



## Emergency Airworthiness Directive

**AD No.:** 2020-0075-E

**Issued:** 30 March 2020

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

GULFSTREAM AEROSPACE CORPORATION

### Type/Model designation(s):

GVII aeroplanes

**Effective Date:** 01 April 2020

**TCDS Number(s):** EASA.IM.A.595

**Foreign AD:** This AD is related to Federal Aviation Administration (FAA) [AD 2020-05-12](#) dated 13 March 2020.

**Replacement:** For affected aeroplanes operated under EU regulation, this AD replaces FAA State of Design AD 2020-05-12, which is not adopted by EASA.

## ATA – Airplane Flight Manual – Sections Limitations / Procedures – Amendment

### Manufacturer(s):

Gulfstream Aerospace Corporation (Gulfstream)

### Applicability:

GVII-G500 aeroplanes, all serial numbers.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The applicable AFM:** FAA-approved Airplane Flight Manual (AFM) GAC-AC-GVII-G500-OPS-0001 Revision 5, dated 03 March 2020, and EASA-approved AFM Supplement EASA-GVII-G500-2016-01 Revision 1, EASA approval date 27 March 2020.

### Reason:

The FAA received a report of a landing incident with a Gulfstream GVII aeroplane, in which the alpha limiter engaged in the landing flare in unstable air while on approach. Analysis indicates that this may occur on other aeroplanes.



This condition, if not corrected, could limit pilot pitch authority during a critical phase of flight near the ground, possibly resulting in a high rate of descent landing and consequent loss of control of the aeroplane on landing.

To address this potential unsafe condition, Gulfstream developed an AFM revision, and the FAA issued AD 2020-05-12 to require implementation of that AFM revision.

Although EASA agree with the actions taken by Gulfstream and the FAA, the requirements for aeroplanes operated under EU regulations are slightly different, and include revision of AFM Supplement EASA-GVII-G500-2016-01. At the time of issuance of this AD, the Model GVII-G600 is not validated in Europe.

For the reasons described above, EASA have decided not to adopt FAA AD 2020-05-12. Instead, this AD replaces that FAA AD for affected GVII-G500 aeroplanes operated under EU regulations, and requires implementation of the applicable AFM, as defined in this AD.

This AD is considered an interim action and further AD action may follow.

#### **Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

#### **AFM Amendment:**

- (1) Within 5 days after the effective date of this AD, revise the AFM by incorporating the changes contained in the applicable AFM, as defined in this AD, inform all flight crews and, thereafter, operate the aeroplane accordingly.
- (2) Revising the AFM of an aeroplane by incorporating a later AFM revision, which includes the same content as the applicable AFM, as defined in this AD, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

#### **Ref. Publications:**

Gulfstream FAA-approved AFM GAC-AC-GVII-G500-OPS-0001 Revision 5, dated 03 March 2020.

Gulfstream EASA-approved AFM Supplement EASA-GVII-G500-2016-01 Revision 1, EASA approval date 27 March 2020.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.



3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact Gulfstream Aerospace Corporation, P.O. Box 2206, Savannah, Georgia 31402-2206, United States of America; telephone +1 800-810-4853; fax +1 912-965-3520; E-mail: [pubs@gulfstream.com](mailto:pubs@gulfstream.com); Internet: <https://www.gulfstream.com/customer-support>.

