



EASA Safety Information Bulletin

SIB No.: 2011-06
Issued: 05 May 2011

- Subject:** Gulfstream Aerospace LP (GALP) - Separation of Main Entry Door (MED) during Flight
- Ref. Publication:** Gulfstream Maintenance and Operations Letter (MOL) ALL-MOL-11-0007 dated 29 March 2011.
- Applicability:** GALP (formerly Israel Aircraft Industries) Model 1125 Astra Westwind, Astra SPX and G100, all serial numbers.
- Description:** On March 28, 2011, a Gulfstream G100/Astra operator experienced an inadvertent opening of the MED, subsequent separation and loss of the MED during climb-out after take off. The crew returned to the departure airport and performed an uneventful landing. No passengers were onboard and no injuries to the crew were reported. The event is being investigated and any required fleet action will be communicated accordingly.
- The State of Design authority of the affected type design, the Civil Aviation Authority of Israel (CAAI), has issued two ADs related to the MED, [AD 52-06-11-08](#) dated 28 November 2006 and [AD 31-06-11-05](#) dated 27 May 2009, both of which have been adopted by EASA.
- The aeroplane involved in the reported occurrence had not yet complied with AD 31-06-11-05.
- Whereas AD 52-06-11-08 requires the amendment of the Airplane Flight Manual '*immediately on receipt of this AD*', AD 31-06-11-05 requires modification of the Warning & Caution Lights Panel (WACLP) and associated changes, including an AFM change identified as MOD G1-20052, '*within 250 flight hours after the effective date of this AD*' (10 June 2009).
- For information, the Federal Aviation Administration (FAA) of the United States issued corresponding [AD 2007-03-05](#) (referencing CAAI AD 52-06-11-08) and [AD 2010-11-02](#) (referencing CAAI AD 31-06-11-05). FAA AD 2007-03-05 was superseded by FAA AD 2010-11-02.
- Although preliminary findings appear to indicate that the incident occurred due to improper closure of the MED by the flight crew, the indication lights may have been a contributing factor.

CAAI has requested GALP to review the availability of parts necessary to accomplish the actions required by CAAI AD 31-06-11-05 on the remaining unmodified aeroplanes. Based on the TC holder's information, CAAI considers revising the existing AD by adding a calendar time limitation for implementation of the required changes.

Recommendation: Prompted by the recent occurrence, EASA recommends owners, operators and maintenance organizations of the affected aeroplanes to accomplish the actions specified in CAAI AD 31-06-11-05 as soon as practicable, rather than delay compliance until the aeroplane accumulates 250 flight hours after 10 June 2009.

Contacts: For further information, contact the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.

If you have questions or comments regarding this SIB, or to request a copy of the MOL, please contact:

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