

Bldg C.-FAX [REDACTED] - [REDACTED]

Mail Remittance To:
Gulfstream Aerospace Corporation

Overnight Remittance To:
Gulfstream Aerospace Corporation (Box # 730349)
c/o JP Morgan Chase Bank, NA
ATTN: Dallas National Wholesale Lockbox TX1-0029

Wire Remittance To:
Gulfstream Aerospace Corporation
JP Morgan Chase Bank, NA

Fedwire Routing No. (ABA) [REDACTED]
S.W.I.F.T. [REDACTED]
ACH Credit Routing No. ([REDACTED])

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Bill To: **JEGE, INC.**

[REDACTED]
[REDACTED]
[REDACTED]
United States

Invoice Number:
Invoice Date:
Customer ID: **BJ388**
P.O. Number:
Repair Station: **FAA CRS PB8R624N**
In Date: **04/01/2013**
Out Date: **04/22/2013**
Payment Type: **Net 30-Open terms**
Payment Terms:

Title: **JEGE, INC.**

INVOICE SUMMARY FOR WORK ORDER NUMBER: SC13175

	<u>Time & Materials</u>	<u>Flat Rate</u>	<u>Total</u>
Labor USD:	\$23,939.84	\$74,150.00	\$98,089.84
Parts USD:	\$196,307.51	\$0.00	\$196,307.51
Services USD:	\$1,547.68	\$0.00	\$1,547.68
Detail Subtotal USD:	\$221,795.03	\$74,150.00	\$295,945.03
Subtotal USD:			\$295,945.03
Funds on Deposit USD:			\$0.00
Total USD:			\$295,945.03

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

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: 3,964

Aircraft Time: 8,567.0

Discrepancy: 1.1 Return to Service EJM (10 or More)

Resolution: ACTT: 8,563.8

LNDS: 3,963

DATE: April XX, 2013

Completed (INSERT TITLE) inspection accordance with EJM (INSERT AIRCRAFT TYPE) Continuous Airworthiness Maintenance Program, EJM Maintenance Procedure Manual and 14 CFR 135.411 (a)(2) and is approved for return to service.

Authorized RTS Signature

Thomas J. Choynowski, Sr. Airworthiness Inspector

For;

Gulfstream

West Palm Beach, FL 33406

FAA CRS PB8R624N

Discrepancy: 1.2 Inbound/Outbound Inspection

Resolution: Complied with Inbound / Outbound Inspections.

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

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

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Resolution: N/A

- Step: 1.4.1** **Completed** **Arrival/Debrief 90 Day Due List Review Accomplished.**
- Step: 1.4.2** **Completed** **List Operator's Airworthiness Requirements & Special Documentation Requests.**
- Step: 1.4.3** **Completed** **Review Technical Operations Update prior to return to service for newly released bulletins and advise operator.**

Discrepancy: **1.5** **Tool Clearance**

Resolution: **All tooling removed from aircraft.**

Discrepancy: **1.6** **Cover & Protect**

Resolution: **Protected aircraft as required for MX as required.**

Labor USD: **No Charge**

N/ C

Discrepancy: **1.7** **Service Chemical Toilet/Clean Galley**

Resolution: **N/A**

Discrepancy: **1.8** **Arrival/Departure Assist & Video Aircraft**

Resolution: **C/W as required.**

Discrepancy: **1.9** **Sample Hydraulic Fluids**

Resolution: **Sampled Hydraulic Fluids a required.**

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

Resolution:

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

Resolution:

Labor USD: **No Charge** N/ C

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

Resolution: **Billed Fluids Used (Oils/Skydrol) - (Materials Only) as required.**

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

Resolution:

Labor USD: **No Charge** N/ C

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

Resolution: **Towed as required for MX.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>		<u>Total</u>
Labor USD:	Time and Material	ST	4.50	@	\$118.00		\$531.00
Total USD:							\$531.00

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 --- No Hazmat onboard aircraft at this time.**

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

Resolution: **N/A**

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

Resolution: **Billed for Shop Supplies and Consumables as required for MX.**

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 & 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

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

Item: **6 Avionics**

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

Part/Model #:

AC Serial No./Tail No.:

TSN/TSO:

CSN/CSO:

Aircraft Time: **8,567.0 / 3,964**

Discrepancy: **6.1 RH wing emergency light inop**

Resolution: **Removed defective bulb RH wing emergency light P/N GE303 nsn. Installed new bulb RH wing emergency light P/N GE303 nsn. Op's check good. All work was done IAW Gulfstream GIV AMM 33-10-01.**

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

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Bill To: JEGE, INC.

WO #: SC13175

Invoice Number:

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	4.25	@	\$118.00	\$501.50
Parts USD:	Time and Material					\$28.57
Total USD:						\$530.07

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
6.1 #1	303	LAMP	1	\$1.75	\$1.75
6.1 #2	PR1440-B-1/2	SEALANT, PRC,CARTRIDGE	1	\$26.82	\$26.82

Discrepancy: 6.2 While complying with CMP 231001 Avionics-Functional Ramp Test/Inspection found that the #1 HF system does not transmit.

Resolution:

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	2.25	@	\$118.00	\$265.50
Total USD:						\$265.50

Step: 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.

Discrepancy: 6.3 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.

Resolution:

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

Discrepancy: 6.4 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.

Resolution:

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

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Discrepancy: **6.5** **While complying with CMP 231001 Avionics-Functional Ramp Test/Inspection found that the #2 Auto Throttle reports Servo Current Failure.**

Resolution:

Discrepancy: **6.6** **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 Guage is out. The upper half of the Radar Stab IRU select switch just forward of the IRU MSU are inop.**

Resolution:

Discrepancy: **6.7** **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**

Resolution:

Step: 6.7.1 **Waiting** **While defueling aircraft noticed that EICAS read 2750lbs lt and rt and 5400lbs total and approval (L) 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).**

Discrepancy: **6.8** **Squawk from flight test - LED light burned out on Rate of Climb / FPM (3 digit from LT) on pressurization controller**

Resolution:

Discrepancy: **6.9** **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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Discrepancy: **6.10** Squawk from flight test - At FL250 with Batteries only, DC volts on ABEX fluctuates 36.9 to 47.9 v
Resolution:

Discrepancy: **6.11** Squawk from flight test - RTU 1 there is a cyan line across display on screen - splits screen in half
Resolution:

Discrepancy: **6.12** Squawk from flight test - On RNAV approach VNAV worked and then became unavailable on approach
Resolution:

Discrepancy: **6.13** Squawk from flight test - Standby engine instrument gauge is indicating all "8888"s on RT HP gauge
Resolution:

Discrepancy: **6.14** Squawk from flight test - HF radios operated normally but NO SELCAL
Resolution:

Discrepancy: **6.15** EGPWS/Terrain database outdated
Resolution:

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

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Discrepancy: **6.16 Squawk from flight test - aft LAV reading light is inop**

Resolution:

Discrepancy: **6.17 Squawk from flight test - cabin management display at VIP , galley screen inop**

Resolution:

Discrepancy: **6.18 Squawk from flight test - perform ops test of nose camera**

Resolution:

Discrepancy: **6.19 Satphone is inop**

Resolution:

Item: **7 Interior**

Team Manager: **Sean Brown**

Customer Coordinator: **Ray Kraber**

Part/Model #:

AC Serial No./Tail No.:

TSN/TSO:

CSN/CSO:

Aircraft Time: **8,567.0 / 3,964**

Discrepancy: **7.1 Squawk from flight test - FWD LAV water does not pump**

Resolution:

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

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Discrepancy: 7.2 Squawk from flight test - LH galley aft cutting board does not latch

Resolution:

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	0.87	@	\$118.00	\$102.66
Parts USD:	Time and Material					\$1.86
Total USD:						\$104.52

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
7.2 #1	MINI-LATCH	SELBY-LATCH WHITE NICKEL	1	\$1.86	\$1.86

Step: 7.2.1 **Completed** Removed galley drawer and galley latch. All work performed IAW GIV MM 25-20-00.

Discrepancy: 7.3 Squawk from flight test - RH #5 window shade does not fully close

Resolution:

Discrepancy: 7.4 Squawk from flight test - pax air gaspers loose, takes two hands to close the outlet

Resolution:

Discrepancy: 7.5 Squawk from flight test - fwd cabin door angle wing does not hit headliner when closed.

Resolution:

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	2.10	@	\$118.00	\$247.80
Total USD:						\$247.80

Step: 7.5.1 **Waiting Insp** 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.

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

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Item: **8 Mechanical**

Team Manager: **Sean Brown**

Customer Coordinator: **Ray Kraber**

Part/Model #:

AC Serial No./Tail No.:

TSN/TSO:

CSN/CSO:

Aircraft Time: **8,567.0 / 3,964**

Discrepancy: **8.1 The No. 1 engines Outboard igniter plug is worn**

Resolution: **Remove engine #1 ignitor plug #2 P/N Y183-5 S/N 1204. Installed new engine #1 ignitor plug #2 P/N Y183-5 S/N 12047184. IAW RR EMM 74-21-03.**

Parts USD: **No Charge**

N/ C

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.1 #1	Y183-5	PLUG, IGNITOR	1	\$0.00	\$0.00

Discrepancy: **8.2 The No. 2 engines Outboard igniter plug is worn**

Resolution: **Remove Engine #2 ignitor #2 P/N Y183-5 S/N 0601749. Installed new Engine #2 ignitor #2 P/N Y183-5 S/N 12047194. IAW RR EMM 74-21-03.**

Parts USD: **No Charge**

N/ C

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.2 #1	Y183-5	PLUG, IGNITOR	1	\$0.00	\$0.00

Discrepancy: **8.3 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.**

Resolution: **With further investigation on the No.8 combustion liner on the left engine S/N 16291, found the cranks to be within limits IAW the Rolls Royce TAY611-8 EMM chapter 71-00-00, and no further action is needed. With further investigation found the crossover tube to only have minor erosion and some carbon build up No further action is required on this item. All work performed IAW the Rolls Royce TAY611-8 EMM chapter 71-00-00.**

Discrepancy: **8.4 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.**

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

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Resolution: **With further investigation of the No.4 combustion liner of the right engine S/N 16292 found the cracking to only be 25% of what was originally determined. Total circumferential cracking was found to be less than 40% and no further special inspections will be needed for this item. All work was performed IAW the Rolls Royce TAY611-8 EMM chapter 71-00-00.**

Two HPT stage 1 Blade tips was found to be cracked on the LE with the crack protruding into the airfoil 0.050" (1.25mm). All work was performed IAW the Rolls Royce TAY611-8 EMM Task 71-00-00-200-001 (9)(a)(iii). Re-Inspect the blades within 400 hours (8,928.0 TSN) or 400 cycles (4,335 CSN) whichever occurs first. This crack can protrude into the airfoil up to a length of 0.315" (8.00 mm)

Discrepancy: **8.5 Squawk from flight test - rubber stripping on leading edge of LT and RT MLG doors are torn**

Resolution: **Removed damaged sections of rubber seal P/N GAS13AN-1-41 from around L/H and R/H MLG bays, and installed new seal P/N GAS13AN-1-41 I/A/W GIV AMM 20-42-00**

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	2.08	@ \$118.00	\$245.44
Parts USD:	Time and Material				\$109.18
Total USD:					\$354.62

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.5 #1	GAS13AN-1-41	SEAL, BUTTONED STRIP, WHEEL WELL DOOR (5' SECTION)	1	\$109.18	\$109.18

Discrepancy: **8.6 Squawk from flight test - Copilots seat is difficult to move in fore-aft position**

Resolution: **Removed copilot seat and inspected seat track and rollers. Found no defects. Lubed seat track and rollers. Moved seat fore and aft with satisfactory results. Reinstalled copilot seat. Ref: GIV AMM 25-11-00.**

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	2.00	@ \$118.00	\$236.00
Total USD:					\$236.00

Discrepancy: **8.7 Squawk from flight test - Gear emergency reset handle not safetied (D-ring)**

Resolution: **Safetied Gear Emergency Reset Handle (D-ring) IAW GIV AMM 32-00-00.**

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	1.70	@ \$118.00	\$200.60
For detail description of the work complied with see the Work Order Detail report.					

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Total USD:

\$200.60

Discrepancy: **8.8** **Squawk from flight test - Flaps shudder felt when flaps selected to 39 degrees**

Resolution:

Discrepancy: **8.9** **Squawk from flight test - screw needs tightening on panel behind pilots seat below C/B panel**

Resolution:

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

Discrepancy: **8.10** **Squawk from flight test - on the ground the flaps would intermittently move from 20 to 39 degrees and 10 to 20 when selected.**

Resolution:

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	20.92	@	\$118.00	\$2,468.56
Total USD:						\$2,468.56

Discrepancy: **8.11** **Squawk from flight test - power levers have 1/2 knob split at 15000ft and 80%HP (It lever is fwd)**

Resolution:

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

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Bill To: JEGE, INC.

WO #: SC13175

Invoice Number:

Discrepancy: 8.12 Squawk from flight test - while climbing through FL 430 with LT Pack OFF the RT Pack was 25psi (should be 27-33psi)

Resolution:

Discrepancy: 8.13 Squawk from flight test - while climbing through FL 430 with RT Pack OFF the LT Pack was 23psi (should be 27-33psi)

Resolution:

Discrepancy: 8.14 Squawk from flight test - One O2 mask in LAV and LT and RT AFT rear did not drop during test

Resolution: Verified that aft left, aft right and lav oxygen masks would not deploy. Adjusted mask lid holding spring clips on all 3 mask boxes. Performed functional check of the 3 locations. Ops checked good. No further defects noted.

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	4.36	@	\$118.00	\$514.48
Total USD:						\$514.48

Discrepancy: 8.15 Squawk from flight test - service hydraulic replenisher

Resolution:

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	1.20	@	\$118.00	\$141.60
Parts USD:	Time and Material					\$319.92
Total USD:						\$461.52

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.15 #1	500B4QT	SKYDROL OIL IN QUART CANS	6	\$53.32	\$319.92

Discrepancy: 8.16 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

Resolution:

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

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Discrepancy: **8.17** While complying with APU GTCP36-100(G) - Borescope the following was found.
 The plenum is cracked, the nozzle guide vane TE's are eroded and cracked, and the turbine wheel tips are eroded.

Resolution:

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	1.47	@ \$118.00	\$173.46
Services USD:	No Charge				N/ C
Total USD:					\$173.46

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
8.17 #1	REPAIR	1.00	\$0.00	\$0.00
Part Ref: GTCP36-100G APU (3800062-9-1)				

Step: 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.

Discrepancy: **8.18** While tightening screw for squawk 8.9 found that the inboard metal protector (located on panel behind copilots seat) for the coplilots seat is bent and is cutting into copilot seat back rest.

Resolution:

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	1.50	@ \$118.00	\$177.00
Total USD:					\$177.00

Discrepancy: **8.19** Squawk from flight test - There is a soft spot in floor board just fwd of fwd LAV (feels like blowout panel isnt secure)

Resolution: Removed broken clip P/N 159B10732-13 from blowout panel forward of forward lav and replaced with new clip P/N 159B10732-13 IAW GAC Drawing 159B10732.

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	4.91	@ \$118.00	\$579.38
Parts USD:	Time and Material				\$86.10
Total USD:					\$665.48

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

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Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.19 #1	159B10732-13	SPRING CLIP	2	\$43.05	\$86.10

Discrepancy: **8.20 Evaluate flaking paint from steel doubler and adjacent structure on L/H horizontal stab at panel 38-UPR-4.**

Ref to sqk 15.25

Resolution: **Cleaned suspect area and after further evaluation found no defects. No further action required. Work performed IAW GIV SRM 51-13-00.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	3.40	@	\$118.00	\$401.20
Total USD:						\$401.20

Discrepancy: **8.21 While working sqk 15.26 CMP 551024. Found corrision and pitting horizontal stabilizer skin at panel 38-UPR-5.**

Resolution: **Removed minor surface corrosion and pitting from panel opening mounting flange of panel 38-UPR-5, cadmium plated exposed surface and applied coat of primer. All work done IAW GIV SRM 51-13-10.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	7.33	@	\$118.00	\$864.94
Labor USD:	Time and Material	OT	0.10	@	\$177.00	\$17.70
Total USD:						\$882.64

Step: 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.

Discrepancy: **8.22 While working sqk 15.26 CMP 551023. Found corrision and pitting horizontal stabilizer skin at panel 39-UPR-5.**

Resolution: **Removed minor surface corrosion and pitting from panel opening mounting flange of panel 39-UPR-5, cadmium plated exposed surface and applied coat of primer. All work done IAW GIV SRM 51-13-10.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	6.35	@	\$118.00	\$749.30
Labor USD:	Time and Material	OT	0.92	@	\$177.00	\$162.84
Total USD:						\$912.14

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: 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.

Discrepancy: **8.23 While working CMP 551023 sqk 15.25. Found horizontal stab thrust blocks to be worn out of limits.**
 Resolution:

Discrepancy: **8.24 #2 Engine EPR Flex line chaffing against fixed cowl. (Flagged)**
 Resolution: **Adjusted orientation of #2 Engine EPR Flex Line IAW GIV AMM 77-01-00.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	3.28	@	\$118.00	\$387.04
Total USD:						\$387.04

Discrepancy: **8.25 #2 Engine has multiple corroded clamps on forward IB area of engine.**
 Resolution:

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

Discrepancy: **8.26 While performing wing HI-lite Collar (left) inspection CMP code 571011 found collar cracked at LBL 44.0**
 Resolution: **Removed cracked HI-lite Collar at LBL 44.0, and installed new Coller P/N HST70-8. All maintenance performed IAW Gulfstream GIV ASC 446 AM1.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	0.47	@	\$118.00	\$55.46
Total USD:						\$55.46

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: **8.27** 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

Resolution:

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	9.03	@	\$118.00	\$1,065.54
Total USD:						\$1,065.54

Discrepancy: **8.28** While performing wing HI-lite Collar RT inspection CMP code 571012 found a dented fuel line on center wing leading edge.

Resolution:

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	6.32	@	\$118.00	\$745.76
Parts USD:	Time and Material					\$116.32
Total USD:						\$862.08

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.28 #1	D10036D06	UNION. PERMASWAGE	1	\$51.50	\$51.50
8.28 #2	D10036D06	UNION. PERMASWAGE	1	\$51.50	\$51.50
8.28 #3	6061T6-.375X.028	TUBING, ALUMINUM-3/8	2	\$6.66	\$13.32

Step: 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.

Discrepancy: **8.29** 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.

Resolution:

	Billing Method		Hours		Rate	Total
Parts USD:	Time and Material					\$38,000.00
Total USD:						\$38,000.00

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.29 #1	1159SCC212-15	ACTUATOR.FLAP DRIVE, L-OUTBOARD	1	\$38,000.00	\$38,000.00

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: **8.30** 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.

Resolution:

	Billing Method	Hours	Rate	Total
Parts USD:	Time and Material			\$38,000.00
Total USD:				\$38,000.00

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.30 #1	1159SCC211-15	ACTUATOR, FLAP DRIVE, INBD	1	\$38,000.00	\$38,000.00

Discrepancy: **8.31** 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.

Resolution:

	Billing Method	Hours	Rate	Total
Parts USD:	Time and Material			\$76,000.00
Total USD:				\$76,000.00

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.31 #2	1159SCC212-16	ACTUATOR, FLAP DRIVE, R-OUTBOARD	1	\$38,000.00	\$38,000.00
8.31 #3	1159SCC212-16	ACTUATOR, FLAP DRIVE, R-OUTBOARD	1	\$38,000.00	\$38,000.00

Discrepancy: **8.32** 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.

Resolution:

	Billing Method	Hours	Rate	Total
Parts USD:	Time and Material			\$38,000.00
Total USD:				\$38,000.00

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.32 #2	1159SCC211-15	ACTUATOR, FLAP DRIVE, INBD	1	\$38,000.00	\$38,000.00

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: **8.33** Found several chips and a soft spot that light can be seen through on the radome nose, under the erosion boot.

Resolution:

Discrepancy: **8.34** The RH flap's "C" tracks forward, inboard bearing is bad (1159SCC228-23)

Resolution: C/W CMP 275123. Removed worn R/H flap "C" track roller P/N 1159SCC228-23. Installed new roller P/N 1159SCC228-23. All work I.A.W. GIV M/M 27-06-00.

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	2.05	@	\$118.00	\$241.90
Parts USD:	Time and Material					\$562.00
Total USD:						\$803.90

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.34 #1	1159SCC228-23	ROLLER - FLAP	1	\$562.00	\$562.00

Discrepancy: **8.35** The LH flap's "B" tracks AFT, outboard bearing is bad (1159SCC226-7)

Resolution:

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	4.47	@	\$118.00	\$527.46
Labor USD:	Time and Material	OT	0.18	@	\$177.00	\$31.86
Parts USD:	Time and Material					\$1,590.32
Total USD:						\$2,149.64

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.35 #1	1159SCC426-11	BEARING, FLAP TRACK ROLLER EXT	1	\$819.88	\$819.88
8.35 #2	1159SCC426-9	BEARING TRACK ROLLER EXT - FLAP	1	\$770.44	\$770.44

Step: 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.

Discrepancy: **8.36** The LH flap track "A" has corrosion

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, INC.

WO #: SC13175

Invoice Number:

Resolution:

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	8.50	@	\$118.00	\$1,003.00
Total USD:						\$1,003.00

Step: 8.36.1 **Waiting** **Removed light surface corrosion and pitting from L/H flap track "A" IAW GIV AMM**
Insp **27-06-00.**

Discrepancy: 8.37 **The LH flap track "B" has corrosion**

Resolution:

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

Discrepancy: 8.38 **The LH flap track "C" has corrosion**

Resolution:

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

Discrepancy: 8.39 **The LH flap track "D" has corrosion**

Resolution:

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

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: **8.40** **The RH flap track "A" has corrosion**

Resolution:

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

Discrepancy: **8.41** **The RH flap track "B" has corrosion**

Resolution:

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	1.50	@	\$118.00	\$177.00
Total USD:						\$177.00

Discrepancy: **8.42** **The RH flap track "C" has corrosion**

Resolution:

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	4.33	@	\$118.00	\$510.94
Total USD:						\$510.94

Discrepancy: **8.43** **The RH flap track "D" has corrosion**

Resolution:

Discrepancy: **8.44** **The LH flap track "B" has play in the fwd attach bolt**

Resolution:

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, INC.

WO #: SC13175

Invoice Number:

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST	3.73 @ \$118.00	\$440.14
Parts USD:	Time and Material			\$481.99
Total USD:				\$922.13

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.44 #1	1159WM20235-3	BUSHING	2	\$224.66	\$449.32
8.44 #2	NAS1312-23	BOLT	1	\$31.42	\$31.42
8.44 #3	MS21083N12	NUT	1	\$1.25	\$1.25

Discrepancy: 8.45 The RH flap track "B" has play in the fwd attach bolt

Resolution:

	Billing Method	Hours	Rate	Total
Parts USD:	Time and Material			\$481.99
Total USD:				\$481.99

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.45 #1	1159WM20235-3	BUSHING	2	\$224.66	\$449.32
8.45 #2	NAS1312-23	BOLT	1	\$31.42	\$31.42
8.45 #3	MS21083N12	NUT	1	\$1.25	\$1.25

Discrepancy: 8.46 Install prep and seal panels on tail surfaces.
See steps for applicable sections.

Resolution:

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST	10.53 @ \$118.00	\$1,242.54
Labor USD:	Time and Material	OT	0.20 @ \$177.00	\$35.40
Total USD:				\$1,277.94

- Step: 8.46.1 Completed Preped and sealed panel on vertical stab. Panel edge sealant ready for paint. IAW GIV AMM 20-00-00
- Step: 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

Discrepancy: 8.47 APU enclosure and apu mount have heavy soot residue

Resolution:

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, INC.

WO #: SC13175

Invoice Number:

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	4.00	@	\$118.00	\$472.00
Total USD:						\$472.00

Discrepancy: **8.48** Squawk from flight test - during climb #2 engine LP went into RED, pilots had to manually pull throttle back
Resolution:

Discrepancy: **8.49** Squawk from flight test - #1 engine was hotter than #2 by 80+ degrees
Resolution:

Discrepancy: **8.50** R/H lower wing skin has corrosion near panel 22-FT-11
Resolution:

Discrepancy: **8.51** R/H lower wing skin has corrosion near panel 22-FT-14
Resolution:

Discrepancy: **8.52** R/H lower wing skin has corrosion near panel 22-FT-15
Resolution:

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: **8.53** R/H lower wing skin has corrosion near panel 22-FT-7

Resolution:

Discrepancy: **8.54** While C/W CMP 275123 sqk 8.34. CMP 275123 prefers that corresponding roller be replaced at same time.

Resolution:

Discrepancy: **8.55** While C/W CMP 275117 sqk 8.35. CMP 275117 prefers that corresponding roller be replaced at same time.

Resolution:

Discrepancy: **8.56** 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

Resolution:

Item: **9** **Paint**

Team Manager: **Sean Brown**

Customer Coordinator: **Ray Kraber**

Part/Model #:

AC Serial No./Tail No.:

TSN/TSO:

CSN/CSO:

Aircraft Time: **8,567.0 / 3,964**

Discrepancy: **9.1** R/H lower wing skin has corrosion near panel 22-FT-7

Resolution: **duplicate item to 8.53**

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: **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: **8,567.0 / 3,964**

Discrepancy: **10.1 Service for Signature for LAV service**

Resolution:

Services USD: **No Charge** N/ C

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
10.1 #1	REPAIR AND UPGRADE	1.00	\$0.00	\$0.00

Item: **12 Aircraft Records and Logbook Research Only**

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

Part/Model #:
 AC Serial No./Tail No.:
 TSN/TSO:
 CSN/CSO:
 Aircraft Time: **8,567.0 / 3,964**

Discrepancy: **12.1 Comply with Aircraft Records and Logbook Research**

Resolution: **Complied with Aircraft Records and Logbook Research as required. See discrepancies below.**

	Billing Method	Hours	Rate	Total
Labor USD:	Flat Rate			\$13,000.00
Total USD:				\$13,000.00

- Step: 12.1.1 **Completed** C/W part of the aircraft avionics equipment inventory list. More inventory required.
- Step: 12.1.2 **Completed** Continued with the aircraft avionics equipment inventory list. More inventory required.
- Step: 12.1.3 **Completed** Continued with avionics inventory. Need to check with CMP to complete.
- Step: 12.1.4 **Completed** Completed GIV Aircraft Avionics Equipment Inventory List.

Discrepancy: **12.2 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.**

Resolution:

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: **12.3** No log entry or tag was found for APU Fire bottle P/N AE30903823 S/N AENI-23 installed on 2/28/2005.

Resolution:

Discrepancy: **12.4** No log entry was found for NLG Axle Assy. P/N 1159LM40544-7 S/N BFG6056NTW installed on June 3, 1999.

Resolution:

Discrepancy: **12.5** No 8130 found for Pilot' & Co-pilot side window attach bolts. Replaced on 12/11/98.

Resolution:

Discrepancy: **12.6** No 8130 found for isolator L/H Aft Fwd. S/N 2998 installed on 12/11/98.

Resolution:

Discrepancy: **12.7** No 8130 found for isolator L/H Aft aft S/N 2982 installed on 12/11/98.

Resolution:

Discrepancy: **12.8** No 8130 found for isolator R/H Aft Fwd. S/N 2993 installed on 12/11/98.

Resolution:

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: **12.9** No 8130 found for isolator R/H Aft Aft. S/N 2994 installed on 12/11/98.

Resolution:

Discrepancy: **12.10** No 8130 or log entry found for nose wheel steering unit installed on 10/11/06.

Resolution:

Discrepancy: **12.11** AD74-08-09 R3 Lavatory Paper and Linen Waste Receptacle Enclosure Access Door and Disposal Door Inspection is due in 126.7 Hours

Resolution:

Item: **13** APU Borescope

Team Manager: **Sean Brown**

Customer Coordinator: **Ray Kraber**

Part/Model #:

AC Serial No./Tail No.:

TSN/TSO:

CSN/CSO:

Aircraft Time: **8,567.0 / 3,964**

Discrepancy: **13.1** Comply with APU GTCP36-100(G) - Borescope

Resolution: **Complied with APU GTCP36-100(G) - Borescope Inspection IAW Honeywell GTCP36-100(G) MM 49-20-00. REF Item 8.17 for discrepancies found.**

	Billing Method	Hours	Rate	Total
Labor USD:	Flat Rate			\$900.00
Total USD:				\$900.00

Discrepancy: **13.2** Comply with CMP GIV 490001 APU GTCP36-100(G) - Removal / 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, INC.

WO #: SC13175

Invoice Number:

Resolution: **Removed APU GTCP36-100, S/N P-465-C, with 6,449.0 TSN from GIV, N423TT, S/N 1085, IAW the GIV MM chapter 49-10-00.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	5.00	@	\$118.00	\$590.00
Total USD:						\$590.00

Step: 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.

Discrepancy: **13.3 Comply with CMP GIV 490005 APU Enclosure GTCP36-100(G) - Inspection**
Resolution:

Discrepancy: **13.4 Comply with CMP GIV 490002 APU GTCP36-100(G) - Ops Test**
Resolution:

Item: **14 Engine Runs and Borescope**

Team Manager: **Sean Brown**

Customer Coordinator: **Ray Kraber**

Part/Model #:

AC Serial No./Tail No.:

TSN/TSO:

CSN/CSO:

Aircraft Time: **8,567.0 / 3,964**

Discrepancy: **14.1 Comply with Engine Runs and Borescope**
Resolution:

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Flat Rate					\$14,500.00
Total USD:						\$14,500.00

Discrepancy: **14.2 CMP GIV 710019 Powerplant Internal - Inspection**

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, INC.

WO #: SC13175

Invoice Number:

Resolution: C/W CMP GIV 710019 Powerplant Internal - Inspection I/A/W GIV AMM 71-00-00 No defects noted

Labor USD:	No Charge	N/ C
Parts USD:	No Charge	N/ C

Discrepancy: 14.3 CMP GIV 710025 Engine Borescope - Inspection

Resolution: COMPLIED WITH CMP GIV 710025 Engine Borescope - Inspection IAW RR TAY EMM 71-00-00.

	<u>Billing Method</u>	<u>Hours</u>	<u>Rate</u>	<u>Total</u>
Labor USD:	No Charge			N/ C
Parts USD:	Time and Material			\$332.33
Total USD:				\$332.33

Parts:

<u>Ref. No.</u>	<u>Part number:</u>	<u>Description</u>	<u>Quantity</u>	<u>Sell price USD</u>	<u>Extended USD</u>
14.3 #1	AS43013-210	ORING	1	\$17.72	\$17.72
14.3 #2	AS43013-348	ORING	2	\$59.74	\$119.48
14.3 #3	KB22748	O-RING	1	\$10.51	\$10.51
14.3 #4	PL32M	SEALANT	2	\$92.31	\$184.62

- Step: 14.3.1** **Completed** Gained access for Borescope. IAW CMP 710025 paragraph (B) 1-10
- Step: 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
- Step: 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.
- Step: 14.3.4** **Completed** Left #2 ENG open being that had to order Hylomar and also awaiting possible second opinion from RR
- Step: 14.3.5** **Completed** Install all inner and outer engine panels and bore scope plugs IAW Rolls Royce TAY-EMM Chapter 71-00-00.

Discrepancy: 14.4 CMP GIV 710031 Engine - Operational Test

Resolution: COMPLIED WITH CMP GIV 710031 Engine - Operational Test.

Labor USD:	No Charge	N/ C
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Discrepancy: 14.5 CMP GIV 730001 Fuel Contamination Check (Engine) - Inspection

Resolution: C/W CMP GIV 730001 Fuel Contamination Check (Engine) - Inspection I/A/W RR Tay 611-8 EMM 73-11-03. No defects noted

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: **14.6** **CMP GIV 742001 Engine Ignition System - Operational Test**

Resolution: **COMPLIED WITH CMP GIV 742001 Engine Ignition System - Operational Test. Ops Check Ok. All Maintenance Performed In Reference To GIV AMM 74-00-00.**

Discrepancy: **14.7** **CMP GIV 742006 Eng 1 / No. 2 Igniter Plug - Removal / Installation**

Resolution: **Remove engine #1 ignitor plug #2 P/N Y183-5 S/N 1204. Instaled new engine #1 ignitor plug #2 P/N Y183-5 S/N 12047184. IAW RR EMM 74-21-03.**

Discrepancy: **14.8** **CMP GIV 742016 No. 2 Igniter Plug - Inspection**

Resolution: **COMPLIED WITH CMP GIV 742016 No. 2 Igniter Plug - Inspection. REF item 8 for discrepancies found. Work performed IAW RR MM 74-21-03.**

Discrepancy: **14.9** **CMP GIV 774955 CHIP DETECTOR, ENG--INSP**

Resolution: **C/W CMP GIV 774955 CHIP DETECTOR, ENG--INSP I/A/W RR Tay 6-11 EMM 77-33-01 No defects noted**

	<u>Billing Method</u>	<u>Hours</u>	<u>Rate</u>	<u>Total</u>
Labor USD:	No Charge			N/ C
Parts USD:	Time and Material			\$176.00
Total USD:				\$176.00

Parts:

<u>Ref. No.</u>	<u>Part number:</u>	<u>Description</u>	<u>Quantity</u>	<u>Sell price USD</u>	<u>Extended USD</u>
14.9 #2	BR49120	RING	4	\$11.00	\$44.00
14.9 #3	BR49120	RING	12	\$11.00	\$132.00

Discrepancy: **14.10** **CMP GIV 792007 Filter, Engine Pressure Oil - Cleaning/Inspection**

Resolution: **C/W CMP GIV 792007 Filter, Engine Pressure Oil - 72-01-01. No defects noted**

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, INC.

WO #: SC13175

Invoice Number:

	Billing Method	Hours	Rate	Total
Labor USD:	No Charge			N/ C
Parts USD:	Time and Material			\$33.25
Total USD:				\$33.25

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
14.10 #3	1159CGSK792007	L/ENG.OIL FILTER - R&I / 1000-3999	1	\$33.25	\$33.25

Discrepancy: 14.11 CMP GIV 792013 Engine Scavenge Strainers - Inspection

Resolution: C/W CMP GIV 792013 Engine Scavenge Strainers - Inspection I/A/W RR Tay 611-8 EMM 72-01-01 No defects noted

	Billing Method	Hours	Rate	Total
Labor USD:	No Charge			N/ C
Parts USD:	Time and Material			\$195.60
Total USD:				\$195.60

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
14.11 #2	KB22722	O-RING	1	\$8.40	\$8.40
14.11 #3	KB22726	SEAL	1	\$8.03	\$8.03
14.11 #4	KB22727	O-RING	4	\$33.00	\$132.00
14.11 #5	KB22730	SEAL	2	\$7.62	\$15.24
14.11 #6	KB22732	O RING	1	\$31.93	\$31.93

Discrepancy: 14.12 CMP GIV 710020 Powerplant Internal - Inspection

Resolution: COMPLIED WITH CMP GIV 710020 Powerplant Internal - Inspection IAW GIV AMM 71-00-00. Ref 8.24 for discrepancies.

Labor USD:	No Charge			N/ C
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Discrepancy: 14.13 CMP GIV 710026 Engine Borescope - Inspection

Resolution: COMPLIED WITH CMP GIV 710026 Engine Borescope - Inspection IAW RR TAY EMM 71-00-00.

	Billing Method	Hours	Rate	Total
Labor USD:	No Charge			N/ C
Parts USD:	Time and Material			\$147.71
Total USD:				\$147.71

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	Sell price USD	Extended USD
14.13 #1	AS43013-210	ORING	1	\$17.72	\$17.72
14.13 #2	AS43013-348	ORING	2	\$59.74	\$119.48
14.13 #3	KB22748	O-RING	1	\$10.51	\$10.51

Step: 14.13.1	Completed	Gained access for Borescope. IAW CMP 710025 paragraph (B) 1-10
Step: 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.
Step: 14.13.3	Completed	Install all inner and outer engine panels and bore scope plugs IAW Rolls Royce TAY-EMM Chapter 71-00-00.

Discrepancy: **14.14** CMP GIV 710032 Engine - Operational Test

Resolution:

Discrepancy: **14.15** CMP GIV 730002 Fuel Contamination Check (Engine) - Inspection

Resolution: **COMPLIED WITH CMP GIV 730002 Fuel Contamination Check (Engine) - Inspection. No defects noted IAW RR TAY 611-8 MM 73-11-03.**

Labor USD: **No Charge**

N/ C

Discrepancy: **14.16** CMP GIV 742002 Engine Ignition System - Operational Test

Resolution: **COMPLIED WITH CMP GIV 742002 Engine Ignition System - Operational Test. Ops Check Ok. All Maintenance Performed In Reference To GIV AMM 74-00-00.**

Discrepancy: **14.17** CMP GIV 742008 Eng #2 / No. 2 Igniter Plug - Removal / Installation

Resolution: **Remove Engine #2 ignitor #2 P/N Y183-5 S/N 0601749. Installed new Engine #2 ignitor #2 P/N Y183-5 S/N 12047194. IAW RR EMM 74-21-03.**

Discrepancy: **14.18** CMP GIV 742018 No. 2 Igniter Plug - Inspection

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, INC.

WO #: SC13175

Invoice Number:

Resolution: **COMPLIED WITH CMP GIV 742018 No. 2 Igniter Plug - Inspection. REF Item 8.2 for discrepancies found. Work performed IAW RR MM 74-21-03**

Discrepancy: **14.19 CMP GIV 774956 CHIP DETECTOR, ENG--INSP**

Resolution: **COMPLIED WITH CMP GIV 774956 CHIP DETECTOR, ENG--INSP. No defects noted IAW RR TAY 611-8 MM 77-33-01.**

	Billing Method	Hours	Rate	Total
Labor USD:	No Charge			N/ C
Parts USD:	Time and Material			\$176.00
Total USD:				\$176.00

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
14.19 #1	BR49120	RING	12	\$11.00	\$132.00
14.19 #2	BR49120	RING	4	\$11.00	\$44.00

Discrepancy: **14.20 CMP GIV 792009 Filter, Engine Pressure Oil - Cleaning/Inspection**

Resolution: **COMPLIED WITH CMP GIV 792009 Filter, Engine Pressure Oil - Cleaning/Inspection. No defects noted IAW RR TAY 611-8 MM 72-01-01.**

	Billing Method	Hours	Rate	Total
Labor USD:	No Charge			N/ C
Parts USD:	Time and Material			\$31.25
Total USD:				\$31.25

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
14.20 #2	EU18144	WASHER	1	\$8.80	\$8.80
14.20 #3	KB22782	SEAL	1	\$22.45	\$22.45

Discrepancy: **14.21 CMP GIV 792014 Engine Scavenge Strainers - Inspection**

Resolution: **COMPLIED WITH CMP GIV 792014 Engine Scavenge Strainers - Inspection. No defects noted IAW RR TAY 611-8 MM 72-01-01.**

	Billing Method	Hours	Rate	Total
Labor USD:	No Charge			N/ C
Parts USD:	Time and Material			\$195.60

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, INC.

WO #: SC13175

Invoice Number:

Total USD:

\$195.60

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
14.21 #2	KB22722	O-RING	1	\$8.40	\$8.40
14.21 #3	KB22726	SEAL	1	\$8.03	\$8.03
14.21 #4	KB22727	O-RING	4	\$33.00	\$132.00
14.21 #5	KB22730	SEAL	2	\$7.62	\$15.24
14.21 #6	KB22732	O RING	1	\$31.93	\$31.93

Discrepancy: 14.22 Related CMP Codes

Resolution:

Discrepancy: 14.23 CMP GIV 711009 Cowl Latch, Engine (Left) - Rigging

Resolution: C/W CMP GIV 711009 Cowl Latch, Engine (Left) - Rigging GIV AMM 71-02-00 No defects noted

	Billing Method	Hours	Rate	Total
Labor USD:	Flat Rate			\$230.00
Total USD:				\$230.00

Discrepancy: 14.24 CMP GIV 732001 Engine Acceleration Test / Adjustment

Resolution:

Step: 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.

Discrepancy: 14.25 CMP GIV 732005 Engine Deceleration Test / Adjustment

Resolution:

	Billing Method	Hours	Rate	Total
Labor USD:	Flat Rate			\$460.00
Parts USD:	No Charge			N/ C

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, INC.

WO #: SC13175

Invoice Number:

Total USD:

\$460.00

Discrepancy: **14.26** CMP GIV 732049 ENG HANDLE ACU SOLENOID CK

Resolution:

Step: 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.

Discrepancy: **14.27** CMP GIV 732057 SOLENOID, ENG APPR IDLE-OPS

Resolution:

Discrepancy: **14.28** CMP GIV 732011 GROUND IDLE, ENG-TEST/ADJUST

Resolution:

Parts USD: **No Charge**

N/ C

Discrepancy: **14.29** CMP GIV 732013 APPROACH IDLE, ENG-TEST/ADJ

Resolution:

Discrepancy: **14.30** CMP GIV 783013 Thrust Reverser Interlock Feedback System (Left) - Operational Test

Resolution:

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: **14.31** **CMP GIV 783014 Thrust Reverser Interlock Feedback System (Right) - Operational Test**

Resolution:

Discrepancy: **14.32** **CMP GIV 783017 MAX REV THRUST, L-OPS TEST/ADJ**

Resolution:

Parts USD: **No Charge** N/ C

Discrepancy: **14.33** **CMP GIV 783018 MAX REV THRUST, R-OPS TEST/ADJ**

Resolution:

Discrepancy: **14.34** **CMP GIV 791033 Oil Level - Check / Service**

Resolution:

Discrepancy: **14.35** **CMP GIV 711010 Cowl Latch, Engine (Right) - Rigging**

Resolution: **Complied with CMP GIV 711010 Cowl Latch, Engine (Right) - Rigging. No defects noted IAW GIV AMM 71-02-00.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	2.65	@	\$118.00	\$312.70
Total USD:						\$312.70

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, INC.

WO #: SC13175

Invoice Number:

Discrepancy: 14.36 CMP GIV 732002 Engine Acceleration Test / Adjustment

Resolution:

Discrepancy: 14.37 CMP GIV 732006 Engine Deceleration Test / Adjustment

Resolution:

Discrepancy: 14.38 CMP GIV 732050 ENG HANDLE ACU SOLENOID CK

Resolution:

Discrepancy: 14.39 CMP GIV 732058 SOLENOID, ENG APPR IDLE-OPS

Resolution:

Discrepancy: 14.40 CMP GIV 750006 AIRFLOW CONT SYS -TEST

Resolution:

Discrepancy: 14.41 CMP GIV 732012 GROUND IDLE, ENG-TEST/ADJUST

Resolution:

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, INC.

WO #: SC13175

Invoice Number:

Discrepancy: 14.42 CMP GIV 732014 APPROACH IDLE, ENG-TEST/ADJ

Resolution:

Discrepancy: 14.43 CMP GIV 791034 Oil Level - Check / Service

Resolution:

Item: 15 Customer Supplied Due List

Team Manager: Sean Brown

Customer Coordinator: Ray Kraber

Part/Model #:

AC Serial No./Tail No.:

TSN/TSO:

CSN/CSO:

Aircraft Time: 8,567.0 / 3,964

Discrepancy: 15.1 Comply with Customer Supplied Due List

Resolution:

	Billing Method	Hours	Rate	Total
Labor USD:	Flat Rate			\$39,560.00
Parts USD:	Time and Material			\$268.20
Total USD:				\$39,828.20

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
15.1 #2	PR1440-B-2	SEALANT, PRC, CARTRIDGE 6oz	3	\$26.82	\$80.46
15.1 #3	PR1440-B-2	SEALANT, PRC, CARTRIDGE 6oz	2	\$26.82	\$53.64
15.1 #4	PR1440-B-2	SEALANT, PRC, CARTRIDGE 6oz	4	\$26.82	\$107.28
15.1 #5	PR1440-B-1/2	SEALANT, PRC,CARTRIDGE	1	\$26.82	\$26.82

Discrepancy: 15.2 CMP GIV 100310 Check Airworthiness Directives

Resolution: Complied with Airworthiness Directives check as required.

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, INC.

WO #: SC13175

Invoice Number:

Discrepancy: 15.3 CMP GIV 100320 AIRWORTHINESS CHECK

Resolution: COMPLIED WITH CMP GIV 100320 AIRWORTHINESS CHECK as required.

Discrepancy: 15.4 CMP GIV 191108 Review Aircraft Status and Records

Resolution: Complied with Aircraft Status and Records Review as required.

Discrepancy: 15.5 CMP GIV 231001 AVIONICS--FUNC RAMP TEST

Resolution: COMPLIED WITH CMP GIV 231001 AVIONICS--FUNC RAMP TEST with discrepancies noted at this time. See items in section 6 for discrepancies. All work performed IAW G-IV maintenance manual 34-00-00.

Labor USD: No Charge

N/ C

Discrepancy: 15.6 CMP GIV 251114 Pilot and Copilot Seat - Inspection / Lubrication

Resolution: COMPLIED WITH CMP GIV 251114 Pilot and Copilot Seat - Inspection / Lubrication. No defects noted. Ref: GIV AMM 25-11-00.

Labor USD: No Charge

N/ C

Discrepancy: 15.7 CMP GIV 262045 Fire Bottle (Left Engine) - Hydrostatic Test

Resolution:

	<u>Billing Method</u>	<u>Hours</u>	<u>Rate</u>	<u>Total</u>
Labor USD:	No Charge			N/ C
Services USD:	Time and Material			<u>\$773.84</u>
Total USD:				<u>\$773.84</u>

Services:

<u>Ref. No.</u>	<u>Description</u>	<u>Quantity</u>	<u>Sell Price USD</u>	<u>Extended USD</u>
15.7 #1	HYDROSTATIC TEST	1.00	\$773.84	\$773.84

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

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: **15.8** **CMP GIV 262050 Fire Bottle (Right Engine) - Hydrostatic Test**

Resolution:

	Billing Method	Hours	Rate	Total
Services USD:	Time and Material			\$773.84
Total USD:				\$773.84

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
15.8 #1	HYDROSTATIC TEST	1.00	\$773.84	\$773.84

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

Step: 15.8.1 **Completed** Entered in Error. Step moved to item 15.9.1.

Discrepancy: **15.9** **CMP GIV 270101 Stall Barrier / Angle of Attack System - Ops Test**

Resolution: **COMPLIED WITH CMP GIV 270101 Stall Barrier / Angle of Attack System - Ops Test with no discrepancies noted at this time. All work performed IAW G-IV maintenance manual 27-01-01.**

Labor USD: **No Charge** N/ C

Step: 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.

Discrepancy: **15.10** **CMP GIV 272038 Rudder Pedals - Lubrication**

Resolution: **COMPLIED WITH CMP GIV 272038 Rudder Pedals - Lubrication. No defects noted. Ref: GIV AMM 27-03-00.**

Labor USD: **No Charge** N/ C

Discrepancy: **15.11** **CMP GIV 275009 Flap Actuator Yoke (Left Inboard) - Inspection**

Resolution: **COMPLIED WITH CMP GIV 275009 Flap Actuator Yoke (Left Inboard) - Inspection. No defect noted at this time. Work IAW GIV MM 27-06-00.**

Labor USD: **No Charge** N/ C
 Parts USD: **No Charge** N/ C

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, INC.

WO #: SC13175

Invoice Number:

Discrepancy: 15.12 CMP GIV 275010 Flap Actuator Yoke (Right Inboard) - Inspection

Resolution: COMPLIED WITH CMP GIV 275010 Flap Actuator Yoke (Right Inboard) - Inspection. No defect noted at this time.
Work IAW GIV MM 27-06-00.

Labor USD: No Charge N/ C
Parts USD: No Charge N/ C

Discrepancy: 15.13 CMP GIV 275011 Flap Actuator Yoke (Left Outboard) - Inspection

Resolution: COMPLIED WITH CMP GIV 275011 Flap Actuator Yoke (Left Outboard) - Inspection. No defect noted at this time.
Work IAW GIV MM 27-06-00.

	Billing Method	Hours	Rate	Total
Parts USD:	Time and Material			\$57.60
Total USD:				\$57.60

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
15.13 #2	ADLF8-4005	BUSHING	1	\$57.60	\$57.60

Discrepancy: 15.14 CMP GIV 275012 Flap Actuator Yoke (Right Outboard) - Inspection

Resolution: COMPLIED WITH CMP GIV 275012 Flap Actuator Yoke (Right Outboard) - Inspection. No defect noted at this time.
Work IAW GIV MM 27-06-00.

Labor USD: No Charge N/ C
Parts USD: No Charge N/ C

Discrepancy: 15.15 CMP GIV 275027 Flap Actuator Bushing (Left) - Service / Lubrication

Resolution:

Discrepancy: 15.16 CMP GIV 275028 Flap Acuator Bushing (Right) - Service / Lubrication

Resolution:

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: **15.17** CMP GIV 280005 Fuel Control System - Functional Test

Resolution:

Discrepancy: **15.18** CMP GIV 303005 Pitot Heat System - Operational Test

Resolution: **COMPLIED WITH CMP GIV 303005 Pitot Heat System - Operational Test with no discrepancies noted at this time. All work performed IAW G-IV maintenance manual 30-03-00.**

Labor USD: **No Charge**

N/ C

Discrepancy: **15.19** CMP GIV 531007 FS 85 Bulkhead - Inspection

Resolution: **COMPLIED WITH CMP GIV 531007 FS 85 Bulkhead - Inspection.No defects noted. All work accomplished IAW GIV AMM 53-12-00.**

	<u>Billing Method</u>	<u>Hours</u>	<u>Rate</u>	<u>Total</u>
Labor USD:	No Charge			N/ C
Parts USD:	Time and Material			\$6.84
Total USD:				\$6.84

Parts:

<u>Ref. No.</u>	<u>Part number:</u>	<u>Description</u>	<u>Quantity</u>	<u>Sell price USD</u>	<u>Extended USD</u>
15.19 #1	RTV732-3OZ.CLR	SEALANT, CLEAR	1	\$6.84	\$6.84

Step: 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.**

Discrepancy: **15.20** CMP GIV 532007 Forward Cabin Compartment Below Floor - Inspection

Resolution: **COMPLIED WITH CMP GIV 532007 Forward Cabin Compartment Below Floor - Inspection with no defects noted. All work performed IAW. G-IV MM. 53-20-00.**

	<u>Billing Method</u>	<u>Hours</u>	<u>Rate</u>	<u>Total</u>
Labor USD:	No Charge			N/ C
Parts USD:	Time and Material			\$162.66
Total USD:				\$162.66

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	Sell price USD	Extended USD
15.20 #1	D9100	TAPE, 3 INCH FLAME RETARDANT	1	\$162.66	\$162.66

Discrepancy: **15.21 CMP GIV 532009 Midcabin Compartment Below Floor - Inspection**

Resolution: **COMPLIED WITH CMP GIV 532009 Midcabin Compartment Below Floor - Inspection with no defects noted. All work performed IAW. G-IV MM. 53-30-00**

Labor USD: **No Charge**

N/ C

Discrepancy: **15.22 CMP GIV 532011 Aft Cabin Compartment Below Floor - Inspection**

Resolution: **COMPLIED WITH CMP GIV 532011 Aft Cabin Compartment Below Floor - Inspection with no defects noted. All work performed IAW. G-IV MM. 53-50-00.**

Labor USD: **No Charge**

N/ C

Discrepancy: **15.23 CMP GIV 551019 Horizontal Stabilizer / Elevator (Exterior) {Left} - Inspection**

Resolution: **COMPLIED WITH CMP GIV 551019 Horizontal Stabilizer / Elevator (Exterior) {Left} - Inspection. IAW GIV AMM 55-14-00. No defects noted at this time.**

Labor USD: **No Charge**

N/ C

- Step: 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.
- Step: 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.

Discrepancy: **15.24 CMP GIV 551020 Horiz Stabilizer / Elevator (Exterior) {Right} - Insp**

Resolution: **COMPLIED WITH CMP GIV 551020 Horiz Stabilizer / Elevator (Exterior) {Right} - Insp. No discrepancies noted at time. All work I.A.W. GIV M/M 55-00-00.**

Labor USD: **No Charge**

N/ C

- Step: 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.
- Step: 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

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: **15.25 CMP GIV 551023 Horizontal Stabilizer / Elevator (Interior / Exterior) {Left} - Inspection**

Resolution: **COMPLIED WITH CMP GIV 551023 Horizontal Stabilizer / Elevator (Interior / Exterior) {Left} - Inspection. See sqk 8.23 and 8.20 for discrepancies noted. All work I.A.W. GIV M/M 55-14-00.**

Labor USD: **No Charge**

N/ C

Step: 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.

Step: 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.

Discrepancy: **15.26 CMP GIV 551024 Hz Stabilizer/Elevator (Interior/Exterior) {Right} - Insp**

Resolution: **COMPLIED WITH CMP GIV 551024 Hz Stabilizer/Elevator (Interior/Exterior) {Right} - Insp. See sqk 8.21 and 8.22 for discrepancies noted. All work I.A.W. GIV M/M 55-00-00.**

Labor USD: **No Charge**

N/ C

Step: 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.

Step: 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.

Discrepancy: **15.27 CMP GIV 553005 Vertical Stabilizer / Rudder (External) - Inspection**

Resolution: **COMPLIED WITH CMP GIV 553005 Vertical Stabilizer / Rudder (External) - Inspection. REF GIV MM 55-30-00, CMP 553005. No defects noted.**

Labor USD: **No Charge**

N/ C

Discrepancy: **15.28 CMP GIV 553007 Vertical Stabilizer / Rudder (Internal) - Inspection**

Resolution: **COMPLIED WITH CMP GIV 553007 Vertical Stabilizer / Rudder (Internal) - Inspection. IAW GIV AMM 55-30-00. No defects noted at this time.**

Labor USD: **No Charge**

N/ C

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

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Bill To: JEGE, INC.

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Step: 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.

Step: 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.

Step: 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.

Discrepancy: **15.29** **CMP GIV 571011 Wing Front Beam Hi-Lite Collars (Left) - Inspection**

Resolution: **COMPLIED WITH CMP GIV 571011 Wing Front Beam Hi-Lite Collars (Left) - Inspection as per GIV MM 57-11-00. Reference squawk 8.26.**

Labor USD: **No Charge**

N/ C

Discrepancy: **15.30** **CMP GIV 571012 Wing Front Beam Hi-Lite Collars (Right) - Inspection**

Resolution: **COMPLIED WITH CMP GIV 571012 Wing Front Beam Hi-Lite Collars (Right) - Inspection as per GIV MM 57-11-00. Reference item 8.28 for defect.**

Labor USD: **No Charge**

N/ C

Discrepancy: **15.31** **CMP GIV 571025 Wing Tank Interior (Left) - Inspection**

Resolution:

Labor USD: **No Charge**

N/ C

Discrepancy: **15.32** **CMP GIV 571026 Wing Tank Interior (Right) - Inspection**

Resolution:

Labor USD: **No Charge**

N/ C

Step: 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.

Discrepancy: **15.33** **Related CMP Codes**

Resolution:

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: **15.34** CMP GIV 251109 SEAT ASSEMBLY, PILOT

Resolution: **COMPLIED WITH CMP GIV 251109 SEAT ASSEMBLY, PILOT. Removed pilot seat assy. (PN: 1159SCF213-5, SN: 11217) and installed pilot seat assy. (PN: 1159SCF213-5, SN: 11217). Ref: GIV AMM 25-10-00.**

Labor USD: **No Charge**

N/ C

Discrepancy: **15.35** CMP GIV 251110 SEAT ASSEMBLY, COPILOT

Resolution: **COMPLIED WITH CMP GIV 251110 SEAT ASSEMBLY, COPILOT. Removed copilot seat assy. (PN: 1159SCF213-6, SN: 10980) and installed copilot seat assy. (PN: 1159SCF213-6, SN: 10980). Ref: GIV AMM 25-10-00.**

Labor USD: **No Charge**

N/ C

Discrepancy: **15.36** CMP GIV 262025 Engine Fire Bottle (Left) - Removal / Installation

Resolution:

Labor USD: **No Charge**

N/ C

Step: 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**

Discrepancy: **15.37** CMP GIV 262065 Fire Bottle (Left Engine) - Weight Check

Resolution:

Discrepancy: **15.38** CMP GIV 262030 Engine Fire Bottle (Right) - Removal / Installation

Resolution:

Labor USD: **No Charge**

N/ C

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

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Step: 15.43.1 **Completed** **Performed CMP code 275007 Remove Outbd Flap Actuator PN 1159SCC212-13 SN34-624 steps B-1 through B-11 complete.**

Discrepancy: **15.44** **CMP GIV 275006 Inboard Flap Actuator (Right) - Removal / Installation**

Resolution:

Labor USD: **No Charge** **N/ C**

Step: 15.44.1 **Completed** **Complied with CMP 275006 Inboard Flap Actuator (Right) - Removal / Installation steps A and B. Work IAW GIV MM27-06-00.**

Discrepancy: **15.45** **CMP GIV 275008 Outboard Flap Actuator (Right) - Removal / Installation**

Resolution:

Labor USD: **No Charge** **N/ C**

Step: 15.45.1 **Completed** **Complied with CMP 275008 Outboard Flap Actuator (Right) - Removal / Installation steps A and B. Work IAW GIV MM27-06-00.**

Discrepancy: **15.46** **CMP GIV 273003 Elevator Free Play - Inspection**

Resolution: **COMPLIED WITH CMP GIV 273003 Elevator Free Play - Inspection. IAW GIV AMM 27-01-00. No defects noted at this time.**

Labor USD: **No Charge** **N/ C**

Discrepancy: **15.47** **CMP GIV 231114 HF Communications System No. 1 - Operational Check**

Resolution:

Discrepancy: **15.48** **CMP GIV 231117 HF Communication Antenna - Continuity Check (Installed)**

Resolution:

Discrepancy: **15.49** **CMP GIV 231155 HF Communication Antenna Assembly - Removal / 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).

Resolution:

Discrepancy: **15.50** CMP GIV 231115 HF COMM SYS #2-OPS TEST

Resolution:

Discrepancy: **15.51** CMP GIV 280018 Fuel Tank (Left) - Leak Check

Resolution:

Discrepancy: **15.52** CMP GIV 574005 Wing Leading Edge (Left Inboard) - Removal / Installation

Resolution:

	<u>Billing Method</u>	<u>Hours</u>	<u>Rate</u>	<u>Total</u>
Labor USD:	No Charge			N/ C
Parts USD:	Time and Material			\$347.34
Total USD:				\$347.34

Parts:

<u>Ref. No.</u>	<u>Part number:</u>	<u>Description</u>	<u>Quantity</u>	<u>Sell price USD</u>	<u>Extended USD</u>
15.52 #1	M83248/I-226	O RING PACKING-HTM,1.974 ID S2L-226 S2D-226	6	\$1.61	\$9.66
15.52 #2	M83248/I-230	O RING PACKING-HTM,2.474 ID	24	\$1.26	\$30.24
15.52 #3	GG510C300A	GASKET	2	\$153.72	\$307.44

Step: 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 progerss, leading edge can be removed after all screws are removed.

Discrepancy: **15.53** CMP GIV 574011 Wing Leading Edge (Left Center) - Removal / Installation

Resolution:

Labor USD:	No Charge	N/ C
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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: 15.53.1 **Completed** Remove gap band 21-LE-4 and center section leading edge from aircraft for inspection 21LE-5

Discrepancy: **15.54** **CMP GIV 574017 Wing Leading Edge (Left Outboard) - Removal / Installation**

Resolution:

Labor USD: **No Charge** **N/ C**

Step: 15.54.1 **Completed** Remove gap bands 21-LE-6 and 21LE-8. Remove outboard section leading edge 21LE-7 from wing.

Discrepancy: **15.55** **CMP GIV 574006 Wing Leading Edge (Right Inboard) - Removal / Installation**

Resolution:

	<u>Billing Method</u>	<u>Hours</u>	<u>Rate</u>	<u>Total</u>
Labor USD:	No Charge			N/ C
Parts USD:	Time and Material			\$134.10
Total USD:				\$134.10

Parts:

<u>Ref. No.</u>	<u>Part number:</u>	<u>Description</u>	<u>Quantity</u>	<u>Sell price USD</u>	<u>Extended USD</u>
15.55 #1	PR1440-B-1/2	SEALANT, PRC,CARTRIDGE	2	\$26.82	\$53.64
15.55 #2	PR1440-B-1/2	SEALANT, PRC,CARTRIDGE	1	\$26.82	\$26.82
15.55 #3	PR1440-B-1/2	SEALANT, PRC,CARTRIDGE	2	\$26.82	\$53.64

Step: 15.55.1 **Completed** Remove gap bands 22-LE-2 and 22LE-4 and inbd leading edge screws (except for 4 upper screws).

Discrepancy: **15.56** **CMP GIV 574012 Wing Leading Edge (Right Center) - Removal / Installation**

Resolution:

Labor USD: **No Charge** **N/ C**

Discrepancy: **15.57** **CMP GIV 574018 Wing Leading Edge (Right Outboard) - Removal / Installation**

Resolution:

Labor USD: **No Charge** **N/ C**

Discrepancy: **15.58** **CMP GIV 280010 Defueling Procedures**

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, INC.**

WO #: **SC13175**

Invoice Number:

Resolution:

Labor USD: **No Charge**

N/ C

Discrepancy: **15.59** **CMP GIV 282025 Fuel Pickup Screen (Main Left Wing) - Inspection**

Resolution:

Discrepancy: **15.60** **CMP GIV 282026 Fuel Pickup Screen (Alternate Left Wing) - Inspection**

Resolution:

Discrepancy: **15.61** **CMP GIV 571003 Wing Fasteners - Cadmium Plating Degradation - Check (Left)**

Resolution:

Discrepancy: **15.62** **CMP GIV 280019 Fuel Tank (Right) - Leak Check**

Resolution:

Discrepancy: **15.63** **CMP GIV 282027 Fuel Pickup Screen (Main Right Wing) - Inspection**

Resolution:

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: 15.64 CMP GIV 282028 Fuel Pickup Screen (Alternate Right Wing) - Inspection

Resolution:

Item: 16 Pilots for Conditioned Survey Flight (Pre Test Flight)

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

Part/Model #:
 AC Serial No./Tail No.:
 TSN/TSO:
 CSN/CSO:
 Aircraft Time: **8,563.8 / 3,963**

Discrepancy: 16.1 Two Pilot's for Condition Survey Flight (Must be performed with Item 14. Engine Runs and Borescope)

Resolution:

	Billing Method	Hours	Rate	Total
Labor USD:	Flat Rate			\$5,500.00
Total USD:				\$5,500.00

Discrepancy: 16.2 Perform Preparation for Flight Test Traveler

Resolution: **Complied with GIV Preparation For Flight Test IAW QAP 9.2, RS-QCT-0217 Rev. 01 and RSQCT-54 Rev. 18, refer to steps for details.**

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST 49.62	@ \$118.00	\$5,855.16
Labor USD:	Time and Material	OT 0.82	@ \$177.00	\$145.14
Parts USD:	Time and Material			\$213.28
Total USD:				\$6,213.58

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
16.2 #1	500B4QT	SKYDROL OIL IN QUART CANS	4	\$53.32	\$213.28

- Step: 16.2.1** **Completed** **Complied with Preparation for Flight Test Traveler section C thru Q IAW Flight Test Traveler**
- Step: 16.2.2** **Completed** **Complied with most items on the checklist. All work done IAW Traveler Number RS-QCT-0217 Rev. 01.**
- Step: 16.2.3** **Completed** **Complied with open items on hot cockpit checklist. All work done IAW Traveler Number RS-QCT-0217 Rev. 01.**

Discrepancy: 16.3 Perform bulb sweep

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, INC.

WO #: SC13175

Invoice Number:

Resolution: **Removed several defective lights bulb's on Cockpit Overhead Panel (COP) P/N OL3335 nsn. Installed new lights bulb's on Cockpit Overhead Panel (COP) P/N OL3335 nsn. Op's check good. All work was done IAW Gulfstream GIV AMM 33-10-01.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	4.00	@	\$118.00	\$472.00
Parts USD:	Time and Material					\$51.50
Total USD:						\$523.50

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
16.3 #1	OL3335	LAMP	10	\$5.15	\$51.50

Discrepancy: **16.4 Service AC with 18000 Lbs (1700 Gal) of fuel for test Flight.**

Resolution: **Complied with by Signature.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	4.00	@	\$118.00	\$472.00
Total USD:						\$472.00

Discrepancy: **16.5 Return to service EJM for Evaluation Flight.**

Resolution: **ACTT: 8,563.8**
LNDS: 3,963
DATE: April 08, 2013

Completed Preflight Inspection Checklist and other maintenance in accordance with EJM Gulfstream G-IV Continuous Airworthiness Maintenance Program, EJM Maintenance Procedure Manual and 14 CFR 135.411 (a)(2) and is approved for return to service.

Randy LaPlace, Sr. Airworthiness Inspector

For; Gulfstream West Palm Beach, FL 33406 FAA CRS PB8R624N

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	0.57	@	\$118.00	\$67.26
Total USD:						\$67.26

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: **16.6** Comply with an outbound inspection for test flight.

Resolution: **Complied with an outbound inspection for test flight with no defects noted at this time.**

Note: This work order is to remain open with open prebuy inspection items to be worked upon return.

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	0.56	@	\$118.00	\$66.08
Total USD:						\$66.08

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

██████████
 ██████████

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).