

WORKORDER: SC13175 Status: Open Planner: STM: Sean Brown Display Steps: Yes

COMMENTS :
Pre Test Flight Times /Cycles
Airframe 8563.8 Hrs 3963 Lds
Eng #1 8508.1 TSN 3929 CSN
Eng #2 8528.0 TSN 3935 CSN

Post Test Flight Times / Cycles
Airframe 8567.0 Hrs 3964 Lds
Eng #1 8511.3 TSN 3930 CSN
Eng #2 8531.2 TSN 3936 CSN

ITEM # : 1 Airframe Gulfstream GIV Scheduled N423TT

ASSOC	STATUS	DISCREPANCY
1.1	Open	Return to Service EJM (10 or More)
1.2	In Progress	Inbound/Outbound Inspection
1.2.1	Completed	Inbound/Preliminary Inspection
1.2.2	Open	Outbound Inspection
1.3	Completed	Preflight Inspection
1.4	Completed	Comply with Debrief Checklist
1.4.1	Completed	Arrival/Debrief 90 Day Due List Review Accomplished.
1.4.2	Completed	List Operator's Airworthiness Requirements & Special Documentation Requests.
1.4.3	Completed	Review Technical Operations Update prior to return to service for newly released bulletins and advise operator.
1.5	Open	Tool Clearance
1.6	In Progress	Cover & Protect
1.7	Completed	Service Chemical Toilet/Clean Galley
1.8	Completed	Arrival/Departure Assist & Video Aircraft
1.9	Open	Sample Hydraulic Fluids
1.10	Open	Remove Valuables & Secure.
1.11	In Progress	Comply with Service Team Manager Checklist
1.12	Open	Fluids Used (Oils/Skydrol) - (Materials Only)
1.13	In Progress	STM / Quality review of work order and logbook entry prior to departure
1.14	In Progress	Towing (Does not include Hangar Moves)
1.15	Completed	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

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ASSOC	STATUS	DISCREPANCY
		by Hazmat trained authorized GDAS-PBI personnel only.
1.16	Completed	Aircraft Cleaning
1.17	Open	Billable Consumables & Shop Supplies
1.18	Completed	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.
		<p>COMPLY WITH REQUIREMENTS OF FAR 25.1301 (d), 25.1353(a) and 25.1431(c) (d).</p> <p>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.</p> <p>COMPLY WITH REQUIREMENTS OF FAR 25.1529, INSTRUCTIONS FOR CONTINUED AIRWORTHINESS.</p> <p>REF XXXXX MANUAL, P/N XXXXXXXX REV. X, FOR INSTRUCTIONS FOR CONTINUED AIRWORTHINESS AND BLOCK 8 OF FAA FORM 337, DATED XX/XX/XXXX.</p> <p>COMPLY WITH THE WIRE ROUTING REQUIREMENTS OF FAA POLICY ANM-01-04 AND FAR 25.1353 (B)</p> <p>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.</p>
1.19	Open	Update Weight & Balance
1.20	Completed	Exterior Paint and Weight & Balance Requirements.
		<p>Review scope of aircraft exterior paint touch-up/repairs, and skin replacements resulting in paint reapplication, and determine affect on weight and balance.</p> <p>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.</p> <p>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.</p>

ITEM # : 1		Airframe Gulfstream GIV Scheduled N423TT
ASSOC	STATUS	DISCREPANCY
		<p>* 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.</p> <p>* Reference GAMPS 4000, paragraph 3.5.1 for paint restrictions to flight control surfaces and RVSM certified aircraft.</p> <p>* Reference GAMPS 4000, total average thickness shall not exceed 6 mils.</p> <p>* Per GAC Mass Properties Engineering, paint thickness of 5 mils equals .055 pounds per square foot.</p> <p>* If after QC review, weight change is greater than 2 pounds or .05% of MAC, the weight and balance report will require recomputation.</p>
1.21	Completed	"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.

ITEM # : 6		Avionics
ASSOC	STATUS	DISCREPANCY
6.1	Completed	RH wing emergency light inop
6.2	Open	While complying with CMP 231001 Avionics-Functional Ramp Test/Inspection found that the #1 HF system does not transmit.
6.2.1	Completed	Verified discrepancy, performed HF press to test on #1 HF control head and received codes 19, 27, and 28 with the RT light illuminated. HF receives the Int'l clock very clear. When the Press to Talk switch is pressed with the #1 HF system, Fault code 08 appears on the control head with the CP lamp illuminated. Further troubleshooting required at this time. All work performed IAW G-IV maintenance manual 23-03-00.
6.3	In Progress	While complying with CMP 231001 Avionics-Functional Ramp Test/Inspection found that the #2 HF system produces a power surge when press to talk is pressed that causes the external AC power cart to shut down.
6.4	Waiting approval (L)	While complying with CMP 231001 Avionics-Functional Ramp Test/Inspection found that the #1 Auto Throttle reports Excessive Friction and Servo Current Failures when tested.
6.5	Waiting approval (L)	While complying with CMP 231001 Avionics-Functional Ramp Test/Inspection found that the #2 Auto Throttle reports Servo Current Failure.
6.6	Waiting approval (L)	Performe Cockpit bulb sweep. While complying with CMP 231001 Avionics-Functional Ramp Test/Inspection found that the E-Batts switch capsules just left of the co-pilots yoke are partially inop. Also noted that the upper half of the first digit on the Differential Pressure Gauge is out. The upper half of the Radar Stab IRU select switch just forward of the IRU MSU are inop.
6.7	In Progress	Squawk from flight test - Standby fuel gauge totalizer is indicateing

ITEM # : 6 Avionics

ASSOC	STATUS	DISCREPANCY
		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
6.7.1	Open	While defueling aircraft noticed that EICAS read 2750lbs lt and rt and 5400lbs total and standby ind read 2750lbs lt and rt but 4400lbs total. The standby ind LOW FUEL light came on with 2600lbs lt and rt(suppose to be 650lbs).
6.8	Open	Squawk from flight test - LED light burned out on Rate of Climb / FPM (3 digit from LT) on pressurization controller
6.9	Open	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
6.10	Open	Squawk from flight test - At FL250 with Batteries only, DC volts on ABEX fluctuates 36.9 to 47.9 v
6.11	Open	Squawk from flight test - RTU 1 there is a cyan line across display on screen - splits screen in half
6.12	Open	Squawk from flight test - On RNAV approach VNAV worked and then became unavailable on approach
6.13	Open	Squawk from flight test - Standby engine instrument gauge is indicating all "8888"s on RT HP gauge
6.14	Open	Squawk from flight test - HF radios operated normally but NO SELCAL
6.15	Open	EGPWS/Terrain database outdated
6.16	Open	Squawk from flight test - aft LAV reading light is inop
6.17	Open	Squawk from flight test - cabin management display at VIP , galley screen inop
6.18	Open	Squawk from flight test - perform ops test of nose camera
6.19	Open	Satphone is inop

ITEM # : 7 Interior

ASSOC	STATUS	DISCREPANCY
7.1	Open	Squawk from flight test - FWD LAV water does not pump
7.2	In Progress	Squawk from flight test - LH galley aft cutting board does not latch
7.2.1	Completed	Removed galley drawer and galley latch. All work performed IAW GIV MM 25-20-00.
7.3	Open	Squawk from flight test - RH #5 window shade does not fully close
7.4	Open	Squawk from flight test - pax air gaspers loose, takes two hands to close the outlet
7.5	In Progress	Squawk from flight test - fwd cabin door angle wing does not hit headliner when closed.
7.5.1	Completed	Removed fwd pocket door, inspected pop-up door closeout mechanics, found no defects at this time, lubricated mechanical areas as required, re-installed fwd door and pop-up door closeout still would not fully close. Further evaluation is needed. All work performed IAW GIV MM 25-20-00.

ITEM # : 8		Mechanical
ASSOC	STATUS	DISCREPANCY
8.1	Completed	The No. 1 engines Outboard igniter plug is worn
8.2	Completed	The No. 2 engines Outboard igniter plug is worn
8.3	Completed	The Left engine S/N 16291, No.8 combustion liner has a 1.8" crack and part of the crossover tube shroud is missing. Pictured sent to rolls royce.
8.4	Completed	The Right engine S/N 16292, No.4 combustion liner has 4 cracks. (1.0", 3.2", 4.0", and 5.6") and over 30 HPT stage one bases LE cracked. Pictured sent to rolls royce.
8.5	Completed	Squawk from flight test - rubber stripping on leading edge of LT and RT MLG doors are torn
8.6	Completed	Squawk from flight test - Copilots seat is difficult to move in fore-aft position
8.7	Completed	Squawk from flight test - Gear emergency reset handle not safetied (D-ring)
8.8	Open	RII - Squawk from flight test - Flaps shudder felt when flaps selected to 39 degrees
8.9	Completed	Squawk from flight test - screw needs tightening on panel behind pilots seat below C/B panel
8.10	In Progress	RII - Squawk from flight test - on the ground the flaps would intermittently move from 20 to 39 degrees and 10 to 20 when selected.
8.11	Open	Squawk from flight test - power levers have 1/2 knob split at 15000ft and 80%HP (lt lever is fwd)
8.12	Open	Squawk from flight test - while climbing through FL 430 with LT Pack OFF the RT Pack was 25psi (should be 27-33psi)
8.13	Open	Squawk from flight test - while climbing through FL 430 with RT Pack OFF the LT Pack was 23psi (should be 27-33psi)
8.14	Completed	Squawk from flight test - One O2 mask in LAV and LT and RT AFT rear did not drop during test
8.15	In Progress	Squawk from flight test - service hydraulic replenisher
8.16	Open	Squawk from flight test - At FL400 and climbing, RT engine MCT was 1.79 but could only indicate 1.78 before LP RPM has an exceedance
8.17	In Progress	While compling with APU GTCP36-100(G) - Borescope the following was found. The plenum is cracked, the nozzle guide vane TE's are erroded and cracked, and the turbine wheel tips are erroded.
8.17.1	Completed	Removed APU generator P/N 1159SCAV373-105 S/N 129A0171 I/A/W GIV AMM 24-01-01 and sent APU out for repair.
8.18	Completed	While tightening screw for squawk 8.9 found that the inboard metal protector (located on panel behind copilots seat) for the copilots seat is bent and is cutting into copilot seat back rest.
8.19	Completed	Squawk from flight test - There is a soft spot in floor board just fwd of fwd LAV (feels like blowout panel isnt secure)
8.20	Completed	Evaluate flaking paint from steel doubler and adjacent structure on L/H horizontal stab at panel 38-UPR-4.

ITEM # : 8		Mechanical
ASSOC	STATUS	DISCREPANCY
		Ref to sqk 15.25
8.21	Completed	While working sqk 15.26 CMP 551024. Found corrosion and pitting horizontal stabilizer skin at panel 38-UPR-5.
8.21.1	Completed	Mechanically removed minor surface corrosion and pitting from panel opening mounting flange and cadmium plated exposed surface. All work done IAW GIV SRM 51-13-10.
8.22	Completed	While working sqk 15.26 CMP 551023. Found corrosion and pitting horizontal stabilizer skin at panel 39-UPR-5.
8.22.1	Completed	Mechanically removed minor surface corrosion and pitting from panel opening mounting flange and cadmium plated exposed surface. All work done IAW GIV SRM 51-13-10.
8.23	Waiting approval (L)	RII - While working CMP 551023 sqk 15.25. Found horizontal stab thrust blocks to be worn out of limits.
8.24	Completed	#2 Engine EPR Flex line chaffing against fixed cowl. (Flagged)
8.25	In Progress	#2 Engine has multiple corroded clamps on forward IB area of engine.
8.25.1	Waiting Insp	Removed 12 corroded clamps P/N AS12847 and AS12817 and 5 clamps P/Ns AS12816 and AS12846 and installed 12 NEW clamps P/N AS12847 and AS12817 and 5 clamps P/Ns AS12816 and AS12846 IAW RR TAY611-8 MM 71-00-00.
8.26	Completed	While performing wing HI-lite Collar (left) inspection CMP code 571011 found collar cracked at LBL 44.0
8.27	Completed	While gaining access to cracked Hi-Lite Collar at LBL 44.0 found fasteners wet with hyd fluid at top of wing box section left and right of BL-0
8.28	Completed	While performing wing HI-lite Collar RT inspection CMP code 571012 found a dented fuel line on center wing leading edge.
8.28.1	Completed	Cut and removed 6" section with dent from fuel line P/N:1159P42012-022FP6 at RBS255.5 of R/H wing. Spliced in new 6" section of tubing on fuel line P/N:1159P42012-022FP6 at RBS255.5 of R/H wing. All work done IAW GAMPS 2507.
8.29	In Progress	RII - While T/S the squawk (8.10) for the flaps moving intermittently found that the LH outboard flap actuator failed the Ballnut End Play check. Endplay is .038in., limit is .012in.
8.30	In Progress	RII - While T/S the squawk (8.10) for the flaps moving intermittently found that the LH inboard flap actuator failed the Ballnut End Play check. Endplay is .057in., limit is .012in.
8.31	In Progress	RII - While T/S the squawk (8.10) for the flaps moving intermittently found that the RH outboard flap actuator failed the Ballnut End Play check. Endplay is .061in., limit is .012in.
8.32	In Progress	RII - While T/S the squawk (8.10) for the flaps moving intermittently found that the RH inboard flap actuator failed the Ballnut End Play check. Endplay is .030in., limit is .012in.
8.33	In Progress	Found several chips and a soft spot that light can be seen through on the radome nose, under the erosion boot.
8.33.1	Completed	Complied with CMP 535005 Radome- Removal/Installation step A. through B.(6). Removed Radome P/N 1159B21040-S7K, S/N 211.

ITEM # : 8		Mechanical
ASSOC	STATUS	DISCREPANCY
		All maintenance performed IAW GIV AMM 53-10-10.
8.34	Waiting FT	RII - The RH flap's "C" tracks forward, inboard bearing is bad (1159SCC228-23)
8.35	Completed	RII - The LH flap's "B" tracks AFT, outboard bearing is bad (1159SCC226-7)
8.35.1	Completed	Complied with GIV CMP 275117 wing flap roller (Leftr outboard upper Aft B Track B-9) - Removal / Installation. steps A to B(2) and B(5)(a) to B(5)(b). Removed defected flap roller P/N: 1159SCC266-7, S/N: NSN. Work done IAW GIV CMP 275117 & GIV M/M 27-06-00.
8.36	In Progress	The LH flap track "A" has corrosion
8.36.1	Completed	Removed light surface corrosion and pitting from L/H flap track "A" IAW GIV AMM 27-06-00.
8.37	In Progress	The LH flap track "B" has corrosion
8.37.1	Completed	Removed light surface corrosion and pitting from L/H flap track "B" IAW GIV AMM 27-06-00.
8.38	In Progress	The LH flap track "C" has corrosion
8.38.1	Completed	Removed light surface corrosion and pitting from L/H flap track "C" IAW GIV AMM 27-06-00.
8.39	In Progress	The LH flap track "D" has corrosion
8.39.1	Completed	Removed light surface corrosion and pitting from L/H flap track "D" IAW GIV AMM 27-06-00.
8.40	In Progress	The RH flap track "A" has corrosion
8.40.1	Completed	Removed light surface corrosion and pitting from R/H flap track "A" IAW GIV AMM 27-06-00.
8.41	In Progress	The RH flap track "B" has corrosion
8.41.1	Completed	Removed light surface corrosion and pitting from R/H flap track "B" IAW GIV AMM 27-06-00.
8.42	In Progress	The RH flap track "C" has corrosion
8.42.1	Completed	Removed light surface corrosion and pitting from R/H flap track "C" IAW GIV AMM 27-06-00.
8.43	In Progress	The RH flap track "D" has corrosion
8.43.1	Completed	Removed light surface corrosion and pitting from R/H flap track "D" IAW GIV AMM 27-06-00.
8.44	In Progress	RII - The LH flap track "B" has play in the fwd attach bolt
8.45	In Progress	RII - The RH flap track "B" has play in the fwd attach bolt
8.46	Completed	Install prep and seal panels on tail surfaces. See steps for applicable sections.
8.46.1	Completed	Preped and sealed panel on vertical stab. Panel edge sealant ready for paint. IAW GIV AMM 20-00-00
8.46.2	Completed	Sealed panels on the upper vertical on the left and right. Closed left horiz stab trailing edge panels, taped and ready to seal 37-UPR-1, 37-UPR-3, 37-UPR-5 and 37-UPR-7. REF GIV MM 27-00-00
8.47	Completed	APU enclosure and apu mount have heavy soot residue

ITEM # : 8 Mechanical

ASSOC	STATUS	DISCREPANCY
8.48	Completed	Squawk from flight test - during climb #2 engine LP went into RED, pilots had to manually pull throttle back
8.49	Open	Squawk from flight test - #1 engine was hotter than #2 by 80+ degrees
8.50	In Progress	R/H lower wing skin has corrosion near panel 22-FT-11
8.51	In Progress	R/H lower wing skin has corrosion near panel 22-FT-14
8.52	In Progress	R/H lower wing skin has corrosion near panel 22-FT-15
8.53	In Progress	R/H lower wing skin has corrosion near panel 22-FT-7
8.54	Completed	While C/W CMP 275123 sqk 8.34. CMP 275123 prefers that corresponding roller be replaced at same time.
8.55	Completed	While C/W CMP 275117 sqk 8.35. CMP 275117 prefers that corresponding roller be replaced at same time.
8.56	Completed	While removing R/H wing fuel panel 22-FT-1 for sqk 15.32. Found ground mesh on panel to be torn. pn 1159WM40076-13
8.57	Waiting FT	Squawk from flight test - MED seal was squealing during flight
8.58	Completed	Refuel aircraft to 5000lbs
8.59	Open	During right wing fuel tank leak check Squawk 15.62 found inboard fuel access panel 22-FT-1 missing a screw.
8.59.1	Completed	Ordered fuel panel screw p/n- NAS1580V4T10 per GIV IPC 57-20-00. Ref item # 15.62. Awaiting for part.
8.60	Completed	CMP GIV 571004 Wing Fasteners - Cadmium Plating Degradation - Check (Right)

ITEM # : 9 Paint

ASSOC	STATUS	DISCREPANCY
9.1	Completed	R/H lower wing skin has corrosion near panel 22-FT-7

ITEM # : 10 Outstanding Parts, Materials, and / or Services

ASSOC	STATUS	DISCREPANCY
10.1	Waiting approval (L)	Service for Signature for LAV service

ITEM # : 12 Aircraft Records and Logbook Research Only

ASSOC	STATUS	DISCREPANCY
12.1	Completed	Comply with Aircraft Records and Logbook Research
12.1.1	Completed	C/W part of the aircraft avionics equipment inventory list. More inventory required.
12.1.2	Completed	Continued with the aircraft avionics equipment inventory list. More inventory required.
12.1.3	Completed	Continued with avionics inventory. Need to check with CMP to complete.
12.1.4	Completed	Completed GIV Aircraft Avionics Equipment Inventory List.
12.2	In Progress	No log entry found for the removal of NLG rod end P/N 1159HM40120-1 and the installation of P/N 1159SCL567-3. Mandatory CB 183 was PCW by Duncan Aviation on 10/24/06.
12.3	Completed	No log entry or tag was found for APU Fire bottle cartridge P/N

ITEM # : 12 Aircraft Records and Logbook Research Only

ASSOC	STATUS	DISCREPANCY
		AE30903823 S/N AENI-23 installed on August 3, 2005.
12.4	Completed	No log entry was found for NLG Axle Assy. P/N 1159LM40544-7 S/N BFG6056NTW installed on June 3, 1999.
12.5	In Progress	No 8130 found for Pilot'& Co-pilot side window attach bolts. Replaced on 12/11/98.
12.6	In Progress	No 8130 found for isolator L/H Aft Fwd. S/N 2998 installed on 12/11/98.
12.7	In Progress	No 8130 found for isolator L/H Aft aft S/N 2982 installed on 12/11/98.
12.8	In Progress	No 8130 found for isolator R/H Aft Fwd. S/N 2993 installed on 12/11/98.
12.9	In Progress	No 8130 found for isolator R/H Aft Aft. S/N 2994 installed on 12/11/98.
12.10	In Progress	No 8130 or log entry found for nose wheel steering installed on 10/11/06.
12.11	Open	AD74-08-09 R3 Lavatory Paper and Linen Waste Receptacle Enclosure Access Door and Disposal Door Inspection is due in 126.7 Hours

ITEM # : 13 APU Borescope

ASSOC	STATUS	DISCREPANCY
13.1	Completed	Comply with APU GTCP36-100(G) - Borescope
13.2	In Progress	RII - Comply with CMP GIV 490001 APU GTCP36-100(G) - Removal / Installation
13.2.1	Completed	Removed APU Per CMP 490001 From A, B 1-14 a-i. All Maintenance Performed In Reference To GIV AMM 49-10-00.
13.2.2	Completed	Complied with CMP 490001 APU GTCP36-100(G) - Removal / Installation steps C-1a thru C-1g. All work done IAW GIV Ch.49-10-00. A.F410108
13.3	Open	Comply with CMP GIV 490005 APU Enclosure GTCP36-100(G) - Inspection
13.4	Open	Comply with CMP GIV 490002 APU GTCP36-100(G) - Ops Test

ITEM # : 14 Engine Runs and Borescope

ASSOC	STATUS	DISCREPANCY
14.1	In Progress	Comply with Engine Runs and Borescope
14.2	Completed	CMP GIV 710019 Powerplant Internal - Inspection
14.3	Completed	CMP GIV 710025 Engine Borescope - Inspection
14.3.1	Completed	Gained access for Borescope. IAW CMP 710025 paragraph (B) 1-10
14.3.2	Completed	Complied with CMP 710025 from step (11)(a) through step (51)(c) IAW the rolls Royce TAY611-8 mm chapter 71-00-00. See squawk 8.3
14.3.3	Completed	Complied with CMP 710025 paragraph 53, (A)-(E) 1-7, 57-58 (A)-(E). Note could not install other access plugs do to having to order Hylomar.
14.3.4	Completed	Left #2 ENG open being that had to order Hylomar and also awaiting

ITEM # : 14		Engine Runs and Borescope
ASSOC	STATUS	DISCREPANCY
		possible second opinion from RR
14.3.5	Completed	Install all inner and outer engine panels and bore scope plugs IAW Rolls Royce TAY- EMM Chapter 71-00-00.
14.4	In Progress	CMP GIV 710031 Engine - Operational Test
14.5	Completed	CMP GIV 730001 Fuel Contamination Check (Engine) - Inspection
14.6	Completed	CMP GIV 742001 Engine Ignition System - Operational Test
14.7	Completed	CMP GIV 742006 Eng 1 / No. 2 Igniter Plug - Removal / Installation
14.8	Completed	CMP GIV 742016 No. 2 Igniter Plug - Inspection
14.9	Completed	CMP GIV 774955 CHIP DETECTOR, ENG--INSP
14.10	Completed	CMP GIV 792007 Filter, Engine Pressure Oil - Cleaning/Inspection
14.11	Completed	CMP GIV 792013 Engine Scavenge Strainers - Inspection
14.12	Completed	CMP GIV 710020 Powerplant Internal - Inspection
14.13	Completed	CMP GIV 710026 Engine Borescope - Inspection
14.13.1	Completed	Gained access for Borescope. IAW CMP 710025 paragraph (B) 1-10
14.13.2	Completed	Complied with CMP 710026 from step (11)(a) through step (51)(c) IAW the rolls Royce TAY611-8 mm chapter 71-00-00. See squawk 8.4.
14.13.3	Completed	Install all inner and outer engine panels and bore scope plugs IAW Rolls Royce TAY- EMM Chapter 71-00-00.
14.14	Open	CMP GIV 710032 Engine - Operational Test
14.15	Completed	CMP GIV 730002 Fuel Contamination Check (Engine) - Inspection
14.16	Completed	CMP GIV 742002 Engine Ignition System - Operational Test
14.17	Completed	CMP GIV 742008 Eng #2 / No. 2 Igniter Plug - Removal / Installation
14.18	Completed	CMP GIV 742018 No. 2 Igniter Plug - Inspection
14.19	Completed	CMP GIV 774956 CHIP DETECTOR, ENG--INSP
14.20	Completed	CMP GIV 792009 Filter, Engine Pressure Oil - Cleaning/Inspection
14.21	Completed	CMP GIV 792014 Engine Scavenge Strainers - Inspection
14.22	Open	Related CMP Codes
14.23	Completed	CMP GIV 711009 Cowl Latch, Engine (Left) - Rigging
14.24	Open	CMP GIV 732001 Engine Acceleration Test / Adjustment
14.24.1	Completed	Removed all R/H horizontal stabilizer panels required for CMP 551020. All work I.A.W. GIV M/M 55-14-00.
14.25	Open	CMP GIV 732005 Engine Deceleration Test / Adjustment
14.26	Open	CMP GIV 732049 ENG HANDLE ACU SOLENOID CK
14.26.1	Completed	In progress removal of R/H horizontal stabilizer and elevator panels required for CMP 551023 ;Panels on top of R/H elevator still need to be removed, for details of panels removed refer to the open and close section of the R/I log book . All work I.A.W. GIV M/M 55-14-00.
14.27	Open	CMP GIV 732057 SOLENOID, ENG APPR IDLE-OPS
14.28	Open	CMP GIV 732011 GROUND IDLE, ENG-TEST/ADJUST
14.29	Open	CMP GIV 732013 APPROACH IDLE, ENG-TEST/ADJ

ITEM # : 14		
Engine Runs and Borescope		
ASSOC	STATUS	DISCREPANCY
14.30	Open	CMP GIV 783013 Thrust Reverser Interlock Feedback System (Left) - Operational Test
14.31	Open	CMP GIV 783014 Thrust Reverser Interlock Feedback System (Right) - Operational Test
14.32	Open	CMP GIV 783017 MAX REV THRUST, L-OPS TEST/ADJ
14.33	Open	CMP GIV 783018 MAX REV THRUST, R-OPS TEST/ADJ
14.34	Open	CMP GIV 791033 Oil Level - Check / Service
14.35	Completed	CMP GIV 711010 Cowl Latch, Engine (Right) - Rigging
14.36	Open	CMP GIV 732002 Engine Acceleration Test / Adjustment
14.37	Open	CMP GIV 732006 Engine Deceleration Test / Adjustment
14.38	Open	CMP GIV 732050 ENG HANDLE ACU SOLENOID CK
14.39	Open	CMP GIV 732058 SOLENOID, ENG APPR IDLE-OPS
14.40	Open	CMP GIV 750006 AIRFLOW CONT SYS -TEST
14.41	Open	CMP GIV 732012 GROUND IDLE, ENG-TEST/ADJUST
14.42	Open	CMP GIV 732014 APPROACH IDLE, ENG-TEST/ADJ
14.43	Open	CMP GIV 791034 Oil Level - Check / Service

ITEM # : 15		
Customer Supplied Due List		
ASSOC	STATUS	DISCREPANCY
15.1	In Progress	Comply with Customer Supplied Due List
15.1.1	Completed	Installed NEW cover as required and painted. Need to be sealed. Work IAW GIV MM 20-00-00.
15.2	Completed	CMP GIV 100310 Check Airworthiness Directives
15.3	Completed	CMP GIV 100320 AIRWORTHINESS CHECK
15.4	Completed	CMP GIV 191108 Review Aircraft Status and Records
15.5	Completed	CMP GIV 231001 AVIONICS--FUNC RAMP TEST
15.6	Completed	CMP GIV 251114 Pilot and Copilot Seat - Inspection / Lubrication
15.7	Waiting Insp	CMP GIV 262045 Fire Bottle (Left Engine) - Hydrostatic Test
15.8	Waiting Insp	CMP GIV 262050 Fire Bottle (Right Engine) - Hydrostatic Test
15.8.1	Completed	Entered in Error. Step moved to item 15.9.1.
15.9	Completed	CMP GIV 270101 Stall Barrier / Angle of Attack System - Ops Test
15.9.1	Completed	Complied with CMP 270101 Stall Barrier/AOA System - Operational check Steps B(1) thru B(23) with no discrepancies noted at this time. All work performed IAW G-IV maintenance manual 27-01-01.
15.10	Completed	CMP GIV 272038 Rudder Pedals - Lubrication
15.11	Completed	RII - CMP GIV 275009 Flap Actuator Yoke (Left Inboard) - Inspection
15.12	Completed	RII - CMP GIV 275010 Flap Actuator Yoke (Right Inboard) - Inspection
15.13	Completed	RII - CMP GIV 275011 Flap Actuator Yoke (Left Outboard) - Inspection
15.14	Completed	RII - CMP GIV 275012 Flap Actuator Yoke (Right Outboard) -

ITEM # : 15 Customer Supplied Due List

ASSOC	STATUS	DISCREPANCY
		Inspection
15.15	Open	CMP GIV 275027 Flap Actuator Bushing (Left) - Service / Lubrication
15.16	Open	CMP GIV 275028 Flap Acuator Bushing (Right) - Service / Lubrication
15.17	In Progress	CMP GIV 280005 Fuel Control System - Functional Test
15.18	Completed	CMP GIV 303005 Pitot Heat System - Operational Test
15.19	Completed	CMP GIV 531007 FS 85 Bulkhead - Inspection
15.19.1	Completed	Complied with steps B(1) thru B(1) of CMP GIV 531007 instructions. No defects noted. All work accomplished IAW GIV AMM 53-12-00.
15.20	Completed	CMP GIV 532007 Forward Cabin Compartment Below Floor - Inspection
15.21	Completed	CMP GIV 532009 Midcabin Compartment Below Floor - Inspection
15.22	Completed	CMP GIV 532011 Aft Cabin Compartment Below Floor - Inspection
15.23	Completed	CMP GIV 551019 Horizontal Stabilizer / Elevator (Exterior) {Left} - Inspection
15.23.1	Completed	Removed all L/H horizontal stabilizer panels required for CMP 551019. All work I.A.W. GIV M/M 55-14-00.
15.23.2	Completed	C/W section B thru B(h) of CMP 551019. No discrepancies noted at this time. All work I.A.W. GIV M/M 55-14-00.
15.24	Completed	CMP GIV 551020 Horiz Stabilizer / Elevator (Exterior) {Right} - Insp
15.24.1	Completed	Removed all R/H horizontal stabilizer panels required for CMP 551020. All work I.A.W. GIV M/M 55-14-00.
15.24.2	Completed	C/W section B thru B(h) of CMP 551020. No discrepancies noted. All work I.A.W. GIV M/M 55-00-00
15.25	Completed	CMP GIV 551023 Horizontal Stabilizer / Elevator (Interior / Exterior) {Left} - Inspection
15.25.1	Completed	Removed all L/H horizontal stabilizer and elevator panels required for CMP 551023. All work I.A.W. GIV M/M 55-14-00.
15.25.2	Completed	C/W section B thru B(k) of CMP 551023. See sqk 8.23 and 8.20 for discrepancies noted. All work I.A.W. GIV M/M 55-14-00.
15.26	Completed	CMP GIV 551024 Hz Stabilizer/Elevator (Interior/Exterior) {Right} - Insp
15.26.1	Completed	In progress removal of R/H horizontal stabilizer and elevator panels required for CMP 551023 for details of the panels already removed refer to the open and close section of the R/I log book . All work I.A.W. GIV M/M 55-14-00.
15.26.2	Completed	Removed remaining required panels for CMP 551024. C/W section B thru B(k) of CMP 551024. See sqk 8.21 and 8.22 for discrepancies noted. All work I.A.W. GIV M/M 55-00-00.
15.27	Completed	CMP GIV 553005 Vertical Stabilizer / Rudder (External) - Inspection
15.28	Completed	CMP GIV 553007 Vertical Stabilizer / Rudder (Internal) - Inspection

ITEM # : 15		Customer Supplied Due List
ASSOC	STATUS	DISCREPANCY
15.28.1	Completed	Removed Vertical Stab zone 109 LH trailing edge panels as per CMP GIV 553007. Continue panel removal to facilitate CMP GIV 553007 Vertical Stabilizer / Rudder (Internal) - Inspection.
15.28.2	Completed	Continued removing panels to gain access for inspection. Removed panels 109-LE-2, 109-LH-9, 109-LH-11, 109-LH-10, 109-RB-1, 109-LH-8, 110-LH-1, 110-LH-2, 110-LH-3, 110-LH-4, 110-LH-5, 110-LH-6, 109-LH-7. Work done IAW GIV CMP 553007 & GIV M/M 55-30-00.
15.28.3	Completed	Continue with removal of all required panels of CMP 553007; And Complied with steps B.(1) thru step B(22).All work done IAW GIV AMM 53-30-00.
15.29	Completed	CMP GIV 571011 Wing Front Beam Hi-Lite Collars (Left) - Inspection
15.30	Completed	CMP GIV 571012 Wing Front Beam Hi-Lite Collars (Right) - Inspection
15.31	Completed	CMP GIV 571025 Wing Tank Interior (Left) - Inspection
15.32	Completed	CMP GIV 571026 Wing Tank Interior (Right) - Inspection
15.32.1	Completed	Removed R/H wing fuel panels 22-FT-1, 22-FT-2, 22-FT-3, 22-FT-4, 22-FT-5. Work done IAW GIV M/M 28-11-00.
15.33	Open	Related CMP Codes
15.34	Completed	CMP GIV 251109 SEAT ASSEMBLY, PILOT
15.35	Completed	CMP GIV 251110 SEAT ASSEMBLY, COPILOT
15.36	Waiting Insp/FT	CMP GIV 262025 Engine Fire Bottle (Left) - Removal / Installation
15.36.1	Completed	Removed L/H fire bottle P/N 32700022 S/N 06758C2, squibs removed and stored in parts room. I/A/W GIV AMM 26-02-00
15.37	Waiting Insp	CMP GIV 262065 Fire Bottle (Left Engine) - Weight Check
15.38	Waiting Insp/FT	CMP GIV 262030 Engine Fire Bottle (Right) - Removal / Installation
15.38.1	Completed	Removed R/H fire bottle P/N 32700022 S/N 12204C1, squibs removed and stored in parts room. I/A/W GIV AMM 26-02-00
15.39	Waiting Insp	CMP GIV 262070 Fire Bottle (Right Engine) - Weight Check
15.40	In Progress	RII - CMP GIV 275003 Flap (Left)
15.40.1	Completed	Complied with CMP 275003 LEFT FLAP REMOVAL/ INSTALLATION steps A, B and C as required. Work IAW GIV MM 27-06-00.
15.40.2	Completed	Remove LH Flap PN 1159CS20005-S43 SN 1086
15.41	In Progress	RII - CMP GIV 275004 Flap (Right)
15.41.1	Completed	Complied with CMP 275004 RIGHT FLAP REMOVAL/ INSTALLATION steps A, B and C as required. Work IAW GIV MM27-06-00.
15.41.2	Completed	Remove RH flap PN 1159CS20005-S44 SN 1085
15.42	In Progress	RII - CMP GIV 275005 Inboard Flap Actuator (Left) - Removal / Installation
15.42.1	Completed	Performed CMP code 275005 Remove Inbd Flap Actuator PN

ITEM # : 15		Customer Supplied Due List
ASSOC	STATUS	DISCREPANCY
		1159SCC211-13 SN44-514 steps B-1 through B-10 complete.
15.43	In Progress	RII - CMP GIV 275007 Outboard Flap Actuator (Left) - Removal / Installation
15.43.1	Completed	Performed CMP code 275007 Remove Outbd Flap Actuator PN 1159SCC212-13 SN34-624 steps B-1 through B-11 complete.
15.44	In Progress	RII - CMP GIV 275006 Inboard Flap Actuator (Right) - Removal / Installation
15.44.1	Completed	Complied with CMP 275006 Inboard Flap Actuator (Right) - Removal / Installation steps A and B. Work IAW GIV MM27-06-00.
15.45	In Progress	RII - CMP GIV 275008 Outboard Flap Actuator (Right) - Removal / Installation
15.45.1	Completed	Complied with CMP 275008 Outboard Flap Actuator (Right) - Removal / Installation steps A and B. Work IAW GIV MM27-06-00.
15.46	Completed	CMP GIV 273003 Elevator Free Play - Inspection
15.47	Open	CMP GIV 231114 HF Communications System No. 1 - Operational Check
15.48	Open	CMP GIV 231117 HF Communication Antenna - Continuity Check (Installed)
15.49	Open	CMP GIV 231155 HF Communication Antenna Assembly - Removal / Installation
15.50	Open	CMP GIV 231115 HF COMM SYS #2-OPS TEST
15.51	Completed	CMP GIV 280018 Fuel Tank (Left) - Leak Check
15.51.1	Completed	Complied with CMP 280018 Fuel Tank (Left) - Leak Check All work done IAW GIV AMM 28-01-00. No defects noted at this time.
15.52	In Progress	CMP GIV 574005 Wing Leading Edge (Left Inboard) - Removal / Installation
15.52.1	Completed	Remove LH wing leading edge gap bands. Remove bottom screws from inbd section of leading edge and some of the top screws. Removal is in progress, leading edge can be removed after all screws are removed.
15.53	In Progress	CMP GIV 574011 Wing Leading Edge (Left Center) - Removal / Installation
15.53.1	Completed	Remove gap band 21-LE-4 and center section leading edge from aircraft for inspection 21LE-5
15.54	In Progress	CMP GIV 574017 Wing Leading Edge (Left Outboard) - Removal / Installation
15.54.1	Completed	Remove gap bands 21-LE-6 and 21LE-8. Remove outboard section leading edge 21LE-7 from wing.
15.55	In Progress	CMP GIV 574006 Wing Leading Edge (Right Inboard) - Removal / Installation
15.55.1	Completed	Remove gap bands 22-LE-2 and 22LE-4 and inbd leading edge screws (except for 4 upper screws).
15.56	In Progress	CMP GIV 574012 Wing Leading Edge (Right Center) - Removal / Installation
15.57	In Progress	CMP GIV 574018 Wing Leading Edge (Right Outboard) - Removal / Installation

ITEM # : 15 Customer Supplied Due List

ASSOC	STATUS	DISCREPANCY
15.58	Completed	CMP GIV 280010 Defueling Procedures
15.59	Completed	CMP GIV 282025 Fuel Pickup Screen (Main Left Wing) - Inspection
15.60	Completed	CMP GIV 282026 Fuel Pickup Screen (Alternate Left Wing) - Inspection
15.61	Completed	CMP GIV 571003 Wing Fasteners - Cadmium Plating Degradation - Check (Left)
15.62	Completed	CMP GIV 280019 Fuel Tank (Right) - Leak Check
15.62.1	Completed	Completed CMP 280019 Fuel Tank (Right) - Leak Check All work done IAW GIV AMM 28-01-00. No defects noted at this time.
15.63	Completed	CMP GIV 282027 Fuel Pickup Screen (Main Right Wing) - Inspection
15.64	Completed	CMP GIV 282028 Fuel Pickup Screen (Alternate Right Wing) - Inspection

ITEM # : 16 Pilots for Conditioned Survey Flight (Pre Test Flight)

ASSOC	STATUS	DISCREPANCY
16.1	In Progress	Two Pilot's for Condition Survey Flight (Must be performed with Item 14. Engine Runs and Borescope)
16.2	Completed	Perform Preparation for Flight Test Traveler
16.2.1	Completed	Complied with Preparation for Flight Test Traveler section C thru Q IAW Flight Test Traveler
16.2.2	Completed	Complied with most items on the checklist. All work done IAW Traveler Number RS-QCT-0217 Rev. 01.
16.2.3	Completed	Complied with open items on hot cockpit checklist. All work done IAW Traveler Number RS-QCT-0217 Rev. 01.
16.3	Completed	Perform bulb sweep
16.4	Completed	Service AC with 18000 Lbs (1700 Gal) of fuel for test Flight.
16.5	Completed	Return to service EJM for Evaluation Flight.
16.6	Completed	Comply with an outbound inspection for test flight.