

Bldg C.-FAX 561-681-9392 - West Palm Beach, Florida 33406

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

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Bill To: **JEJE LLC**

**C/O GALAXY AVIATION INC**  
**ATTN: LARRY VISOSKI**  
**3800 SOUTHERN BLVD, SUITE 204**  
**WEST PALM BEACH, Florida 33406**  
**United States**

Invoice Number: **7113001462**  
Invoice Date: **4/23/2013**  
Customer ID: **BJ419**  
Number:  
Repair Station: **FAA CRS PB8R624N**  
In Date: **05/13/2013**  
Out Date: **06/13/2013**  
Payment Type: **CIA - Wire**  
Payment Terms:

Title: **JEJE LLC**

**INVOICE SUMMARY FOR WORK ORDER NUMBER: SC13300**

	<u>Time &amp; Materials</u>	<u>Flat Rate</u>	<u>Total</u>
Labor USD:	\$5,299.97	\$204,738.00	\$210,037.97
Parts USD:	\$0.00	\$883,018.00	\$883,018.00
Services USD:	\$706.67	\$0.00	\$706.67
<b>Detail Subtotal USD:</b>	<b>\$6,006.64</b>	<b>\$1,087,756.00</b>	<b>\$1,093,762.64</b>
<b>Subtotal USD:</b>			<b>\$1,093,762.64</b>
Funds on Deposit USD:			\$761,252.00
<b>Total USD:</b>			<b>\$332,510.64</b>

361,252.00 4/26  
400,000.00 6/10

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

Unless otherwise indicated, all financial values listed in this document are in US Dollars (USD).

Item: 1 Airframe Gulfstream GIV Scheduled N423TT

Team Manager: Sean Brown

Customer Coordinator: Ray Kraber

Part/Model #: GIV

AC Serial No./Tail No.: 1085 / N423TT

TSN/TSO:

CSN/CSO: 3968

Aircraft Time: 8573.4 / 3968

Discrepancy: 1.1 Return to Service FAR Part 91.

Resolution: ACTT: 8573.4

ACTL: 3968

DATE:

I certify that the maintenance listed was performed in accordance with current Federal Aviation Regulations and is approved for return to service with regards to the maintenance accomplished. Further details are on file at this repair station under the above work order. A copy of the work order has been provided to the operator.

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 Signature, Airworthiness Inspector

Gulfstream  
 West Palm Beach, FL 33406  
 FAA CRS PB8R624N

Discrepancy: 1.2 Inbound/Outbound Inspection

 Resolution: Complied with Inbound/Preliminary Inspection IAW Form GAC-PBI-M-001, rev 2.  
 Complied with Outbound Inspections IAW Form GAC-PBI-W-002, rev 9.

Labor USD: No Charge

N/C

Step: 1.2.1	Completed	Inbound/Preliminary Inspection
Step: 1.2.2	Waiting	Outbound Inspection
	approval (L)	

Discrepancy: 1.3 Preflight Inspection

Resolution: N/A

Discrepancy: 1.4 Comply with Debrief Checklist

Resolution:

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

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Discrepancy: **1.10 Remove Valuables & Secure.**

Resolution: **N/A**

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Discrepancy: **1.11 Comply with Service Team Manager Checklist**

Resolution: **Complied with as required.**

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Discrepancy: **1.12 Fluids Used (Oils/Skydrol) - (Materials Only)**

Resolution: **N/A**

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Discrepancy: **1.13 STM / Quality review of work order and logbook entry prior to departure**

Resolution: **Complied with as required.**

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Discrepancy: **1.14 Towing (Does not include Hangar Moves)**

Resolution: **Complied with towing as required**

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

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Discrepancy: **1.15** **HazMat - Identify & provide a manifest, and a Shipper's Declaration for Dangerous Goods for all hazardous materials that are loaded aboard any aircraft.**

**FAR Part 121 or 135 Operators will provide a hazardous material notification letter required by FAR 135.505 (e) prior to maintenance at this Repair Station iaw FAR 145.206 (a) (b).**

**If there is to be loading of hazardous materials it shall be complied with by Hazmat trained authorized GDAS-PBI personnel only.**

Resolution: **N/A**

Discrepancy: **1.16** **Aircraft Cleaning**

Resolution:

Discrepancy: **1.17** **Billable Consumables & Shop Supplies**

Resolution: **To be billed as required.**

	<u>Billing Method</u>	<u>Hours</u>	<u>Rate</u>	<u>Total</u>
Parts USD:	<b>Flat Rate</b>			<b>\$4,000.00</b>
<b>Total USD:</b>				<b>\$4,000.00</b>

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

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Discrepancy: 1.18 Major Alterations regulatory compliance requirements to be completed by installer as indicated on FAA form 8110-3.  
Copy and paste from attached statements as needed and edit as required.

COMPLY WITH REQUIREMENTS OF FAR 25.1301 (d), 25.1353(a) and 25.1431(c) (d).

COMPLIED WITH THE REQUIREMENTS OF FAR 25.1301 (d), 25.1353(a) and 25.1431(c) (d), via GROUND TEST REPORT-REPORT No. CEXXXXXXXXXX REV. X, ( IN SUPPORT OF STC XXXXXXXXXXXX ) and GR4R216M REPAIR STATION INTERFERENCE TESTING REQUIREMENTS POST MAJOR ALTERATIONS COMPLIANCE FORM.

COMPLY WITH REQUIREMENTS OF FAR 25.1529, INSTRUCTIONS FOR CONTINUED AIRWORTHINESS.

REF XXXXX MANUAL, P/N XXXXXXXX REV. X, FOR INSTRUCTIONS FOR CONTINUED AIRWORTHINESS AND BLOCK 8 OF FAA FORM 337, DATED XX/XX/XXXX.

COMPLY WITH THE WIRE ROUTING REQUIREMENTS OF FAA POLICY ANM-01-04 AND FAR 25.1353 (B)

COMPLIED WITH THE WIRE ROUTING REQUIREMENTS OF FAA POLICY ANM-01-04 AND FAR 25.1353 (B) BY ENSURING ROUTING WAS IN ACCORDANCE AC43.13-1B, CHANGE 1 CHAPTER 11, SECTION 8.

Resolution: N/A

Discrepancy: 1.19 Update Weight & Balance  
Resolution:

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

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Discrepancy: 1.20 Exterior Paint and Weight &amp; Balance Requirements.

Review scope of aircraft exterior paint touch-up/repairs, and skin replacements resulting in paint reapplication, and determine affect on weight and balance.

For surfaces where paint is stripped and reapplied or added on top of existing paint on an area greater than 36 square feet the thickness values will be documented before and after painting . If average thickness values remain the same, weight and balance revision is not required.

For surfaces painted with an area greater than 36 square feet and before and after paint thickness average varies, QC review for possible weight and balance revision will be required.

\* Thickness will be plotted on an aircraft drawing derived from AMM chapter 6 or other suitable sketch, attached to the work order and measurements taken on a two square foot grid.

\* Reference GAMPS 4000, paragraph 3.5.1 for paint restrictions to flight control surfaces and RVSM certified aircraft.

\* Reference GAMPS 4000, total average thickness shall not exceed 6 mils.

\* Per GAC Mass Properties Engineering, paint thickness of 5 mils equals .055 pounds per square foot.

\* If after QC review, weight change is greater than 2 pounds or .05% of MAC, the weight and balance report will require recomputation.

Resolution: N/A

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Discrepancy: 1.21 "Advise customer of preservation requirements per ATA Chapter 10 of the relevant maintenance manuals for Airframe, Engines, and APU; review requirements in relation to scheduled Date Promised and later potential Date Completed; and perform maintenance or preservation actions as directed by the customer and documented as a Work Order Squawk.

Resolution: N/A

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Item: 6 Avionics

Team Manager: Sean Brown

Customer Coordinator: Ray Kraber

Part/Model #: GIV

AC Serial No./Tail No.: 1085 / N423TT

TSN/TSO:

CSN/CSO:

Aircraft Time: 8573.4 / 3968

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Discrepancy: 6.1 Squawk from flight test - Standby fuel gauge totalizer is indicateing 200lbs lower than the LT and RT fuel gauges and there is a 150lbs difference between total fuel on EICAS primary and systems page compared to STBY totalizer gauge - EICAS and SYSTEMs page ind same

Ref. SC13175 6.7

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

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Resolution: **Removed Standby Fuel Qty indicator P/N 1159SCP460-101 S/N 520 for repair. All work accomplished IAW GIV AMM 28-06-00.**

Installed a REPAIRED Dual Standby Fuel Quantity Indicator PN.: 1159SCP460-101, SN.: 520 obtained from Parker Hannifin Corp., Hauppauge, NY, FAA App./Cert.# FX1R 156K. Complied with Sections B and C of Gulfstream GIV CMP 284042 Fuel Quantity Dual Standby Indicator - Removal / Installation. Additionally complied with Gulfstream GIV CMP 284029 Fuel Low Level Warning System - Operational Test and CMP 284044 Fuel Quantity Indication System - Operational Check. System Ops. Checks Good. Work done IAW Gulfstream GIV AMM Chs. 28-06-00 and 28-07-00.

Step: 6.1.1	Completed	Removed Standby Fuel Qty indicator P/N 1159SCP460-101 S/N 520 for repair. All work accomplished IAW GIV AMM 28-06-00.
Step: 6.1.2	Completed	Installed a REPAIRED Dual Standby Fuel Quantity Indicator PN.: 1159SCP460-101, SN.: 520 obtained from Parker Hannifin Corp., Hauppauge, NY, FAA App./Cert.# FX1R 156K. Complied with Sections B and C of Gulfstream GIV CMP 284042 Fuel Quantity Dual Standby Indicator - Removal / Installation. Additionally complied with Gulfstream GIV CMP 284029 Fuel Low Level Warning System - Operational Test and CMP 284044 Fuel Quantity Indication System - Operational Check. System Ops. Checks Good. Work done IAW Gulfstream GIV AMM Chs. 28-06-00 and 28-07-00.

Discrepancy: 6.2 Squawk from flight test - LED light burned out on Rate of Climb / FPM (3 digit from LT) on pressurization controller

ref. SC13175 6.8

Resolution: **Removed Cabin Press/Rate Of Climb Indicator P/N Pressurization indicator P/N 1159SCF407-7 S/N 168DB was removed and sent out for repair. Reinstalled repaired cabin pressure ind assy P/N 1159SCF407-7 S/N 168DB. Complied with Pressure Indicator - Operational Test. System Ops. Checks Good. All work performed IAW Gulfstream GIV AMM Chapter 21-02-00 and 21-00-00. Reference item SC13300.8.4 for Pressurization Ground Delta P Functional check.**

Step: 6.2.1	Completed	Removed, wrapped, and tagged upholstered overhead panel from flight deck. Removed Center Overhead Panel immediately aft of Overhead Instrument panel. Removed circuit breaker panel overlays ( L/R ) temporarily to gain access to Overhead Instrument Panel attaching screws. Removed screws and dropped Overhead Instrument Panel. Removed Cabin Press/Rate Of Climb Indicator P/N 1159SCF407-7 S/N 168DB to be sent out for repair. Temporarily re-installed Overhead Instrument Panel and L/R circuit breaker panel overlays to facilitate the access of power to the aircraft. All work performed IAW Gulfstream GIV AMM Chapter 21-00-00.
Step: 6.2.2	Completed	Reinstalled repaired cabin pressure ind assy P/N 1159SCF407-7 S/N 168DB. Awaiting ops check. All work done IAW GIV MM AMM Chapter 21-00-00.
Step: 6.2.3	Completed	IAW Gulfstream GIV CMP 213022 Cabin Pressure Indicator - Removal / Installation item B. (6); performed Cabin Pressure Indicator - Operational Test. System Ops. Checks Good. Work done IAW Gulfstream GIV AMM Ch. 21-02-00.

NOTE: A/C stills needs Gulfstream GIV CMP 213086 Pressurization Ground Delta P - Functional Check when A/C is outside and APU running.

Discrepancy: 6.3 Squawk from flight test - With both engines and APU running and both converters on DC volts on the Right-Left-AUX or ESS selected indicate 47.8VDC

Resolution:

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

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**Step: 6.3.1**      **Completed**      C/W CMP 245060 from steps A. to steps B.(6). Removed EPMP P/N 1159SCAV373-1007 S/N N1069 for service. Work performed IAW GAC GIV MM 24-03-02.

**Step: 6.3.2**      **Completed**      Installed repaired EPMP PN: 1159SCAV337-1007 SN: N1069. Installed overlay next to EPMP. Awaiting ops check. All work done IAW GIV AMM 24-03-02.

**Discrepancy: 6.4**      **Squawk from flight test - On RNAV approach VNAV worked and then became unavailable on approach**  
**Ref. SC 13175 6.12**

**Also crew states Predictive Raim fail**

**Resolution:** Removed defective #2 VHF Nav Receiver P/N 622-7194-201, S/N 3647 to be sent out for repair. Installed modified #2 VHF Nav Receiver P/N 622-7194-201, S/N 3647. Op ck good. Work done IAW GIV MM 34-02-02, with no defects noted. Updated CMP 345006  
**NOTE predictive RAIM fail is addressed in item 6.10**

**Step: 6.4.1**      **Completed**      Removed suspected bad #2 VHF Nav Receiver P/N 622-7194-201, S/N 3647 to be sent out for repair 3-15-13. All work performed IAW Gulfstream GIV AMM Chapter 34-03-00.

**Step: 6.4.2**      **Completed**      Installed modified #2 VHF Nav Receiver P/N 622-7194-201, S/N 3647. Op ck good. Work done IAW GIV MM 34-02-02, with no defects noted.

**Discrepancy: 6.5**      **Squawk from flight test - Standby engine instrument gauge is indicating all "8888"s on RT HP gauge**

**Resolution:** Removed Standby Engine Indicator P/N 1159SCF412-11 S/N 9904598BA for repair. All work accomplished IAW GIV AMM 77-14-00.

**Installed an OVERHAULED Standby Engine Instruments Indicator PN.: 1159SCF412-11, SN.: 9904598BA obtained from Aero-Mach Labs, Inc., Wichita, KS, FAA App./Cert.# NU2R 044L. Complied with Gulfstream GIV CMP 770009 Standby Engine Instruments Indicator - Removal / Installation Sections "C" and "D". Additionally complied with Gulfstream GIV CMP 770001 Standby Engine Instruments - Operational Test. System Ops. Checks Good. Work done IAW Gulfstream GIV AMM Ch. 77-14-00.**

**Step: 6.5.1**      **Completed**      Removed Standby Engine Indicator P/N 1159SCF412-11 S/N 9904598BA for repair. All work accomplished IAW GIV AMM 77-14-00.

**Step: 6.5.2**      **Completed**      Installed an OVERHAULED Standby Engine Instruments Indicator PN.: 1159SCF412-11, SN.: 9904598BA obtained from Aero-Mach Labs, Inc., Wichita, KS, FAA App./Cert.# NU2R 044L. Complied with Gulfstream GIV CMP 770009 Standby Engine Instruments Indicator - Removal / Installation Sections "C" and "D". Additionally complied with Gulfstream GIV CMP 770001 Standby Engine Instruments - Operational Test. System Ops. Checks Good. Work done IAW Gulfstream GIV AMM Ch. 77-14-00.

**Discrepancy: 6.6**      **TCAS processor stuck in air mode.**  
**Unable to test from processor or load data.**

**Resolution:** Found pin 62 recessed on Avionics Interface Unit connector. Locked in recessed pin 62. TCAS system ops checks good. All work done IAW Gulfstream GIV AMM 34-47-00. See steps for further details of work performed.

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

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Labor USD: No Charge

N/ C

- Step: 6.6.1**      **Completed**      Verified TCAS connector RMP-13F and RMP-5K grounds. Pin 5K is reading 250 ohms to ground. Researched GAC WDM and found that the WDM does not have prints for this S/N aircraft. Contacted GAC techops. Techops researched but could not find the prints for this aircraft. Awaiting customer's completion prints to troubleshoot system. Work performed IAW ACSS SB 8008558-001.
- Step: 6.6.2**      **Completed**      Researched A/C drawings and found that WCI DRW 08069372 dated 9-8-93 shows that originally PN.: 4066010-902 was installed. The TCAS computer has been updated to PN.: 4066010-910 in 2001. Performed TCAS - Functional Check and found that TCAS ops. checks good every time and all proper indications are present. However noticed that the computer's front panel LEDs did not illuminate. Researched this system's manufacturer's MM and found Honeywell TCZ-910 TCAS System Description and Installation Manual Pub. No. A15-3840-001 online. The computer's LED illumination conditions are as follows: 1a. Power-on Self-test, lamps on for a 3 sec. self-test (lamps only flashed momentarily), 1b. Test OK, green TCAS PASS lamp on for 10 sec. (this does not happen), 1c. Fault Found, a fault indicator will illuminate for 10 sec. (PTT through RTU always PASSES). 2. Continuous Self-Test, if fault is stored, data may be re-called on ground (no data apparent, computer PTT button appears inactive). 3a. Commanded Self-Test. push unit's PTT for lamp and fault/pass indications ( pushing PTT creates no output), 3b. PTT during self-test second time should recall faults (PTT inactive). With this system returning TCAS SYSTEM TESTS OK every time tested through RTUs, it appears that the computers PTT is inoperative. Lamps only flash briefly when power is initially applied to A/C. Also, can we determine "Why the TCAS appeared to be stuck in 'AIR' mode?" Work done IAW Gulfstream GIV AMM Ch. 34-47-00 and Honeywell TCAS TCZ-910 System Description and Installation Manual Pub. No. A15-3840-001.
- Step: 6.6.3**      **Completed**      Found pin 62 recessed on Avionics Interface Unit connector. Locked in recessed pin 62. TCAS system ops checks good. All work done IAW Gulfstream GIV AMM 34-47-00.

Discrepancy: **6.7**      **Radome has delamination and moisture.**

Resolution: **Repaired/Modified Radome Assembly P/N 1159B21040-S7K as per B/P SE05204902-1., CE443356002. Rev-. 03 Radome Mod, Engineer Dispos 1.2.2 and 1.4.1. Work order RC329452/1.1**

Discrepancy: **6.8**      **Per customer's request, chrome plate the T/R knobs.**

Resolution: **Duplicate Squawk, reference 7.1 for work performed.**

Discrepancy: **6.9**      **APU EGT indication on DU #4 shows 0, RPM indication is normal. Overhead APU indicator is normal.**

Resolution:

	Billing Method		Hours		Rate	Total
Labor USD:	<b>Time and Material</b>	<b>ST</b>	<b>0.50</b>	<b>@</b>	<b>\$118.00</b>	<b>\$59.00</b>

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

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**Total USD:**

**\$59.00**

Discrepancy: **6.10** Crew states Predictive Raim fail

Resolution: **Could not duplicate discrepancy. After GPSs had acquired satellites, I entered info in to FMSs for each of the GPSs to display RAIM for at least 3 different locations and different times. Predictive RAIM was computed every time. Both GPSs op ck good. Work done IAW GIV MM 34-52-00.**

	Billing Method		Hours		Rate	Total
Labor USD:	<b>Time and Material</b>	<b>ST</b>	<b>1.00</b>	<b>@</b>	<b>\$118.00</b>	<b>\$118.00</b>
<b>Total USD:</b>						<b>\$118.00</b>

Item: **7** Interior N423TT

Team Manager: **Sean Brown**

Customer Coordinator: **Ray Kraber**

Part/Model #:

AC Serial No./Tail No.:

TSN/TSO:

CSN/CSO:

Aircraft Time: **8573.4 / 3968**

Discrepancy: **7.1** Customer requests to remove and send out the both engine throttle knobs and both thrust reverser knobs for chrome plating.

**Note: Prior to knob removal, visual inspection revealed the No.1 throttle knob housing is cracked on the inboard side (pics in G drive). Also, multiple scratches on both knobs.**

Resolution: **Re-installed previously removed throttle switches and knobs #1 and #2 do to unavailability of new knobs P/N na S/N na and TR knob's P/N na S/N na. Op's check all switches all check good. All work was done IAW Gulfstream GIV AMM 20-10-01. No defects noted.**

	Billing Method		Hours		Rate	Total
Labor USD:	<b>Time and Material</b>	<b>ST</b>	<b>22.13</b>	<b>@</b>	<b>\$118.00</b>	<b>\$2,611.34</b>
Labor USD:	<b>Time and Material</b>	<b>OT</b>	<b>0.07</b>	<b>@</b>	<b>\$177.00</b>	<b>\$12.39</b>
Parts USD:	<b>No Charge</b>					<b>N/ C</b>
Services USD:	<b>No Charge</b>					<b>N/ C</b>
<b>Total USD:</b>						<b>\$2,623.73</b>

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
<b>7.1 #1</b>	<b>Vendor Supplied Labor</b>	<b>1.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

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- Step: 7.1.1**      **Completed**      Removed throttle switches and knobs on #1 and #2 throttles P/N na S/N na and TR knob's P/N na S/N na. Note: Prior to knob removal, visual inspection revealed the No.1 throttle knob housing is cracked on the inboard side and needs to be replaced (pics in G drive), and the No.2 Takeoff/Go Around switch wouldn't physically click to operate. All work was done IAW Gulfstream GIV AMM 20-10-01.
- Step: 7.1.2**      **Completed**      Re-installed throttle switches and knobs on #1 throttle. All work was done IAW Gulfstream GIV AMM 20-10-01.
- Step: 7.1.3**      **Completed**      Re-installed throttle switches and knobs on #2 throttle. All work was done IAW Gulfstream GIV AMM 20-10-01.

Discrepancy: **7.2**      **Remove Cabin switch panels, Galley switch panels and all other plated components and Ship to:**

**International jet Interiors c/o  
Eric Roth / Jay Massar  
2221 Smithtown Ave  
Ronkonkoma NY 11779  
Ref 1085 GIV**

**NOTE: 2 Panels previously removed before Aircraft came in. Interior company is going to change the plating color.**

**Resolution: Per customer request, removed Cabin switch panels, Galley switch panels and all other plated components and shipped as requested to International jet Interiors.**

	Billing Method		Hours		Rate	Total
Labor USD:	<b>Time and Material</b>	<b>ST</b>	<b>17.45</b>	<b>@</b>	<b>\$118.00</b>	<b>\$2,059.10</b>
Labor USD:	<b>Time and Material</b>	<b>OT</b>	<b>0.32</b>	<b>@</b>	<b>\$177.00</b>	<b>\$56.64</b>
<b>Total USD:</b>						<b>\$2,115.74</b>

- Step: 7.2.1**      **Completed**      Removed through out cabin all Galley Switch Panels and all other plated components and Ship to: All work was done IAW Gulfstream GIV AMM 20-10-01.

**International jet Interiors c/o  
Eric Roth / Jay Massar  
2221 Smithtown Ave  
Ronkonkoma NY 11779**

- Step: 7.2.2**      **Completed**      Removed through out cabin, galley, aft lav and sliding baggage door latches, strikers, cabinet latches and 1ea. cigar holder for plating. Components to be shipped to: All work was done IAW Gulfstream GIV AMM 20-10-01.

**International jet Interiors c/o  
Eric Roth / Jay Massar  
2221 Smithtown Ave  
Ronkonkoma NY 11779**

- Step: 7.2.3**      **Completed**      Removed pilot, co-pilot overhead panel, center overhead panels and breaker closeout panel. Removed (2ea.) switch assy's, (3ea.) cold air vents and (7ea.) light ass'ys to be sent out for plating. All work performed IAW GIV AMM 25-10-00.

**International jet Interiors c/o**

Item: **8**      **Mechanical**

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

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Bill To: JEGE LLC

WO #: SC13300

Invoice Number: 7113001462

Team Manager: Sean Brown

Part/Model #: GIV

Customer Coordinator: Ray Kraber

AC Serial No./Tail No.: 1085 / N423TT

TSN/TSO:

CSN/CSO:

Aircraft Time: 8573.4 / 3968

Discrepancy: 8.1 While complying with Radome removal, found radome hinge bushing seized will require replacement. (PN: GA476-109)

Resolution:

Labor USD: No Charge N/ C

Parts USD: No Charge N/ C

Parts:

Ref. No.	Part number:	Description	Quantity
8.1 #2	GA476-109	BUSHING	2

Step: 8.1.1 Completed Researched part number and placed two (2) bushing on order. No shipping status at this time.

Discrepancy: 8.2 #1 Left engine fire bottle was discharged into right engine.

Resolution: Removed LT engine fire bottle P/N 32700022, S/N 06758C2 with LT AFT cartridge P/N M30903823, S/N 05662 and LT FWD cartridge P/N M30903823, S/N 05676. Installed an Overhauled LT engine fire bottle P/N 32700022, S/N 06758C2 with a NEW LT AFT cartridge P/N M30903823, S/N 06643 with a MFG Date of 03/2012 and a NEW LT FWD cartridge P/N M30903823, S/N 06724 with a MFG Date of 05/2012 IAW GIV MM 26-02-00. Overhaul, Hydro test, weight check and cartridge install performed by AMERON GLOBAL PRODUCT SUPPORT, CRS RU2R148L W.O. 279829 This updates CMPs 262025, 262115, 262116, 262117, 262118, 262065 and 262045

Labor USD: No Charge N/ C

Parts USD: No Charge N/ C

Services USD: No Charge N/ C

Services:

Ref. No.	Description	Quantity
8.2 #1	SERVICE	1.00

Part Ref: 32700022 FIRE BOTTLE, ENGINE - WITHOUT CARTRIGE (HALON 1301)

Discrepancy: 8.3 The APU alternator's thermal switch has a broken wire

Resolution: New harness installed by CMP GIV 974653 ASC 465C APU 36-150(G) Installation.(REF 12.1) no further action required

Parts USD: No Charge N/ C

Discrepancy: 8.4 CMP GIV 213086 Pressure Ground Delta P-Function Test, reference item SC13300.6.2

Resolution: COMPLIED WITH CMP GIV 213086 Pressure Ground Delta P-Function Test. No defects noted. Work done I.A.W. GIV [REDACTED], chap. 21-02-00.

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

Unless otherwise indicated, all financial values listed in this document are in US Dollars (USD).

Discrepancy: **8.5** When converting from a -100 to a -150 APU the CMP code 490055 APU Alternator Bearing Discard came up as Overdue.

Resolution: Updated CMP Code 490055 - APU Alternator Bearing Discard. The APU Alternator P/N 1159SCAV373-105, S/N 129-A0171, was installed overhauled on 5/11/05 at 4355.0 TSN (APU). No further action is required.

Discrepancy: **8.6** Comply with GIV CMP 262631 Portable Halon Fire Extinguisher (Right Cockpit) - Inspection

Resolution: Complied with GIV CMP 262631 Portable Halon Fire Extinguisher (Right Cockpit) - Inspection. No defects noted IAW GIV MM 26-03-00.

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	0.25	@	\$118.00	\$29.50
<b>Total USD:</b>						<b>\$29.50</b>

Discrepancy: **8.7** Comply with GIV CMP 262632 Portable Halon Fire Extinguisher (FWD Cabin) - Inspection

Resolution: Complied with GIV CMP 262632 Portable Halon Fire Extinguisher (FWD Cabin) - Inspection. No defects noted IAW GIV MM 26-03-00.

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	0.25	@	\$118.00	\$29.50
<b>Total USD:</b>						<b>\$29.50</b>

Discrepancy: **8.8** Comply with GIV CMP 262633 Portable Halon Fire Extinguisher (AFT Cabin) - Inspection.

Resolution: Complied with GIV CMP 262633 Portable Halon Fire Extinguisher (AFT Cabin) - Inspection. No defects noted IAW GIV MM 26-03-00.

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	0.25	@	\$118.00	\$29.50

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

Unless otherwise indicated, all financial values listed in this document are in US Dollars (USD).

**Total USD:**

**\$29.50**

Discrepancy: **8.9** **Comply with GIV CMP 262621 Portable Halon Fire Extinguisher (Right Cockpit) - Weight Check.**

Resolution: **Complied with GIV CMP 262621 Portable Halon Fire Extinguisher (Right Cockpit) - Weight Check. No defects noted IAW GIV MM 26-03-00. Extinguisher weighed 3lbs. 12.6oz.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	<b>Time and Material</b>	<b>ST</b>	<b>0.25</b>	<b>@</b>	<b>\$118.00</b>	<b>\$29.50</b>
<b>Total USD:</b>						<b>\$29.50</b>

Discrepancy: **8.10** **Comply with GIV CMP 320004 Main Landing Gear (Left) - Lubrication**

Resolution: **Complied with GIV CMP 320004 Main Landing Gear (Left) - Lubrication IAW GIV MM 32-10-00.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	<b>Time and Material</b>	<b>ST</b>	<b>0.75</b>	<b>@</b>	<b>\$118.00</b>	<b>\$88.50</b>
<b>Total USD:</b>						<b>\$88.50</b>

Discrepancy: **8.11** **Comply with GIV CMP 320005 Main Landing Gear (Right) - Lubrication**

Resolution: **Complied with GIV CMP 320005 Main Landing Gear (Right) - Lubrication IAW GIV MM 32-10-00.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	<b>Time and Material</b>	<b>ST</b>	<b>0.75</b>	<b>@</b>	<b>\$118.00</b>	<b>\$88.50</b>
<b>Total USD:</b>						<b>\$88.50</b>

Discrepancy: **8.12** **Comply with GIV CMP 320006 Nose Gear - Lubrication**

Resolution: **Complied with GIV CMP 320006 Nose Gear - Lubrication IAW GIV MM 32-20-00.**

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

Unless otherwise indicated, all financial values listed in this document are in US Dollars (USD).

Bill To: JEGE LLC

WO #: SC13300

Invoice Number: 7113001462

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	0.75	@	\$118.00	\$88.50
<b>Total USD:</b>						<b>\$88.50</b>

Item: 10 Outstanding Parts, Materials, and / or Services

Team Manager: Sean Brown  
Customer Coordinator: Ray Kraber

Part/Model #:  
AC Serial No./Tail No.:  
TSN/TSO:  
CSN/CSO:  
Aircraft Time: 8573.4 / 3968

Discrepancy: 10.1 Parts from [REDACTED] items

Resolution:

Parts USD: No Charge N/ C

Discrepancy: 10.2 Service for APU

Resolution:

Discrepancy: 10.3 ASC Kit for ASC 468A. Kit is unavailable at this time.

Resolution:

Parts USD: No Charge N/ C

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
10.3 #1	ASC468A-1 G4	KIT, COCKPIT SWITCH INDICATOR LIGHTING, 1000-1535"	1	\$0.00	\$0.00

Item: 12 ASC 465C Honeywell GTCP -36-150 Upgrade - Proposal GAC0413-293-GIV.1085-R00

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

Unless otherwise indicated, all financial values listed in this document are in US Dollars (USD).

Bill To: JEGE LLC

WO #: SC13300

Invoice Number: 7113001462

Team Manager: Sean Brown

Part/Model #:

Customer Coordinator: Ray Kraber

AC Serial No./Tail No.:

TSN/TSO: 7047.0

CSN/CSO: N/A

Aircraft Time: 8573.4 / 3968

Discrepancy: 12.1 CMP GIV 974653 ASC 465C APU 36-150(G) Installation.

ASC 465C APU 36-150 Installation (without MSP) Having ASC 470.

Resolution: Removed Honeywell Loaner GTCP36-100(GIV) APU P/N 3800062-9-1, S/N P-115-C with 7047.0 TSN. Installed the Customers Modified GTCP36-150(G) APU P/N 3800826-1, S/N P-465C with 6449.0 TSN, (0.0 Hrs Hobbs). Removed APU Electronic Control Unit (ECU) P/N 2118478-1, S/N 63, and installed new APU Electronic Control Unit (ECU) P/N 2119584-6002, S/N 32-W03312. Operational checks good. All work was performed IAW GIV AMM chapter 49-10-00, ASC 465C, and GIV-GER-9957.

REF steps for actual work performed

	Billing Method	Hours	Rate	Total
Labor USD:	Flat Rate			\$27,967.00
Parts USD:	Flat Rate			\$183,046.00
Services USD:	No Charge			N/ C
<b>Total USD:</b>				<b>\$211,013.00</b>

Parts:

Ref. No.	Part number:	Description	Quantity
12.1 #1	2119584-6002	CONTROL UNIT, ELECTRONIC, APU	1
12.1 #2	2025598-1	CABLE, LAPTOP/ECU MAINT INTERFACE	1
12.1 #3	ASC465C-2 G4	KIT, AUXILIARY POWER UNIT (APU) 36-150[G] INSTALLATION, 1000-1535 HAVING ASC470	1
12.1 #4	1159SB21515-11	DOUBLER	1
12.1 #5	AMS3374C TYPES 1 & 3	SEALANT KIT, 6 OUNCE FIREWALL	1
12.1 #6	MS20615-4M5	RIVET	6
12.1 #7	NAS43HT4-24	SPACER	1
12.1 #8	K11707	WASHER	12
12.1 #9	1595443-1	VESTIBULE INSERT	1
12.1 #10	1159SB40637-1	GROUND STRAP	1

Services:

Ref. No.	Description	Quantity
12.1 #3	REPAIR Part Ref: GTCP36-100G APU (3800062-9-1)	1.00
12.1 #1	Vendor Supplied Labor Part Ref: 3800826-1 AUXILIARY POWER UNIT (CIMS)	1.00
12.1 #2	SERVICE Part Ref: 1159B21638-103 NOZZLE ASSY	1.00

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

Unless otherwise indicated, all financial values listed in this document are in US Dollars (USD).

Step: 12.1.1	Completed	Performed GIV CMP code 490001 removal and install of APU steps B-1 through B-4 complete. Remove exhaust pipe from APU or access. All work performed IAW GIV MM 49-00-00.
Step: 12.1.2	Completed	Complied with CMP 490001 APU GTCP36-100(G)-Removal/Installation step B.(5) through (13). Removed APU P/N 3800062-9-1, S/N P-115-C with APUTT. 7047. All maintenance performed IAW GIV AMM 49-10-00.
Step: 12.1.3	Completed	Removed existing Doubler P/N 1159SB21416-75 from APU upper enclosure between BL 1.84 and BL 10.97. Located, fitted and match drilled and installed new Doubler P/N 1159SB21515-11, and new Doubler P/N 1159SB21515-13. All maintenance performed IAW Gulfstream Doubler Installation , APU Enclosure Rework Drawing No. 1159SB21515. Removed existing APU ECU P/N 2118478-1, S/N 63. Located, fitted and match drilled and installed new support Angle's (2ea.) P/N 1159SB40041-17, and new Zee support P/N 1159SB40041-31 at RBL 26.510 of upper APU enclosure. Located, fitted and match drilled and installed new Support Assembly P/N 1159SB40041-5, with new MCU Tray P/N T600-2-S-R-A-100, and new Bracket Assembly P/N 1159SB40041-9. Located, fitted and match drilled and installed new Support Assembly P/N 1159SB40041-7 at RBL 19.5 of upper APU enclosure. Located, fitted and match drilled and installed new Support Bracket (1ea.) P/N 1159SB40017-19, and new Support Bracket's (2ea) P/N 1159SB40017-17 onto new APU exhaust nozzle welded Assembly P/N 1159SB40017-1, and installed on reworked nozzle Assembly P/N 1159SB21638-103. Located, fitted and match drilled and installed new Deflector P/N 1159SB40920-19 on APU exhaust nozzle. All maintenance performed IAW Gulfstream GIV APU Modernization-GTCP36-150(G) Instl Drawing No. 1159ASC41465.
Step: 12.1.4	Completed	Removed APU Pallet assembly from 36-100 APU and installed on 36-150 APU. Installed new apu alternator spline adapter (PN: 1595443-1). Installed APU Alternator Mount (PN: 1159SCAV373-203, SN: 2936). Installed apu Alternator (PN: 1159SCAV373-105, SN: 129-A0171). All maintenance accomplished in reference to GIV & GIV-MSG3 Maintenance Manual Chapter 49-10-00 Steps C.(1)(a) through C.(1)(g) and Aircraft Service Change No. 465C.Grounding Strap (PN: 1159SB40637-1) placed on order. No shipping status at this time.
Step: 12.1.5	Completed	Completed the internal modification of the 339A1 Aux Power Relay Box and performed continuity check with no defects noted. Also, terminated and mounted APU enclosure connector 48A1J4. All work done IAW Gulfstream GIV APU Retrofit Wiring Diagram 1159SB49006, Rev L, sheet 3.001, for aircraft effectivity 1001, 1006-1182.
Step: 12.1.6	Completed	Installed exhaust assembly on APU with new V-clamp, P/N NM102422G0700. Work accomplished referencing GIV M/M 49-10-00.
Step: 12.1.7	Completed	Installed modified APU GTCP36-150(G) P/N 3800826-1, S/N P-465C IAW ASC 465C. Installed new Ground Strap P/N 1159SB40637-1, IAW ASC No. 249. Complied with the following CMP's 490051 APU GTCP36-150(G) Removal/Installation, 491305 Auxillary power Unit Drains System GTCP36-150(G)-Inspection, APU Pallet Assembly and Vibration Isolators GTCP36-150(G)-Inspection, APU Enclosure GTCP36-150(G)-Inspection, and 491306 APU Fuel Control and Air Inlet Plenum Drains GTCP36-150(G)- Operational Check.
Step: 12.1.8	Completed	Completed the external modification of the 339A1 Aux Power Relay Box and terminated all other remaining mod wiring. Performed continuity check with no defects noted. Still need to reconnect existng ground wires adjacent to the APU enclosure firewall connectors and final dress and protect wiring. All work done IAW Gulfstream GIV APU Retrofit Wiring Diagram 1159SB49006, Rev L, sheet 3.001, for aircraft effectivity 1001, 1006-1182.
Step: 12.1.9	Completed	Reconnected ground wires adjacent to the APU enclosure firewall connectors and final dressed and protected the wiring. Perfomed power and ground check for the new APU Electronic Control Unit (ECU) with no defects noted. Installed new APU Electronic Control Unit (ECU) P/N 2119584-6002, S/N 32-W03312. Ops check to be performed when aircraft gets relocated outside the hangar. All work done IAW Gulfstream GIV APU Retrofit Wiring Diagram 1159SB49006, Rev L, sheet 3.001, for aircraft effectivity 1001, 1006-1182 and GIV AMM 49-60-00.
Step: 12.1.10	Completed	Complied with GIV-GER-9957 APU operational test after install of ASC 465. See item 6.9 for squawk. All other indications and operations normal. Work done I.A.W. GIV-GER-9957.

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Item: 13      PlaneDeck DU-885 - GAC0313-223-GIV.1085-R00

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

Unless otherwise indicated, all financial values listed in this document are in US Dollars (USD).

Bill To: JEJE LLC

WO #: SC13300

Invoice Number: 7113001462

Team Manager: Sean Brown

Part/Model #:

Customer Coordinator: Ray Kraber

AC Serial No./Tail No.:

TSN/TSO: N/A

CSN/CSO: N/A

Aircraft Time: 8573.4 / 3968

Discrepancy: 13.1 CMP GIV 974761 ASC 476A Electronic Display System - DU-885 Liquid Crystal Display (LCD) Installation (PlaneDeck).

Resolution: COMPLIED WITH CMP GIV 974761 ASC 476A Electronic Display System - DU-885 Liquid Crystal Display (LCD) Installation (PlaneDeck). All work performed IAW ASC 476A, 1159ASC41476 Rev "E", Top Drawing - Honeywell DU-885 Cockpit Display and Gulfstream MM Chapter 21-00-00, 23-00-00, 31-00-00, and 34-00-00. Deviations shown on Customer Engineering Drawing List DL No. CE41 4960458 Approved by FAA Form 8100-9 dated 06\*\*/2013. No defects noted. Reference Gulfstream Airplane Flight Manual Supplement No. GIV-2011-01.

Updated the following CMP Codes: 316021, 316022, 316022, 316023, 316024, 316025, 316026, 316075, 316074, 316073, 316072, 316071, 316070, 348000, 316301, 316300, 316700, 316701, 316040, 346019, 346020, 346021

	Billing Method	Hours	Rate	Total
Labor USD:	Flat Rate			\$113,540.00
Parts USD:	Flat Rate			\$576,460.00
Services USD:	No Charge			N/ C
<b>Total USD:</b>				<b>\$690,000.00</b>

Parts:

Ref. No.	Part number:	Description	Quantity
13.1 #1	K9321061A02	BLACK LCD DISPLAY UNIT	1
13.1 #2	K9321061A02	BLACK LCD DISPLAY UNIT	1
13.1 #3	K9321061A02	BLACK LCD DISPLAY UNIT	1
13.1 #4	K9321061A02	BLACK LCD DISPLAY UNIT	1
13.1 #5	K9321061A02	BLACK LCD DISPLAY UNIT	1
13.1 #6	K9321061A02	BLACK LCD DISPLAY UNIT	1
13.1 #7	G7228-02	DATA LOADER-1000 BLACK (CIMS)	1
13.1 #8	ASC476A-1 G4	KIT, DU885 LCD MODERNIZATION, AC WITH BLACK COCKPIT,1000-1252	1
13.1 #9	M22520/2-37	TOOL ( DANIEL DIE SET)	1
13.1 #10	M22520/2-37	TOOL ( DANIEL DIE SET)	1
13.1 #11	Y776	Die, Danials HX4	1
13.1 #13	GAC860K-1	END CAP, WHITE	100
13.1 #14	NF24Q100	CABLE	81
13.1 #16	D436-37	SLEEVE	100
13.1 #17	7003155-902	CIRCUIT CARD ASSY	1
13.1 #18	GAC861AD224S	CABLE	20
13.1 #19	TV06RGQW25-8S	CONNECTOR	1
13.1 #21	PR1440-B-2	SEALANT, PRC, CARTRIDGE 6oz	1
13.1 #22	73E-8203	GRIP ASSEMBLY, CURSOR CONTROL FOR DU885 BLACK LH PILOT	1
13.1 #23	CTJ122E04F513	BLOCK ASSEMBLY	1
13.1 #24	M81714-60-22-04	MODULE	1
13.1 #25	PR1422-B-1/2	SEALANT,PRC,CARTRIDGE	1
13.1 #26	GA436-1	PANEL ASSY (BLACK)	1
13.1 #27	PR1440-B-1/2	SEALANT, PRC,CARTRIDGE	1
13.1 #28	GAS805BB-36	SPLICE,ENVIRO.(RED) D436-36	100
13.1 #29	TC92	PLATE	100

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

Unless otherwise indicated, all financial values listed in this document are in US Dollars (USD).

Parts:

Ref. No.	Part number:	Description	Quantity
13.1 #30	M81969-14-11	EXTRACTOR, RED & WHITE PLASTIC	100
13.1 #31	M81969/14-01	INSERTION/EXTRACTION TOOL	100

Services:

Ref. No.	Description	Quantity
13.1 #1	ELECTRICAL / STRUCTURAL ENG. (SAV.)	1.00
13.1 #2	Vendor Supplied Labor	1.00

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

Unless otherwise indicated, all financial values listed in this document are in US Dollars (USD).

Step: 13.1.1	Completed	Removed copilot circuit breaker (CB) panel overlay NPN, NSN, and sent out for engraving. All work done IAW Gulfstream GIV AMM 20-28-00.
Step: 13.1.2	Completed	Removed #1 DU-880 P/N 4053000-901 S/N 88020674, #2 DU-880 P/N 4053000-901 S/N 90011270, #3 DU-880 P/N 4053000-901 S/N 88090305, #4 DU-880 P/N 4053000-901 S/N 99033336, #5 DU-880 P/N 4053000-901 S/N 01014136 and #6 DU-880 P/N 4053000-901 S/N 88100930. All were removed for MOD. ASC 476 A Electronic Display System - DU-885 Liquid Crystal Display (LCD) Installation (PlaneDeck). Each DU removed weighed 30.4 lbs, and removed from Sta 73. Updated the following CMP's for permanent DU removal; 316021, 316022, 316023, 316024, 316025, and 316026. All work was done IAW Gulfstream GIV AMM 20-28-00.
Step: 13.1.3	Completed	Removed LH, Center and RH DU filters (6ea.) behind cockpit electronic displays. All work performed IAW GIV MM 39-10-00.
Step: 13.1.4	Completed	Removed LH, RH cockpit side panel carpet, and storage units, removed pilot, co-pilot seats, removed 101 LH, RH #1,2,3 console closeout panels, RH cockpit fire extinguisher S/N-732449, RH cockpit entry trim, LH, RH cockpit junction box closeouts, RH, LH radiator covers, LH jepp storage box ass'y. All work performed IAW GIV MM 25-20-00.
Step: 13.1.5	Completed	Removed fwd and aft MED door hinge covers, cockpit step box, floor panels FLR15 and FLR16. All work performed IAW GIV MM 25-20-00.
Step: 13.1.6	Completed	Removed DAU#2 PN: 7007580-901 SN: 88100296, Symbol Generator #2 PN:7008570-905 SN: 91090754, 5 VLT Test PN: UNK SN: UNK, Performance Computer #2 PN: 7004609-925 SN: 94039666, Fault Warning Computer #2 PN: 7007484-905 SN: 88090300, and Nav Computer #2 PN: 7018879-03 SN: 95120678. All work done IAW GIV MM 31-20-00.
Step: 13.1.7	Completed	Removed LH, RH cockpit carpet, panels 107-LH-1, LH-2, LH DU fan P/N 508617, S/N ST4809, RH DU fan P/N 508617, S/N ST4811. All work performed IAW GIV MM 39-20-00.
Step: 13.1.8	Completed	Removed and discarded CRT fan commutating modules (FWD) P/N 508534 S/N ST2634 FUS station 147.5, weight 1.5 LBS and AFT module P/N 508534 S/N ST4821 FUS station 151, weight 1.5 LBS also Cap stow commutating module wiring. All work was done IAW Gulfstream GIV AMM 21-10-01 and dwg 1159SB40743.
Step: 13.1.9	Completed	Permanently removed left and right display unit plenum assemblies, hoses, ducting, filters, fans, clamps and hardware. Total weight of DU equipment permanently removed from FS 73 totals 11.65 lbs. Performed this work IAW ASC 476A.
Step: 13.1.10	Completed	Removed Passenger Briefing Box P/N M4000B S/N8904288. Removed GPWS P/N 965-0976-003-218-218 S/N 1601. Removed No. 3 VHF R/T P/N 822-1116-001 S/N 1609. Removed No. 3 VOR R/T P/N 622-7194-201 S/N 975. Removed No. 1 Performance/ Autothrottle Computer P/N 7004609-925 S/N 90120389. Removed No.1 Nav Computer P/N 7018879-03014 S/N 95120669. Parts removed for wire routing access. All work performed IAW GAC GIV MM 20-28-00.
Step: 13.1.11	Completed	Removed the following equipment from R/H and L/H radio racks for wiring access. SELCAL P/N 120000-000 S/N 003 Airshow P/N 920050 S/N 1395 Audio Amplifier P/N 990-3070-014 S/N 9611112 . All work performed IAW GIV MM 31-00-00. AFIS DMU P/N 400-045500-0003 S/N 402 #1 Fault Warning Computer P/N 7007484-905 S/N 88090305 #1 Data Acquisition Unit P/N 7007580-901 S/N 87060191 #1 Symbol Generator P/N 7008570-905 S/N 88090405 #3 Symbol Generaror P/N 7008570-905 S/N 90010585 Annunciator Dim/test Box P/N 1159SCF422-7 S/N 0087 Performed this work IAW GIV AMM 20-28-00.
Step: 13.1.12	Completed	Removed micellaneous panels in Pedestal, Pilot's and co-Pilot's side console area. Refer to RI log book for P/N and S/N. All work was done IAW Gulfstream GIV AMM 20-10-01.
Step: 13.1.13	Completed	Terminated wires for Left Cockpit Junction Panel and Right Cockpit Junction Panel IAW ASC 476A Elect Display wiring DWG 1159SB40743.
Step: 13.1.14	Completed	Removed copilot's main circuit breaker panel, and stored in avionics shop for wiring/cb modifications. Permanently removed all six display unit connector hardware and square connector mounting bracket. Total weight removed equals .62 lbs from FS 75. Performed this work IAW ASC 476A.

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

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Step: 13.1.15	Completed	Routed pull wires thru conduits thruout RH Radio rack and side console, terminated TJ blocks ASC481TJ1 and ASC481TJ2 also routed wire harness from ATC #1 and ATC #2 on to cockpit area. All work was done IAW Gulfstream GIV dwg 1159SB41481.
Step: 13.1.16	Completed	Located pilot's audio control panel connector 80A1P1. Spliced pilot's cursor control device (CCD) wires 1RA1312CC22, 1RA1356BB22, L807WW22(blu), and L168FF22(wht) to pilot's audio control panel existing wires. Routed these wires to the new CCD location on Pilots side console. Located copilot's audio control panel connector 80A2P1. Spliced copilot's CCD wires 2RA1312CC22, 2RA1356BB22, L805BB22(blu), and L191BB22(wht) to copilot's audio control panel existing wires. Routed these wires to the new CCD location on copilots side console. Performed this work IAW ASC 476A DWG 1159SB40743 REV F.
Step: 13.1.17	Completed	C/W Installation and ring out of Plt.s, and Copt.s CCD and XM Weather 2 amp CB P/N-1159AV33013-2, 1 each, to respective connectors. No defects noted. All work performed I.A.W. GIV XM-W/D-1159SB40468 sht-2, and Primus Elite EDS / DU-885 ( ASC ) W/D.
Step: 13.1.18	Completed	Terminated wires at the #1 and #2 GPS connectors 503A1P1 and 5503A2P1 also terminated wires at connector 315A1J2, 306A1P11 and routed wires thruout Co-pilot's side console. All work was done IAW Gulfstream GIV DWG 1159SB40743 and 1159SB41481.
Step: 13.1.19	Completed	Permanently removed the existing FMS Data Loader DL-950 P/N G7226-02 S/N 1678. The data loader came of FS 169 R, and weighed 1.17 lbs (Aux RR). This data loader will be replaced with DL-1000 for ASC 476A. Updated GIV CMP 346040 for permanent removal of this part. Performed this work IAW GIV AMM 34-02-00.
Step: 13.1.20	Completed	Working IAW ASC476A and Gulfstream drawing CE540040002 worked items F8/F9 and figures 2.0-2.1.
Step: 13.1.21	Completed	Working IAW Gulfstream drawing 1159SB40470 Antenna Installation XM Weather, located and drilled -11 doubler, -05 nutplate holder assy. Cutout foot print of antenna C1420-1 from M/FSC34114001-235, creating -15 contour doubler. All parts ready for installation.
Step: 13.1.22	Completed	Completed assembly and dress of ASC 476A wiring harness on avionics wire harness board. Harness weighed 7.2 lbs. and routes from FS 85.0 through FS 174.3. Loosely installed and routed harness. Currently inwork on routing breakouts to their respective equipment locations. All work done IAW Gulfstream DU-885 Wire Routing Drwaing No. 1159SB40471.
Step: 13.1.23	Completed	Working IAW Gulfstream drawing 1159SB40470 installed one -11 doubler, two -05 nutplate holder assy, one -15 contour doubler and one new XM Antenna PN C1420-1, SN 393565 at FS 174.25 and LBL 3.77. Combined total weight of install is 0.420 lbs. Seperate weights are as followed antenna 0.2 lbs. and structure materials 0.22 lbs. Related item CMP 316701 XM Weather Antenna complied with.
Step: 13.1.24	Completed	Terminated wires at the Avionics shelf #2 372A1 TJ2, Avionics shelf #1 372A1 TJ1, ASC476TJ9, Data loader 95A5P1 and annun dim test box 140A1 connector 140A1P2A. All work was done IAW Gulfstream DWG CE51 3356001 and 1159SB40743.
Step: 13.1.25	Completed	Working IAW Gulfstream drawing 1159SB40751, sheet 3, located -11 plate on center at FS 151, LBL 17.5, and WL 60. Installed -11 plate then mounted XM Data Reciever PN 4092743-901, SN 35530109 on -11 plate. Reciever weight is 1.5 lbs., structure weight 0.2 lbs.. Related item CMP 316700 XM Data Reciever
Step: 13.1.26	Completed	Completed routing and dress of ASC 476A wiring harness into left and right radio racks (LEER & REER). Secured harness behind display units (DU's) 3, 4, 5, 6 and terminated shield grounds for DU 5. Routed ASCB buss wiring to terminal junction block ASC476TJ4 located outboard of DU 6. Routed and secured wire FD204A22-2 to No.2 Display Controller (DC) connector 91A2P1 for termination. All work done IAW Gulfstream DU-885 Wire Routing Drawing No. 1159SB40471.
Step: 13.1.27	Completed	Secured the P1 connectors for DU5 and DU6 to their mounting brackets then secured the mounting brackets to their DU mounting structure. Terminated DU5 and DU6 wiring into their respective P2 connectors. All work done IAW Gulfstream DU-885 Wiring Diagram 1159SB40743.
Step: 13.1.28	Completed	Terminated wires at the XM RCVR 125A1P1, ASC476TJ1, 125A1P2, CCD 208A9P1 and GND'S. All work was done IAW Gulfstream GIV DWG CE51 3356001, 1159SB40468 and 1159SB40743.

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

Unless otherwise indicated, all financial values listed in this document are in US Dollars (USD).



	Billing Method	Hours	Rate	Total
Labor USD:	Flat Rate			\$47,419.00
Parts USD:	Flat Rate			\$80,859.00
Services USD:	No Charge			N/ C
<b>Total USD:</b>				<b>\$128,278.00</b>

Parts:

Ref. No.	Part number:	Description	Quantity
14.1 #1	ST04257AT-D	INSTALLATION OF GAVIS	1
14.1 #2	LED-42-15-BB-E09RU	SWITCH	1
14.1 #3	801-00816ZB8-13SA	CONNECTOR	1
14.1 #4	49836-201	GAVIS CAMERA	1
14.1 #5	620MA065ZB08	90 DEGREE BACKSHELL	1
14.1 #6	M17/94-RG179	CABLE	60
14.1 #7	2TC14-5	CIRCUIT BREAKER	1
14.1 #8	2TC14-1	CIRCUIT BREAKER	1
14.1 #9	18-200	QUICK-CONNECT	1
14.1 #10	D-181-3222-90/9	CONN	6
14.1 #11	VA-401-2	AMPLIFIER VIDEO	1
14.1 #12	M24308/2-1F	CONNECTOR	1
14.1 #13	DE115339-20	BACKSHELL, PLASTIC	1
14.1 #14	D20419	CLIP	3
14.1 #15	221185-8	PLUG, BNC	5
14.1 #16	AN3058-10	COUPLING	2
14.1 #17	AN3066-10	NUT	2
14.1 #18	GAB511D08-3	BOLT	10
14.1 #19	GAB511D08-3	BOLT	12
14.1 #20	GAB511D08-4	BOLT	16
14.1 #21	HL70-5	COLLAR	12
14.1 #22	PR1440-B-2	SEALANT, PRC, CARTRIDGE 6oz	1
14.1 #23	CE443356005-01	PLATFORM ASSEMBLY	1
14.1 #24	CE443356005-13	ANGLE	1
14.1 #25	CE443356005-14	ANGLE	1
14.1 #26	CE443356005-15	BRACKET	1
14.1 #27	CE443356005-16	BRACKET	1
14.1 #28	MS25083-7BB12	JUMPER-ELEC BONDING,12 IN	2
14.1 #29	GAB11G3	BRACKET ASSY	1
14.1 #30	GAB850S-1	BASE MOUNTING PLATE	10
14.1 #31	GAT11F-BR08-10	TERMINAL ASSY-ELEC GROUNDING	4
14.1 #32	NAS1149C0332R	WASHER	10
14.1 #33	MS24694S8	SCREW, CSK-100 DEGREE-STRUCTURAL	10
14.1 #34	NAS6603H2	BOLT-HEX HEAD, CLOSE TOLERANCE	10
14.1 #35	NAS1149F0363P	WASHER, FLAT STEEL	12
14.1 #36	GANS12H3	COLLAR-SHEAR, SELF LOCKING HL70-6	10
14.1 #37	LHMS-S6D	SPACER-STANDOFF	5
14.1 #38	MS9350-03	CLAMP	3
14.1 #39	NAS1474A4	NUT PLATE	3
14.1 #40	NAS1149D0432J	WASHER	4
14.1 #41	MS20470A4-4	RIVET	5
14.1 #42	MS20470A3-3	RIVET	5
14.1 #43	MS20470A3-4	RIVET	5
14.1 #44	HL21PB6-3	HILOK	8
14.1 #45	HL21PB6-4	HILOK	10

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

Unless otherwise indicated, all financial values listed in this document are in US Dollars (USD).

Parts:

Ref. No.	Part number:	Description	Quantity
14.1 #46	HL21PB6-5	HILOK	10
14.1 #47	MS20470A4-10	RIVET	12
14.1 #48	MS20470A3-10-OZ	RIVET-OZ	12
14.1 #49	225395-8	CONNECTOR	6
14.1 #50	HL21PB6-8	HILOK	25
14.1 #51	HL21PB6-9	HILOK	25
14.1 #52	GAA100AD1	ADHESIVE - SEALANT, ELEC CONDUCTIVE	2
14.1 #53	PR1440-B-1/2	SEALANT, PRC,CARTRIDGE	1

Services:

Ref. No.	Description	Quantity
14.1 #1	Vendor Supplied Labor Part Ref: 1159B210400-S7K GIV Radome	1.00
14.1 #2	Vendor Supplied Labor	1.00

- Step: 14.1.1      **Completed**      Removed radome (PN: 1159B210400-S7K, SN: 211) in reference to GIV Maintenance Manual Chapter 53-10-10 steps B.(1) through B.(6).
- Step: 14.1.2      **Completed**      Fabricated CE441581001-11 doubler from 2024T3 .050 and -013 washer from 2024T3 .032. Located and installed IAW Feed Thru Install F.S. 63 drawing CE441581001 and notes.
- Step: 14.1.3      **Completed**      C/W installation and ring out of CB panel to respective connector 326A1J4 and pins for 1 amp Gavis Video CB P/N-2TC14-1 and 5 amp Gavis Camera CB P/N-2TC14-5 installation I.A.W. GAC W/D-CE51 3356001 sheet 2.
- Step: 14.1.4      **Completed**      Installed and dressed Gavis wiring from the instrument into the center pedestal and dropped off for termination. The Gavis switch and video amp are to be located there. Routed and dressed the other end of the Gavis wiring from the instrument panel through the FS69 RH pressure bulkhead feedthru. Coiled up wires on the forward side of the feed thru. Wires still need to be routed and secured once the Gavis camera is installed in the radome. All work done IAW Gulfstream Gavis Vision System Wire Routing Drawing No. CE543350009.
- Step: 14.1.5      **Completed**      Started installation of EVS Camera into radome by locating and drilling up camera mounting tray brackets. Work done IAW Gulfstream drawing #CE543350007.
- Step: 14.1.6      **Completed**      Installed a new Gavis system Video Amp P/N VA-401-2, S/N 111200200 inside the center pedestal at FS 112, wt. 0.6 lbs. All work done IAW Gulfstream Drawing No. CE543350008-01. Awaiting installation and termination of Gavis camera to perform ops check. Completed CMP 318199.
- Step: 14.1.7      **Completed**      Installed 2each New FWD brackets P/Ns CE443356005-13 and CE443356005-14 and installed 2 New AFT brackets P/N CE443356005-15 and CE443356005-16. Installed a New Platform Assy P/N CE443356005-01and 2 New bonding jumpers P/N MS25083-7BB12. Installed a New Gavis Camera P/N 49836-201, S/N 130 (camera weight is 5.0 lbs) at FS 26. Work Performed IAW Gulfstream Drawing No. CE543350007 - Camera Installation Gavis Vision System.  
NOTE this updates CMP 318299
- Step: 14.1.8      **Waiting Insp**      Complied with CMP 5350054, Radome-Removal / Installation step C. through D.(3). Installed repaired Radome P/N 1159B21040-S7K, S/N 211. All maintenance performed IAW GIV AMM 53-10-10.

Item: 15      TCAS 7.1 Install GAC0313-223-GIV.1085-R00

Team Manager: **Sean Brown**  
Customer Coordinator: **Ray Kraber**

Part/Model #: \_\_\_\_\_  
AC Serial No./Tail No.: \_\_\_\_\_  
TSN/TSO: N/A  
CSN/CSO: N/A  
Aircraft Time: **8573.4 / 3968**

Discrepancy: 15.1      CMP GIV 974800 ASC 480 TCAS 7.1 Installation

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

Unless otherwise indicated, all financial values listed in this document are in US Dollars (USD).

Bill To: JEGE LLC

WO #: SC13300

Invoice Number: 7113001462

Resolution: **COMPLIED WITH CMP GIV 974800 ASC 480 TCAS 7.1 Installation. All work performed IAW ASC 480, Gulfstream MM chapter 34-00-00, and ACSS SB 8008558-001. No defects noted.**

	Billing Method	Hours	Rate	Total
Labor USD:	<b>Flat Rate</b>			<b>\$474.00</b>
Parts USD:	<b>Flat Rate</b>			<b>\$22,134.00</b>
Services USD:	<b>Time and Material</b>			<b>\$706.67</b>
<b>Total USD:</b>				<b>\$23,314.67</b>

Parts:

Ref. No.	Part number:	Description	Quantity
15.1 #1	ASC480-1 G4	KIT, NAVIGATION TCAS 7.1, 1001-SUB	1

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
15.1 #1	Vendor Supplied Labor	1.00	\$706.67	\$706.67

- Step: 15.1.1 Completed** Researched ASC and SB 8008558-001. Hooked up 615 Portable Data Loader to load software. Attempted to load software (first disc out of three) and the display on the PDL reads BL: 1270 LTZ20006.001. Software did not load. Contacted ACSS technical support and talked to Mike Fridelle. Tried a few more times with tech on the phone. No success. Mike e-mailed a TCAS pinout and asked we check for good grounds on 13F and 5K of connector 502A1P1E which are landing gear discrete and WOW discretres. Need good grounds here to be able to load software. Found 1 ohm to ground on pin 13F which checks normal. Found 251 ohms to ground on pin 5K which is high. Troubleshooting in progress. Work performed IAW ACSS SB 8008558-001.
- Step: 15.1.2 Completed** Complied with ASC 480 TCAS 7.1 software installation Step 'D' on page 19 and 20 of 32; Software load completed OK; TCAS self-test and Short test OK; Software P/N Verification still required IAW Method 3 of ASC; Awaiting verification fixture P/N: T326948-901 and adapter cable P/N: 200F-00084 from Savannah; New labels for TCAS II required after software P/N verification; All work accomplished IAW GIV AMM 34-00-00

Item: 16 ADSB-B Out GAC0313-223-GIV.1085-R00

Team Manager: Sean Brown

Customer Coordinator: Ray Kraber

Part/Model #:  
AC Serial No./Tail No.:  
TSN/TSO: N/A  
CSN/CSO: N/A  
Aircraft Time: 8573.4 / 3968

Discrepancy: 16.1 CMP GIV 974811 ASC 481A Automatic Dependence Surveillance Broadcast Out (ADS-B Out)

Resolution: **COMPLIED WITH CMP GIV 974811 ASC 481A Automatic Dependence Surveillance Broadcast Out (ADS-B Out). All work performed IAW ASC 481A, 1159ASC41481 Rev "B" Top Drawing, and Gulfstream MM chapter 34-00-00. Reference GIV AFMS GIV-2011-02. No defects noted.**

Updated the following CMP Codes: 345305 and 345306

	Billing Method	Hours	Rate	Total
Labor USD:	<b>Flat Rate</b>			<b>\$15,338.00</b>
Parts USD:	<b>Flat Rate</b>			<b>\$16,519.00</b>
Services USD:	<b>No Charge</b>			<b>N/ C</b>
<b>Total USD:</b>				<b>\$31,857.00</b>

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

Unless otherwise indicated, all financial values listed in this document are in US Dollars (USD).

Parts:

Ref. No.	Part number:	Description	Quantity
16.1 #1	ASC481A-1 G4	KIT, NAVIGATION ADS-B OUT INSTALLATION, 1000-1535	1

Services:

Ref. No.	Description	Quantity
16.1 #1	MODIFY Part Ref: 622-9210-309 TRANSPONDER	1.00
16.1 #2	MODIFY Part Ref: 622-9210-309 TRANSPONDER	1.00

- Step: 16.1.1**      **Completed**      Removed #1 ATC Transponder P/N 622-9210-309 S/N 1G8M, and #2 ATC Transponder P/N 622-9210-309 S/N 2376. Both transponders are awaiting to be sent out to vendor for ADS-B modification upgrades. Performed this work IAW GIV AMM 34-02-04.
- Step: 16.1.2**      **Completed**      Note: Sent previously removed #1 ATC Transponder P/N 622-9210-309, S/N 1G8M, and #2 ATC Transponder P/N 622-9210-309, S/N 2376 to Rockwell Collins Wichita for ADS-B Out mod. Both transponders will become P/N 622-9210-409 after mod.
- Step: 16.1.3**      **Completed**      C/W installation of wiring harness and running of wires 1SX1014A22-5-W, 1SX1014A22-5-B, 1SX1015A22-5-W, 1SX1015A22-5-B to GPS #1 503AIP1, and 2SX1014A22-5, 2SX1014A22-5-B, 2SX1015A22-5-W, 2SX1015A22-5-B to GPS sensor # 2503A2P1. All work performed I.A.W. G-IV W/D-1159SB41481.
- Step: 16.1.4**      **Completed**      Performed continuity ring check anti gnd and shield checks for TXPNDR # 1 and TXPNDR #2 P1 Contacts: (4, 25, 26, 27, 28, 37, 38, 39, 40, 41, 42, 45, 47, 49, 50, 52 and 54) and P2 Contacts: ( 20, 21, 24 and 27 ) all highlighted in green. All work performed I.A.W. ASC481 W/D-1159SB41481
- Step: 16.1.5**      **Completed**      Received both transponders back from vendor after modifications to -409 part number. Installed #1 transponder in nose avionics bay P/N 622-9210-309 S/N 1G8M. Installed #2 transponder P/N 622-9210-409 S/N 2376. Both transponders are still waiting operational checks after ADS-B mod is complete. Updated GIV CMP's 345305 and 345306. Performed this work IAW GIV AMM 34-02-04.
- Step: 16.1.6**      **Completed**      Performed ADS-B Out Ground Test Plan IAW Gulfstream Document No. SGER-459, Rev C. Only defect noted is that the No.1 Transponder is currently outputting incorrect tail number N47TS and the strapping will need to be corrected.. No.2 Transponder ops checked good.
- Step: 16.1.7**      **Completed**      Corrected the strapping for the No.1 Transponder so it now outputs proper tail number N423TT. All work done IAW Rockwell Collins TDR-94D MM No. 523-0775657. Performed the ADS-B Out Ground Test Plan for the No.1 and No.2 Transponders IAW Gulfstream Document No. SGER-459, Rev C. Both Transponders ops check good.

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  
 M/S B-05  
 PO BOX 2206,  
 Savannah, GA 31402

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

Unless otherwise indicated, all financial values listed in this document are in US Dollars (USD).