TRANSMITTAL SHEET

This sheet transmits Revision 1, dated June 16, 2022, to Gulfstream Service Bulletin 150-57-426 dated January 01, 2022, titled Wings - Flaps - Fairing Seal Repair.

Reason for Revision

To update procedural steps for clarification and to add an Appendix I to address aircraft that have had previous repairs.

PLANNING INFORMATION

Effectivity
Step 1. Added note to address aircraft that have had previous repairs.

Manpower
Step 7. Split man hours to address aircraft that previously had repairs.

ACCOMPLISHMENT INSTRUCTIONS

Step 5 and 11. Corrected part numbers that were inverted.
Steps 6 thru 8. Revised steps for clarification.
Appendix I. Added Appendix I

Effect of Revision on Prior Accomplishments

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).

This is a **COMPLETE REISSUE** of Gulfstream Service Bulletin 200-57-426.

List of Effective Pages

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1	June 16, 2022
2	June 16, 2022
4	June 16, 2022

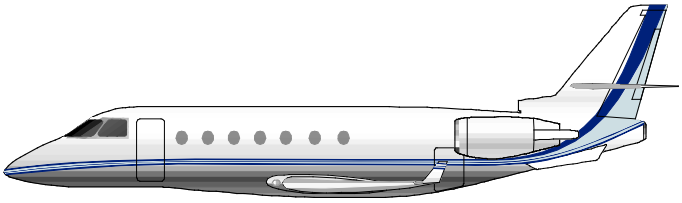
TRANSMITTAL SHEET

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7	June 16, 2022
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Previous revisions to service bulletin 200-57-426.

None

Gulfstream G200



SERVICE BULLETIN

NUMBER 200-57-426, Revision 1

SUBJECT

WINGS (ATA 57) – FLAPS – FAIRING SEAL REPAIR

JUNE 16, 2022

Gulfstream®
AEROSPACE LP

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 and reseal fillet seal between left and right wings structure and fairing to prevent fairing debonding and moisture intrusion.

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. 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

NOTE: This Service Bulletin incorporates design data approved under G200 TC design change MOD G2-04676 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

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

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 faring (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 AOLDINE 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.

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 to Gulfstream for an engineering disposition before proceeding to the next step.

(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.

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.

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.

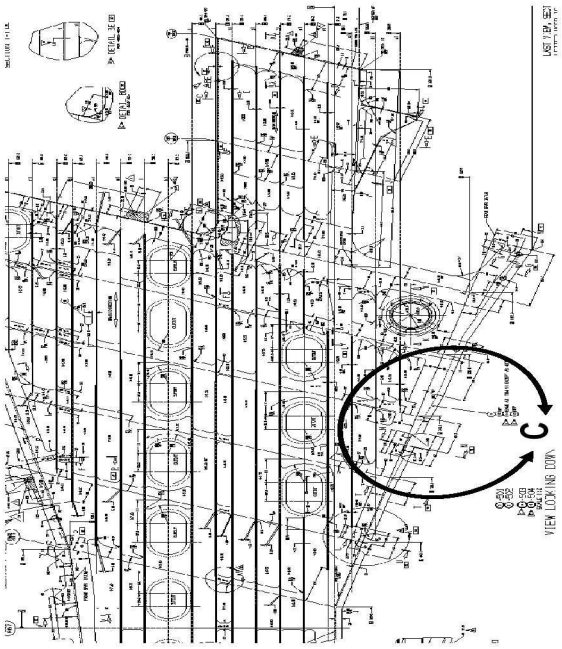
16. Retract flaps. Refer to AMM, Chapter 27.

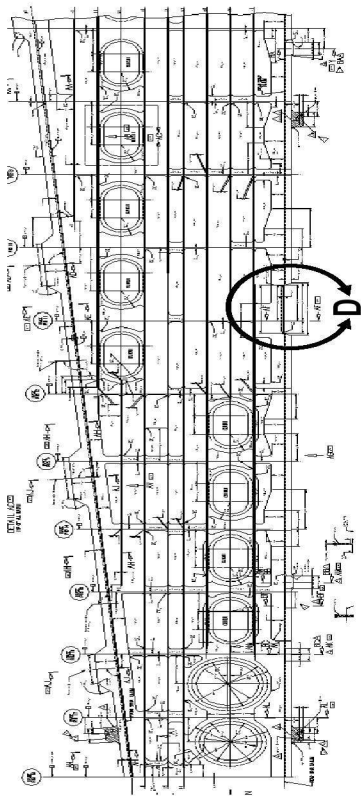
17. Remove electrical power from aircraft. Refer to AMM, Chapter 20.

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.

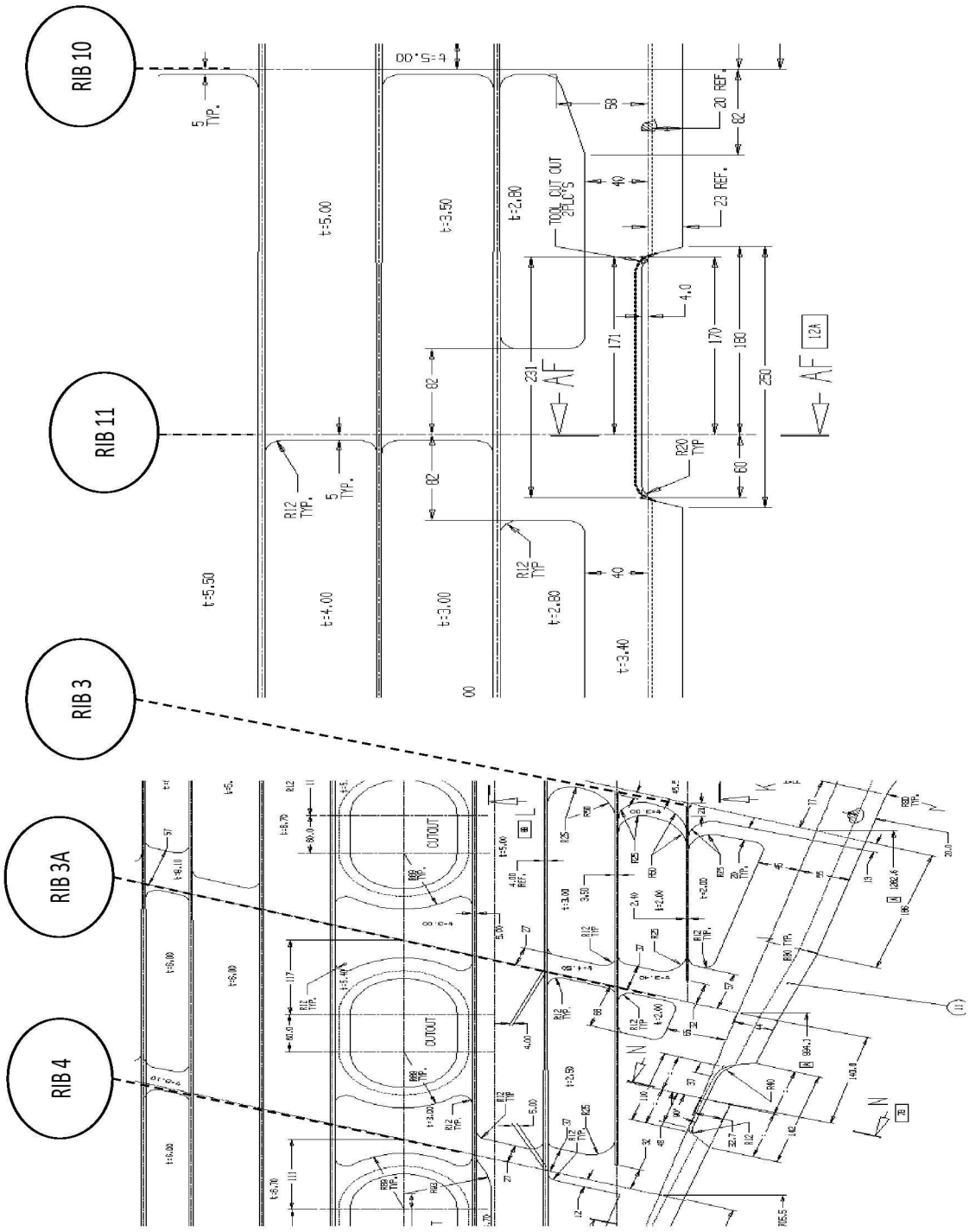
If technical assistance is required, contact your area Gulfstream Field Service Representative or call Gulfstream Customer Support at 800-810-GULF (4853).



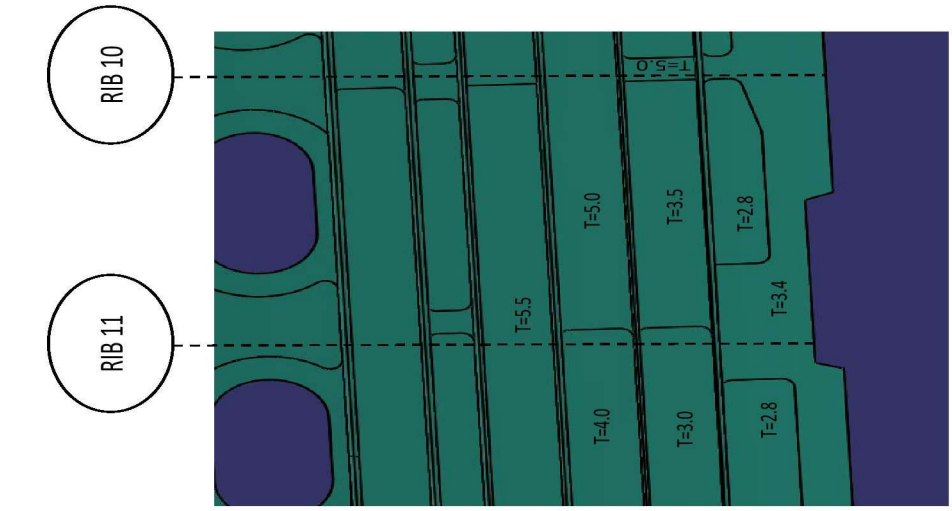


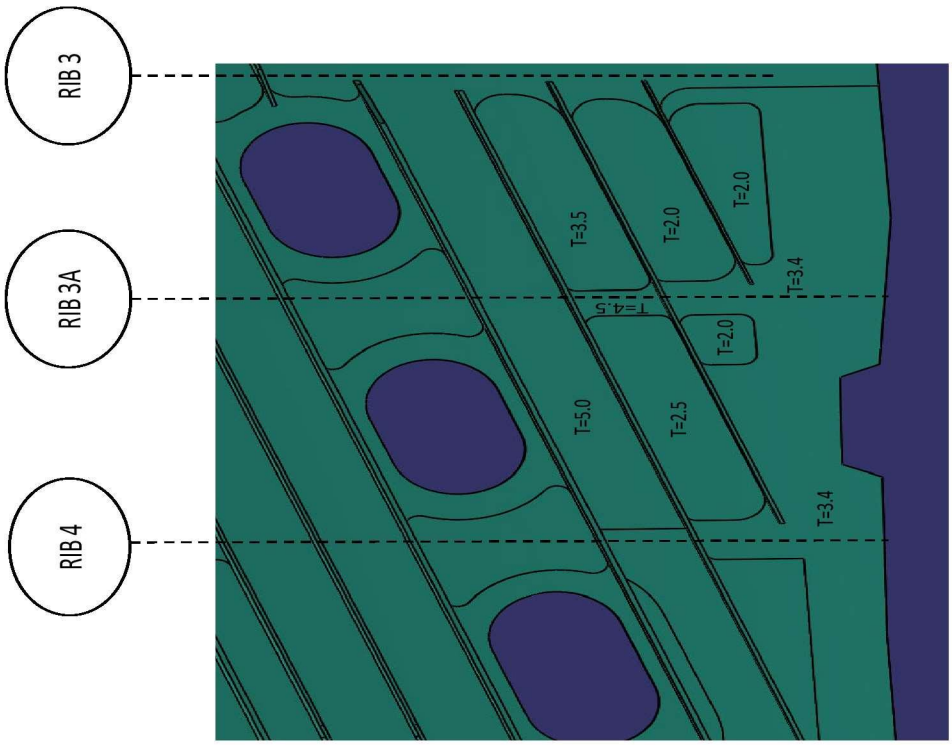
LOWER SKIN P/N 4AS1710301-003/004 A/C 1-64
P/N 4AS1710301-005/006 A/C 65-135
P/N 4AS1710301-007/008 A/C 136-250

Wing Fairing Sealing Repair
Figure 1 Sheet 1 of 3



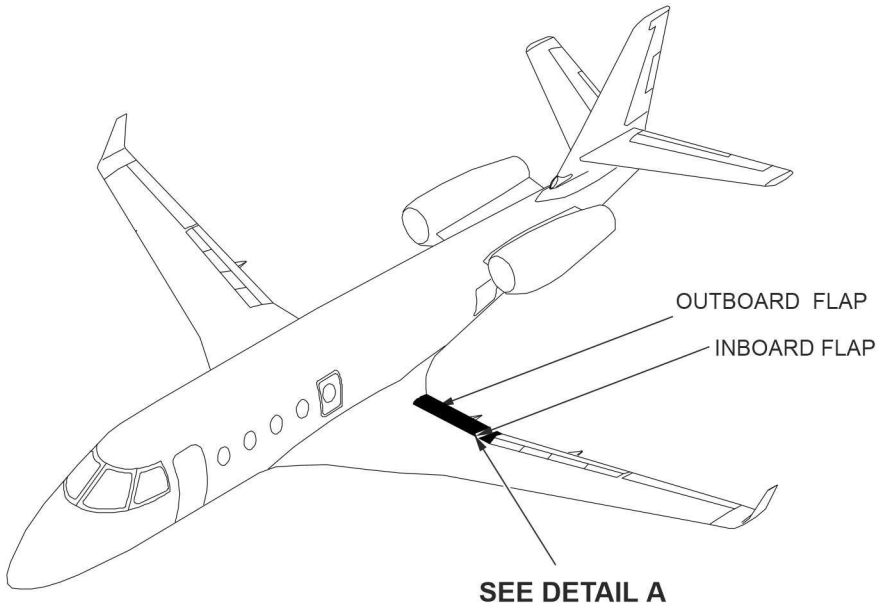
Wing Fairing Repair Area
Figure 1 Sheet 2 of 3

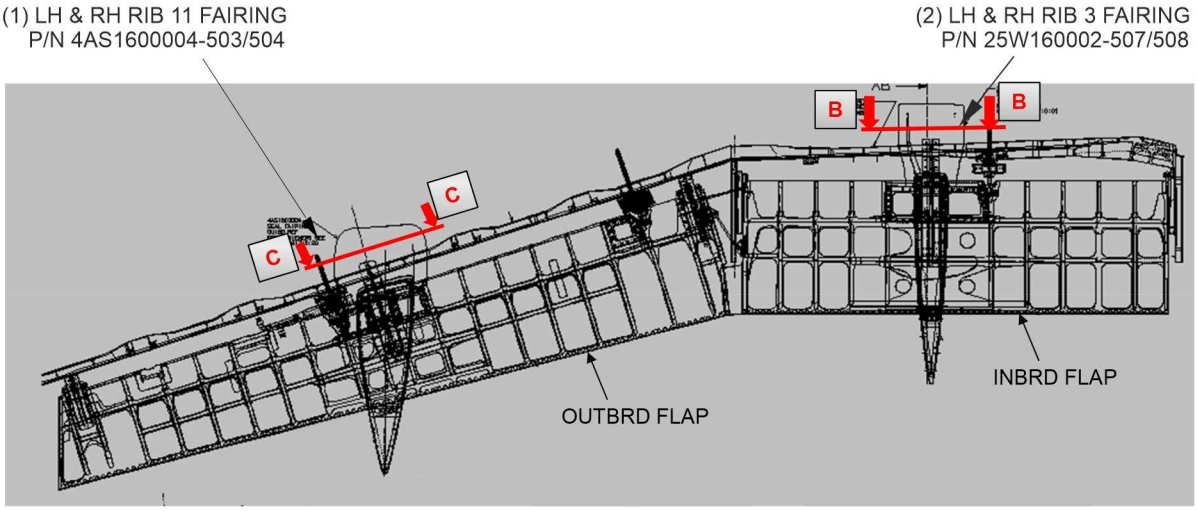


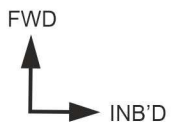


Wing Fairing Sealing Repair
Figure 1 Sheet 3 of 3

SERVICE BULLETIN



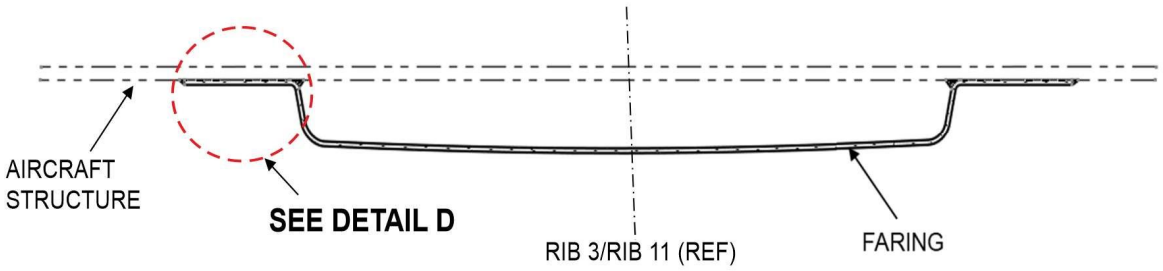




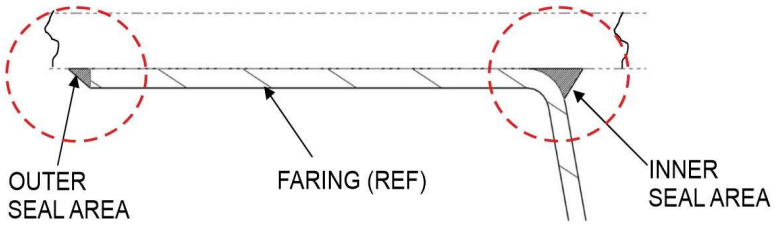
DETAIL A
VIEW LOOKING DOWN
WING FLAPS - LH SHOWN RH OPP

SB150-27-197-02-S01

Wing Fairing Sealing Repair
Figure 2 Sheet 1 of 2



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	No previous repair at this location. Perform SB as written at this location
Perform SB	Previous repair at this location does not meet SB intent. Perform SB as written at this location
Only sealant	Previous repair meets SB intent with the exception of sealant installation on inner side of fairing (perform step 13)
NAR	Previous repair fully meets SB intent. No Action Required at this location

		LHS		RHS	
		RIB 3	RIB 11	RIB 3	RIB 11
G200 S/N	Repair EO	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

GULFSTREAM G200
SERVICE BULLETIN NO. 200-57-426R1
SERVICE REPLY CARD

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SB CMP NUMBER	A/C	AIRCRAFT TYPE	COMPLIANCE DATE
984261		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

COMMENTS / SUGGESTIONS / ACTIONS TAKEN:

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984262		Gulfstream G200	

Aircraft Hours _____
Aircraft Landings_____

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SB CMP NUMBER	A/C	AIRCRAFT TYPE	COMPLIANCE DATE
984263		Gulfstream G200	

Aircraft Hours _____
Aircraft Landings_____

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SB CMP NUMBER	A/C	AIRCRAFT TYPE	COMPLIANCE DATE
984264		Gulfstream G200	

Aircraft Hours _____
Aircraft Landings_____

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_____**Equipment not installed**
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_____**Other (explain reason below)**

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