

BBJ2
10,916 Hours, A/C and Engines
MFG 2001, EIS 7/2002

VP-CBB
4823 Cycle/Ldgs A/C and Engines
Work Order 1999M

s/n 32806

Overview of Comlux Work Order and viewing:

2016 major items:

Start of work order 12/12/2016 (possibly date of quote?)
A1 check, A2 check, C1 check, (posted 12/12/2016 as "open")
Preservation item 10/26/2016 (?)

Inspection seems to have started at the end of 2016, with discrepancies being worked until about 4/2017. There was a break in item signoffs after that with numerous small discrepancies accomplished at the time, others not complied with until Nov 2017.

From A1 inspection- Open or items cleared in 2018-
Mostly paint missing and surface corrosion items, all show cleared.

From A2 inspection- Open or items cleared in 2018-
**Replace water filter- open
Accomp A2 check- open
*Operational test of PATS fuel control unit- open
**Operational check water system- open
(*probably delayed for fuel tank replacement)
(**probably due to water system items found)
Functional test center tank boost pump failed system- cleared 1/8/2018
Func test center tank auto shutoff system- 1/8/2018

Open discrepancies from A2 inspection-
Water heater leaking
Fwd lav water selector valve broken
Airstair support handle rods cracked

From 1C inspection- open or items cleared in 2018
Op check forward water drain valve- open
Numerous entries for passenger door inspections signed off 1/5/2018

Open discrepancies from 1C inspection-
2 items show open for lt/rt horizontal stab leading edge corrosion, but were installed when I was there.
RT Horiz stab tip corroded-
Corroded band clamps on wing bleed air system (found during slat install?)

Added 4/18/2017- "Due to change in MX program comply with added items"
4/18- C/W A3 check
6/28- Hydro/insp- Cargo fire bottle hydro, Aft escape slide O/H, AD horiz stab attach- insp,
6/28- AD to replace horiz trim actuators (terminating action for prior AD)
6/28- accomp weight check of aircraft

BBJ2
10,916 Hours, A/C and Engines

VP-CBB
4823 Cycle/Ldgs A/C and Engines

s/n 32806

MFG 2001, EIS 7/2002

Work Order 1999M

AVIONIC Repairs and upgrades-

12/12/2016- Right Satcom ant requires repair- on 7/11/2018 -signoff is No action taken, System to be deactivated prior to next flight.

12/12/2016- Upgrade TCAS to 7.1, signoff on 6/1/18

Engines

Runs complied with 9/2016 through 11/2016, one again 6/26/17, gap in between.

Engine preservation accomp 12/2017

5/9/2017- Item states accomp depreservation of engine which was preserved for 1 month to not more than 1 year (on wing)

Performance runs accomp 5/30/2017

7/28 and 8/30/2017- item for engine preservation of not more than 1 month

10/25/2017- item for preservation of not more than 3 months

Major issues from discrepancies:

Right A/C bay door 192CR aft bulkhead- investigate previous repair

Multiple signs of corrosion around cockpit sliding windows, wipers and along FS 270 body seam.

Multiple signs of corrosion on Fuselage seams above widow line from FS 270-360 and around windows and VHF ant on top.

During investigation of corrosion a possible hole and suspect repair was noted on the top of the fuselage between FS 601 and FS 616 and S- 4R and S- 5R.

Multiple signs of surface corrosion on fuselage seam above window line from FS 360 to the aft door as well as around the aft antenna.

I noticed approx. 12 areas of fresher paint, each about 1-inch square, on the forward right side of the fuselage. Suspect a prior lightning strike entering at the upper right radome, and carrying aft down the right side of the forward fuselage.

The supplied documentation only has Discrepancies with dates, there are no corrective actions for the repairs and/or declining of items.