FLAP TRACK (RIB 11)

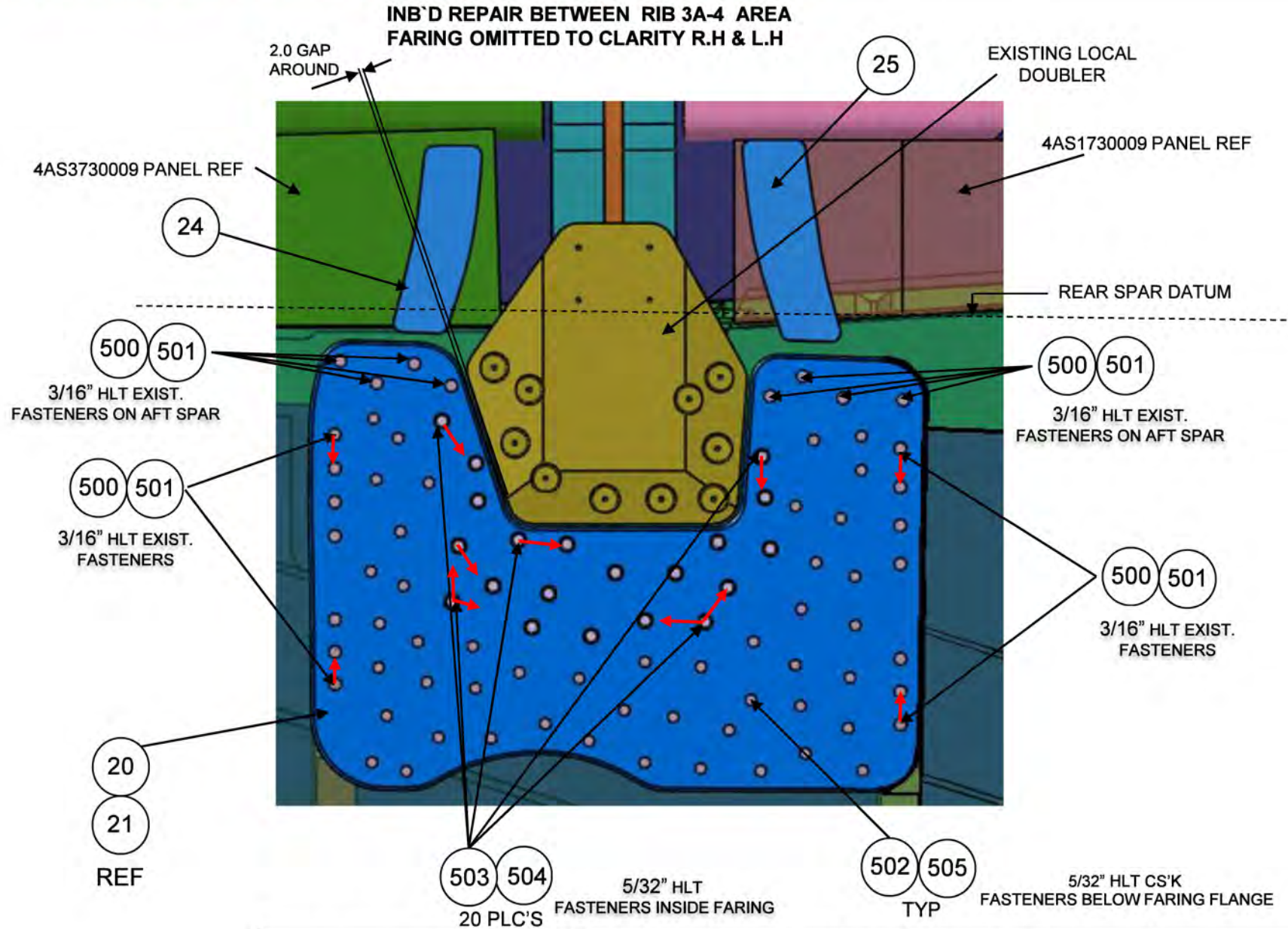
EXAMPLE OF MEASUREMENT REPORT





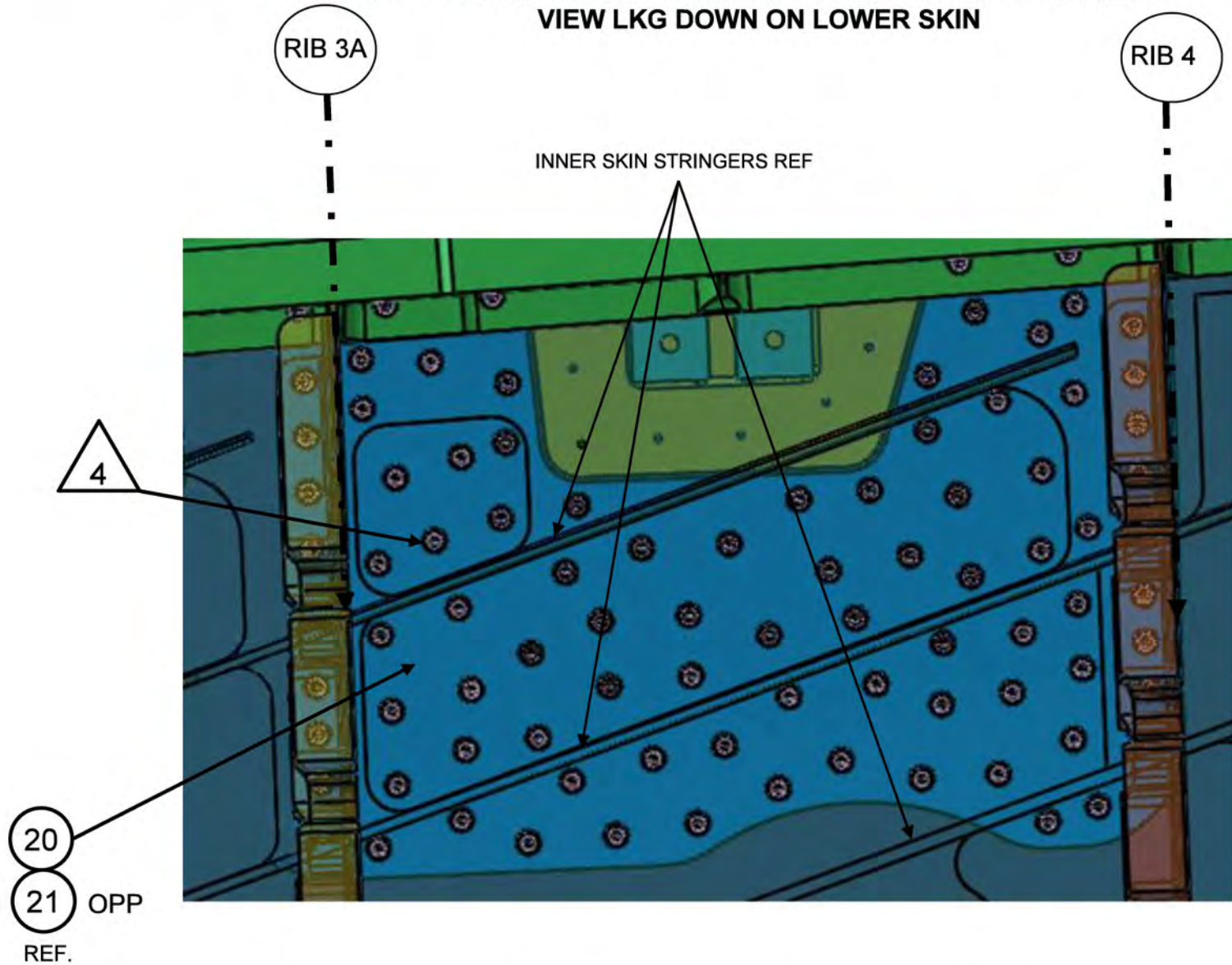


CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66	REV: A
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE
		SIZE: A40	SHEET: 12



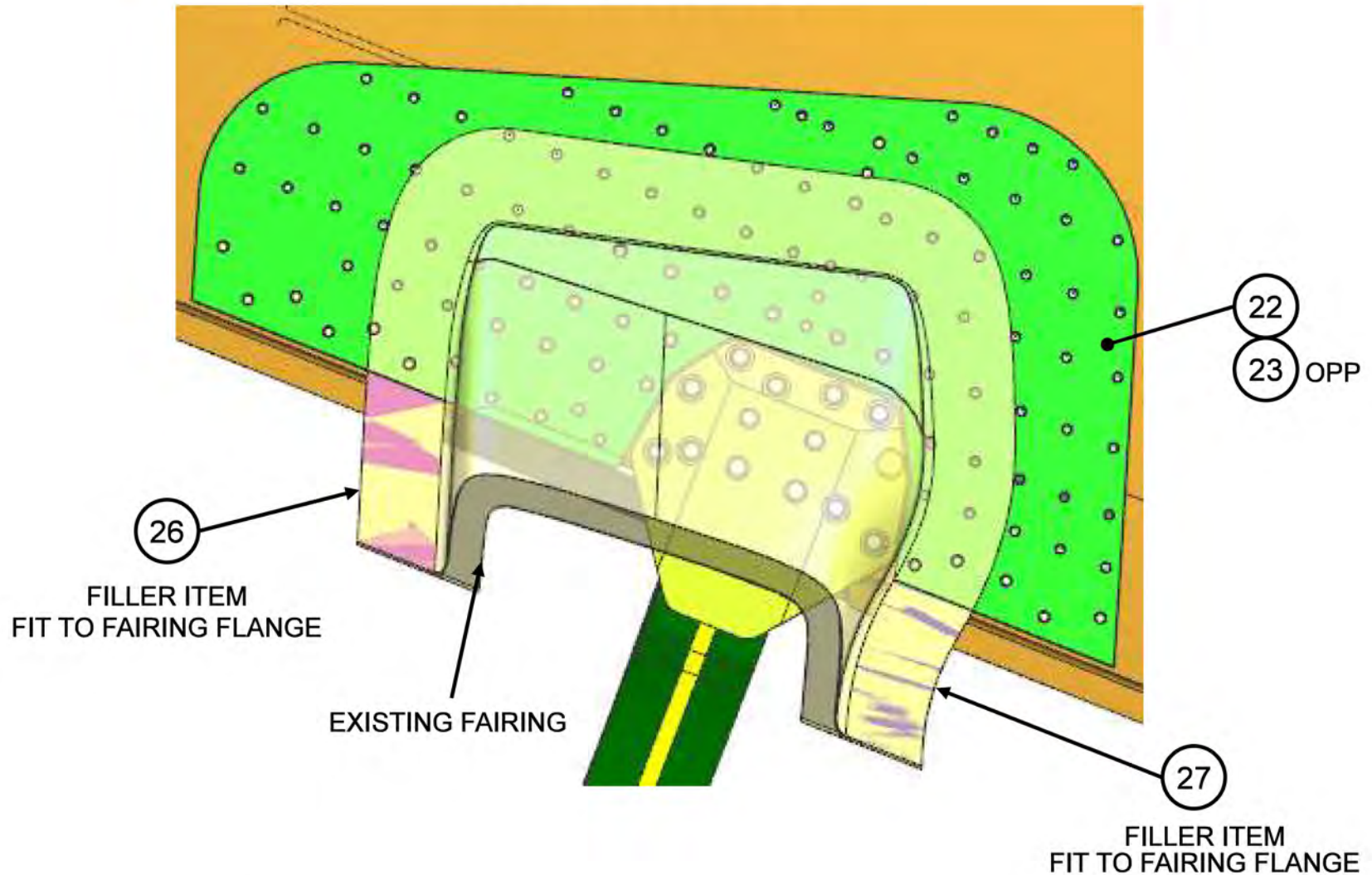
CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66	REV: A
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE
		SIZE: A40	SHEET: 13

INB'D REPAIR BETWEEN RIB 3A-4 AREA FOR L.H & R.H OPP
VIEW LKG DOWN ON LOWER SKIN



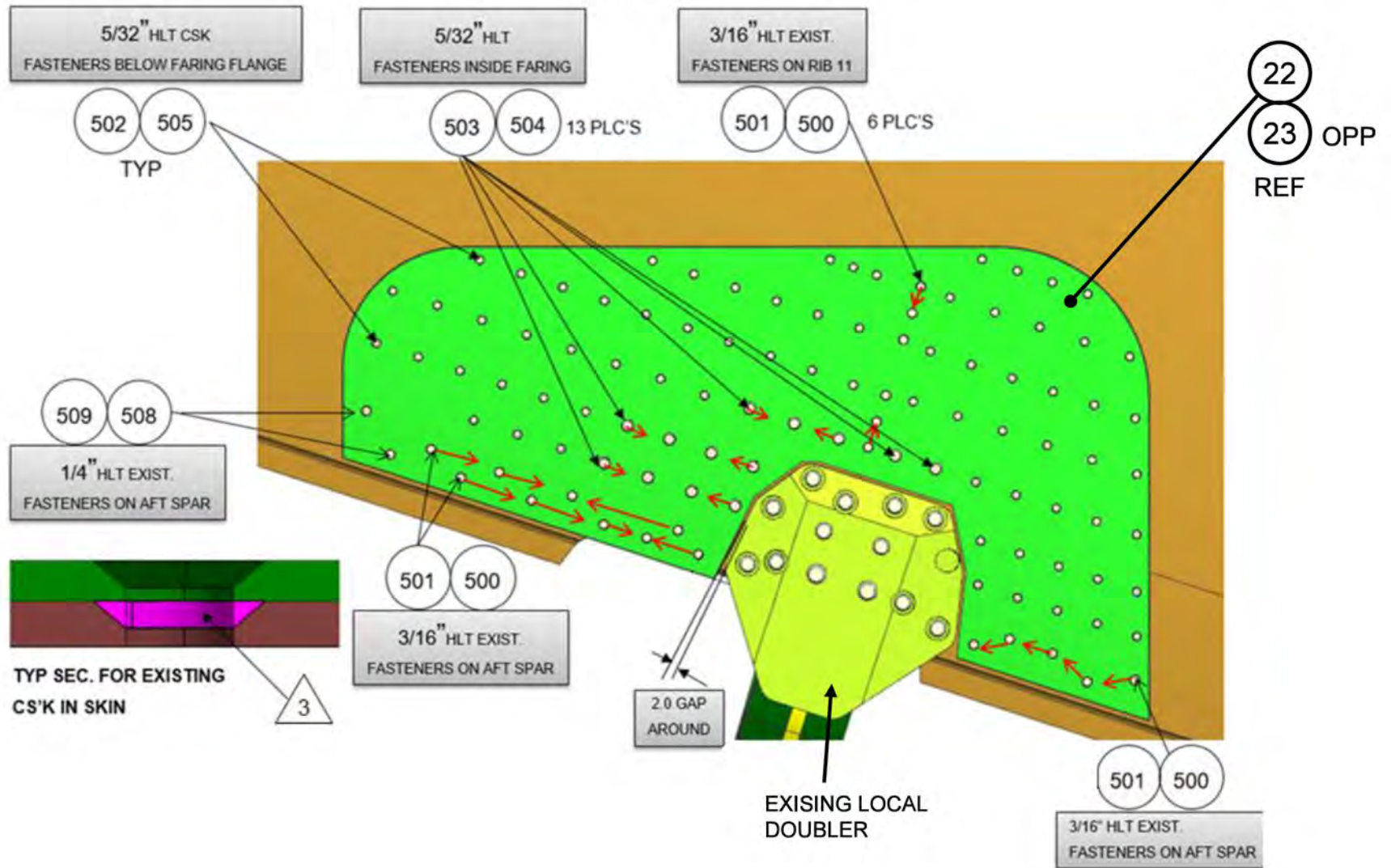
CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66	REV: A		
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE	SIZE: A40	SHEET: 14

OUTB'D REPAIR AT RIB 11 AREA
L.H - SHOWN & R.H - OPP



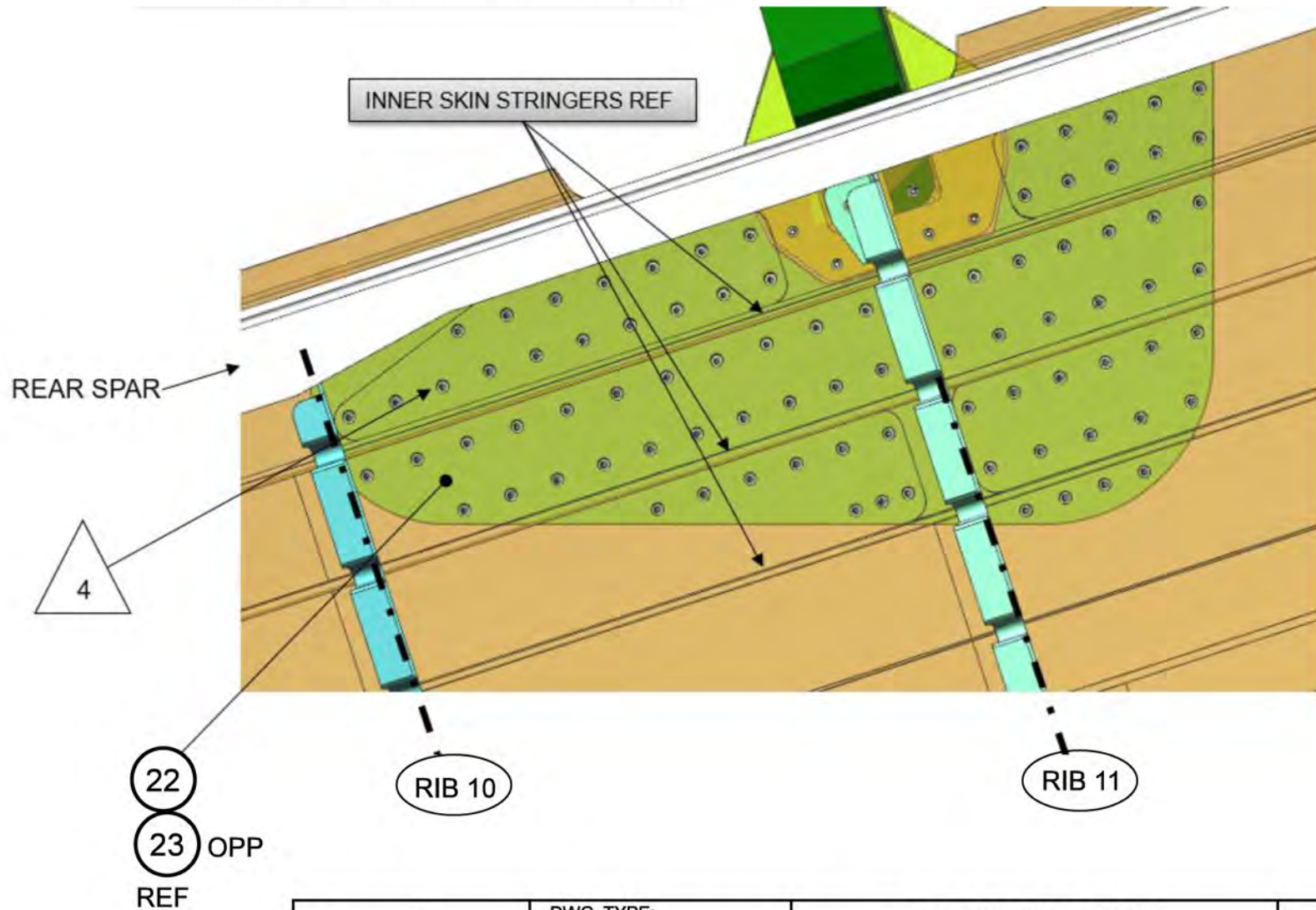
CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66	REV: A		
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE	SIZE: A40	SHEET: 15

**OUTB'D REPAIR AT RIB 11 AREA
L.H - SHOWN & R.H - OPP**

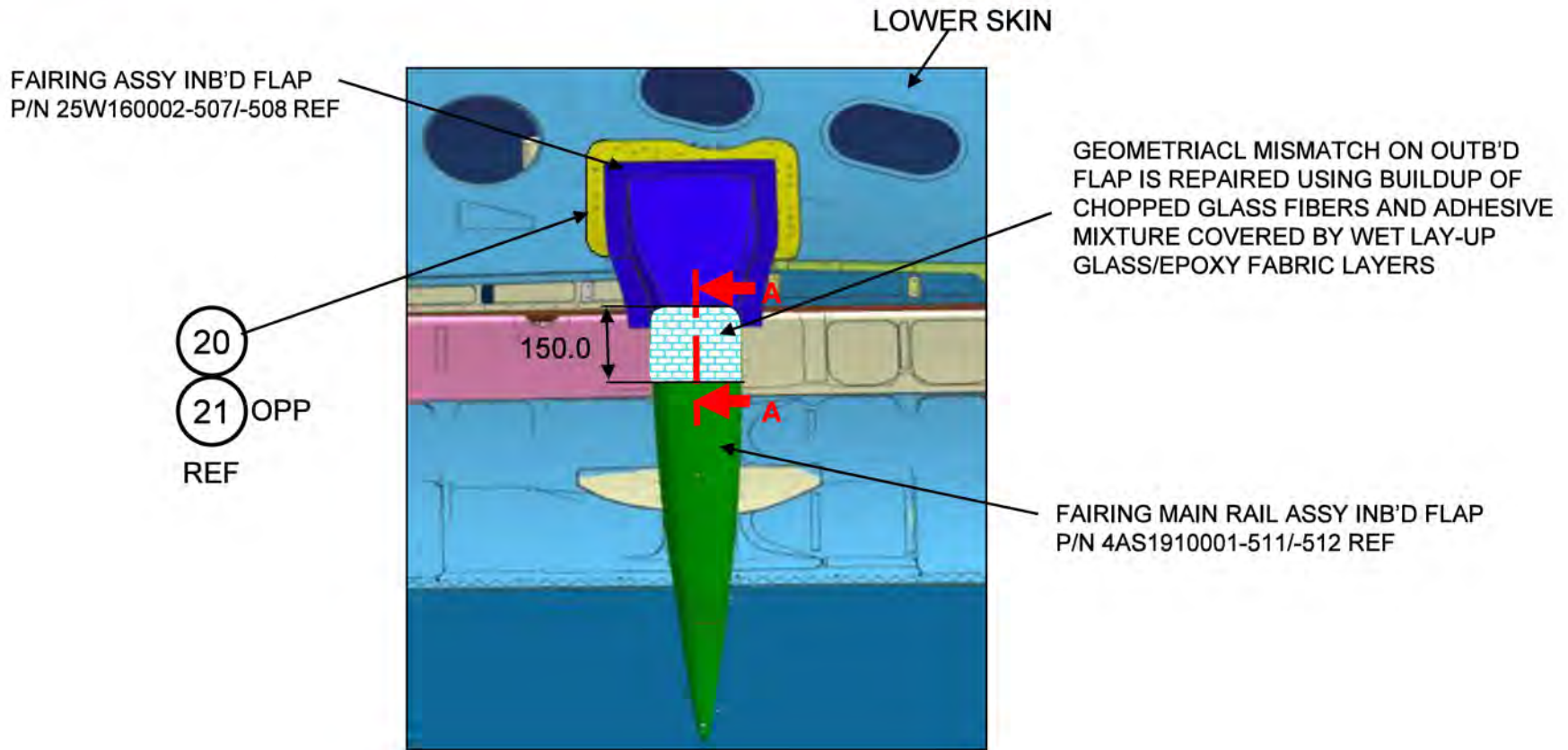


CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66	REV: A
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE
		SIZE: A40	SHEET: 16

**OUTB'D REPAIR AT RIB 11 AREA
L.H - SHOWN & R.H - OPP
VIEW LKG DOWN ON LOWER SKIN**

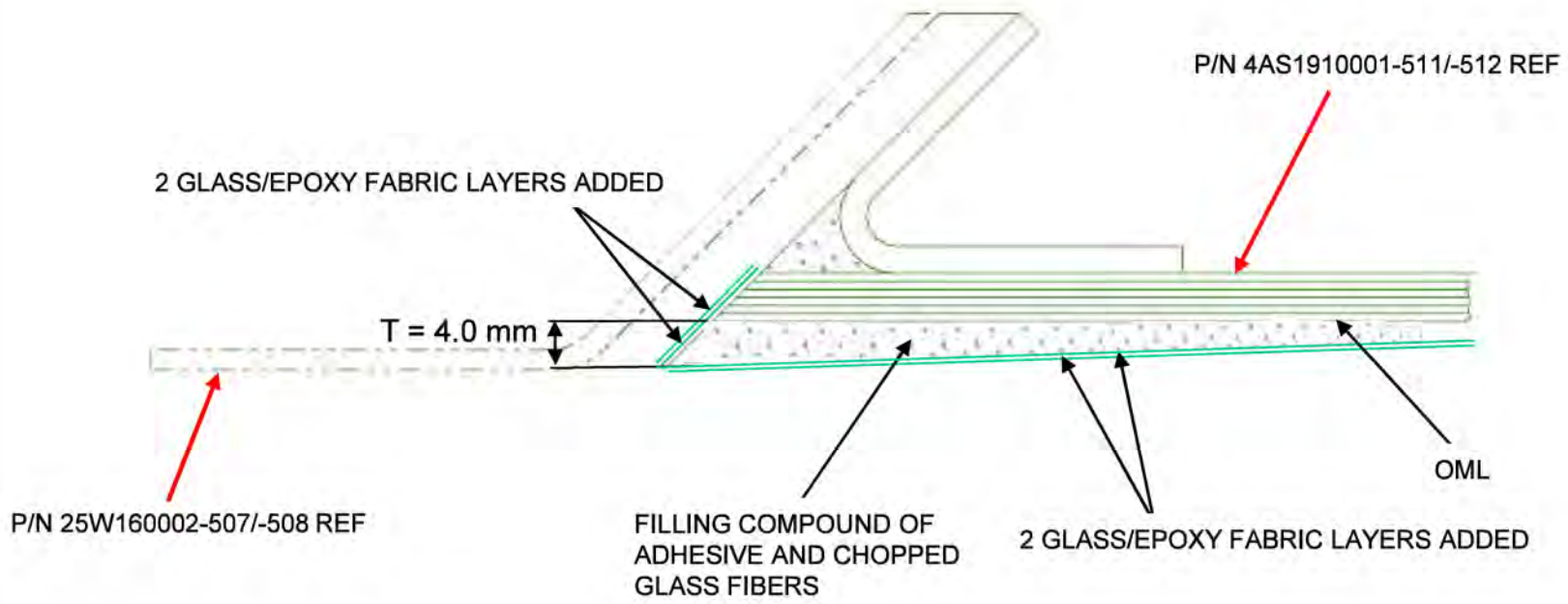


CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66	REV: A		
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE	SIZE: A40	SHEET: 17



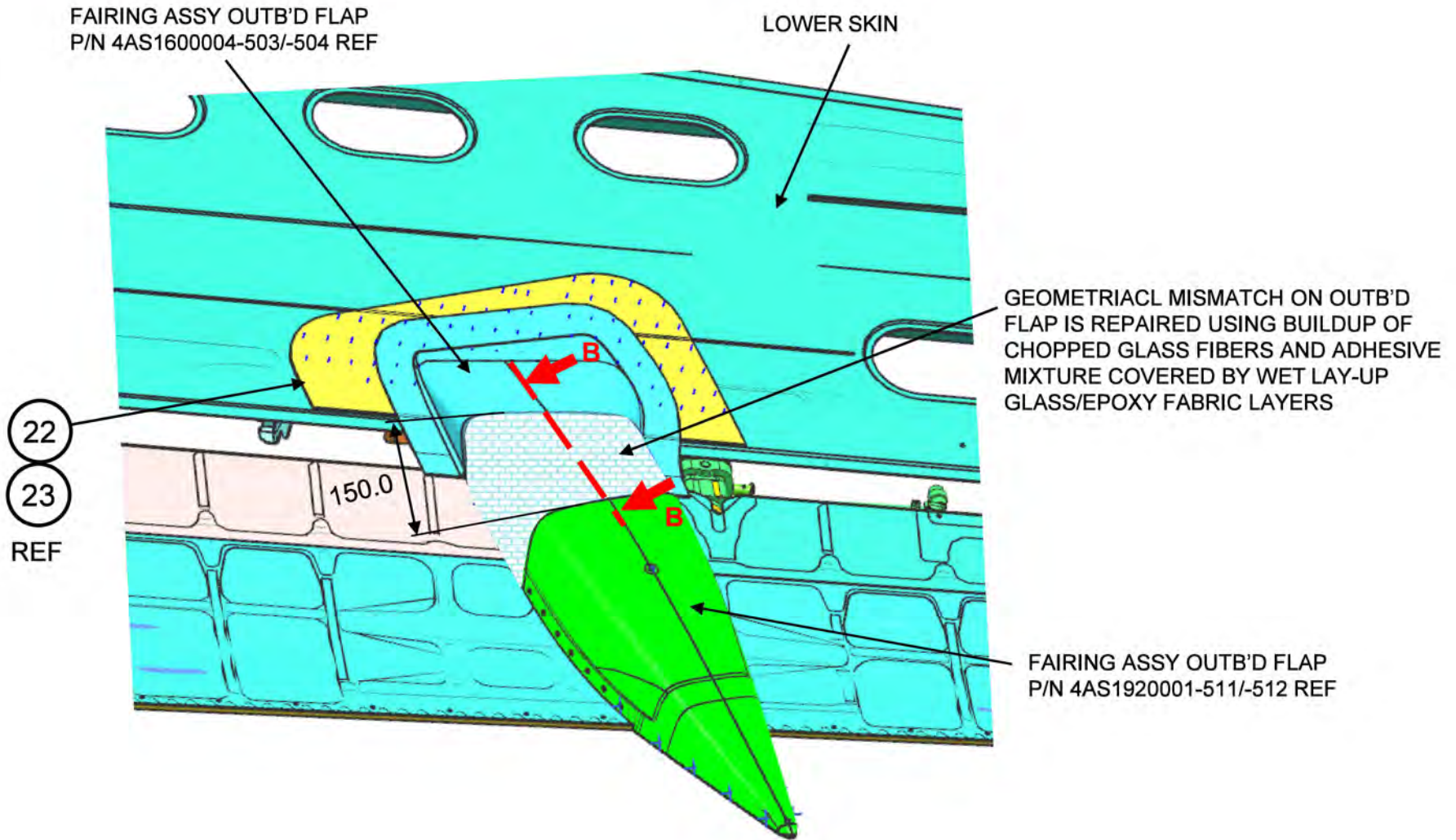
VIEW LKG ON LOWER SKIN FOR RIB 3A, L.H SHOWN
R.H OPP

CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66	REV: A
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE
		SIZE: A40	SHEET: 18



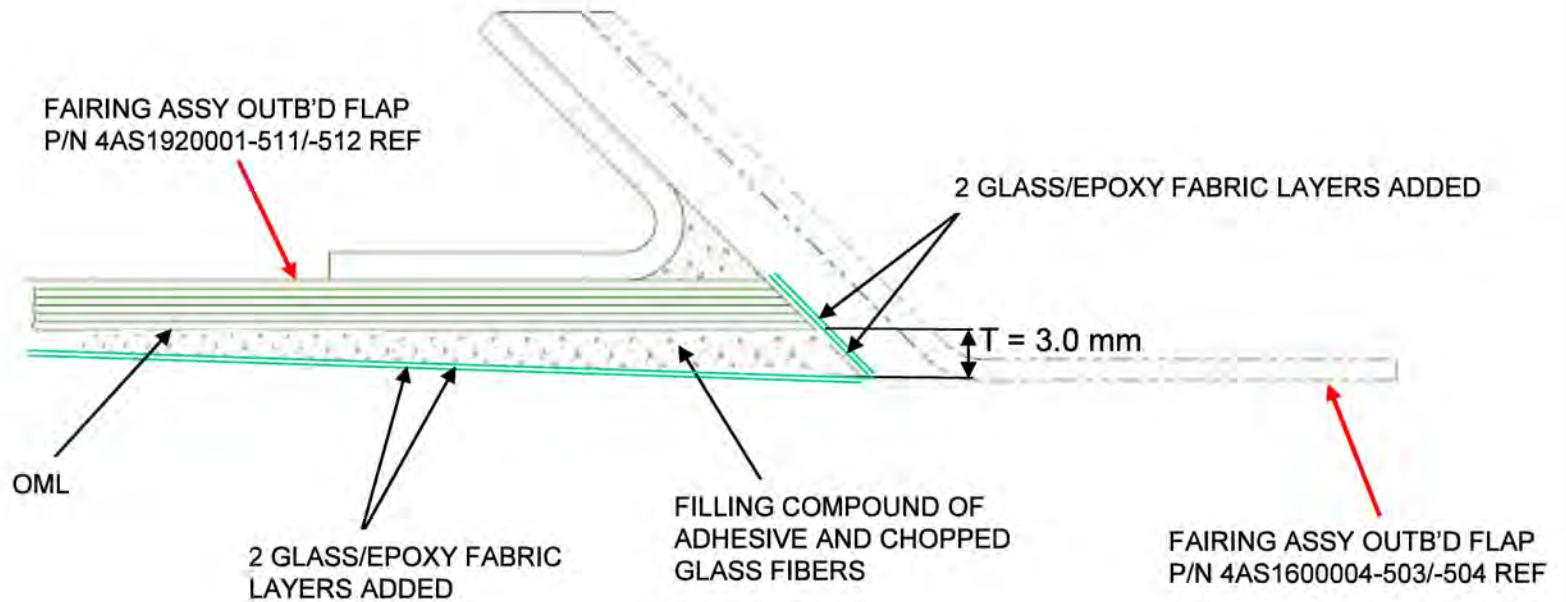
SECTION A-A

CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66		REV: A
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE	SIZE: A40
				SHEET: 19



VIEW LKG ON LOWER SKIN RIB 11, L.H SHOWN
R.H OPP

CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66	REV: A
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE
		SIZE: A40	SHEET: 20



SECTION B-B

CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66			REV: A
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE	SIZE: A40	SHEET: 21

REPAIR INSTRUCTION :

AIRCRAFT THAT HAVE COMPLETED A PREVIOUS REVISION OF THIS REPAIR REQUIRE NO FURTHER ACTION.

1. ON REWORKED AREA PERFORM PENETRANT INSPECTION PER PS810100 CLASS A SENSITIVITY LEVEL 3 OR EDDY CURRENT INSPECTION PER PS810300 TO VERIFY THAT NO CRACK EXIST.

IF CRACKS WILL BE FOUND REPORT TO ENGINEERING OTHERWISE PROCEED TO NEXT STEP.

2. FOR REPAIR CORROSION ON SKINS P/NS 4AS1710301-007/-008 INB'D (RIB 3A L.H & R.H) & OUTB'D (RIB 11 L.H & R.H)

2.1. BRUSH ON REWORK AREAS ON SKIN AFTER BLENDING ALODINE PER PS233200 AND EPOXY PRIMER PER PS243900 CLASS 2.

2.2. FILL GAPS BETWEEN BLENDED SKIN AREA & ITEMS 20-27 PER NOTE 7 OF APL.

ON ITEMS 20-27 PERFORM SURFACE PREPARATION ON AREAS TO BE SHIMMED PER PS350210 SEC 9.2.1 (PS233200).

2.3. INSTALL ITEMS 20-27 WET PER NOTES 1 & 8 OF APL AS SHOWN IN SHEETS 12-17.

FOR FILLER ITEMS 24-27 PICK UP EXISTING HOLES FROM PANELS AND INSTALL WITH SAME FASTENERS.

NOTE: GRIP OF FASTENERS T.B.D. ACC. TO EXISTING STACK UP.

CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66	REV: A		
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE	SIZE: A40	SHEET: 22

REPAIR INSTRUCTION (CONTINUE):

3. FOR REPAIR FARING MAIN RAIL ASSY– INB'D FLAP (RIB 3A L.H & R.H) & OUTB'D FLAP (RIB 11 L.H & R.H)

- 3.1. REMOVE FAIRING MAIN RAIL ASSY – INB'D FLAP P/N'S 4AS1910001-511/-512 & FARING ASSY - OUTB'D FLAP P/N'S 4AS1920001-511/-512.
- 3.2. SURFACE PREPARATION PER PS370200, SECTION 8.3.6 ON ALL BONDING ZONES.
- 3.3. ON THE MOVABLE FAIRINGS APPLY A TAPERED BUILDUP ALONG 150.0 MM AND THICKNESS BETWEEN 4.0 MM TO 0 MM (FOR RIB 3A) & 3.0 MM TO 0 MM (FOR RIB 11) OF FILLING COMPOUND MIXTURE OF PASTE ADHESIVE EA 9396 AND GLASS CHOPPED FIBERS PER PS326000 TYPE III, GRADE C, AS SHOWN IN SHEETS 18 - 21.
- 3.4. CURE AT RT FOR 24 HOURS.
- 3.5. SURFACE PREPARATION PER PS370200 SECTION 8.3.6 ON ALL BONDING ZONES.
- 3.6. COVER THE CURED BUILDUP WITH 2 PLYS OF GLASS FIBER WOVEN FABRIC PER AMS –C-9084 CLASS II, TYPE III, STYLE #120 IMPREGNATED WITH EA9396 ADHESIVE PER MS050027 CLASS B OVER THE REPAIRED AREA ON 2 SIDES OF FAIRING WITH OVERLAP OF 10.0 MM FOR ALL SIDES.
- 3.7. CURE PER PS321704 CURE 2.
- 3.8. PERFORM VISUAL INSPECTION PER PS850220.
- 3.9. SMOOTH REPAIRED AREA WITH 400 GRADE ABRASIVE PAPER, VERIFY THE CANO NOT PROTRUDING FROM WING FAIRING BETWEEN FIXED AND MOVABLE FAIRING ON INB'D & OUTB'D FLAP.
- 3.10. REINSTALL REPAIRED FAIRINGS PER DWG 4AS1600000 REQUIREMENTS.

CAGE: IAI	DWG. TYPE: SD	DWG. NO.: 4AS1600000-501A66			REV: A
SECURITY: UNCLASS	COMMERCIAL: UNCLASS:	DEPT: 4281	SCALE: NONE	SIZE: A40	SHEET: 23

MANTRA - Parts List Report (BOM)

PL ID: 4AS1600000-501A66

REV: C

Page 1 of 5

Print Date 12/01/2023 15:00

DOCUMENT DATA

***** STATUS: RELEASED DATE: 12-JAN-23 *****

PL ID: 4AS1600000-501A66 LCCN: A LACN: C SHTS: 0 SIZE: SECURITY: UNCLASSIFIED
 REVISION: C EONUM: 4 EO_ID: 00077150 L_UPDATE: 10-JAN-23
 CAT: SD PREFIX: CAGE CODE: S2500 DESIGNER: REMI ATLANI DEPT: 42810
 TITLE: WING T/E - CORROSION ON LOWER SKIN REPAIR. LAST G.O.E DATE: 30-MAY-22
 ITEMS: 22 NOTES: 20

USAGE DATA (For reference only, correct at time of printing)

ITM	PART NUMBER	NEXT ASSEMBLY PART NUMBER	QEI	QNA	PRJ	MDL	FR-TO	FR-TO	FR-TO	FR-TO	S
1	4AS1600000-501A66-501	4AS0009003-501	1	1	4AS	PXX	4-250				C
-											

LIMITED EFFECTIVITY (For reference only, correct at time of printing)

ITM	NAI	QTY	MDL	BL	FR-TO	FR-TO	FR-TO	FR-TO	FR-TO	FR-TO	FR-TO	FR-TO	S

PART LIST NOTES

NO	CODE	TEXT	S	REV	PG	ZON
1N		ALL FASTENERS TO BE INSTALLED WET USING SEALANT MS215022(AMS 3276) PER PS314100 GROUP II	R	-		
2N		FASTENERS HOLES TO BE DRILLED PER REPORT 4AS045/930776	R	-		
3F		THE CS'K VOLUMES IN SKIN SHOULD BE FILLED WITH RIVET MS20426AD HEADS, BONDED WITH PR BEFORE INSTALLING THE NEW REINFORCEMENTS.	R	-		
4F		NEW HOLES FOR FASTENERS JOINING WING SKIN & NEW REINFORCEMENTS TO BE DRILLED DURING INSTL. BEFORE DRILLING NEW HOLES MEASURE THE SKIN THICKNESS TO VERIFY THAT THE HOLES ARE NOT LOCATED ON STRINGERS OR FILLET RADII, OR EXISTING RIB (MINIMUM D+1).	R	A		
5N		SPACING BETWEEN NEW FASTENERS TO BE 6D +/- 2D EDGE DISTANCE OF NEW FASTENRS TO BE MINIMUMM 2D	R	-		

MANTRA - Parts List Report (BOM)

PL ID: 4AS1600000-501A66

REV: C

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Print Date 12/01/2023 15:00

PART LIST NOTES

NO	CODE	TEXT	S	REV	PG	ZON
6N		APPLY CAP SEAL ON TAIL FASTENERS PER PS314100	R	-		
7N	MF 101	GAPS LESS THAN 0.6 MM TO BE FILLED BY USING LIQUID SHIM PER PS350210 CLASS II GAPS EQUAL OR LESS THAN 1.0 MM TO BE FILLED BY COMBINATION OF LIQUID AND LAMINATED SHIM PER AMS-DTL-22499 COMP.1 TYPE I CLASS 1 OR 2. LIQUID SHIM NOT TO EXCEED 0.6 MM.	R	-		
8N		SEAL FAYING SURFACES & FILLET AROUND REINFORCEMENTS PER PS313100 GROUP 11, USING MS215022 SEALANT	R	-		
9N		IF EXISTING DIA. HOLES INCREASED USE O/S PIN & COLLAR PER DOC 4AS045/960736. FOR ALTERNATE FASTENERS SEE REPORT 4AS045/960144 G200 ALTERNATIVE FASTENERS.	R	C		
10N		BRUSH SEAL ON TAIL FASTENER PER PS314100	R	-		
11F	NG 08	CHROMIC ACID ANODIZE PER PS231120 SEAL DILUTE CHROMATE	R	-		
12F	NP 102	FLUID RESISTANT EPOXY PRIMER PER PS243900 CLASS 2, UNLESS OTHERWISE NOTED.	R	-		
13N	MA 124	DEBURR HOLES (IF EXIST) AND BREAK SHARP EDGES PER PS551190	R	-		
14F	NA 103	ALUMINUM FORMING PER PS550600	R	-		
15F	NC 103	HEAT TREAT TO T76 PER PS013000	R	-		
16N	MG 101	UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN MM. DIMENSIONS AND TOLERANCES PER ASME Y14.5M-1994.	R	-		
17N		GENERAL TOLERANCE +/- 0.5 MM	R	-		

MANTRA - Parts List Report (BOM)

PL ID: 4AS1600000-501A66

REV: C

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Print Date 12/01/2023 15:00

PART LIST NOTES

NO	CODE	TEXT	S	REV	PG	ZON
18N		ALCLAD 7075-T76 PER AMS 4316 IS AN ALTERNATIVE MATERIAL TO ALCLAD 7075-T6. HEAT TREATMENT SHALL NOT BE PERFORMED WHEN USING 7075-T76. ALCLAD 7475-T761 PER AMS 4100 IS AN ALTERNATIVE MATERIAL TO ALCLAD 7075-T6	R	-		
19N	MC 101	IDENTIFY BY RUBBER STAMP OR INKJET MARKING PER PS500100	R	-		
20N		KEEP GAP MINIMUM 5.6 MM FROM FIXED FAIRING TO FAIRING INBD/OUTBD FLAP, VERIFY ED=2.5D MINIMUM OF HOLES IN FIXED FAIRING.	R	B		

ITEMIZED PARTS LIST

QTY PER ASSY				MAKE OR BUY DATA												
QTY	CODE	ITM	PART NUMBER	TY	PART NAME	COD	TEXT	NOTES	WEIGHT	U	PG	ZON	S	REV		
		*	1	4AS1600000-501A66-501	AZ	WING T/E - CORROSION ON LOWER SKIN REPAI								R -		
1		20	4AS1600000-501A66-001	CS	REINFORCEMENT, INBD LHS	DC	ALCLAD 7075-T6	11 12						R -		
						SP	AMS 4049L	14 15								
						2C	SHEET COD: 2C6485C 0.160 IN X 250 MM X 370 MM									
1		21	4AS1600000-501A66-002	DS	REINFORCEMENT, INBD RHS	DC	ALCLAD 7075-T6	11 12						R C		
						SP	AMS 4049L	14 15								
						2C	SHEET COD: 2C6485C 0.160 IN X 250 MM X 370 MM									
1		22	4AS1600000-501A66-003	CS	REINFORCEMENT, OUTBD LHS	DC	ALCLAD 7075-T6	11 12						R -		
						SP	AMS 4049L	14 15								
						2C	SHEET COD: 2C6485C 0.125 IN X 350 MM X 550 MM									
1		23	4AS1600000-501A66-004	DS	REINFORCEMENT, OUTBD RHS	DC	ALCLAD 7075-T6	11 12						R C		
						SP	AMS 4049L	14 15								
						2C	SHEET COD: 2C6485C 0.125 IN X 350 MM X 550 MM									

MANTRA - Parts List Report (BOM)

PL ID: 4AS1600000-501A66

REV: C

Page 5 of 5

Print Date 12/01/2023 15:00

ITEMIZED PARTS LIST

QTY PER ASSY

MAKE OR BUY DATA

1	ITM	PART NUMBER	TY	PART NAME	COD	TEXT	NOTES	WEIGHT	U	PG	ZON	S	REV
	A/R	503	HL70-5	HM		COLLAR, HI- LOK, SHEAR, HEX HEAD, MECHANICAL		0.0003	KG			R	-
	A/R	504	HL10VAZ5- (-)	HM		PIN, HI LOCK						R	-
	A/R	505	HL77-5	HM		COLLAR HI-LOK SHEAR APPLICATION						R	-
		508	HLT335AP8- (-)	HM		*CANCELLED ITEM*						R	C
	A/R	508-1	HL11VAZ8- (-)	HM		PIN HI-LOK FLUSH HEAD SHEAR TITANIUM						R	C
	A/R	509	HL681-8	HM		COLLAR HI-LOK SHEAR APPLICATION DOUB		0.0016	KG			R	-
	A/R	600	MS20426AD	HM		RIVET, SOLID, FLUSH HEAD, COUNTERSUNK- PRECI		0.0001	KG			R	-

End of Report

GULFSTREAM G200
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SERVICE REPLY CARD

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984265		Gulfstream G200	

Aircraft Hours _____
Aircraft Landings _____

This Service Bulletin is not applicable because:

- _____ Serial Number not affected
- _____ Equipment not installed
- _____ Previously complied with (annotate method of compliance below)
- _____ Other (explain reason below)

SIGNATURE	TITLE / CERTIFICATE NUMBER	COMPANY
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984266		Gulfstream G200	

Aircraft Hours _____
Aircraft Landings _____

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- _____ Previously complied with (annotate method of compliance below)
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SIGNATURE	TITLE / CERTIFICATE NUMBER	COMPANY
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COMMENTS / SUGGESTIONS / ACTIONS TAKEN:

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984267		Gulfstream G200	

Aircraft Hours _____
Aircraft Landings _____

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SB CMP NUMBER	A/C	AIRCRAFT TYPE	COMPLIANCE DATE
984268		Gulfstream G200	

Aircraft Hours _____
Aircraft Landings _____

This Service Bulletin is not applicable because:

- _____ Serial Number not affected
- _____ Equipment not installed
- _____ Previously complied with (annotate method of compliance below)
- _____ Other (explain reason below)

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