

7 Char Drive - Westfield, Massachusetts 01085-1493

Part/Model #:  
AC Serial No./Tail No.:

Mail Remittance To:  
Gulfstream Aerospace Corporation  
Box 730349  
Dallas, Texas 75373-0349

Overnight Remittance To:  
Gulfstream Aerospace Corporation (Box # 730349)  
c/o JP Morgan Chase Bank, NA  
ATTN: Dallas National Wholesale Lockbox TX1-0029  
14800 Frye Road  
Ft. Worth, TX 76155

Wire Remittance To:  
Gulfstream Aerospace Corporation  
JP Morgan Chase Bank, NA  
Chicago, IL 60670  
Account No. 10-15825  
Fedwire Routing No. (ABA) 021 000 021  
S.W.I.F.T. CHASUS33  
ACH Credit Routing No. (ABA)071 000 013



Bill To: **HYPERION AIR, INC.**  
**3800 SOUTHERN BLVD**  
**SUITE 204**  
**WEST PALM BEACH, Florida 33406**  
**United States**

Invoice Number: **6916001251**  
Invoice Date: **4/8/2016**  
Customer ID: **CH200**  
Number:  
Repair Station: **CRS LEGR039G**  
In Date: **03/05/2016**  
Out Date: **03/25/2016**  
Payment Type: **Net 30-Open terms**  
Payment Terms:

Title: **HYPERION AIR, INC.**

INVOICE SUMMARY FOR WORK ORDER NUMBER: **SC13577**

	Time & Materials	Flat Rate	Total
Labor USD:	\$23,752.08	\$0.00	\$23,752.08
Parts USD:	\$10,546.36	\$0.00	\$10,546.36
Services USD:	\$13,050.98	\$0.00	\$13,050.98
<b>Detail Subtotal USD:</b>	<b>\$47,349.42</b>	<b>\$0.00</b>	<b>\$47,349.42</b>
<b>Subtotal USD:</b>			<b>\$47,349.42</b>
Funds on Deposit USD:			\$0.00
<b>Total USD:</b>			<b>\$47,349.42</b>

SCHEDULED MAINTENANCE  
FAR PART 91  
LARRY VISOSKI 917-868-6145  
N212JE  
RE: PROPOSAL# 7024273 R01 (GAC1015-2422-GIV-1085-R01)  
7024691 R00 (GAC0216-4691-GIV-1085-R00)

HAPP # 4400-529-21

For detail description of the work complied with see the Work Order Detail report.

Item: 6 AVIONICS

Team Manager: Charles Helwig  
 Customer Coordinator: Vinny Cicala

Part/Model #:  
 AC Serial No./Tail No.:  
 TSN/TSO:  
 CSN/CSO:  
 Aircraft Time:

Discrepancy: 6.1 CUSTOMER REPORTS #1 TRANSPONDER LOOSES ATC ALTITUDE READ OUT AFTER ONE HOUR.

Resolution: UNSEATED ATC NO.1 PN: 622-9210-409 SN: 2376. PERFORMED VISUAL INSPECTION OF BOTH THE RACK AND COMPONENT INSURING NO BENT OR PUSH PINS ARE PRESENT. CLEANED CONTACTS AND RESEATED ATC NO.1 PN: 622-9210-409 SN: 2376. DISCONNECTED INTERCONNECT FOR ATC NO.1 AND FOUND MALE PINS S AND T TO BE BENT AND MAKING LIMITED CONTACT WITH FEMALE PINS. WORK PERFORMED IN ACCORDANCE WITH WIRING DIAGRAM 1159SB41481, GIV AMM 34-02-04 AND GIV WIRING DIAGRAM 34-55-00. REMOVED ATC NO.2 P/N:622-9210-409 S/N: 1G8M. UNSECURED ATC RACKS TO FACILITATE MAINTENANCE. REPLACED ATC NO.1 DISCONNECT CONNECTORS P/N: MS3120F22-55P SN: UNK AND P/N: MS3126F22-55S SN: UNK, RECEIVED P/N: MS3120F22-55P FROM ELECTRO ENTERPRISE REFERENCE CERTIFICATE OF CONFORMANCE ON PACKSLIP NO: 1779462 DATED 03/14/2016. RECEIVED P/N:MS3126F22-55S FROM ELECTRO ENTERPRISES REFERENCE CERTIFICATE OF CONFORMANCE WITH INVOICE NO: 1156087 DATED 05/25/11. PERFORMED WIRING RING OUT CHECK OF ATC NO.1 TRANSPONDER IAW WESTERN COMMANDER WIRING DWG NO:08069197, FOUND GOOD. REINSTALLED SERVICEABLE ATC NO.1 PN: 622-9210-409 SN: 2376 AND SERVICEABLE ATC NO.2 P/N:622-9210-409 S/N: 1G8M AND PERFORMED ATC FUNCTIONAL CHECKS IN ACCORDANCE WITH GIV AMM 34-02-04. NOTED NO FURTHER ISSUES AT THIS TIME. SEE STEPS FOR DETAILS.

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST 39.91	@ \$132.00	\$5,268.12
Parts USD:	Time and Material			\$211.08
<b>Total USD:</b>				<b>\$5,479.20</b>

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
6.1 #1	MS3120F22-55P	CONNECTOR	1	\$95.68	\$95.68
6.1 #2	MS3126F22-55S	CONNECTOR	1	\$85.36	\$85.36
6.1 #3	686DM.5	SLEEVE, BRAIDED 1/2 BLACK EXPANDO	2	\$3.92	\$7.84
6.1 #4	SPT.50	SPIRAL WRAP TEFLON 1/2" NATURAL	2	\$3.30	\$6.60
6.1 #5	TY25M	TYRAP, WHITE	10	\$0.78	\$7.80
6.1 #6	TY242M	TIE, CABLE; NYLON 8.19 IN.; 0.14 IN.; 30 LB. TENSILE STRENGTH	10	\$0.78	\$7.80

For detail description of the work complied with see the Work Order Detail report.

- Step: 6.1.1      Completed      APPLIED POWER TO AIRCRAFT. MONITORED ALTITUDE REPORTING ON BOTH ATC TRANSPONDERS USING ATC 600 TEST SET FOUND GOOD. LET IT RUN FOR A LONG TIME, WHILE PERFORMING ASCB BUS SWEEP (REF. SQUAWK 6.5), FOUND GOOD AT THIS TIME. WORK WAS DONE REFERENCE GIV A. 34-02-04.
- Step: 6.1.2      Completed      UNSEATED ATC NO.1 PN: 622-9210-409 SN: 2376. PERFORMED VISUAL INSPECTION OF BOTH RACK AND COMPONENT INSURING NO BENT OR PUSH PINS ARE PRESENT. CLEANED CONTACTORS AND RESEATED ATC NO.1 PN: 622-9210-409 SN: 2376. GAINED ACCESS TO AND DISCONNECTED INTERCONNECT FOR ATC NO.1 AND FOUND MALE PINS S AND T TO BE BENT AND MAKING LIMITED CONTACT WITH FEMALE PINS. STRAIGHTENED PINS AND RECONNECTED DISCONNECT. APPLIED POWER TO AIRCRAFT AND PERFORMED MULTIPLE CHECKS OF ATC SYSTEM USING IFR 6000. NOTED NO OCCURENCES OF TRANSPONDER FAILING TO REPORT ALTITUDE. ALL WORK PERFORMED IN ACCORDANCE WITH GIV AMM 34-02-04 AND WIRING DIAGRAM 1159SB41481.
- Step: 6.1.3      Completed      STEP ENTERED IN ERROR
- Step: 6.1.4      Completed      CONDUCTED RESEARCH TO FIND PART NUMBER FOR ATC TRANSPONDER INTERCONNECT CANNON PLUG PART NO. PART NUMBER FOR RECEPTACLE IS MS3120F22-55P PART NUMBER FOR PLUG IS MS3126F122-55S. REFERENCE WESTERN COMMANDER DRAWING NO. 08069197, TITLED NO. 1 TRANSPONDER (MOD) NO REV, DATED 5/12/89. THIS CONNECTOR CONTAINS VARIOUS 429 DATA INPUTS/OUTPUTS FOR CONTROL AND TUNING, SUPPRESSION SIGNALS AND TCAS INTERFACE, AND POWER. ALL WORK PERFORMED IN ACCORDANCE WITH WESTERN COMMANDER DRAWING NO. 08069197, TITLED NO. 1 TRANSPONDER (MOD) NO REV, DATED 5/12/89
- Step: 6.1.5      Completed      REMOVED ATC NO.2 P/N:622-9210-409 S/N: 1G8M. UNSECURED ATC RACKS TO FASCILITATE MAINTENANCE. REMOVED ATC NO.1 DISCONNECT CONNECTORS P/N: MS3120F22-55P SN: UNK AND P/N: MS3126F22-55S SN: UNK. INSTALLED NEW CONNECTORS P/N: MS3120F22-55P SN: UNK AND P/N: MS3126F22-55S SN: UNK. RECEIVED P/N: MS3120F22-55P FROM ELECTRO ENTERPRISE REFERENCE CERTIFICATE OF CONFORMANCE ON PACKSLIP NO: 1779462 DATED 03/14/2016. RECEIVED P/N:MS3126F22-55S FROM ELECTRO ENTERPRISES REFERENCE CERTIFICATE OF CONFORMANCE WITH INVOICE NO: 1156087 DATED 05/25/11. ALL WORK PERFORMED IN ACCORDANCE WITH WIRING DIAGRAM 1159SB41481, GIV AMM 34-02-04 AND GIV WIRING DIAGRAM 34-55-00.
- Step: 6.1.6      Completed      PERFORMED WIRING RING OUT CHECK OF ATC NO.1 TRANSPONDER IAW WESTERN COMMANDER WIRING DWG NO:08069197 FOUND GOOD.

Discrepancy: 6.2      CUSTOMER REQUEST TO EXCHANGE THE #2 COM STICKY COM SELECTOR TO CHANGE FREQUENCY.

Resolution: APPLIED POWER AIRCRAFT, CHECKED OPERATION OF NO. 2 RADIO TUNING UNIT (RTU), SQUAWK CONFIRMED, FOUND LINE SELECT KEY (1R) IS INTERMITTENT (STICKY) TO CHANGE FREQUENCY. REMOVED RTU NO:2 P/N:822-0836-035 S/N: 267 FOR REPAIR. RECEIVED OK TO INSTALL AND INSTALLED REPAIRED RTU NO:2 P/N:822-0836-035 S/N: 267 IN ACCORDANCE WITH GIV CMP 232336. RECEIVED UNIT FROM ROCKWELL COLLINS REFERENCE 8130-3 WITH FORM TRACKING NO: 105121875 WORK ORDER: WEPO16-01211 CERT: ED7Y210Y DATED 16MAR2016. PERFORMED VHF COMMUNICATIONS SYSTEM - OPERATIONAL CHECK IN ACCORDANCE WITH GIV AMM 23-01-00, MARKER BEACON SYSTEM - OPERATIONAL CHECK IN ACCORDANCE WITH GIV AMM 34-02-02, NAVIGATION / DISTANCE MEASURING EQUIPMENT SYSTEMS - OPERATIONAL CHECK IN ACCORDANCE WITH GIV AMM 34-02-02, AUTOMATIC DIRECTION FINDING SYSTEM - OPERATIONAL CHECK IN ACCORDANCE WITH GIV AMM 34-02-03.

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST	8.23 @ \$132.00	\$1,086.36
Services USD:	Time and Material			\$8,572.23
<b>Total USD:</b>				<b>\$9,658.59</b>

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
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For detail description of the work complied with see the Work Order Detail report.

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
6.2 #2	GAC REPAIRS	1.00	\$8,572.23	\$8,572.23
Part Ref: 822-0836-035 RTU-4200 (RADIO TUNING UNIT)				
6.2 #1	GAC REPAIRS	1.00	\$0.00	\$0.00

**Step: 6.2.1**      **Completed**      APPLIED POWER AIRCRAFT, CHECKED OPERATION OF NO. 2 RADIO TUNING UNIT (RTU), SQUAWK CONFIRMED, FOUND LINE SELECT KEY (IR) IS INTERMITTENT (STICKY) TO CHANGE FREQUENCY. NEED TO REPLACED OR SEND FOR REPAIR RTU NO. 2.

**Discrepancy: 6.3**      **CUSTOMER REPORTS THE #2 HF RADIO WILL NOT TUNE ("CP" AND "RT" LIGHT ILLUMINATES).**

**Resolution:** GAINED ACCESS ON TAIL COMPARTMENT, VISUALLY INSPECTED THE HF COUPLERS AND HF TRANSCEIVERS, FOUND THE RF COAX CONNECTOR ON HF COUPLER NO. 2 IS LOOSE. SECURED COAX CONNECTOR ON HF COUPLER NO. 2. PERFORMED HIGH FREQUENCY COMMUNICATION SYSTEMS NO. 1 AND NO. 2 - OPERATIONAL TEST, CHECKED GOOD ON BOTH SYTEM. HF RADIO CHECKS CONDUCTED WITH NY RADIO WITH TX/RX QUALITY 4X4. WORK DONE IAW GULFSTREAM GIV MM ATA 23-03-00.

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	4.48 @	\$132.00	\$591.36
<b>Total USD:</b>					<b>\$591.36</b>

**Step: 6.3.1**      **Completed**      APPLIED POWER TO AIRCRAFT, PERFORMED HF NO. 1 AND NO. 2 SYSTEM OPERATIONAL TEST, FOUND NO. 2 HF SYSTEM WITH "CP" LIGHT ILLUMINATED AND WITH FAULT 08. ASKED CUSTOMER ABOUT THE HF SQUAWK DUE TO HF SYSTEM NO. 1 IS THE ONE FAILED ON THE ITEM. PER CUSTOMER, HE IS NOT SURE WHAT SYSTEM IS FAILING. GAIN ACCESS ON TAIL COMPARTMENT, VISUALLY INSPECTED THE HF COUPLERS AND HF TRANSCEIVERS, FOUND THE RF COAX CONNECTOR ON HF COUPLER NO. 2 IS LOOSE. SECURED COAX CONNECTOR ON HF COUPLER NO. 2. PERFORMED HIGH FREQUENCY COMMUNICATION SYSTEMS NO. 1 AND NO. 2 - OPERATIONAL TEST, CHECKED GOOD ON BOTH SYTEM. WORK DONE IAW GULFSTREAM GIV MM ATA 23-03-00.

**Step: 6.3.2**      **Completed**      USING 0-15 PSIG PRESSURE GAUGE, CHECKED THE PRESSURE IN BOTH NO. 1 AND NO. 2 HF COUPLERS. NO. 1 COUPLER WAS AT 7 PSI AND NO. 2 COUPLER WAS AT APPX. 6.75 PSL. BOTH OF THESE READINGS ARE WITHIN ALLOWABLE PRESSURES AS PER GIV [REDACTED] 23-03-00, HIGH FREQUENCY COMMUNICATION COUPLER - SERVICING.

**Discrepancy: 6.4**      **CUSTOMER REPORTS THE FMS SELECTOR SWITCH NEEDS TO BE CHANGED (1/2 FMS SELECTOR ON CENTER PEDESTAL).**

**Resolution:** CONFIRMED CENTER FMS SELECTOR WILL ONLY BRIEFLY ILLUMINATE 1/2 FMS. REMOVED AND CAPSULE AND REMOVED 4 EA. DEFECTIVE LAMPS P/N OL-3335, NO SERIAL NOS. REPLACED WITH 4 EA NEW LAMPS P/N: OL-3335 FROM GAC WESTFIELD STOCK. PERFORMED OPERATIONAL CHECK OF SWITCHES IN ACCORDANCE WITH GIV AMM 33-01-00 ANNUNCIATOR LIGHT - OPERATIONAL TEST, WITH NO DISCREPANCIES.

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	6.71 @	\$132.00	\$885.72
Parts USD:	Time and Material				\$360.50
<b>Total USD:</b>					<b>\$1,246.22</b>

For detail description of the work complied with see the Work Order Detail report.

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
6.4 #1	OL3335	LAMP	4	\$5.15	\$20.60
6.4 #2	99-212	SWITCH	1	\$339.90	\$339.90

- Step: 6.4.1**      **Completed**      GAINED ACCES TO THE FMS SELECTOR SWITCH (1/2 FMS) ON PEDESTAL. REMOVED DEFECTIVE SWITCH (1/2 FMS) P/N: 99-212 FROM ASSEMBLY. RECEIVED OK TO INSTALL AND INSTALLED A NEW SWITCH P/N: 99-212 THAT WAS RECEIVED FROM GAC-SAVANNAH WITH SHIPMENT NO.: SASH316-34302, ENTERPRISE TRANSFER NO.: 000663760, DATED 03/08/2016 TO THE (1/2 FMS) SWITCH POSITION ON ASSEMBLY. SECURED SWITCH ASSEMBLY TO PEDESTAL. WORK WAS DONE WITH REFERENCE TO THE JET CENTER DRAWING NO. 08069100, TITLED NO. 3 FMS, DATED 3-11-88.
- Step: 6.4.2**      **Completed**      PERFORMED OPERATIONAL CHECK IN ACCORDANCE WITH GIV AMM 33-01-00 ANNUNCIATOR LIGHTS - OPERATIONAL TEST, WITH NO DISCREPANCIES.

Discrepancy: 6.5      CUSTOMER REQUESTS ASCB SWEEP

Resolution: PERFORMED ASCB BUS SWEEP IAW GIV [REDACTED] 31-02-00. FOUND THAT THERE WERE NUMEROUS BUS COUPLER CONNECTIONS THAT REQUIRED CLEANING (NOTICED SIGNAL FLUCTUATION ON OSCILLOSCOPE). CLEANED BUS COUPLER CONNECTIONS AS REQUIRED AND SECURED ALL CONNECTIONS. PERFORMED OPS CHECK AND FINAL ASCB BUS SWEEP IN ACCORDANCE WITH GIV AMM 31-02-00 AVIONICS STANDARD COMMUNICATION BUS - FAULT ISOLATION WITH NO DISCREPANCIES.

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST 13.00	@ \$132.00	\$1,716.00
<b>Total USD:</b>				<b>\$1,716.00</b>

- Step: 6.5.1**      **Completed**      PERFORMED ASCB BUS SWEEP IAW GIV [REDACTED] 31-02-00. FOUND THAT THERE WERE NUMEROUS BUS COUPLER CONNECTIONS THAT REQUIRED CLEANING (NOTICED SIGNAL FLUCTUATION ON OSCILLOSCOPE). CLEANED BUS COUPLER CONNECTIONS AS REQUIRED AND SECURED ALL CONNECTIONS. CHECKED ASCB BUS CHANNELS A AND B, FOUND GOOD AT THIS TIME.

Discrepancy: 6.7      WHILE PERFORMING SPZ-8000 GND MAINTENANCE TEST NOTICED THAT THE LEFT FUEL LOW LEVEL INDICATION STAYS WHITE IN ECAS AND NO LIGHT ON STANDBY FUEL INDICATION WITH ZERO FUEL ON WING.

Resolution: PERFORMED RESISTANCE CHECK OF THE LEFT WING LOW LEVEL SENSOR AND FOUND THAT IT WAS WITHIN LIMITS. WITH BOTH EICAS AND STANDBY FUEL QUANTITY INDICATOR SHOWING NO LOW LEVEL WARNING, WITH ZERO FUEL ON THE LEFT WING. AT CONNECTOR 15A1P1, SWAPPED PINS C (CLOSE DRY LEFT SIGNAL) WITH PIN D (CLOSE DRY RIGHT SIGNAL), AND THE PROBLEM FOLLOWED. SWAPPED BOTH PINS BACK TO THEIR ORIGINAL POSITIONS. CONFIRMED BAD FUEL LOW LEVEL DUAL CONTROL UNIT. REMOVED FUEL QUANTITY DUAL LOW LEVEL CONTROL UNIT P/N: 1159SCF215-33, S/N: 567 FROM THE AIRCRAFT. RECEIVED OK TO INSTALL AND INSTALLED A REPAIRED FUEL QUANTITY DUAL LOW LEVEL CONTROL UNIT P/N: 1159SCF215-33, S/N: 690 THAT WAS RECEIVED FROM PARKER HANNIFIN CORP., ELECTRONICS SYSTEMS DIV. WITH FAA 8130-3 FORM TRACKING NO.: 9E5210, APPROVAL / CERTIFICATE NO.: FX1R156K, DATED AUG/23/2010 TO THE AIRCRAFT. APPLIED POWER TO THE AIRCRAFT AND FOUND THAT THE LEFT, RIGHT, AND TOTAL FUEL LEVEL INDICATION WAS AMBER ON EICAS, ALSO THERE WAS LIGHT, (LEFT AND RIGHT) ON STANDBY FUEL INDICATOR. WORK WAS DONE IAW GIV CMP 284020, FUEL QUANTITY DUAL LOW LEVEL CONTROL UNIT - REMOVAL / INSTALLATION. COMPLIED WITH GIV CMP 284029 FUEL LOW LEVEL WARNING SYSTEM - OPERAIONAL TEST WITH NO DISCREPANCIES.

For detail description of the work complied with see the Work Order Detail report.

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	12.98	@ \$132.00	\$1,713.36
Parts USD:	Time and Material				\$4,737.00
<b>Total USD:</b>					<b>\$6,450.36</b>

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
6.7 #1	1159SCF215-33	CONTROL UNIT, FUEL, LOW LEVEL	1	\$4,737.00	\$4,737.00

**Step: 6.7.1**      **Completed**      PERFORMED RESISTANCE CHECK OF THE LEFT WING LOW LEVEL SENSOR AND FOUND THAT IT WAS WITHIN LIMITS. WITH BOTH EICAS AND STANDBY FUEL QUANTITY INDICATOR SHOWING NO LOW LEVEL WARNING, WITH ZERO FUEL ON THE LEFT WING. AT CONNECTOR 15A1P1, SWAPPED PINS C (CLOSE DRY LEFT SIGNAL) WITH PIN D (CLOSE DRY RIGHT SIGNAL), AND THE PROBLEM FOLLOWED. SWAPPED BOTH PINS BACK TO THEIR ORIGINAL POSITIONS. CONFIRMED BAD FUEL LOW LEVEL DUAL CONTROL UNIT. ALL WORK WAS DONE WITH REFERENCE TO GIV ██████ 28-07-00.

**Step: 6.7.2**      **Completed**      REMOVED FUEL QUANTITY DUAL LOW LEVEL CONTROL UNIT P/N: 1159SCF215-33, S/N: 567 FROM THE AIRCRAFT. RECEIVED OK TO INSTALL AND INSTALLED A REPAIRED FUEL QUANTITY DUAL LOW LEVEL CONTROL UNIT P/N: 1159SCF215-33, S/N: 690 THAT WAS RECEIVED FROM PARKER HANNIFIN CORP., ELECTRONICS SYSTEMS DIV. WITH FAA 8130-3 FORM TRACKING NO.: 9E5210, APPROVAL / CERTIFICATE NO.: FX1R156K, DATED AUG/23/2010 TO THE AIRCRAFT. APPLIED POWER TO THE AIRCRAFT AND FOUND THAT THE LEFT, RIGHT, AND TOTAL FUEL LEVEL INDICATION WAS AMBER ON EICAS, ALSO THERE WAS LIGHT, (LEFT AND RIGHT) ON STANDBY FUEL INDICATOR. WORK WAS DONE IAW GIV CMP 284020, FUEL QUANTITY DUAL LOW LEVEL CONTROL UNIT - REMOVAL / INSTALLATION.

**Step: 6.7.3**      **Completed**      COMPLIED WITH GIV CMP 284029 FUEL LOW LEVEL WARNING SYSTEM - OPERATIONAL TEST WITH NO DISCREPANCIES.

**Discrepancy: 6.8**      DURING C/W CMP GIV 541019 PYLON INTERNAL (LEFT) - INSPECTION FOUND PRECOOLER INLET TEMPERATURE SENSOR CANNON PLUG TO HAVE BROKEN WIRE.

**Resolution:** REMOVED AND REPLACED CONNECTOR LEFT ENGINE PYLON TEMP SENSOR P/N MS3106F12S-3S NEW FROM ELECTRO ENTERPRISES INC., WITH CERTIFICATE OF CONFORMANCE, PACK SLIP NO. 1781911 DATED MAR 18, 2016. PERFORMED OPS CHECK WITH NO DISCREPANCIES. WORK DONE IAW WESTERN COMMANDER, INC. WIRING DIAGRAM NO. 08030131 - BLEED AIR CONTROL MONITOR, DATED 2/10/89.

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	8.14	@ \$132.00	\$1,074.48
Parts USD:	Time and Material				\$27.90
<b>Total USD:</b>					<b>\$1,102.38</b>

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
6.8 #1	MS3106F12S-3S	CONNECTOR	1	\$27.90	\$27.90

For detail description of the work complied with see the Work Order Detail report.

- Step: 6.8.1      Completed      REMOVED AND REPLACED CONNECTOR LEFT ENGINE PYLON TEMP SENSOR P/N MS3106F12S-3S NEW FROM ELECTRO ENTERPRISES INC., WITH CERTIFICATE OF CONFORMANCE, PACK SLIP NO. 1781911 DATED MAR 18, 2016. WORK DONE IAW WESTERN COMMANDER, INC. WIRING DIAGRAM NO. 08030131 - BLEED AIR CONTROL MONITOR, DATED 2/10/89.
- Step: 6.8.2      Completed      PERFORMED OPS CHECK IN ACCORDANCE WITH WESTERN COMMANDER, INC. WIRING DIAGRAM NO. 08030131 - BLEED AIR CONTROL MONITOR, DATED 2/10/89.

Discrepancy: 6.9      DURING AIRCRAFT POWER "ON", FOUND DC VOLTS ON ELECTRICAL POWER MONITOR TO READ 8.2 VOLTS WHEN SWITCH IS SET TO "AUX"

Resolution: APPLIED POWER TO AIRCRAFT AND OBSERVED 8.2 VOLTS DC DISPLAYED IN THE POWER MONITOR WITH AUX SELECTED. NOTED ALSO THAT IT WOULD ERRATICALLY JUMP FROM 8.2 VOLTS TO 48.2 VOLTS TO 88.2 VOLTS AND BACK TO 8.2 VOLTS. WHEN SELECTING RADIO MASTER TO ON 28 VOLTS IS DISPLAYED ON THE MONITOR WITH AUX SELECTED. CAN ALSO GET 28 VOLTS TO BE DISPLAYED BY SELECTING THE PILOT, EICAS, AND COPILOT DISPLAYS TO ON. WHEN SELECTED BACK TO OFF, 8.2 VOLTS IS DISPLAYED ON THE MONITOR AGAIN. CHECKED DC ESS TEST POINT ON PILOT CIRCUIT BREAKER PANEL AND READ 28 VOLTS WHILE POWER MONITOR STILL READ 8.2 VOLTS. ALL WORK PERFORMED IN ACCORDANCE WITH GIV WIRING DIAGRAM MANUAL 24-30-00 DC POWER SUPPLY SYSTEM. CUSTOMER HAS INDICATED THAT THIS IS A KNOWN ISSUE, AND THAT IT EXISTS IN NO CONFIGURATION OTHER THAN AUX. CUSTOMER ELECTS NO FURTHER ACTION AT THIS TIME.

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST 7.76 @	\$132.00	\$1,024.32
<b>Total USD:</b>				<b>\$1,024.32</b>

- Step: 6.9.1      Completed      APPLIED POWER TO AIRCRAFT AND OBSERVED 8.2 VOLTS DC DISPLAYED IN THE POWER MONITOR WITH AUX SELECTED. NOTED ALSO THAT IT WOULD ERRATICALLY JUMP FROM 8.2 VOLTS TO 48.2 VOLTS TO 88.2 VOLTS AND BACK TO 8.2 VOLTS. WHEN SELECTING RADIO MASTER TO ON 28 VOLTS IS DISPLAYED ON THE MONITOR WITH AUX SELECTED. CAN ALSO GET 28 VOLTS TO BE DISPLAYED BY SELECTING THE PILOT, EICAS, AND COPILOT DISPLAYS TO ON. WHEN SELECTED BACK TO OFF, 8.2 VOLTS IS DISPLAYED ON THE MONITOR AGAIN. AFTER POWER WAS ON FOR ABOUT AN HOUR THE SAME 8.2 VOLT INDICATION COULD BE SEEN ON THE POWER MONITOR BUT THIS TIME WITH EITHER AUX OR ESSENTIAL SELECTED. CHECKED DC ESS TEST POINT ON PILOT CIRCUIT BREAKER PANEL AND READ 28 VOLTS WHILE POWER MONITOR STILL READ 8.2 VOLTS. ALL WORK PERFORMED IN ACCORDANCE WITH GIV WIRING DIAGRAM MANUAL 24-30-00 DC POWER SUPPLY SYSTEM.

- Step: 6.9.2      Completed      GAINED ACCESS TO CONNECTORS 318A1A5P2 AND 318A1A5P3 BY REMOVING THE COCKPIT ENTRYWAY CENTER HEADLINER. DISCONNECTED 318A1A5P2 AND BACKPINNED PIN "BB". APPLIED POWER TO AIRCRAFT. WHILE MONITORING ELECTRICAL POWER MONITOR PANEL -AUX PWR SW SELECTED, FOUND THAT DC VOLTAGE INDICATION WOULD FLUCTUATE BETWEEN 8.2, 48.2, AND 88.2 VDC INTERMITTENTLY WHILE INPUT VOLTAGE AT PINN BB OF CONNECTOR 318A1A5P2 PIN BB SHOWS STEADY 14.7 VOLTS DC. CONNECTED 318A1A5P2. DISCONNECTED 318A1A5P3 AND BACKPINNED PIN "BB". APPLIED POWER TO AIRCRAFT. WHILE MONITORING ELECTRICAL POWER MONITOR PANEL WITH ESS PWR SW SELECTED, AGAIN FOUND THAT DC VOLTAGE INDICATION WOULD FLUCTUATE BETWEEN 8.2, 48.2, AND 88.2 VDC INTERMITTENTLY WHILE THE INPUT VOLTAGE AT PIN "BB" OF CONNECTOR 318A1A5P3 SHOWS A STEADY VOLTAGE READING. SECURED CONNECTOR 318A1A5P3. SECURED COCKPIT ENTRYWAY CENTER HEADLINER. CONFIRMED BAD EPMP. WORK WAS DONE WITH REFERENCE TO GIV [REDACTED] 24-02-00, DC ELECTRICAL POWER - ELECTRICAL SCHEMATIC.

Discrepancy: 6.10      PILOTS WIPER MOTOR ONLY OPERATES AT LOW SPEED.

For detail description of the work complied with see the Work Order Detail report.

Resolution: APPLIED POWER TO AIRCRAFT AND CHECKED FOR PROPER CONTROL VOLTAGE AT PILOT WIPER CONTROL ASSEMBLY AND FOUND NO HI/LO VOLTAGE PRESENT. SWAPPED PILOT AND COPILOT WIPER ON/OFF SWITCHES ON COP AND FOUND DISCREPANCY FOLLOWED SWITCH. RETURNED COPILOT SWITCH BACK TO ITS ORIGINAL LOCATION. CONFIRMED PILOT WIPER ON/OFF SWITCH (P/N: 4271-503) IS FAULTY. RECEIVED OK TO INSTALL. RECEIVED AND INSTALLED NEW WIPER ON/OFF SWITCH (P/N: 4271-503) FROM GAC SAVANNAH, REFERENCE 8130-3 DATED 16DEC2015, FORM TRACKING NUMBER: 20151216093100, APPROVAL / AUTHORIZATION NUMBER: ODA-511131-CE, INTO THE PILOT POSITION. WORK PERFORMED IAW GIV WDM 30-43-00. REFERENCE GULFSTREAM WESTFIELD WORK ORDER SC13577.18.15 FOR SYSTEM OPS CHECK.

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	6.35 @	\$132.00	\$838.20
Parts USD:	Time and Material				\$694.90
<b>Total USD:</b>					<b>\$1,533.10</b>

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
6.10 #1	4271-503	SWITCH LIGHT ASSEMBLY	1	\$674.10	\$674.10
6.10 #2	D436-37	SLEEVE	10	\$1.42	\$14.20
6.10 #3	D436-38	SLEEVE	4	\$1.65	\$6.60

Step: 6.10.1      Completed      APPLIED POWER TO AIRCRAFT AND CHECKED FOR PROPER CONTROL VOLTAGE AT PILOT WIPER CONTROL ASSEMBLY AND FOUND NO HI/LO VOLTAGE WAS PRESENT. SWAPPED PILOT AND COPILOT WIPER ON/OFF SWITCHES ON COP AND FOUND DISCREPANCY FOLLOWED SWITCH. RETURNED SWITCHES BACK TO THERE ORIGINAL LOCATIONS, CONFIRMED PILOT WIPER ON/OFF SWITCH P/N 4271-503 IS FAULTY. REFERENCED GIV WDM 30-43-00 FOR WORK PERFORMED.

Discrepancy: 6.11      DURING COCKPIT COMPARTMENT ABOVE FLOOR INSP CMP 532017 NOTED ON CO-PILOTS SIDE CONSOLE AREA AFT END IS A BROKEN SWITCH LABLED ON/OFF.

Resolution: ACCOMPLISHED MINOR ALTERATION AND REMOVED DISCREPANT SWITCH P/N MTL-206N LABELED COCKPIT LCD FROM COCKPIT SIDE CONSOLE AND BAGGED AND STOWED CONNECTOR AT SWITCH, REFERENCE KC AVIATION DWG NO. GIV-31085-31-52. CAPPED AND STOWED WIRE "AS100CC20" AT AIRSHOW C/B, REFERENCE KC AVIATION DWG NO. GIV-31085-31-52. DISCREPANT SWITCH WAS GIVEN TO CUSTOMER FOR FURTHER EVALUATION AND REPAIR. INSTALLED A PLUG TO COVER REMAINING HOLE DUE TO SWITCH REMOVAL. WEIGHT AND BALANCE CHANGE NEGLIGIBLE.

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	6.21 @	\$132.00	\$819.72
Parts USD:	Time and Material				\$5.16
<b>Total USD:</b>					<b>\$824.88</b>

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
6.11 #1	AN525-10-7	SCREW	2	\$2.58	\$5.16

Item: 7      INTERIOR

For detail description of the work complied with see the Work Order Detail report.

Team Manager: **Charles Helwig**  
 Customer Coordinator: **Vinny Cicala**

Part/Model #:  
 AC Serial No./Tail No.:  
 TSN/TSO:  
 CSN/CSO:  
 Aircraft Time:

Discrepancy: **7.1 TO PROVIDE DOCUMENTATION OF REMOVED/REINSTALLED INTERIOR COMPONENTS ONLY.**

Resolution: **THE INTERIOR COMPONENTS REFERENCED IN THE [REDACTED] LOG (RDS 002) HAVE BEEN REMOVED AND REINSTALLED USING GENERAL SHOP PRACTICES AND EXISTING HARDWARE. ANY COMPONENT REQUIRING OPERATIONAL OR LEAK CHECK HAS BEEN CHECKED FOR NORMAL OPERATIONS WITH NO DISCREPANCIES NOTED.**

Discrepancy: **7.2 CUSTOMER REPORTS THE COPILOTS AIR VENT IS INOP AND BROKEN.**

Resolution: **PROVIDED ACCESS TO GASPER. FOUND AIRVENT BROKEN .INSTALLED NEW CUSTOMER SUPPLIED AIR OUTLET P/N 1747-2. REFERENCE PART AND MATERIAL CERTIFICATION FORM , REFERENCE/SO# 726461 DATED 3/14/2016 PERFORMED A OPERATIONAL CHECK OF GASPER . GASPER CHECK IS GOOD . NO DEFECTS NOTED AT THIS TIME. REF. R/ D LOG FOR OPERATIONAL CHECK OF GASPER ON APU RUN .**

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	9.77	@ \$132.00	\$1,289.64
Parts USD:	Time and Material				\$1.56
<b>Total USD:</b>					<b>\$1,291.20</b>

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
7.2 #3	MS27039-0814	SCREW	2	\$0.78	\$1.56

- Step: 7.2.1 Completed** FOUND AIRVENT BROKEN . ORDERED NEW AIR OUTLET P/N 1747-2 NSN , RECIEVED AND INSTALLED NEW AIR OUTLET P/N 1747-2. REFERENCE PART OR MATERIAL CERTIFICATION FORM , REFERENCE/SO# 726461 DATED 3/14/2016
- Step: 7.2.2 Completed** COPILOTS AIR VENT REQUIRES OPS CHECK DURING A/C RUNS.

Discrepancy: **7.3 CUSTOMER REPORTS THE CAPTAIN'S AIR-VENT IS BROKEN.**

Resolution: **PROVIDED ACCESS TO CAPTAINS GASPER. FOUND AIRVENT BROKEN . INSTALLED NEW CUSTOMERS SUPPLIED GASPER AIR OUTLET P/N 1747-2. REFERENCE PART AND MATERIAL CERTIFICATION FORM , REFERENCE/SO# 726461 DATED 3/14/2016. PERFORMED A OPERATIONAL CHECK OF GASPER . GASPER CHECK IS GOOD . NO DEFECTS NOTED AT THIS TIME. REF. R/ D LOG FOR OPERATIONAL CHECK OF GASPER ON APU RUN .**

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	7.93	@ \$132.00	\$1,046.76
<b>Total USD:</b>					<b>\$1,046.76</b>

For detail description of the work complied with see the Work Order Detail report.

**Step: 7.3.1**      **Completed**      FOUND AIRVENT BROKEN . ORDERED NEW AIR OUTLET P/N 1747-2 NSN ,  
 RECIEVED AND INSTALLED NEW AIR OUTLET P/N 1747-2. REFERENCE PART  
 OR MATERIAL CERTIFICATION FORM , REFERENCE/SO# 726461 DATED  
 3/14/2016

**Step: 7.3.2**      **Completed**      PILOTS AIR VENT REQUIRES OPS CHECK DURING A/C RUNS.

Discrepancy: 7.4      **CUSTOMER REPORTS THE AIR VENT IN FWD LAV IS INOP.**

Resolution: **UPON INVESTIGATION FOUND GASPER RETAINING RING LOOSE ON BACK SIDE OF GASPER. . SECURED  
 THE RETAINING RING ON BACKSIDE OF GASPER AS REQUIRED.GASPER IS NOW OPERATIONAL  
 .PERFORMED A OPERATIONAL CHECK OF GASPER . GASPER CHECK IS GOOD . NO DEFECTS NOTED AT  
 THIS TIME.    REF. R/D LOG FOR OPERATIONAL CHECK OF GASPER ON APU RUN .**

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	10.18 @	\$132.00	\$1,343.76
<b>Total USD:</b>					<b>\$1,343.76</b>

**Step: 7.4.1**      **Completed**      I REMOVED GASPER AIR VENT FROM THE FWD LAV PSU.I TIGHTENED THE  
 GASPER VENT BACKING THEN THEN RE-INSTALLED THE GASPER VENT  
 INTO THE FWD LAV PSU.THE GASPER NOW OPENS AND CLOSES PROPERLY.

**Step: 7.4.2**      **Completed**      FWD LAV AIR VENT REQUIRES OPS CHECK DURING A/C RUNS.

Discrepancy: 7.5      **CUSTOMER REPORTS THE FWD LEFT SIDE WINDOW SHADE IS INOP (MOTOR CHANGE).**

Resolution: **GAINED ACCESS TO THE L/H #1 CABIN WINDOW SHADE BY REMOVING L/H #3 DADO PANEL, L/H #2  
 CUPRAIL SPEAKERS, AND L/H #1 DECO PANEL. REMOVED THE L/H #1 CABIN WINDOW SHADE P/N  
 MSA-005-013-19-P-ANN S/N 1535. SENT SHADE ASSEMBLY OUT TO AERO-NASH AVIATION, INC FOR  
 REPAIRS. RECEIVED REPAIRED SHADE ASSEMBLY FROM AERO-NASH AVIATION INC, REF 8130-3  
 FT#A-259-0, DATED 3/18/2016. INSTALLED L/H WINDOW SHADE P/N MSA-005-013-19-P-ANN S/N 1535.  
 TURNED A/C POWER ON AND CYCLED THE L/H CABIN WINDOW SHADE MULTIPLE TIME, SHADE OPS  
 CHECKED GOOD. INSTALLED THE L/H #1 DECO PANEL. L/H #2 CUPRAILS SPEAKERS, AND L/H #3 DADO  
 PANEL.**

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	8.67 @	\$132.00	\$1,144.44
Services USD:	Time and Material				\$1,776.25
<b>Total USD:</b>					<b>\$2,920.69</b>

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
7.5 #1	GAC REPAIRS	1.00	\$1,776.25	\$1,776.25

Part Ref: MSA-005-013-19-P-ANN cabin window shade

Discrepancy: 7.6      **CUSTOMER REPORTS THAT THE COPILOT'S WINDOW SHADE NEEDS NEW TINT INSTALLED.  
 \*\*\* GULFSTREAM PBI WARRANTY CONSIDERATION**

Resolution: **RECEIVED CUSTOMERS CO-PILOT WINDOW SHADE, AND HOLDER. REMOVED CUSTOMERS OLD  
 WINDOW SHADE FROM THE HOLDER. RECEIVED NEW SHADE WITH TINT FROM SOLAR-SCREEN WITH  
 CERTIFICATE OF CONFORMANCE WITH INVOICE#V1089, DATED SEPTEMBER 1, 2003. INSTALLED NEW  
 WINDOW SHADE TINT ONTO WINDOW SHADE HOLDER. WINDOW SHADE OPS CHECKS OK.**

For detail description of the work complied with see the Work Order Detail report.

Discrepancy: 7.7 CUSTOMER REQUEST TO CHECK ALL OVERHEAD LIGHTS AND GLARE SHIELD LIGHTS FOR PROPER OPERATION (SOME AREAS ARE DARK, BY BOOST PUMPS, AND TRIM WHEEL).

Resolution: CUSTOMER ELECTS NO ACTION TAKEN AT THIS TIME.

Discrepancy: 7.8 CUSTOMER REQUEST TO INSTALL NEW RUBBER SEALS DUE TO WATER LEAK IN REAR 5 GALLON TANKS.

Resolution: VERIFIED WATER LEAKING FROM #1 AND #2 WATER TANK CAPS, REMOVED LEAKING SEALS FROM #1 AND #2 TANK CAPS AND INSTALLED NEW SEALS, P/N 36082. RECEIVED FROM DYNAMO AVIATION INC. REFERENCE COC # 16624 DATED FEB-18-2013. FILLED WATER TANKS AND FOUND NO LEAKS FROM CAP SEALS. WORK PERFORMED IAW GIV GAC DWG SC42716008  
 REMOVED SIX LEAKING O-RINGS FROM THE QUICK DISCONNECTS ON THREE 5 GALLON WATER TANKS, INSTALLED SIX NEW O-RINGS P/N 902-9-292 NSN. ON THE QUICK DISCONNECTS ON THREE 5 GALLON WATER TANKS. PARTS RECEIVED FROM SELL GMBH REFERENCE EASA FORM 1 WITH TRACKING # SP 2012 0080340818 AND W.O #0004151514 DATED 17 OCT 2012. LEAK CHECKED WITH NO DEFECTS NOTED. WORK PERFORMED IAW GIV GAC DWG SC42716008.

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST 2.22 @	\$132.00	\$293.04
Parts USD:	Time and Material			\$181.26
<b>Total USD:</b>				<b>\$474.30</b>

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
7.8 #1	36082	ORING	2	\$53.50	\$107.00
7.8 #2	902-9-292	ORING	6	\$3.46	\$20.76
7.8 #3	36082	ORING	1	\$53.50	\$53.50

Step: 7.8.1 Completed VERIFIED WATER LEAKING FROM #1 AND #2 WATER TANK CAPS, REMOVED LEAKING SEALS FROM #1 AND #2 TANK CAPS AND INSTALLED NEW SEALS, P/N 36082. RECEIVED FROM DYNAMO AVIATION INC. REFERENCE COC # 16624 DATED FEB-18-2013. FILLED WATER TANKS AND FOUND NO LEAKS FROM CAP SEALS. WORK PERFORMED IAW GIV GAC DWG SC42716008

Step: 7.8.2 Completed REMOVED SIX LEAKING O-RINGS FROM THE QUICK DISCONNECTS ON THREE 5 GALLON WATER TANKS, INSTALLED SIX NEW O-RINGS P/N 902-9-292 NSN. ON THE QUICK DISCONNECTS ON THREE 5 GALLON WATER TANKS. LEAK CHECKED WITH NO DEFECTS NOTED. WORK PERFORMED IAW GIV GAC DWG SC42716008.

Discrepancy: 7.9 UPON REMOVAL OF CARPET IN AFT LAVATORY FOUND CARPET WET. SOAKED WITH WHAT SEEMS TO BE TOILET WATER.

For detail description of the work complied with see the Work Order Detail report.

Resolution: **PERFORMED VISUAL INSPECTION OF AFT LAV TOILET ASSY. NO EVIDENCE OF BLUE STAINING ON UPPER PORTION OF TANK AROUND LINE CONNECTIONS. DUMPED AFT LAV TANK AND SERVICED WITH 5 GALLONS OF WATER. FLUSHED TOILET A TOTAL OF TWELVE CYCLES WITH NO LEAKS NOTED. CUSTOMER NOTED THAT THERE IS A HISTORY OF LINE SVE OVERSERVICING THE LAV. RESULTING IN FLUID ON FLOOR. NO LEAKAGE NOTED AT THIS TIME.**

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST 2.40 @	\$132.00	\$316.80
Services USD:	Time and Material			\$62.50
<b>Total USD:</b>				<b>\$379.30</b>

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
7.9 #1	AIRCRAFT CLEANING	1.00	\$62.50	\$62.50

- Step: 7.9.1 Completed PERFORMED VISUAL INSPECTION OF AFT LAV TOILET ASSY. NO EVIDENCE OF BLUE STAINING ON UPPER PORTION OF TANK AROUND LINE CONNECTIONS. DUMPED AFT LAV TANK AND SERVICED WITH 5 GALLONS OF WATER. FLUSHED TOILET A TOTAL OF TWELVE CYCLES WITH NO LEAKS NOTED.
- Step: 7.9.2 Completed ENTERED IN ERROR.

Item: 10 ADMINISTRATIVE USE FOR FUEL ONLY, NO RETURN TO SERVICE REQUIRED

Team Manager: Charles Helwig  
 Customer Coordinator: Vinny Cicala

Part/Model #:  
 AC Serial No./Tail No.:  
 TSN/TSO:  
 CSN/CSO:  
 Aircraft Time:

Discrepancy: 10.1 ADMINISTRATIVE USE ONLY TO FUEL AND DEFUEL AIRCRAFT AS REQUIRED

Resolution: **BILLING OF FUEL FOR AIRCRAFT AS REQUIRED.**

	Billing Method	Hours	Rate	Total
Parts USD:	Time and Material			\$4,292.00
<b>Total USD:</b>				<b>\$4,292.00</b>

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
10.1 #1	JET-A	FUEL, AVIATION TURBINE	1,073	\$4.00	\$4,292.00

Item: 11 NZ2010 V6.1 FMS SYSTEM UPGRADE - TRIPLE

Team Manager: Charles Helwig  
 Customer Coordinator: Vinny Cicala

Part/Model #:  
 AC Serial No./Tail No.:  
 TSN/TSO:  
 CSN/CSO:  
 Aircraft Time:

For detail description of the work complied with see the Work Order Detail report.

Discrepancy: 11.1 ASC 477A NZ2010 V6.1 FMS SYSTEM UPGRADE - TRIPLE

**THIS AIRCRAFT SERVICE CHANGE UPGRADES THE EXISTING NZ-2000 FLIGHT MANAGEMENT SYSTEMS (FMS), VIA INSTALLATION OF VERSION 6.1 SOFTWARE, TO AN NZ-2010 SYSTEM WITH SBAS/LPV GPS UPGRADE.**

**NEW COMPONENTS:**

TWO (2) HONEYWELL WAAS CAPABLE GPS RECEIVERS (PART NUMBER (PN) HG2021KB01)  
 TWO (2) WAAS CAPABLE GPS ANTENNAS (PN S67-1575-137)  
 ONE (1) ASC 477 KIT, NZ-2000 FLIGHT MANAGEMENT SYSTEM (FMS) 6.1 UPGRADE.

**MODIFIED COMPONENTS:**

THREE (3) EACH HONEYWELL NZ-2000 NAVIGATION COMPUTERS (PN 7018879-030XX TO 7018879-03036)  
 TWO (2) EACH HONEYWELL PZ-800 PERFORMANCE COMPUTERS (PN 7004609-XXX TO 7004609-940) PERFORMANCE COMPUTERS NOT AT A MINIMUM LEVEL OF PN 7004609-925 WILL REQUIRE ADDITIONAL UPGRADES NOT COVERED BY THIS INSTALLATION. ADDITIONAL CHARGES WILL APPLY.

**PREREQUISITES:**

- NZ-2000 COMPUTERS: HARDWARE MOD "E". FOR UNITS WITHOUT THIS MODIFICATION, HONEYWELL SERVICE BULLETIN 7018879-34-0051 (PUB. NO. A21- 6111-004) WILL BE REQUIRED. ESTIMATED ADDITIONAL COST IS \$2,600/UNIT.
- PZ-800 COMPUTERS: PART NUMBER 7004609-925. FOR UNITS NOT AT THE -925 LEVEL OR HIGHER, ADDITIONAL MODIFICATIONS ARE REQUIRED AND WILL BE ADDRESSED ON A TIME AND MATERIAL BASIS.
- THE AIRCRAFT MUST CURRENTLY BE EQUIPPED WITH DUAL GLOBAL POSITIONING SYSTEM (GPS) RECEIVERS.
- AIRCRAFT SERIAL NUMBERS 1000 THROUGH 1389: GPS #1 AND #2 INSTALLATIONS NOT INSTALLED BY GULFSTREAM STC ST01716AT-D WILL REQUIRE ENGINEERING REVIEW PRIOR TO INCORPORATION OF THIS ASC.
- EXISTING FMS #1 AND #2 INSTALLATIONS MUST MATCH GULFSTREAM STC ST01715AT-D OR EQUIVALENT PRIOR TO INCORPORATION.

**CONCURRENT REQUIREMENTS: NONE**

**RE: PROPOSAL# 7024273 R01 (GAC1015-2422-GIV-1085-R01)-1.1**

Resolution: CUSTOMER ELECTS NO ACTION THIS IS ADMINSTRATIVE ONLY TO CAPTURE INVOICEING OF PARTS.

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST 25.00 @	\$132.00	\$3,300.00
Parts USD:	Time and Material			\$35.00
Services USD:	Time and Material			\$2,640.00
<b>Total USD:</b>				<b>\$5,975.00</b>

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
11.1 #9	AIRCRAFT-HISTORY	FAA AIRCRAFT HISTORY RECORDS	1	\$35.00	\$35.00

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
11.1 #1	GAC REPAIRS	1.00	\$1,320.00	\$1,320.00
11.1 #2	GAC REPAIRS	1.00	\$1,320.00	\$1,320.00

For detail description of the work complied with see the Work Order Detail report.

Communications concerning disputed debts, including a check or other instrument  
tendered as full satisfaction of a debt, must be forwarded to:

Gulfstream Aerospace  
Attn. Credit Manager  
PO Box 2206  
M/S B-05  
Savannah, GA 31402

**For detail description of the work complied with see the Work Order Detail report.**