



AD #: 2026-13-51

Emergency Airworthiness Directive (AD) 2026-13-51 is sent to owners and operators of Gulfstream Aerospace Corporation Model GVIII-G700 and GVIII-G800 airplanes.

Background

This emergency AD was prompted by a report indicating that a hollow pin cap on the right-side engine aft thrust strut mount interface was found broken due to a missing sleeve bushing. Further investigation found the sleeve bushing was loose (displaced) within the engine pylon. The airplane had accumulated 1,056 total flight hours and 324 total flight cycles. During a subsequent audit, an additional airplane failed a gap check at the right-side engine forward thrust strut mount interface. The additional airplane had accumulated 551 total flight hours and 182 total flight cycles. The engine thrust struts on both airplanes were previously disconnected to perform production retrofit activities prior to entry into service. An improperly installed engine thrust strut could compromise the structural integrity of the engine mount system and lead to failure of the engine mount system. This condition, if not addressed, could result in an in-flight separation of the engine from the airplane, leading to loss of control of the airplane.

Relevant Material

The FAA reviewed Gulfstream GVIII-G700 Alert Customer Bulletin No. 001, dated June 16, 2026; and Gulfstream GVIII-G800 Alert Customer Bulletin No. 001, dated June 16, 2026. This material describes procedures for visually inspecting the upper surface of the engine mount to the forward and aft thrust strut mount at the hollow pin head interface, of the left and right engines, for evidence of movement or distress (i.e., paint abrasion or witness marks, gouging or surface damage, a broken or compromised hollow pin); inspecting the forward and aft thrust strut mount hardware to ensure the sleeve bushing, nut, washers, and cotter pins are properly installed; and depending on findings, submitting certain information to the manufacturer for further evaluation and engineering disposition.

FAA's Determination

The FAA is issuing this AD because the agency has determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires accomplishing the actions specified in the material already described, except for any differences identified as exceptions in the regulatory text of this AD.

Interim Action

The FAA considers this emergency AD to be an interim action. If a final action is later identified, the FAA might consider further rulemaking then.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b)(3)(B) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this emergency AD to all known U.S. owners and operators of these airplanes. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because the urgency of the unsafe condition necessitates prohibiting further flight until the airplane is inspected and the applicable corrective actions are performed. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b)(3)(B).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

Paperwork Reduction Act

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to take approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency’s authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This

regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual Emergency Airworthiness Directive

The FAA is issuing this emergency airworthiness directive under 49 U.S.C. 106(g), 40113, and 44701 according to the authority delegated to me by the Administrator.

2026-13-51 Gulfstream Aerospace Corporation: Project Identifier AD-2026-00584-T.

(a) Effective Date

This emergency airworthiness directive (AD) is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Gulfstream Aerospace Corporation airplanes, certificated in any category, identified in paragraphs (c)(1) and (2) of this AD.

(1) Model GVIII-G700 airplanes, serial numbers (S/Ns) 87002 through 87049 inclusive, 87053, and 87076.

(2) Model GVIII-G800 airplanes, S/Ns 88002 through 88014 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 71, Power Plant.

(e) Unsafe Condition

This AD was prompted by a report indicating that a hollow pin cap on the right engine aft thrust strut was found broken due to a missing sleeve bushing. The FAA is issuing this AD to address an improperly installed engine thrust strut that could compromise the structural integrity of the engine mount system and lead to failure of the engine mount system. The unsafe condition, if not addressed, could result in an in-flight separation of the engine from the airplane, leading to loss of control of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

Before further flight: Except as specified by paragraph (h) of this AD, do all applicable actions identified as "RC" (required for compliance) in, and in accordance with, the Accomplishment Instructions of Gulfstream GVIII-G700 Alert Customer Bulletin No. 001, dated June 16, 2026; or Gulfstream GVIII-G800 Alert Customer Bulletin No. 001, dated June 16, 2026; as applicable.

(h) Exceptions to Service Information Specifications

Where GVIII-G700 Alert Customer Bulletin No. 001, dated June 16, 2026; and Gulfstream GVIII-G800 Alert Customer Bulletin No. 001, dated June 16, 2026; specify to submit certain information to Gulfstream for further evaluation and engineering disposition (i.e., corrective action) before aircraft can return to service: This AD requires doing the corrective action before further flight using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

(i) Credit for Previous Actions

This paragraph provides credit for the corresponding inspections specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD, using Gulfstream Technical Evaluation Discrepancy Sheet / Workorder, Control No. TE-26-06-01, issued June 15, 2026.

(j) Special Flight Permit

Special flight permits, as described in 14 CFR 21.197 and 21.199, are not allowed.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, East Certification Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (l)(1) of this AD. Information may be emailed to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by Gulfstream Engineering Authorized Representative (EAR) of the Gulfstream Organization Designation Authorization (ODA) that has been authorized by the Manager, East Certification Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(3) Except as specified by paragraph (h) of this AD: For material that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (k)(3)(i) and (ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(I) Additional Information

(1) For more information about this AD, contact Jeff Johnson, Senior Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5554; email: ecb-cos@faa.gov.

(2) For Gulfstream Aerospace Corporation material identified in this AD, contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, GA 31402-2206; telephone 800-810-4853; email pubs@gulfstream.com; website gulfstream.com/en/customer-support. You may view this referenced material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA 98198.

Issued on June 18, 2026.

Christopher R. Parker,
Acting Deputy Director, Compliance & Airworthiness Division,
Aircraft Certification Service.