

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 |
| 1.2.2 | Open | Outbound Inspection |
| 1.5 | Open | Tool Clearance |
| 1.6 | In Progress | Cover & Protect |
| 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) |
| 1.17 | Open | Billable Consumables & Shop Supplies |
| 1.19 | Open | Update Weight & Balance |

ITEM # : 6 Avionics

| ASSOC | STATUS | DISCREPANCY |
|-------|----------------------|---|
| 6.2 | Open | While complying with CMP 231001 Avionics-Functional Ramp Test/Inspection found that the #1 HF system does not transmit. |
| 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 theupper half of the first digit on the Differential Pressure Guage 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 |
| 7.3 | 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. |

ITEM # : 8 Mechanical

| ASSOC | STATUS | DISCREPANCY |
|-------|-------------|---|
| 8.8 | Open | RII - Squawk from flight test - Flaps shudder felt when flaps selected to 39 degrees |
| 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. |

| ITEM # : 8 | | Mechanical |
|------------|----------------------|---|
| ASSOC | STATUS | DISCREPANCY |
| 8.11 | Open | Squawk from flight test - power levers have 1/2 knob split at 15000ft and 80%HP (It 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) |
| 8.15 | 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 complying 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. |
| 8.23 | Waiting approval (L) | RII - While working CMP 551023 sqk 15.25. Found horizontal stab thrust blocks to be worn out of limits. |
| 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. |
| 8.29 | 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. |
| 8.34 | Waiting FT | RII - The RH flap's "C" tracks forward, inboard bearing is bad (1159SCC228-23) |
| 8.36 | In Progress | The LH flap track "A" has corrosion |
| 8.37 | In Progress | The LH flap track "B" has corrosion |
| 8.38 | In Progress | The LH flap track "C" has corrosion |
| 8.39 | In Progress | The LH flap track "D" has corrosion |
| 8.40 | In Progress | The RH flap track "A" has corrosion |
| 8.41 | In Progress | The RH flap track "B" has corrosion |
| 8.42 | In Progress | The RH flap track "C" has corrosion |
| 8.43 | In Progress | The RH flap track "D" has corrosion |

ITEM # : 8 Mechanical

| ASSOC | STATUS | DISCREPANCY |
|-------|-------------|--|
| 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 |
| 8.49 | 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 |
| 8.57 | Waiting FT | Squawk from flight test - MED seal was squealing during flight |
| 8.59 | Open | During right wing fuel tank leak check Squawk 15.62 found inboard fuel access panel 22-FT-1 missing a screw. |

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 |
|-------|-------------|--|
| 12.2 | 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. |
| 12.5 | 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 |
|-------|-------------|---|
| 13.2 | In Progress | RII - Comply with CMP GIV 490001 APU GTCP36-100(G) - Removal / Installation |
| 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 |
| 14.4 | In Progress | CMP GIV 710031 Engine - Operational Test |
| 14.14 | Open | CMP GIV 710032 Engine - Operational Test |
| 14.22 | Open | Related CMP Codes |
| 14.24 | Open | CMP GIV 732001 Engine Acceleration Test / Adjustment |
| 14.25 | Open | CMP GIV 732005 Engine Deceleration Test / Adjustment |
| 14.26 | Open | CMP GIV 732049 ENG HANDLE ACU SOLENOID CK |
| 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 |
| 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 |
| 14.36 | 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 |
| 15.7 | Waiting Insp | CMP GIV 262045 Fire Bottle (Left Engine) - Hydrostatic Test |
| 15.8 | Waiting Insp | CMP GIV 262050 Fire Bottle (Right Engine) - Hydrostatic Test |
| 15.15 | 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 |
| 15.33 | Open | Related CMP Codes |
| 15.36 | Waiting Insp/FT | CMP GIV 262025 Engine Fire Bottle (Left) - Removal / Installation |
| 15.37 | Waiting Insp | CMP GIV 262065 Fire Bottle (Left Engine) - Weight Check |

ITEM # : 15 Customer Supplied Due List

| ASSOC | STATUS | DISCREPANCY |
|-------|-----------------|--|
| 15.38 | Waiting Insp/FT | CMP GIV 262030 Engine Fire Bottle (Right) - Removal / Installation |
| 15.39 | Waiting Insp | CMP GIV 262070 Fire Bottle (Right Engine) - Weight Check |
| 15.40 | In Progress | RII - CMP GIV 275003 Flap (Left) |
| 15.41 | In Progress | RII - CMP GIV 275004 Flap (Right) |
| 15.42 | In Progress | RII - CMP GIV 275005 Inboard Flap Actuator (Left) - Removal / Installation |
| 15.43 | In Progress | RII - CMP GIV 275007 Outboard Flap Actuator (Left) - Removal / Installation |
| 15.44 | In Progress | RII - CMP GIV 275006 Inboard Flap Actuator (Right) - Removal / Installation |
| 15.45 | In Progress | RII - CMP GIV 275008 Outboard Flap Actuator (Right) - Removal / Installation |
| 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 |
| 15.52 | In Progress | CMP GIV 574005 Wing Leading Edge (Left Inboard) - Removal / Installation |
| 15.53 | In Progress | CMP GIV 574011 Wing Leading Edge (Left Center) - Removal / Installation |
| 15.54 | In Progress | CMP GIV 574017 Wing Leading Edge (Left Outboard) - Removal / Installation |
| 15.55 | In Progress | CMP GIV 574006 Wing Leading Edge (Right Inboard) - Removal / Installation |
| 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 # : 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) |