



FAA
Aviation Safety

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: NM-16-24

Date: September 15, 2016

SUBJ: Fuselage: Main Plate/Skin

This is information only. Recommendations aren't mandatory.

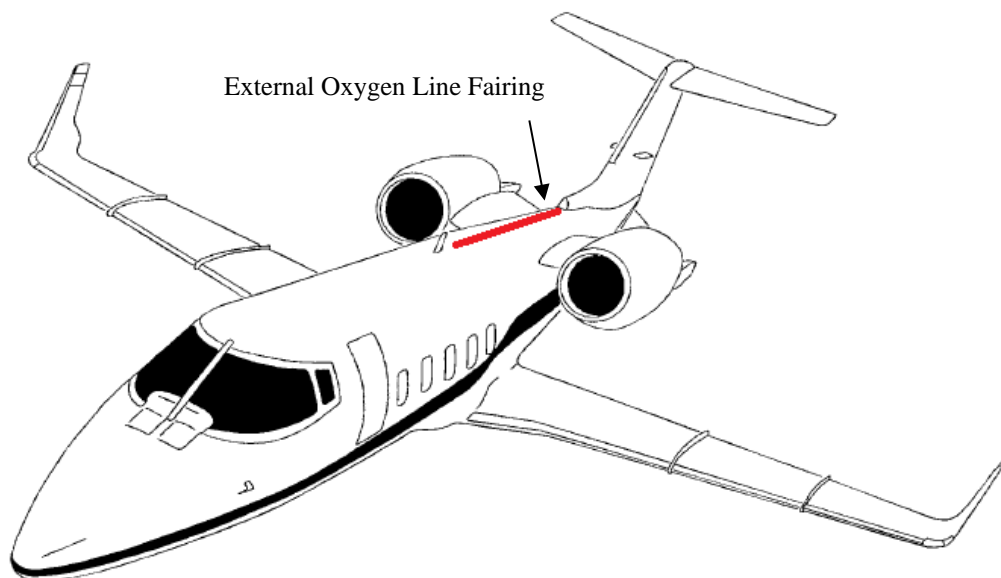
Introduction

This Special Airworthiness Information Bulletin is to advise owners and operators of the potential for skin corrosion under the external oxygen line fairing located on the top aft section of the fuselage, on **Learjet Inc. Model 25, 25A, 25B, 25C, 25D, 25F, 28, 29, 31, 31A, 35, 35A (C-21A), 36, 36A, 55, 55B, and 55C** airplanes.

At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

Background

We have received reports of skin corrosion found under the external oxygen line fairing located on the top aft section of the fuselage of certain Learjet Inc. Model 35 airplanes. The external oxygen line provides oxygen from the oxygen bottle located in the dorsal fin to the occupants in the cabin. Airplanes with the oxygen tank mounted in the dorsal fin will have the external oxygen line on top of the fuselage covered by a fairing. Airplanes that retain the oxygen line fairing on top of the fuselage, even though the oxygen bottles have been removed from the dorsal fin, are also affected. Removal of the fairing, oxygen line and supporting brackets is necessary to detect the full extent of fuselage skin corrosion. The same oxygen line fairing design is installed on the other airplane models identified above.



Recommendations

The FAA recommends that owners/operators of the affected airplanes accomplish the following service information:

Learjet 25 Service Bulletin SB 25-53-4 dated November 23, 2015, Revision 1, dated April 4, 2016, or Revision 2, April 18, 2016 (or later approved revisions) “Fuselage – Inspection of Upper Fuselage Skin under the Aft Oxygen Line Fairing”

Learjet 28/29 Service Bulletin SB 28/29-53-4 dated November 23, 2015, Revision 1, dated April 4, 2016, or Revision 2, dated April 18, 2016 (or later approved revisions) “Fuselage – Inspection of Upper Fuselage Skin under the Aft Oxygen Line Fairing”

Learjet 31 Service Bulletin SB 31-53-12 dated November 23, 2015, Revision 1, dated April 4, 2016, or Revision 2, dated April 18, 2016 (or later approved revisions) “Fuselage – Inspection of Upper Fuselage Skin under the Aft Oxygen Line Fairing”

Learjet 35/36 Service Bulletin SB 35/36-53-15 dated November 23, 2015, Revision 1, dated April 4, 2016, or Revision 2, dated April 18, 2016 (or later approved revisions) “Fuselage – Inspection of Upper Fuselage Skin under the Aft Oxygen Line Fairing”

Learjet 55 Service Bulletin SB 55-53-13 dated November 23, 2015, Revision 1, dated April 4, 2016, or Revision 2, dated April 18, 2016 (or later approved revisions) “Fuselage – Inspection of Upper Fuselage Skin under the Aft Oxygen Line Fairing”

We also recommend that owners and operators report the results of each inspection to Learjet (even if no corrosion is found) using the Compliance Response Form in the service bulletins. In addition, if any of the skin thickness values fall below the minimum thickness table in Chapter 53 of the Learjet Structural Repair Manual, report the corrosion details to Learjet Customer Support Engineering or Customer Response Center (CRC) 1-866-538-1247 (Toll Free) / 1-514-855-2999.

Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management Budget (OMB) has approved the information contained in this SAIB, and assigned OMB Control Number 2120-0731.

For Further Information Contact

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(Optional) For Related Service Information Contact

Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942; telephone 316-946-2000; fax 316-946-2220; email ac.ict@aero.bombardier.com; Internet <http://www.bombardier.com>.