

15 February 2013

Mr. Larry Visoski  
Hyperion Air, Inc.  
3800 Southern Blvd., Suite #204  
West Palm Beach, FL 33406  
Office: [REDACTED]

Dear Mr. Visoski,

In response to your request, Gulfstream is pleased to provide the following Service Center proposal for maintenance to be accomplished on this Gulfstream GIV aircraft.

After review of this proposal and its attachments (if applicable), should you have any questions, concerns, or scheduling requests, please feel free to contact me, so we can coordinate a mutually agreeable input date for your aircraft. Furthermore, if this proposal with its attachments and Terms and Conditions is acceptable to you, please sign and return the Summary page to [REDACTED] or [REDACTED].

Thank you for considering Gulfstream for the proposed workscope on your aircraft. Please do not hesitate to call me with any questions or for additional information.

Sincerely,



Tom Baliya  
National Sales Manager  
Office: [REDACTED]  
Mobile: [REDACTED]  
Fax: [REDACTED]

WPL/dlh

**WORKSCOPE**

**1. Aircraft Records and Condition Survey (*Exhibit 1*)**

Labor and Materials .....\$24,000.00

**Description:**

The Aircraft Records and Condition Survey includes Records / Logbook Research and Pre-buy Inspection

**Schedule of Events**

- Review workscope and identify points of contact with both buyer and seller present and have both parties sign the Hold Harmless Agreement.
- The party requesting and financially obligated for the Aircraft/Records and Condition Survey (usually the Buyer) must have an authorized representative sign the work order and the Hold Harmless.
- There will be a representative from all parties involved that will make decisions on all minor corrective actions to be accomplished during Aircraft/Records and Condition Survey.
- If there is no representative present, no corrective action can be accomplished until authorized.
- Upon completion of the Aircraft/Records and Condition Survey, the discrepancy list will be provided to the party(s) responsible for disposition.
- If a second or third party is involved with rectification of any discrepancies found, the parties will identify who will be responsible for the corrective actions.
- At this time, separate work orders will be opened and responsibilities assigned to each party for the work requested.
- All parties involved, based on the Service Center workload, at that time will mutually agree to the downtime schedule for the authorized work.

**The Aircraft/Records Survey includes the following:**

**Review of Maintenance History and Records:** A review of all available maintenance records will be accomplished. The review will include a search for recorded damage history, special inspections accomplished, missing records, compliance with required inspections, maintenance, and mandatory directives. Any problems with incomplete or improper maintenance entries, missing certificate numbers or signatures, or disorganized maintenance logs will be documented in the report. If a complete reconstruction of maintenance records or logbooks is desired, it will be considered an effort over and above the basic Survey price and schedule and will be performed at time and material upon approval.

**Documentation of Non-Applicable Maintenance Bulletins:** Gulfstream will update the aircraft records for non-applicable or previously accomplished directives (ACB, CB & AD) that are not documented in the maintenance records. A budgetary estimate to research and document non-applicable or previously accomplished bulletins is \$75 per occurrence. Incomplete records may substantially increase this cost.

**Review of Required Aircraft Documentation:** A review of weight and balance, equipment list, and electrical load analysis will be performed to determine that the known current aircraft configuration is reflected. All data will be cross-referenced against Major Repair and Alteration FAA Form 377 found and the avionics inventory. Subject matter and date of Form 337 and any related Supplemental Type Certificates (STC's) numbers will be listed. The certificate of airworthiness and current registration will be checked to ensure a match to the aircraft.

**Review of Required Flight Manuals & Supplements**

Gulfstream approved flight manuals will be reviewed to determine revision status and presence of all required approved flight manual supplements. Flight manual supplements will be cross-checked against STC's.

**Update of Required Flight Manuals and Supplements:** If required, Gulfstream will update any missing or outdated items in the flight manual supplements section of the flight manual or supplement binder with current data. A budgetary estimate to research and retrieve missing flight manual supplements is \$75 per occurrence. Incomplete records may substantially increase this cost.

**The Condition Survey includes the following:**

**Functional Test of Avionics Equipment:** An avionics ramp check is performed and involves powering up all major avionics equipment and functionally testing navigation, communication and flight management systems for proper operation. Results will be fully documented on the work order and findings will be highlighted in the Survey. As the Survey progresses, discrepancies may be identified. At this point, discrepancies will be listed on summary sheets and provided to customer. They will be identified as information items or items required for return to service and will be performed at Time and Material. Any Engineering dispositions will be an additional expense and will be billed, As Required.

**Inventory of Avionics and Emergency Equipment:** A physical inventory of major avionics equipment will be accomplished and the results recorded in the report. The avionics inventory is limited to accessible areas only, additional access will be billed at time and material. This inventory will be cross-referenced against the equipment list during the documentation review. All cabin and cockpit installed emergency equipment will be inventoried and recorded in the report.

**Physical Survey:** Is in accordance with attached Gulfstream CMP (Computerized Maintenance Program) tasks, which provide a detailed view of specified areas of aircraft. The suggested survey workscope is intended to provide you with a thorough physical evaluation of selected areas of the aircraft.

**Cockpit and Cabin Compartment above Floor Inspection:** A general visual Inspection will be performed of cockpit, cabin, and baggage compartments for mechanical and cosmetic discrepant conditions which are deemed as unsatisfactory. This above floor inspection does not include operational testing of components or equipment. Corrections and repairs to discrepant conditions found will be accomplished as time and materials. Interior access will not be required or included for this general visual inspection.

**Aircraft Records and Condition Survey Report:** The report is a bound document and is divided into fourteen (14) indexed sections. The format facilitates rapid access to desired information and highlights the major elements of the Survey. All findings and information yielded by this Survey will be provided in the report and on the related work order upon completion of the Survey. Two (2) copies of the report will be provided to the purchaser of the Survey and one (1) copy of the discrepancies noted to the owner (additional report copies are available at \$150.00/each). Copies will not be provided to any other party including the owner of the aircraft unless expressly authorized in writing by the purchaser of the Survey.

**Optional Services**

Gulfstream also offers a complete in-house detailing service for your Gulfstream aircraft. Our experienced team of professionals can perform any detailing service; from a dry wash of the aircraft exterior to shampooing and stain-treating carpets and furnishings. Exterior services include washing of the aircraft (to include landing gear), waxing the aircraft with Aeroglaze, buff and polish of leading edge "brite work", and sanding to remove surface corrosion. An application of Teflon coating is also available to enhance the life of your paint as well as to reduce aircraft exterior cleaning time and costs. Interior services include sanitizing galley and lavatories, re-corking of drawers, shampooing of carpets, re-oiling of leather, and an application of soil and stain repellent for the carpet and upholstery.

2. ***Option: Auxiliary Power Unit Borescope (Exhibit 2)***

Labor and Materials .....\$900.00

**Task:**

Perform APU Borescopes.

3. ***Option: Engine Runs and Borescopes (Exhibit 3)***

Labor and Materials .....\$14,500.00

**Task:**

Perform Engine Runs and Borescopes.

4. **Option: Landing Gear Corrosion Inspection (Exhibit 4 Dunlop / Exhibit 5 ABS)**

Labor and Materials .....\$23,000.00

**Note:** For *budgetary* planning purposes, estimated material and outside services for the above quoted CMP package is approximately \$500.00 and it does not include material required for clearing of any discrepancies.

5. **Option: Two (2) Pilot's for Condition Survey Flight (Must be Performed with Engine Runs and Borescopes)**

Labor and Materials .....\$5,500.00

**Task**

Two (2) Pilots for Condition Survey Flight (Based on an eight (8) hour day).

**Condition Survey Flight**

- Engine runs and borescopes will be required prior to performing a Gulfstream Condition Survey Flight and is not included with this option.
- The Engine Runs and Borescope Option must be selected / performed prior to the Condition Survey Flight:
- The flight test card will be identical to the one used by our own Gulfstream Flight Department to evaluate pre-owned aircraft that are being considered for purchase by Gulfstream.
- This is an extensive flight test regimen flown by Gulfstream test pilots (at an additional expense).
- Test flight results are fully documented and reported in work order and Survey Report. The optional Flight Test may affect downtime.
- All pilot's fees and travel expenses will be the responsibility of the customer per the Gulfstream labor rate letter and is not included in this proposal.

**Note:** Fuel will be billed on actuals.

6. **Option: ASC 416A - MSG3 Maintenance Program**

**Task**

Accomplish ASC 416A - Time Limits/Maintenance Checks (ATA 5) MSG-3 Maintenance Program Conversion.

**Description**

The MSG-3 Maintenance Program Conversion is based upon an analytical process designed to identify scheduled tasks and maintenance intervals based on the aircraft operating capabilities.

This inspection program reduces maintenance costs without affecting aircraft safety or reliability.

Gulfstream, operators, suppliers and the FAA participated in the development of the MSG-3 program.

The man-hours required for converting to the MSG 3 Program will vary with each aircraft configuration and the standardization between aircraft in an operator's fleet.

ASC-416A is a managed program. Please contact Gulfstream Customer Support at 1-800-810-4853.

MSG-3 Program savings include but are not limited to the following:

- Extending the current 150-flight hour check to 450 flight hours, known as an "A" check.
- The number of annual or calendar inspections are reduced based on a 12 month "C" check interval.
- Engine options is available per Rolls-Royce Service Bulletin 70-1493

**Budgetary Pricing Only**

**Phase I**

- GIV-GER-1197 (Aircraft Transition Plan) \$10,000
- Initial Engineering Review \$20,000
- Rolls Royce Service Bulletin 70-1493/1517 - \$5,000

**Phase II**

- ASC 416A (Parts 1 & 2) - \$15,000
- Structural Audit (Fatigue and Damage Tolerance Evaluation) - \$30,000

**Notes:**

- Military and Special Missions Aircraft require additional research to evaluate the Mission Plan and flight operations. Pricing is subject to change on these aircraft and aircraft not outfitted at a Gulfstream facility.
- Pricing varies depending on aircraft configuration, repairs and modifications that have to be evaluated.

**Down Time:** Down-time typically not required, unless supplemental inspections required prior to ASC416A Part 2 sign off.

**Process:** Operator commits to the Program with a signed agreement and purchase order. The Aircraft is scheduled and transition is initiated

**7. Option: ASC 488 - Fuselage Station (FS) 793 Bulkhead Cap Angle - Replacement**

Labor and Materials .....\$137,209.00

**Task**

Accomplish Aircraft Service Change (ASC) 488 - Fuselage Station (FS) 793 Bulkhead Cap Angle - Replacement.

This price is predicated on performing ASC 488 and the 5000 Landing Structural Flat Rated Inspection concurrently.

**Aircraft Service Change Description**

The FS 793 Cap Angle may require replacement as a result of performing the FS 793 Aft Bulkhead Cap Angle - NDT Inspection (CMP 535201). This service change replaces the existing two (2) aluminum cap angles on the aft side of the FS 793.75 bulkhead with a one-piece stainless steel cap angle to reduce the possibility of cap angle fatigue cracks.

**Effectivity:** This service change is applicable to all GIV Aircraft.

**AIRFRAME CONTINGENCIES**

This proposal does not include correction/clearing of any discrepancies and/or corrosion that may be found, outside services, additional due items (i.e. customer requirements, completion/outfitter requirements, Part 135 "for hire" requirements, etc.), and/or consumables. These issues will be addressed separately from this proposal with the customer and may impact scheduled downtime.

Any revision(s) to Chapter 5/Maintenance Schedule issued prior to aircraft arrival may affect the inspection price. Should additional work be required, it will be accomplished on a time and material basis, unless otherwise noted.

For aircraft with standard paint schemes (one (1) base color and two (2) stripes), the sealing and touch-up (by brush) of panels will be considered part of the inspection hours for that task. Aircraft with non-standard paint schemes will be charged for the additional time required to complete the paint touch-up. Time required to seal and touch-up sealant for discrepancies on items not open for inspection being performed during this visit will be billed at time and material.

**REMITTANCE INSTRUCTIONS**

**Checks:** Gulfstream Aerospace Corporation (Overnight) Gulfstream Aerospace Corporation (Box #730349)  
P.O. Box 730349 c/o JP Morgan Chase Bank, NA  
Dallas, TX 75373-0349 Attn: Dallas National Wholesale Lockbox TX1-0029  
14800 Frye Road  
Ft. Worth, TX 76155

**Wire Transfer Instructions:** Gulfstream Aerospace Corporation  
JP Morgan Chase Bank, NA  
1 Bank One Plaza  
Chicago, IL 60670  
Account No. 10-15825  
*Reference your Five (5) Digit Customer Number (XX-XXX)*

**Bank Identifiers:** Fedwire Routing No. (ABA) 021 000 021  
S.W.I.F.T CHASUS33  
ACH Credit Routing No. (ABA) 071 000 013

**Note: Please reference one of the following (as applicable):**

- Invoice No.
- Sales Order No.
- Job or Work Order No.
- Aircraft Serial or Tail No.
- Contact Name
- Customer Account No. (XX-XXXX)

**TERMS AND CONDITIONS**

Gulfstream Aerospace Corporation requires the estimated amount be paid in full for Aircraft/Records and Condition Survey prior to aircraft induction to Service Center. All Aircraft/Records and Condition Survey related discrepancies must be paid in full prior to aircraft departure.

Except as set forth below, payment terms are net 30 days from date of invoice. For Work estimated to exceed \$100,000, Customer agrees to make progress payments on the following schedule: 1/3 of the estimated amount prior to commencement of Work on the Aircraft, 1/3 within 10 days after Gulfstream's written notice that the Work is approximately 50% complete, and final payment 30 days from date of final invoice. Additional deposits may be required for long-lead or special purchased parts, which are not refundable should the visit be cancelled or work scope changed to eliminate those items. If any portion of an invoice is disputed, then Customer shall nevertheless pay all undisputed amounts per this schedule. Gulfstream shall not be required to release Customer's Aircraft to depart if Customer's total outstanding balance owed to Gulfstream exceeds the lesser of \$100,000.00 or Customer's available credit limit. All sums past due bear interest at the lesser of 1.5% per month, or the maximum rate allowable by law, plus reimbursement for attorney fees and other costs of collection.

All prices stated herein are exclusive of freight, fuel, flight costs, and / or environmental fees. Additionally, customer is responsible for all federal, state, local and foreign taxes, levies, penalties and tariffs applicable to the work performed hereunder, the materials used or transportation (other than taxes on income of Gulfstream) and customer shall indemnify and hold Gulfstream harmless with respect thereto.

This proposal is not valid at Gulfstream's Luton United Kingdom facility.

Work items not quoted in this proposal will be billed on a time and material basis per our published labor rates at the time of aircraft induction for Maintenance, Electrical, Avionics, Refurbishment, and Engine/APU Maintenance. For time and materials work: (a) labor (including engineering services) is billed according to the rates set forth in the Gulfstream Labor Rate Letter in effect as of the date the work is performed; and (b) materials are billed according to Gulfstream's standard prices in effect on the date the material is used. Any incremental charge under Gulfstream's Component Exchanged Program will be billed by supplementary invoice.

This proposal is contingent on all work being accomplished during the same timeframe, unless otherwise noted.

**TERMS AND CONDITIONS** *(continued)*

The quoted prices are valid for a period of thirty (30) days of receipt of proposal, unless otherwise noted.

Gulfstream recommends a firm schedule be established and work be completed within the next three (3) to six (6) months from the date of this proposal. Any change in workscope and/or schedule may require review by Gulfstream and requires revision of this proposal. Gulfstream reserves the right to pass on price increases to the customer.

The Customer is responsible for making certain that all specific preservation tasks related to the Aircraft, its engines or systems, that are required or may become required while the Aircraft is at Gulfstream's facility for the Workscope be identified on the Work Authorization squawk list.

Gulfstream warrants that the work conforms to the pertinent specifications prescribed by the applicable aircraft / component manufacturer, and that any components or other items supplied hereunder (but excluding customer-furnished items) are free from defects in material and workmanship. This warranty extends to defects discovered within twelve (12) months, or one thousand (1,000) flight hours, whichever comes first, after completion of the work; except that the warranty period for any work performed as warranty work is equal to the pre-existing unexpired warranty period. Parts qualifying for the "Exclusive Gulfstream Parts Warranty Extension" Program, or other extended published Gulfstream warranty programs, if any, are entitled to an extended warranty period pursuant to the terms of such Programs as they exists on the date this agreement is executed.

Proposal pricing and schedules are contingent upon the customer supplying the existing avionics, electrical, and aircraft system prints, drawings and diagrams, which accurately represent the current condition of the aircraft. Any changes from the existing drawings will be performed on a time and material basis with customer approval. Any relocations of existing equipment required due to space limitations will be performed at time and materials until a firm proposal can be prepared. Detailed parameters of this proposal may require modifications following an in-depth physical inspection.

Materials used during the clearing/correction of discrepancies and/or items based on time and material will be quoted and/or invoiced on an "As Required" basis.

There will be a 3.5% charge for consumables, to a maximum of \$4,000.00, on all work orders containing labor revenue charges. This charge will be calculated based on the total labor revenue man-hours invoiced on the work order. Only invoices defined as a "Road Trip Invoice" will be exempt from this charge.

Customer furnished parts and drop shipments will be subject to a handling fee of 15% based on current manufacturer list price. The handling fee will not apply to parts originally purchased from Gulfstream. Proof of purchase from Gulfstream must be shown to waive the handling fee.

If enrolled in Gulfstream's PlaneParts™ program, certain components supplied in regard to this proposal will be at no charge to the Customer. To enroll or learn more about the program, please visit [http://www.gulfstream.com/product\\_support/planeparts/](http://www.gulfstream.com/product_support/planeparts/).

Any estimates given for outside services are not intended to be exact figures. Repair, calibration, overhaul, and/or exchange pricing will be billed as accrued, be it either less than or more than quoted.

Changes to the Completion Center Maintenance Handbook (CCMH) or Cabin Operating Manual (COM) are not included as part of this proposal. Should a modified CCMH or COM be requested, it will be quoted separately or performed on a time and materials basis.

Any changes to the Minimum Equipment List (MEL) are the Customer's responsibility and are not included herein.

All exchange parts prices are subject to our vendor acceptance of exchange core. Should exchange core be rejected or subjected to an extra charge by Vendor at any time for reasons of abnormal wear and tear, damage, unauthorized modifications, or other discrepancies, the customer agrees to reimburse Gulfstream for resultant extra costs.

Any existing unused wiring will be capped and stowed. Wiring removal (if requested/required) will be handled on a time and material basis and billed additional to the proposed amount.

All removed equipment will be retained by Gulfstream, unless otherwise noted.

Interior access will be performed on a time and material basis, unless otherwise noted within this proposal.

**TERMS AND CONDITIONS** *(continued)*

When aircraft is firmly scheduled into a Gulfstream facility, preliminary engineering and planning commences, and materials / components are ordered for the workscope. If the workscope is canceled, the customer will be charged for any labor expended and/or any restock charges incurred on materials / components ordered. If materials / components cannot be returned to vendor(s), customer will be billed in full for these items. In such case, the materials / components would become the property of the customer. If the workscope is rescheduled for a later arrival, these charges will be applied to the rescheduled visit.

Working days are defined as Monday through Friday. Should additional work be required, other than that quoted herein, the estimated downtime may require extension. This proposal does not include overtime. Any overtime required will be approved by the customer prior to work commencing. All non-scheduled NDT will be on an overtime basis due to NDT planned scheduling. Customer's oral changes increasing the scope of the Work or approving overtime are binding (unless otherwise provided by law).

**International Contingencies (If Applicable; Foreign Registered Aircraft Only with Domestic Input):** Foreign Operators Civil Air Authority (FOCAA), FAA, or concurrence of both agencies must first approve this STC Project prior to start of aircraft modification. Any cost involved in this approval process will be charged as time and materials. Upon customer's acceptance of this proposal, Gulfstream will submit an "Undue Burden" Project Request or FOCA certification fees to the FAA ACO or FOCAA as applicable. Once the FAA and/or FOCA approves the "Undue Burden" Project Request or FOCA certification fees, the ACO will notify the Foreign Civil Air Authority (FCAA). Once the FAA ACO receives concurrence from the FCAA, the ACO will notify Gulfstream. Gulfstream will submit Application (8110-12), Cert. Plan and an LOI to the FAA ACO and/or FOCA. **Please note (if applicable)**, the time estimated to accomplish these steps is approximately three (3) to six (6) months depending on resource availability of the FAA and/or FOCA.

If there is any conflict between these Terms and Conditions hereof and any document incorporated herein by reference, then these terms and conditions shall control unless such document expressly states the contrary.

**Quoting Contact:**

**Dan Hyde, Mechanical Quoting Manager**

Tele: [REDACTED] or email: [REDACTED]

**PROPOSAL SUMMARY**

- Please initial items in Accept/Decline columns. (Please note that quoted dollars and downtime may vary based on concurrent work with accepted/declined items.)

Item	Workscope	Amount	Accept	Decline
1.	Aircraft Records and Condition Survey	\$24,000.00	_____	_____
2.	<i>Option:</i> Auxiliary Power Unit Borescope	<i>\$900.00</i>	_____	_____
3.	<i>Option:</i> Engine Runs and Borescopes	<i>\$14,500.00</i>	_____	_____
4.	<i>Option:</i> Landing Gear Corrosion Inspection	<i>\$23,000.00</i>	_____	_____
5.	<i>Option:</i> Two (2) Pilot's for Condition Survey Flight (Must be Performed with Engine Runs and Borescopes)	<i>\$5,500.00</i>	_____	_____
6.	<i>Option:</i> ASC 416A - MSG3 Maintenance Program	<i>See Item</i>	_____	_____
7.	<i>Option:</i> ASC 488 – Fuselage Station	\$137,209.00	_____	_____

- ◆ Downtime required for this workscope will be **eleven (11) working days**. This downtime estimate is subject to any discrepancies that may be found.
- ◆ Leadtime required for this workscope will be **five (5) calendar days** after proposal acceptance and is subject to equipment availability.
- ◆ The Aircraft Records and Condition Survey is limited in scope, and Gulfstream cannot guarantee that this Survey will uncover all problems that exist with the inspected aircraft. Ultimately, the buyer must rely on their own judgment as to the aircraft value and the seller's warranty, if any, as to the aircraft's condition.
- ◆ This proposal (or estimate) expressly incorporates and is subject to Gulfstream Aerospace Corporation's standard work authorization Terms and Conditions. Your acceptance of all or any portion of this proposal (or estimate) confirms your agreement to accept those standard Terms and Conditions. (Please sign and return this page to [redacted] or [redacted].)

**Proposal Acceptance Signature** \_\_\_\_\_ **Date** \_\_\_\_\_

This proposal summary does not include items based on time and material, discrepancies or corrosion found or other materials required, handling fees, or other additional expenses outside the specified workscope of the enclosed proposal.

GIV Aircraft / Records and Condition Survey (Exhibit 1)

NON-MSG3 Aircraft

RFQ # GAC0213-408-GIV.OCS-R00

<u>CMP</u>	<u>Primary Code Description</u>	
100310	CK AIRWORTHINESS DIRECTIVES	
100320	CK SERVICE BULLETINS	
134401	C/W AVIONICS INVENTORY	
191108	REVIEW A/C STATUS AND RECORDS	
231001	AVIONICS--FUNC RAMP TEST	
291030	Combined Hyd Sys DPI (Eng-driven Pump Bypass) - Inspection	
291031	Flight Hyd Sys DPI (Eng-driven Pump Bypass) - Inspection	
291032	Combined Hyd Sys DPI (Main Pressure) - Inspection	
291033	Flight Hyd Sys DPI (Main Pressure) - Inspection	
291034	Combined Hyd Sys DPI (Main Return) - Inspection	
291035	Flight Hyd Sys DPI (Main Return) - Inspection	
292020	Auxiliary System DPI (Pressure) - Inspection	
292021	Auxiliary System DPI (Return) - Inspection	
292024	Utility System DPI (Pressure) - Inspection	
292025	Utility System DPI (Pump Bypass) - Inspection	
330007	Emergency Exit Lights - Operational Test	
330010	Exterior Lights - Operational Test	
324108	Wheel Brake Lining - Wear Check (Brake-By-Wire)	
324268	Brake Linings - Wear Check (HMAB / Dunlop)	
351005	Crew Oxygen System (Pilot) - Operational Test	
311006	Crew Oxygen System (Copilot) - Operational Test	
521009	Baggage Door Inflatable Seal Sys - Ops Test	
532005	Cabin Compartment Above Floor - Inspection	
532017	Cockpit Compartment Above Floor - Inspection	
532027	Entrance Compartment Behind Panel - Inspection	
532041	Baggage Compartment Above Floor - Inspection	
532067	Tail Compartment Above Floor - Inspection	
533005	Exterior Fuselage - Inspection	
534015	Main Landing Gear Installation (Left) - Inspection	
534016	Main Landing Gear Installation (Right) - Inspection	
534018	Main Landing Gear Wheel Well Compartment - Inspection	
534020	Nose Wheel Well and Gear - Inspection	
535008	Nose Compartment / Radome Interior - Inspection	
541017	Pylon External / Internal (Left) - Inspection	
541018	Pylon External / Internal (Right) - Inspection	
551019	Horizontal Stabilizer / Elevator (Exterior) {Left} - Inspection	
273003	ELEVATOR FREE PLAY--INSP (Related Code)	
551020	Horiz Stabilizer / Elevator (Exterior) {Right} - Inspection	
553005	Vertical Stabilizer / Rudder (Exterior) - Inspection	
554007	Rudder External - Inspection	
571005	Wing Exterior (Left) - Inspection	
571006	Wing Exterior (Right) - Inspection	
490002	AUX POWER UNIT--OPS TEST	GTCP36-100 APU ONLY
490005	APU Enclosure - Inspection	GTCP36-100 APU ONLY
490052	APU - Operational Test	GTCP36-150(G) ONLY
490053	APU Enclosure GTCP36-150(G) - Inspection	GTCP36-150(G) ONLY

Auxiliary Power Unit Borescope (Exhibit 2)

RFQ# GAC0213-408-GIV.OCS-R00

CMP Primary Code Description

490000\* APU GTCP 36-100 - Borescope

490000\* APU GTCP 36-150 - Borescope

**Option: Engine Runs and Borescopes (Exhibit 3)**

**RFQ# GAC0213-408-GIV.OCS-R00**

**CMP Primary Code Description**

- 710019 Powerplant Internal - Inspection**
  - 711009 Cowl Latch, Engine (Left) - Rigging (Related Code)
- 710025 Engine Borescope - Inspection**
- 710031 Engine - Ops Test**
  - 732001 Engine Acceleration - Test / Adjustment (Related Code)
  - 732005 Engine Deceleration - Test / Adjustment (Related Code)
  - 732049 Engine Handling (ACU) Solenoid - Ops Check (Related Code)
  - 732057 Engine Approach Idle Solenoid - Ops Check (Related Code)
  - 732011 Ground Idle, Engine - Test / Adjustment (Related Code)
  - 732013 Approach Idle - Adjustment / Test (Related Code)
  - 783013 T/Rev Interlock Feedback Sys (LH) - Ops Test (Related Code)
  - 783014 T/Rev Interlock Feedback Sys (RH) - Ops Test (Related Code)
  - 783017 Maximum Rev Thrust (LH) - Ops Test / Adjust (Related Code)
  - 783018 Maximum Rev Thrust (RH) - Ops Test / Adjustment
- 730001 Fuel Contamination Check, Engine - Inspection**
- 742001 Engine Ignition System - Ops Check**
- 742006 No. 2 Igniter Plug - Removal / Installation**
- 742016 No. 2 Igniter Plug - Inspection**
- 774955 Engine Chip Detector - Visual Check**
- 792007 Filter, Engine Pressure Oil - Cleaning / Inspection**
  - 791033 Eng Oil Level - Check / Service, Using Onbd Sys (Related Code)
- 792013 Engine Scavenge Strainers - Inspection**
- 710020 Powerplant Internal - Inspection**
  - 711010 Cowl Latch, Engine (Right) - Rigging (Related Code)
- 710026 Engine Borescope - Inspection**
- 710032 Engine - Ops Test**
  - 732002 Engine Acceleration - Test / Adjustment (Related Code)
  - 732006 Engine Deceleration - Test / Adjustment (Related Code)
  - 732050 Engine Handling (ACU) Solenoid - Ops Check (Related Code)
  - 732058 Engine Approach Idle Solenoid - Ops Check (Related Code)
  - 750006 Airflow Control System - Test (Related Code)
  - 732012 Ground Idle, Engine - Test / Adjustment
  - 732014 Approach Idle - Adjustment / Test
- 730002 Fuel Contamination Check, Engine - Inspection**
- 742002 Engine Ignition System - Ops Check**
- 742008 No. 2 Igniter Plug - Removal / Installation**
- 742018 No. 2 Igniter Plug - Inspection**
- 774956 Engine Chip Detector - Visual Check**
- 792009 Filter, Engine Pressure Oil - Cleaning / Inspection**
  - 791034 Eng Oil Level - Check / Service, Using Onbd Sys (Related Code)
- 792014 Engine Scavenge Strainers - Inspection**

## Landing Gear Corrosion Inspection (Exhibit 4)

### Dunlop Wheels and Brakes

RFQ # GAC0213-408-GIV.OCS-R00

<u>CMP</u>	<u>Primary Code Description</u>
<b>320011</b>	<b>Nose Landing Gear and Components - Detailed Inspection</b>
320006	Nose Landing Gear and Systems - Lubrication
320027	Nose Landing Gear Axle Assy - Corr Inhib Comp App
320028	Nose Landing Gear Shock Strut Assy - Corr Inhib Comp App
320030	Nose Landing Gear Truss Brace Assy - Corr Inhib Comp App
320031	Nose Landing Gear Upper Upper Trunn Attach Points - Corr Inhib Comp App
320032	Nose Landing Gear Upper Drag Brace Attach Pin - Corr Inhib Comp App
320033	Nose Landing Gear Striker Arms - Corr Inhib Comp App
322028	Nose Gear Shock Strut - Service
322036	Nose Gear Axle Fitting - Removal / Installation
323001	Landing Gear Normal - Functional Test
323004	Landing Gear Emergency Extension - Functional Test
324009	Nose Gear Wheel Assy (Left) - Removal / Installation
324010	Nose Gear Wheel Assy (Right) - Removal / Installation
325001	Nose Wheel Steering - Functional Test
325010	Nose Wheel Steering Unit - Removal / Installation
<b>320013</b>	<b>Main Landing Gear and Components (Left) - Detailed Inspection</b>
320004	MLG and Systems (Left) - Lubrication
320015	MLG Axle Fitting Attach Pin (Left) - Corr Inhib Comp App
320017	MLG (Left) Axle Fitting - Corr Inhib Comp App
320019	MLG (Left) Shock Absorber - Corr Inhib Comp App
320021	MLG (L) Side Brace Act Attach Pins & Trunn Area - Corr Inhib Comp App
320023	MLG (Left) Uplock Roller - Corr Inhib Comp App
320025	MLG (Left) Striker Arm - Corr Inhib Comp App
321015	MLG Spindle Pin (Left) - Removal / Installation
321031	MLG Shock Absorber (Left) - Removal / Installation
321075	Main Landing Gear Trunnion Pin (Left Aft) - Removal / Installation
323002	Landing Gear Cycling - Operational Check
323015	Actuator, Main Landing Gear Side Brace (Left)
324250	MLG Wheel Assy (L, Outboard No. 1) - Rem / Inst (Dunlop)
324251	MLG Wheel Assy (L, Inboard No. 2) - Rem / Inst (Dunlop)
324220	MLG Wheel Bearing (L, Outboard No. 1) - Inspection / Pack
324221	MLG Wheel Bearing (L, Inboard No. 2) - Inspection / Pack
324260	Main Gear Brake (Left, Outboard No.1) - Removal / Install
324261	Main Gear Brake (Left, Inboard No.1) - Removal / Install
324206	HydroMechanical Analog Brake Wear - Detailed Inspection
324207	Parking / Emergency Brake - Operational Test
<b>320014</b>	<b>Main Landing Gear and Components (Right) - Detailed Inspection</b>
320005	MLG and Systems (Right) - Lubrication
320016	MLG Axle Fitting Attach Pin (Right) - Corr Inhib Comp App
320018	MLG (Right) Axle Fitting - Corr Inhib Comp App
320020	MLG (Right) Shock Absorber - Corr Inhib Comp App
320022	MLG (R) Side Brace Act Attach Pins & Trunn Area - Corr Inhib Comp App
320024	MLG (Right) Uplock Roller - Corr Inhib Comp App
320026	MLG (Right) Striker Arm - Corr Inhib Comp App
321016	MLG Spindle Pin (Right) - Removal / Installation
321032	MLG Shock Absorber (Right) - Removal / Installation
321076	Main Landing Gear Trunnion Pin (Right Aft) - Rem / Inst
323016	Actuator, Main Landing Gear Side Brace (Right)
324252	MLG Wheel Assy (R, Inboard No. 3) - Rem / Inst (Dunlop)
324253	MLG Wheel Assy (R, Outboard No. 4) - Rem / Inst (Dunlop)
324222	MLG Wheel Bearing (R, Inboard No. 3) - Inspection / Pack
324223	MLG Wheel Bearing (R, Outboard No. 4) - Inspection / Pack
324263	Main Gear Brake (R, Inboard No. 3) - Rem / Inst (Dunlop)
324264	Main Gear Brake (R, Outboard No. 4) - Rem / Inst (Dunlop)

**GIV Landing Gear Corrosion Inspection (Exhibit 5)**

**ABS Wheels and Brakes**

**CMP**

**Primary Code Description**

- 321003 Main Landing Gear Components (L) - Detailed Corrosion Inspection**
- 321005 Main Landing Gear (Left) - Lubrication
- 321221 Main Landing Gear CIC Reapplication (Left)
- 321228 MLG Axle Fitting Attach Pin (Left) CIC Application
- 321235 MLG Axle Fitting and Axle Fitting Nut (Left) CIC Application
- 321239 MLG Shock Absorber Upper & Lower Attach Pins (L) CIC Application
- 321243 Sidebrace Actuator Attach Pins / Trunnion Area (Left) CIC Application
- 321247 Main Landing Gear Uplock Roller (Left) CIC Application
- 321251 Main Landing Gear Striker Arm (Left) CIC Application
- 321029 Main Gear Trunnion Pin (Left Aft) - Removal / Installation
- 321217 Main Landing Gear Shock Absorber (Left) - Removal / Installation
- 321201 Main Landing Gear Shock Absorber (Left) - Servicing
- 324105 Brake Assembly (Left Outboard) - Removal / Installation
- 324106 Brake Assembly (Left Inboard) - Removal / Installation
- 324144 Main Landing Gear Brake Assembly (Left Outboard) - D. Inspection
- 324145 Main Landing Gear Brake Assembly (Left Inboard) - D. Inspection
- 324202 Antiskid - Functional Test
- 324221 Wheel Speed Transducer (Left Outboard) - Removal / Installation
- 324222 Wheel Speed Transducer (Left Inboard) - Removal / Installation
- 323021 Main Landing Gear Sidebrace (Left) - Removal / Installation
- 323900 Landing Gear - Functional Test
- 323901 Landing Gear Emergency Extension - Operational Test
- 324003 Main Wheel Assembly (Left Outboard) - Removal / Installation
- 324009 Main Landing Gear Wheel Bearing (Left Outboard) - Inspection / Check
- 324004 Main Wheel Assembly (Left Inboard) - Removal / Installation
- 324010 Main Landing Gear Wheel Bearing (Left Inboard) - Inspection / Check
- 324010 Main Landing Gear Wheel Bearing (Left Inboard) - Inspection / Check
- 321004 Main Landing Gear Components (R) - Detailed Corrosion Inspection**
- 321006 Main Landing Gear (Right) - Lubrication
- 321222 Main Landing Gear CIC Reapplication (Right)
- 321232 MLG Axle Fitting Attach Pin (Right) CIC Application
- 321236 MLG Axle Fitting and Axle Fitting Nut (Right) CIC Application
- 321240 MLG Shock Absorber Upper & Lower Attach Pins (R) CIC Application
- 321244 Sidebrace Actuator Attach Pins / Trunnion Area (Right) CIC Application
- 321248 Main Landing Gear Uplock Roller (Right) CIC Application
- 321252 Main Landing Gear Striker Arm (Right) CIC Application
- 321030 Main Gear Trunnion Pin (Right Aft) - Removal / Installation
- 321218 Main Landing Gear Shock Absorber (Right) - Removal / Installation
- 321202 Main Landing Gear Shock Absorber (Right) - Servicing
- 324107 Brake Assembly (Right Inboard) - Removal / Installation
- 324108 Brake Assembly (Right Outboard) - Removal / Installation
- 324011 Main Landing Gear Wheel Bearing (Right Inboard) - Inspection / Check
- 324146 Main Landing Gear Brake Assembly (Right Inboard) - D. Inspection
- 324223 Wheel Speed Transducer (Right Inboard) - Removal / Installation
- 324224 Wheel Speed Transducer (Right Outboard) - Removal / Installation
- 323022 Main Landing Gear Sidebrace (Right) - Removal / Installation
- 324005 Main Wheel Assembly (Right Inboard) - Removal / Installation
- 324012 Main Landing Gear Wheel Bearing (Right Outboard) - Inspection / Check
- 324006 Main Wheel Assembly (Right Outboard) - Removal / Installation
- 324147 Main Landing Gear Brake Assembly (Right Outboard) - D. Inspection
- 322003 Nose Landing Gear Components - Detailed Corrosion Inspection**
- 321255 Nose Landing Gear Shock Strut and Axle Assembly CIC Application
- 321256 Nose Landing Gear Trunnion Assembly CIC Application
- 321259 Nose Landing Gear Truss Brace Assembly CIC Application
- 321260 Nose Landing Gear Upper Trunnion Attach Pins CIC Application
- 321263 Nose Landing Gear Upper Drag Brace Attach Pin CIC Application
- 321264 Nose Landing Gear Striker Arms CIC Application
- 322220 Nose Landing Gear CIC Reapplication
- 322004 Nose Landing Gear - Lubrication
- 322202 Nose Landing Gear Shock Strut - Servicing
- 323900 Landing Gear - Functional Test
- 324001 Nose Wheel Assembly (Left) - Removal / Installation
- 324007 Nose Wheel Bearings (Left) - Inspection / Pack
- 324002 Nose Wheel Assembly (Right) - Removal / Installation
- 324008 Nose Wheel Bearings (Right) - Inspection / Pack
- 325003 Steering - Functional Test