



Safety Information Bulletin

Airworthiness

SIB No.: 2016-17

Issued: 17 November 2016

Subject: Inspection of Upper Fuselage Skin under the Aft Oxygen Line Fairing

Ref. Publications:

Learjet Service Bulletin (SB) 60-53-19, original issue dated 23 November 2015, or Revision 1 dated 04 April 2016, or Revision 2 dated 18 April 2016, or Revision 3, dated 29 August 2016.

Federal Aviation Administration (FAA) Special Airworthiness Information Bulletin (SAIB) [NM-16-24](#), dated 15 September 2016.

Applicability:

Learjet Inc. Model 60 aeroplanes, serial number 60-002 to 60-430 inclusive, if fitted with a dorsal mounted oxygen bottle, or with bottle provisions. Some aeroplanes have had the dorsal mounted oxygen bottle removed but have retained the oxygen line fairing installed on top of the fuselage.

Description:

Learjet has identified that skin corrosion may occur under the oxygen tube fairing on top of the fuselage of certain Learjet aeroplanes. Today, there is no inspection in the Learjet maintenance instructions to detect this condition. Consequently, Learjet issued several SBs to provide instructions to inspect the fuselage for skin corrosion under the oxygen line fairing.

For the Learjet Model 25, 28, 29, 31, 35, 36 and 55 series aeroplanes, the FAA, the State of Design authority for this type design, recommended operators to take certain actions and issued SAIB [NM-16-24](#), which was endorsed by EASA.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Regulation (EU) [748/2012](#), Part 21.A.3B.

EASA has been informed that, for Model 60 aeroplanes, the FAA is considering taking AD action. The purpose of this SIB, pending the issuance of an FAA AD for this subject (which, if issued, will likely be adopted by EASA), is to make all owners, operators and maintainers of the affected aeroplanes (as defined in Type Certificate Data Sheet [EASA.IM.A.212](#)) aware of this safety concern.

Recommendations:

EASA recommends doing the inspection(s) as outlined in SB 60-53-19 and, depending on findings, accomplishment of applicable corrective action(s). Any findings of corrosion should be reported to Learjet, for which the contact details are provided in this SIB.

This is information only. Recommendations are not mandatory.



Contact(s):

For further information, contact the EASA Safety Information Section, Certification Directorate.

E-mail: ADs@easa.europa.eu.

For further technical information or assistance, or a copy of the SB, contact:

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