

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

Mail Remittance To:
Gulfstream Aerospace Corporation
P.O. Box 730349
Dallas, Texas 75373-0349

Overnight Remittance To:
Gulfstream Aerospace Corporation (Box # 730349)
c/o JP Morgan Chase Bank, NA
ATTN: Dallas National Wholesale Lockbox TX1-0029
14800 Frye Road
Ft. Worth, TX 76155

Wire Remittance To:
Gulfstream Aerospace Corporation
JP Morgan Chase Bank, NA
Chicago, IL 60670
Account No. [REDACTED]
Fedwire Routing No. (ABA) [REDACTED]
S.W.I.F.T. [REDACTED]
ACH Credit Routing No. (ABA) [REDACTED]

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Bill To: **TRT LEASING**
505 S FLAGLER DRIVE, #700
WEST PALM BEACH, Florida 33414
United States

Invoice Number: **7113001425**
Invoice Date: **4/18/2013**
Customer ID: **BT113**
P.O. Number:
Repair Station: **FAA CRS PB8R624N**
In Date: **04/01/2013**
Out Date: **04/26/2013**
Payment Type: **Net 30-Open terms**
Payment Terms:

Title: **TRT LEASING**

INVOICE SUMMARY FOR WORK ORDER NUMBER: SC13175

	<u>Time & Materials</u>	<u>Flat Rate</u>	<u>Total</u>
Labor USD:	\$50,361.15	\$1,207.50	\$51,568.65
Parts USD:	\$158,612.26	\$2,097.32	\$160,709.58
Services USD:	\$1,600.00	\$0.00	\$1,600.00
Detail Subtotal USD:	\$210,573.41	\$3,304.82	\$213,878.23
Subtotal USD:			\$213,878.23
Funds on Deposit USD:			\$0.00
Total USD:			\$213,878.23

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: **1.22 Billable Consumables & Shop Supplies**

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

	Billing Method	Hours	Rate	Total
Parts USD:	Flat Rate			\$2,097.32
Total USD:				\$2,097.32

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.**

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST 4.25	@ \$115.00	\$488.75
Parts USD:	Time and Material			\$28.57
Total USD:				\$517.32

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: **Performed HF Communication System No.1- Operational Check. No defects noted. All work performed LA.W. GIV M.M. 23-03-00.**

C/W CMP-231114.

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

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	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	3.55	@	\$115.00	\$408.25
Total USD:						\$408.25

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: **With aircraft outside and APU running, called New York Radio on HF frequency 13.348. No failures found. Established a clear conversation with New York. No power surges noted. This work accomplished IAW G400 AMM 23-03-00.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	3.75	@	\$115.00	\$431.25
Total USD:						\$431.25

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: **While complying with engine run adjustments from items 8.11, 8.16, and 8.49 selected autothrottles on and off many times to check for knob splits and engine performance and had no defects noted at any time. No further action required. Work done I.A.W. GIV M.M. chap. 22-00-00.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	3.80	@	\$115.00	\$437.00
Total USD:						\$437.00

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

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- Step: 6.4.1** **Completed** Tried to run up aircraft to run ops check and found that air data speed wouldn't go below 50. Aircraft would show maint test mode but no FGC maint blue cas would appear and maint would not appear on either DU. Checked for blockages in pitot but found none. Tried different configurations but couldn't get airspeed to drop below 50 as called out in CMP. Further troubleshooting required. All work done IAW GIV MM 22-00-00
- Step: 6.4.2** **Completed** Verified discrepancy: Performed L A/T Servo -Functional test several times and # 1 AT fails test at step B. (16) (AT 1 SERVO TEST) RH Engine throttle lever seems to bind after travel to full Fwd stop and on its way back it stops driving back then jumps back and makes a loud clunk when disconnects and displays Amber Excessive friction Cas Msg.. Performed A/T resistance servo ring out cheks good. Performed DC power servo output monitoring test, while A/T are in test and moving they should maintain 7 to 8 Vdc while moving. At start of test voltage is good (8 Vdc) while throttles are moving towards Fwd stop and then on return trip RH throttle sticks and voltage drops to 3 Vdc and LH throttle continues to travel until RH throttle jumps and disengages & voltage jumps back up to 8 Vdc, and we get (Amber Excessive friction Cas Msg). Requested P & A of RH A/T Servo P/N-7009025-913, S/N-88080272. Awaiting customer approval. All work performed I.A.W. GIV M.M. 22-00-00 and CMP 223005.

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

Resolution: C/W CMP-223005 (L A/T Servo-Functional Check. Could not duplicate or verify discrepancy at this time. All work performed I.A.W. GIV M.M. 22-00-00.

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	1.42	@	\$115.00	<u>\$163.30</u>
Total USD:						<u>\$163.30</u>

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: Removed the existing upper half "E-Batts" switch two bulbs P/N OL 3335, and installed two new bulbs P/N OL 3335. New bulbs check good. Upper half of the "Radar Stab IRU" switch is not supposed to be illuminated. This switch checks good. No discrepancy found with Differential Pressure indication. This work performed IAW GIV AMM 33-00-00.

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	1.50	@	\$115.00	\$172.50
Parts USD:	Time and Material					<u>\$54.06</u>
Total USD:						<u>\$226.56</u>

Parts:

<u>Ref. No.</u>	<u>Part number:</u>	<u>Description</u>	<u>Quantity</u>	<u>Sell price USD</u>	<u>Extended USD</u>
6.6 #1	OL3335	LAMP	10	\$5.15	\$51.50
6.6 #2	GE387	BULB	2	\$1.28	\$2.56

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

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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: **Customer elects no further action at this time. Deferred IAW EJM GIV MEL 28-2-1 Category C Due 5-6-2013. "M" procedures complied with.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	1.75	@	\$115.00	\$201.25
Parts USD:	No Charge					N/ C
Total USD:						\$201.25

- Step: 6.7.1** **Completed** 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).
- Step: 6.7.2** **Completed** Verified discrepancy. Standby fuel indicator is bad PN: 1159SCP460-101. All work done IAW GIV MM 28-06-00

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

Resolution: **Customer elects no further action. Deferred IAW EJM GIV MEL 21-2 Category D Due 8-24-2013**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	1.50	@	\$115.00	\$172.50
Labor USD:	Time and Material	OT	0.25	@	\$173.00	\$43.25
Total USD:						\$215.75

- Step: 6.8.1** **Completed** Verified Discrepancy. Found lighting to be faulty on controller. PN: 1159SCF407-7. All work done IAW GIV MM 21-02-01

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: **Customer elects no further action. Deferred IAW EJM GIV MEL 24-10-3 Category C Due 5-6-2013**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	3.00	@	\$115.00	\$345.00
Labor USD:	Time and Material	OT	0.25	@	\$173.00	\$43.25
Total USD:						\$388.25

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

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Step: 6.9.1 **Completed** Checked on battery and found EPMP to be operating normally on external power cart. Needs to be checked on Engine. All work done IAW GIV MM 24-03-02

Discrepancy: **6.10** Squawk from flight test - At FL250 with Batteries only, DC volts on ABEX fluctuates 36.9 to 47.9 v
 Resolution: **Duplicate discrepancy. Reference item SC13175.6.9 for corrective action.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	4.75	@	\$115.00	\$546.25
Labor USD:	Time and Material	OT	0.62	@	\$173.00	\$107.26
Total USD:						\$653.51

Step: 6.10.1 **Completed** Researched discrepancy. Discovered that the maintenance crew who ran the aircraft, before test flight, did not see any fluctuations in DC Volts. Also discovered the flight crew had DC voltage indication fluctuation with either Left, Aux, Right, or ESS selected in the EPMP. Further action required on this squawk when maintenance schedule provides Hydraulic cart to aircraft and/or outside engine runs. If DC Volts fluctuation is duplicated, avionics can compare the DC volts from the Pilots CB panel test ports. Performed this work IAW GIV AMM 24-02-00.

Step: 6.10.2 **Completed** With aircraft outside and APU running, monitored the EPMP DC Volts indication. Did notice a few spikes in DC Volts on EPMP while the multimeter, which was connected to DC volts on Pilots CB Pnl test points, was reading a steady 26 VDC. No fluctuation on multimeter connected to DC test points. Performed this work IAW G400 AMM 24-02-00.

Discrepancy: **6.11** Squawk from flight test - RTU 1 there is a cyan line across display on screen - splits screen in half
 Resolution: **Operator requested no further action be taken on this discrepancy. No approval for return to service has been issued for the aircraft, with regard to this discrepancy.**

Discrepancy: **6.12** Squawk from flight test - On RNAV approach VNAV worked and then became unavailable on approach
 Resolution: **Customer elects no further action. Deferred IAW EJM GIV MEL 34-34-6 Category C Due 5-6-2013**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	4.25	@	\$115.00	\$488.75
Labor USD:	Time and Material	OT	0.25	@	\$173.00	\$43.25
Total USD:						\$532.00

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

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Step: 6.12.1 Completed Performed a VOR operational check. After several minutes of monitoring both VOR1 and VOR2, found VOR2 display to become intermittant. Swapped #1 and #2 Nav Receivers in nose equipment rack. The intermittant VOR display followed to the #1 VOR position. Swapped both Nav Receivers back to their original postions. Nav Receiver #2 is intermittant. Nav Receiver #2 P/N 622-7194-201 S/N 3647. Performed this work IAW GIV AMM 34-02-02.

Discrepancy: **6.13 Squawk from flight test - Standby engine instrument gauge is indicating all "8888"s on RT HP gauge**
 Resolution: **Customer elects no further action. Deferred IAW EJM GIV MEL 77-1 Category C Due 5-6-2013**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	1.00	@	\$115.00	\$115.00
Labor USD:	Time and Material	OT	0.25	@	\$173.00	\$43.25
Total USD:						\$158.25

Step: 6.13.1 Completed Verified discrepancy. Found backlighting on three cells to display 8888 making cells appear to be inop. PN: 1159SCF412-11. All work done IAW GIV MM 77-14-00

Discrepancy: **6.14 Squawk from flight test - HF radios operated normally but NO SELCAL**
 Resolution: **With aircraft outside and APU running, called New York Radio on HF #2 and requested a SELCAL call on FPEQ. The aircraft received SELCAL with no failures. SELCAL checks good. Performed this work IAW G400 AMM 23-03-00**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	1.25	@	\$115.00	\$143.75
Total USD:						\$143.75

Discrepancy: **6.15 EGPWS/Terrain database outdated**
 Resolution: **Updated EGPWS/Terrain database to version 467 IAW Service Bulletin, ATA # 965-0976/1690-34-104 Publication # 012-0687-204and 965-1676-34-105 Publication # 012-0687-205. Service Letter Publication # EGPWS-MKV-MKVII-52. No defects noted.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	2.07	@	\$115.00	\$238.05
Total USD:						\$238.05

Discrepancy: **6.16 Squawk from flight test - aft LAV reading light is inop**
 Resolution: **Removed the existing bulb P/N 1308. Installed a new bulb P/N 1308. Aft lav reading light checks good. Performed this work IAW GIV AMM 33-00-00.**
For detail description of the work complied with see the Work Order Detail report.

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	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	3.00	@	\$115.00	\$345.00
Parts USD:	Time and Material					\$1.96
Total USD:						\$346.96

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
6.16 #1	1308	LAMP	1	\$1.96	\$1.96

- Step: 6.16.1** **Completed** **Verified discrepancy. Found bulb to be bad and also socket loose. All work done IAW GIV MM 33-02-00**
- Step: 6.16.2** **Completed** **Removed the existing bulb P/N 1308. Pulled the light socket back into its locking seat. Installed a new bulb P/N 1308. Aft lav reading light checks good. Performed this work IAW GIV AMM 33-00-00.**

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

Resolution: **Operator requested no further action be taken on this discrepancy. Deferred IAW EJM GIV MEL NEF 25-27**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	0.15	@	\$115.00	\$17.25
Labor USD:	Time and Material	OT	0.10	@	\$173.00	\$17.30
Total USD:						\$34.55

- Step: 6.17.1** **Completed** **Verified discrepancy. Found panel to have faulty LCD display. PN: 101001-763 SN: 10307 All work done IAW GIV MM 25-00-01**

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

Resolution: **Customer elects no further action. Deferred IAW EJM GIV MEL 25-16 Category D Due 8-24-2013**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	2.25	@	\$115.00	\$258.75
Total USD:						\$258.75

- Step: 6.18.1** **Completed** **Verified discrepancy. Found camera not to have video at all monitors. Found PN: AVS100-50-28T-CH in CMP. Unknown what PN is on the camera. All work done IAW GIV MM 25-00-00**

Discrepancy: **6.19** **Satphone is inop**

Resolution: **Operator requested no further action be taken on this discrepancy. Customer elects no further action. Deferred IAW EJM GIV MEL 23-8 Category D Due 8-24-2013**

Billing Method	Hours	Rate	Total
For detail description of the work complied with see the Work Order Detail report.			

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Bill To: TRT LEASING

WO #: SC13175

Invoice Number: 7113001425

Labor USD:	Time and Material	ST	0.25 @	\$115.00	\$28.75
Total USD:					\$28.75

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: Customer elects no further action. Deferred IAW EJM GIV MEL 38-2 Category D Due 8-24-2013. "M" procedures complied with.

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	OT	0.25 @		\$173.00	\$43.25
Total USD:						\$43.25

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

Resolution: Removed L/H aft lower galley drawer, L/H aft galley cutting board and aft galley cutting board damaged latch P/N MINI-LATCH, installed new galley cutting board latch P/N MINI-LATCH, re-installed L/H aft galley cutting board and L/H aft galley drawer. All work performed IAW GIV MM 25-20-00. Function check good, No defects noted.

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	1.12 @		\$115.00	\$128.80
Parts USD:	Time and Material					\$1.86
Total USD:						\$130.66

Parts:

<u>Ref. No.</u>	<u>Part number:</u>	<u>Description</u>	<u>Quantity</u>	<u>Sell price USD</u>	<u>Extended USD</u>
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: Could not duplicate discrepancy , window shade operates normally as required.No further action taken at this time. 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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Bill To: **TRT LEASING**

WO #: **SC13175**

Invoice Number: **7113001425**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	0.25	@	\$115.00	\$28.75
Total USD:						\$28.75

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

Resolution: **Adjusted passenger air gaspers as required for proper operation IAW GIV MM 25-20-00. Ops. checks good.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	0.25	@	\$115.00	\$28.75
Total USD:						\$28.75

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

Resolution: **Operator requested no further action be taken on this discrepancy. Deferred IAW EJM GIV MEL NEF 25-27**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	2.10	@	\$115.00	\$241.50
Labor USD:	Time and Material	OT	0.25	@	\$173.00	\$43.25
Total USD:						\$284.75

Step: 7.5.1 Completed Removed fwd pocket door, inspected pop-up door closeout mechanics, found no defects at this time, lubricated mechanical areas as required, re-installed fwd door and pop-up door closeout still would not fully close. Further evaluation is needed. All work performed IAW GIV MM 25-20-00.

Item: **8 Mechanical**

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**

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
8.1 #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.**

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**

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

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

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	2.08	@ \$115.00	\$239.20
Parts USD:	Time and Material				\$109.18
Total USD:					\$348.38

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	@ \$115.00	\$230.00
Total USD:					\$230.00

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:	Flat Rate				\$57.50
Total USD:					\$57.50

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

Resolution: **RII - Verified discrepancy. Found all four actuators to be out of limits, two bad flap roller bearings and two flap tracks with play in them. REF items 8.29, 8.30, 8.31, 8.32, 8.34, 8.35, 8.44, 8.45, 15.40, 15.41 for all Removal and installations and work performed. Rigged and ran flaps as required. No defects noted IAW GIV MM 27-06-00.**

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	4.27	@ \$115.00	\$491.05
Labor USD:	Time and Material	OT	0.07	@ \$173.00	\$12.11
Total USD:					\$503.16

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

Resolution: **REF 8.18. Tightened screw as required IAW GIV SRM 51-41-00.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	0.50	@	\$115.00	\$57.50
Total USD:						\$57.50

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

Resolution: **RII - Verified discrepancy. Found all four actuators to be out of limits, two bad flap roller bearings and two flap tracks with play in them. REF items 8.29, 8.30, 8.31, 8.32, 8.34, 8.35, 8.44, 8.45, 15.40, 15.41 for all Removal and installations and work performed. Rigged and ran flaps as required. No defects noted IAW GIV MM 27-06-00.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	30.59	@	\$115.00	\$3,517.85
Labor USD:	Time and Material	OT	0.07	@	\$173.00	\$12.11
Total USD:						\$3,529.96

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

Resolution: **RII Item / Adjusted LH engine throttle rigging as required to correct knob split IAW GIV MM 71-00-00. No defects noted.Ops checks good on ground run up. Updated CMP 732002, 732012.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	11.00	@	\$115.00	\$1,265.00
Labor USD:	Time and Material	OT	0.22	@	\$173.00	\$38.06
Total USD:						\$1,303.06

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

Resolution: **Removed RT 12th stage A and B Servo Controller valve filter P/N: 856504-5 and installed new P/N: 856504-5 filter. IAW GIV AMM 36-01-01. C/W CMP 361008 Bleed Air System R/H Operational Test. Ops and leak check is good. No discrepancies noted at this time. All work I.A.W. GIV M/M 36-00-00.**

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	12.25	@ \$115.00	\$1,408.75
Parts USD:	Time and Material				\$837.04
Total USD:					\$2,245.79

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.12 #1	S8990-114	SEAL	2	\$0.52	\$1.04
8.12 #2	856504-5	FILTER	2	\$418.00	\$836.00

Step: 8.12.1 Completed C/W CMP 361007 Bleed Air System L/H Operational Test. No discrepancies noted at this time. All work I.A.W. GIV M/M 36-00-00.

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: **Removed LT 12th stage A and B Servo Controller valve filter P/N: 856504-5 and installed new P/N: 856504-5 filter. IAW GIV AMM 36-01-01. C/W CMP 361007 Bleed Air System L/H Operational Test. Ops and leak check is good. No discrepancies noted at this time. All work I.A.W. GIV M/M 36-00-00.**

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	7.75	@ \$115.00	\$891.25
Labor USD:	Time and Material	OT	0.40	@ \$173.00	\$69.20
Total USD:					\$960.45

Step: 8.13.1 Completed C/W CMP 361008 Bleed Air System R/H Operational Test. No discrepancies noted at this time. All work I.A.W. GIV M/M 36-00-00.

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	11.86	@ \$115.00	\$1,363.90
Total USD:					\$1,363.90

Discrepancy: **8.15 Squawk from flight test - service hydraulic replenisher**

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: **Filled hydraulic replenisher tank with skydroll I/A/W GIV AMM 12-01-05**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	1.20	@	\$115.00	\$138.00
Parts USD:	Time and Material					\$319.92
Total USD:						\$457.92

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: **RII Item / Performed Airflow Control System - Test. Adjusted RT airflow control regulator and actuator as required. Ops test is good no defects noted IAW RR TAY611-8 MM 71-00-00. This updates CMP 750006.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	19.25	@	\$115.00	\$2,213.75
Total USD:						\$2,213.75

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: **RII - 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. Installed repaired loaner APU P/N 3800062-9-1, S/N P-115C, with 7039.0 TSN. Complied with CMP 490001 APU GTCP36-100(G)- Removal/Installation and updated CMP. All maintenance performed IAW GIV AMM 49-10-00.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	14.14	@	\$115.00	\$1,626.10
Labor USD:	Time and Material	OT	0.12	@	\$173.00	\$20.76
Parts USD:	Time and Material					\$1,113.88
Total USD:						\$2,760.74

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.17 #1	MS90415-6	NUT	6	\$16.48	\$98.88
8.17 #2	1595443-1	VESTIBULE INSERT	1	\$1,015.00	\$1,015.00

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

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

- Step: 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.
- Step: 8.17.2** **Completed** Complied with CMP 490020, Auxiliary Power Unit GTCP36-100(G) Alternator-Removal / Installation. Installed APU Alternator P/N 1159SCAV373-105 S/N 129A0171 IAW GIV AMM 24-01-01. No discrepancies noted. Updated CMP 490020.

Discrepancy: **8.18** While tightening screw for squawk 8.9 found that the inboard metal protector (located on panel behind copilots seat) for the copilots seat is bent and is cutting into copilot seat back rest.
 Resolution: **Removed metal protector, flatened to remove bend and reinstalled metal protector as required IAW GIV SRM 51-70-00.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	1.50	@	\$115.00	\$172.50
Total USD:						<u>\$172.50</u>

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.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	4.91	@	\$115.00	\$564.65
Parts USD:	Time and Material					\$86.10
Total USD:						<u>\$650.75</u>

Parts:

<u>Ref. No.</u>	<u>Part number:</u>	<u>Description</u>	<u>Quantity</u>	<u>Sell price USD</u>	<u>Extended USD</u>
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.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	3.40	@	\$115.00	\$391.00
Total USD:						<u>\$391.00</u>

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: **8.21** 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	9.58	@	\$115.00	\$1,101.70
Total USD:						\$1,101.70

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	8.58	@	\$115.00	\$986.70
Labor USD:	Time and Material	OT	0.82	@	\$173.00	\$141.86
Total USD:						\$1,128.56

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** RII - While working CMP 551023 sqk 15.25. Found horizontal stab thrust blocks to be worn out of limits.
 Resolution: **Added .014" 2024-T3 shim to horizontal stabilizer rub block on RH side to have a .013" gap on each side of horizontal stabilizer to vertical stabilizer rub block. Work done IAW GIV M.M. chapter 55-10-00, and GIV CMP# 551001, step C-13 thru to C-14.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	9.03	@	\$115.00	\$1,038.45
Labor USD:	Time and Material	OT	0.07	@	\$173.00	\$12.11
Total USD:						\$1,050.56

Step: 8.23.1 Completed Added .014" 2024-T3 shim to horizontal stabilizer rub block on RH side to have a .013" gap on each side of horizontal stabilizer to vertical stabilizer rub block. Work done IAW GIV M.M. chapter 55-10-00, and GIV CMP# 551001, step C-13 thru to C-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).

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.

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	3.28	@	\$115.00	\$377.20
Total USD:						\$377.20

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

Resolution: 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.

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	3.55	@	\$115.00	\$408.25
Parts USD:	Time and Material					\$514.56
Total USD:						\$922.81

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.25 #1	AS12847	CLAMP	12	\$18.54	\$222.48
8.25 #2	AS12817	CLAMP	12	\$9.79	\$117.48
8.25 #3	AS12816	CLIP	5	\$16.36	\$81.80
8.25 #4	AS12846	CLIP	5	\$18.56	\$92.80

Step: 8.25.1 **Completed** 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.

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 AML.

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	0.47	@	\$115.00	\$54.05
Total USD:						\$54.05

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: Tightened HYD lines at LBL 20 as required per GIV MM 20-70-10. No defect was 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).

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	9.03	@	\$115.00	\$1,038.45
Total USD:						\$1,038.45

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: **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 GAMP5 2507. Leak check is good.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	6.32	@	\$115.00	\$726.80
Parts USD:	Time and Material					\$116.32
Total USD:						\$843.12

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 GAMP5 2507.

Discrepancy: **8.29** 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.

Resolution: **RII - Remove LH Outbd Flap Actuator PN 1159SCC201-13 SN 34-624 and installed an overhauled actuator PN 1159SCC212-15, S/N 90-913, as per GIV MM 27-06-00. No defect was noted. REF 15.43 for actual work performed**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	4.50	@	\$115.00	\$517.50
Labor USD:	Time and Material	OT	0.02	@	\$173.00	\$3.46
Parts USD:	Time and Material					\$38,000.00
Total USD:						\$38,520.96

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).

Step: 8.29.1 **Completed** Remove worn LH actuator PN 1159SCC 201-13 SN and installed a overhaul actuator PN 1159SCC201-16 SN as per GIV MM 27-02-00

Discrepancy: **8.30** **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.**

Resolution: **RII - Remove Inbd flap actuator PN 1159SCC211-13 SN 44-514 and installed an overhauled actuator PN 1159SCC211-15 SN 58-1461as per GIV MM 27-06-00.**

No defect was noted.

REF Item 15.42 for actual work performed

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	4.50	@ \$115.00	\$517.50
Labor USD:	Time and Material	OT	0.02	@ \$173.00	\$3.46
Parts USD:	Time and Material				\$38,000.00
Total USD:					\$38,520.96

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

Step: 8.30.1 **Completed** Removed worn LH Inbd Actuator PN 1159SCC201- SN and installed overhauled actuator PN 1159SCC201- SN as per GIV MM 2702-00. REF 15.42 for actual work performed

Discrepancy: **8.31** **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.**

Resolution: **COMPLIED WITH CMP GIV 275008 Outboard Flap Actuator (Right) - Removal / Installation. Removed R/H Outbd Flap Actuator PN 1159SCC212-14, SN 60-257 and installed an overhauled actuator PN 1159SCC212-16 S/N 12-928. Work IAW GIV MM 27-06-00.**

REF item 15.45 for actual work performed

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	4.50	@ \$115.00	\$517.50
Labor USD:	Time and Material	OT	0.02	@ \$173.00	\$3.46
Parts USD:	Time and Material				\$38,023.79
Total USD:					\$38,544.75

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.31 #3	1159SCC212-16	ACTUATOR, FLAP DRIVE, R-OUTBOARD	1	\$38,000.00	\$38,000.00
8.31 #4	NAS1104-30D	BOLT	3	\$7.93	\$23.79

Discrepancy: **8.32** **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.**

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: TRT LEASING

WO #: SC13175

Invoice Number: 7113001425

Resolution: **RII - COMPLIED WITH CMP GIV 275006 Inboard Flap Actuator (Right) - Removal / Installation. Removed R/H Inb Flap Actuator PN 1159SCC211-13, SN 60-390 and installed an overhauled actuator PN 1159SCC211-15, SN 91-848. Work IAW GIV MM 27-06-00. REF 15.44 for actual work performed**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	4.28	@	\$115.00	\$492.20
Labor USD:	Time and Material	OT	0.42	@	\$173.00	\$72.66
Parts USD:	Time and Material					\$38,000.00
Total USD:						\$38,564.86

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

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: **Removed Radome P/N 1159B21040-S7K, S/N 211. Installed repaired Radome P/N 1159B21040-S7K, S/N 211. Radome repaired by Jetcraft Aerostructures, Inc. under W.O. 1304014. All maintenance performed IAW GIV AMM 53-10-10. Updated CMP 535005.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	12.75	@	\$115.00	\$1,466.25
Services USD:	No Charge					N/ C
Total USD:						\$1,466.25

Step: 8.33.1 Completed Complied with CMP 535005 Radome- Removal/Installation step A. through B.(6). Removed Radome P/N 1159B21040-S7K, S/N 211. All maintenance performed IAW GIV AMM 53-10-10.

Step: 8.33.2 Completed Complied with CMP 535005 Radome- Removal/Installation step C. through D. (3).Completes CMP Installed repaired Radome P/N 1159B21040-S7K, S/N 211. Radome repaired by Jetcraft Aerostructures, Inc. under W.O. 1304014. All maintenance performed IAW GIV AMM 53-10-10.

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

Resolution: **RII - 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. Updated CMP 275123**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	3.75	@	\$115.00	\$431.25
Parts USD:	Time and Material					\$562.00
Total USD:						\$993.25

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
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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).

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

Resolution: RII - Removed L/H flap track B outboard roller bearing P/N 1159SCC226-7. Install new L/H flap track B outboard roller bearing P/N 1159SCC426-9 IAW GIV AMM 27-06-00. Updated CMP 275117

	Billing Method	Hours	Rate	Total
Labor USD:	Flat Rate			\$460.00
Parts USD:	Time and Material			\$770.44
Total USD:				\$1,230.44

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
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

Resolution: Removed light surface corrosion and pitting from L/H flap track "A" . Cad plated exposed surface IAW GIV SRM 51-21-26. Primed and painted. All Work performed IAW GAC drawing SE05811901.

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST	10.59 @ \$115.00	\$1,217.85
Labor USD:	Time and Material	OT	0.07 @ \$173.00	\$12.11
Parts USD:	Time and Material			\$69.01
Services USD:	Time and Material			\$1,600.00
Total USD:				\$2,898.97

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.36 #1	LUBRI-BOND-220	LUBRICANT, 12 OUNCE AEROSOL SPRAY	1	\$69.01	\$69.01

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
8.36 #1	SERVICE	1.00	\$1,600.00	\$1,600.00

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

Step: 8.36.2 **Completed** Cad plated exposed surface IAW GIV SRM 51-21-26.

Discrepancy: 8.37 The LH flap track "B" 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).

Resolution: **Removed light surface corrosion and pitting from L/H flap track "B" Cad plated exposed surface IAW GIV SRM 51-21-26. Primed and painted. All Work performed IAW GAC drawing SE05811901.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	13.31	@	\$115.00	\$1,530.65
Labor USD:	Time and Material	OT	0.07	@	\$173.00	\$12.11
Total USD:						\$1,542.76

Step: 8.37.1 **Completed** Removed light surface corrosion and pitting from L/H flap track "B" IAW GIV AMM 27-06-00.

Step: 8.37.2 **Completed** Cad plated exposed surface IAW GIV SRM 51-21-26.

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

Resolution: **Removed light surface corrosion and pitting from L/H flap track "C". Cad plated exposed surface IAW GIV SRM 51-21-26. Primed and painted. All Work performed IAW GAC drawing SE05811901.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	9.34	@	\$115.00	\$1,074.10
Labor USD:	Time and Material	OT	0.07	@	\$173.00	\$12.11
Total USD:						\$1,086.21

Step: 8.38.1 **Completed** Removed light surface corrosion and pitting from L/H flap track "C" IAW GIV AMM 27-06-00.

Step: 8.38.2 **Completed** Cad plated exposed surface IAW GIV SRM 51-21-26.

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

Resolution: **Removed light surface corrosion and pitting from L/H flap track "D". Cad plated exposed surface IAW GIV SRM 51-21-26. Primed and painted. All Work performed IAW GAC drawing SE05811901.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	10.60	@	\$115.00	\$1,219.00
Labor USD:	Time and Material	OT	0.07	@	\$173.00	\$12.11
Total USD:						\$1,231.11

Step: 8.39.1 **Completed** Removed light surface corrosion and pitting from L/H flap track "D" IAW GIV AMM 27-06-00.

Step: 8.39.2 **Completed** Cad plated exposed surface IAW GIV SRM 51-21-26.

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

Resolution: **Removed light surface corrosion and pitting from R/H flap track "A". Cad plated exposed surface IAW GIV SRM 51-21-26. Primed and painted. All Work performed IAW GAC drawing SE05811901.**

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).

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	5.87	@	\$115.00	\$675.05
Labor USD:	Time and Material	OT	2.32	@	\$173.00	\$401.36
Total USD:						\$1,076.41

- Step: 8.40.1** **Completed** **Removed light surface corrosion and pitting from R/H flap track "A" IAW GIV AMM 27-06-00.**
- Step: 8.40.2** **Completed** **Cad plated exposed surface IAW GIV SRM 51-21-26.**

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

Resolution: **Removed light surface corrosion and pitting from R/H flap track "B". Cad plated exposed surface IAW GIV SRM 51-21-26. Primed and painted. All Work performed IAW GAC drawing SE05811901.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	12.77	@	\$115.00	\$1,468.55
Labor USD:	Time and Material	OT	2.07	@	\$173.00	\$358.11
Total USD:						\$1,826.66

- Step: 8.41.1** **Completed** **Removed light surface corrosion and pitting from R/H flap track "B" IAW GIV AMM 27-06-00.**
- Step: 8.41.2** **Completed** **Cad plated exposed surface IAW GIV SRM 51-21-26.**

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

Resolution: **Removed light surface corrosion and pitting from R/H flap track "C". Cad plated exposed surface IAW GIV SRM 51-21-26. Primed and painted. All Work performed IAW GAC drawing SE05811901.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	8.60	@	\$115.00	\$989.00
Labor USD:	Time and Material	OT	0.57	@	\$173.00	\$98.61
Labor USD:	Time and Material	DT	2.00	@	\$230.00	\$460.00
Total USD:						\$1,547.61

- Step: 8.42.1** **Completed** **Removed light surface corrosion and pitting from R/H flap track "C" IAW GIV AMM 27-06-00.**
- Step: 8.42.2** **Completed** **Cad plated exposed surface IAW GIV SRM 51-21-26.**

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

Resolution: **Removed light surface corrosion and pitting from R/H flap track "D". Cad plated exposed surface IAW GIV SRM 51-21-26. Primed and painted. All Work performed IAW GAC drawing SE05811901.**

<u>Billing Method</u>	<u>Hours</u>	<u>Rate</u>	<u>Total</u>
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: **TRT LEASING**

WO #: **SC13175**

Invoice Number: **7113001425**

Labor USD:	Time and Material	ST	8.70	@	\$115.00	\$1,000.50
Labor USD:	Time and Material	OT	0.07	@	\$173.00	\$12.11
Labor USD:	Time and Material	DT	1.50	@	\$230.00	\$345.00
Total USD:						\$1,357.61

- Step: 8.43.1** **Completed** Removed light surface corrosion and pitting from R/H flap track "D" IAW GIV AMM 27-06-00.
- Step: 8.43.2** **Completed** Cad plated exposed surface IAW GIV SRM 51-21-26.

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

Resolution: **On LH Flap Track "B", Removed Flap Track Attaching Bolt, Nut, And Lug Bushings. Cleaned And Removed Light Surface Corrosion From Inside Track Attaching Holes. Brush Cadmium Plated Bolt Holes In Accordance With Drawing 00-P-416 Type III. Installed New Lug Bushings With Primer (P/N 1159WM20235-3), Installed New Bolt (P/N NAS1312-23, Installed New Nut (P/N MS21083N12) On Flap Track Attaching Holes. All Maintenance Performed Reference To GIV AMM 27-00-00 And Drawing SE05811105.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	8.90	@	\$115.00	\$1,023.50
Labor USD:	Time and Material	OT	0.07	@	\$173.00	\$12.11
Parts USD:	Time and Material					\$481.99
Total USD:						\$1,517.60

Parts:

<u>Ref. No.</u>	<u>Part number:</u>	<u>Description</u>	<u>Quantity</u>	<u>Sell price USD</u>	<u>Extended USD</u>
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

- Step: 8.44.1** **Completed** Removed light surface corrosion and cad plated bolt holes. All work done IAW GIV AMM 27-06-00 and GIV SRM 51-21-26.

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

Resolution: **On RH Flap Track "B", Removed Flap Track Attaching Bolt, Nut, And Lug Bushings. Cleaned And Removed Light Surface Corrosion From Inside Track Attaching Holes. Brush Cadmium Plated Bolt Holes In Accordance With Drawing 00-P-416 Type III. Installed New Lug Bushings With Primer (P/N 1159WM20235-3), Installed New Bolt (P/N NAS1312-23, Installed New Nut (P/N MS21083N12) On Flap Track Attaching Holes. All Maintenance Performed Reference To GIV AMM 27-00-00 And Drawing SE05811105.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	8.54	@	\$115.00	\$982.10
Labor USD:	Time and Material	OT	0.25	@	\$173.00	\$43.25
Parts USD:	Time and Material					\$481.99
Total USD:						\$1,507.34

Parts:

<u>Ref. No.</u>	<u>Part number:</u>	<u>Description</u>	<u>Quantity</u>	<u>Sell price USD</u>	<u>Extended USD</u>
8.45 #1	1159WM20235-3	BUSHING	2	\$224.66	\$449.32

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

Resolution: **Remove corrosion from R/H lower wing skin near panel 22-FT-11. Prime and paint. Work done IAW GIV SRM 51-13-20.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	1.58	@	\$115.00	\$181.70
Labor USD:	Time and Material	OT	0.25	@	\$173.00	\$43.25
Parts USD:	Time and Material					\$576.49
Total USD:						\$801.44

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.50 #1	EA960-F	ADHESIVE	1	\$576.49	\$576.49

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

Resolution: **Remove corrosion from R/H lower wing skin near panel 22-FT-14. Prime and paint. Work done IAW GIV SRM 51-13-20.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	1.33	@	\$115.00	\$152.95
Labor USD:	Time and Material	OT	0.25	@	\$173.00	\$43.25
Total USD:						\$196.20

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

Resolution: **Remove corrosion from R/H lower wing skin near panel 22-FT-15. Prime and paint. Work done IAW GIV SRM 51-13-20.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	1.58	@	\$115.00	\$181.70
Total USD:						\$181.70

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).

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

Resolution: **Remove corrosion from R/H lower wing skin near panel 22-FT-7. Prime and paint. Work done IAW GIV SRM 51-13-20.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	6.62	@	\$115.00	\$761.30
Labor USD:	Time and Material	OT	1.25	@	\$173.00	\$216.25
Total USD:						\$977.55

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

Resolution: **The roller bearing has no defects and does not require to be replaced IAW GIV MM 27-06-00. No further action required**

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

Resolution: **The roller bearing has no defects and does not require to be replaced IAW GIV MM 27-06-00. No further action required**

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: **Removed torn mesh gasket P/N 1159WM40076-13 and installed a NEW mesh gasket P/N 1159WM40076-13 as required IAW GIV MM 28-11-00.**

	Billing Method	Hours	Rate	Total
Parts USD:	Time and Material			\$107.12
Total USD:				\$107.12

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.56 #1	1159WM40076-13	GASKET	1	\$107.12	\$107.12

Discrepancy: **8.57** Squawk from flight test - MED seal was squealing during flight

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: **Gain access to leak check the MED inflatable seal system from the pressure regulator to the MED seal. System was leak checked and no leaks were found at this time. Purged inflatable door seal system. Complied with main entrance door inflatable seal system ops check. No discrepancies found at this time. Cleaned MED seal and airframe as required. All work performed I.A.W. GIV M.M. 52-00-03. Ops. checks good. Updated CMPs: 521008 and 521080.**

	Billing Method	Hours	Rate	Total
Labor USD:	Flat Rate			\$690.00
Total USD:				\$690.00

Discrepancy: **8.58 Refuel aircraft to 5000lbs**

Resolution: **Refuel aircraft to requested 5000lbs in accordance with GIV Partial Refueling Procedures; Maintenance Manual Chapter 28-04-00.**

Labor USD:	No Charge			N/ C
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Discrepancy: **8.59 During right wing fuel tank leak check Squawk 15.62 found inboard fuel access panel 22-FT-1 missing a screw.**

Resolution: **Installed NEW screw P/N NAS1580V4T10 on panel 22-FT-1 IAW GIV MM 28-11-00.**

	Billing Method	Hours	Rate	Total
Parts USD:	Time and Material			\$6.78
Total USD:				\$6.78

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.59 #1	NAS1580V4T10	SCREW	1	\$6.78	\$6.78

Step: 8.59.1 Completed Ordered fuel panel screw p/n- NAS1580V4T10 per GIV IPC 57-20-00. Ref item # 15.62. Awaiting for part.

Discrepancy: **8.61 While repacking cabin O2 masks found R/H forward and middle cabin masks to have the circle clips missing (marked affected masks with orange streamers) 289-601-228**

Resolution: **Removed Two (2) forward and Two (2) Middle R/H cabin masks P/N: 289-601-228 with not S/N's and replaced with new cabin masks P/N: 289-601-228 with not S/N's; All work done IAW GIV AMM 35-00-00.**

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST 3.50 @	\$115.00	\$402.50
Parts USD:	Time and Material			\$314.60
Total USD:				\$717.10

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

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

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.61 #1	289-601-228	MASK ASSEMBLY	4	\$78.65	\$314.60

Discrepancy: **8.63 R&R the LT and RT 12th stage solenoid A and B valve filter**

Resolution: **Removed the LT and RT 12th Stage Servo Controllers to gain access to A and B HP Control Valve filters. Removed A and B Servo Controllers valve filters P/N: 856504-5 and installed new P/N: 856504-5 filters in both Servo Controllers and re-installed both Lt and Rt 12th Stage Servo Controllers. Leak and Operational check needs to be performed on both Lt and Rt 12th Stage Servo Controllers. All work done IAW GIV AMM 36-01-01. Updated CMP's 361078, 361077. Refer to item 8.67 for Panel installation and Leak and Op's checks.**

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	8.58	@ \$115.00	\$986.70
Labor USD:	Time and Material	OT	0.10	@ \$173.00	\$17.30
Total USD:					\$1,004.00

Step: 8.63.1 Completed Removed the LT and RT 12th Stage Servo Controllers to gain access to A and B HP Control Valve filters. Removed A and B Servo Controllers valve filters P/N: 856504-5 and installed new P/N: 856504-5 filters in both Servo Controllers and re-installed both Lt and Rt 12th Stage Servo Controllers. Leak and Operational check needs to be performed on both Lt and Rt 12th Stage Servo Controllers. All work done IAW GIV AMM 36-01-01. Updated CMP's 361078, 361077.

Discrepancy: **8.64 LH horizontal stab skirt panel 109-BUL-5LH found teflon strip peeled off.**

Resolution: **Re-Attached Teflon Strip On Skirt Panel 109-BUL-5LH For Left Hand Horizontal. All Maintenance Performed In Maintenance To GIV AMM 20-00-00.**

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	7.55	@ \$115.00	\$868.25
Total USD:					\$868.25

Discrepancy: **8.65 LH horizontal stab 37-LE-1 panel (INBD L.E.) found deriorated seal.**

Resolution: **Removed Worn Seal From L/H Horizontal Leading Edge InBoard Panel 37-LE-1 and Replaced With New Seal P/N 1159CS20258-21. All Maintenance Performed In Reference To GIV AMM 20-00-00.**

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	4.92	@ \$115.00	\$565.80
Parts USD:	Time and Material				\$17.30

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

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

Total USD:

\$583.10

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.65 #1	1159CS20258-21	SEAL	1	\$17.30	\$17.30

Discrepancy: **8.66 RH horizontal stab 38-LE-1 panel (INBD L.E.) found deriorated seal.**

Resolution: **Removed Worn Seal From R/H Horizontal Leading Edge InBoard Panel 37-LE-1 and Replaced With New Seal P/N 1159CS20258-21. All Maintenance Performed In Reference To GIV AMM 20-00-00.**

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST 4.93	@ \$115.00	\$566.95
Parts USD:	Time and Material			\$17.30
Total USD:				\$584.25

Parts:

Ref. No.	Part number:	Description	Quantity	Sell price USD	Extended USD
8.66 #1	1159CS20258-21	SEAL	1	\$17.30	\$17.30

Discrepancy: **8.67 As per CMP 361077 & 361078, Leak and Op's check due of both Lt and Rt 12th Stage Servo Controllers. Panels (29/30-UPR-2) require installation after leak check.**

Resolution: **Complied with CMP 361007 and 361008 Bleed Air System L/H and R/H Operational Test. Ops and leak check is good. No discrepancies noted at this time. All work I.A.W. GIV M/M 36-00-00.**

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: **10.4 Service from 8.37**

Resolution:

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

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
10.4 #1	SERVICE	1.00	\$0.00	\$0.00

Discrepancy: **10.5 8.33**

Resolution:

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

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
10.5 #1	SERVICE	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: **12.2 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 on 10/24/06.**

Resolution: **Item was complied with by Duncan Aviation on 10/24/06 under W/O FK8BA. No further action taken.**

	Billing Method		Hours	Rate	Total
Labor USD:	Time and Material	ST	1.00	@ \$115.00	\$115.00
Labor USD:	Time and Material	OT	0.10	@ \$173.00	\$17.30
Total USD:					\$132.30

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 cartridge P/N AE30903823 S/N AENI-23 installed on August 3, 2005.

Resolution: Researched records and found Tag for APU Fire bottle cartridge . No further action taken.

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	2.25	@	\$115.00	\$258.75
Labor USD:	Time and Material	OT	0.10	@	\$173.00	\$17.30
Total USD:						\$276.05

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: Researched records and found Tag for NLG Axle. No further action taken.

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	1.25	@	\$115.00	\$143.75
Total USD:						\$143.75

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

Resolution: Found 8130 for the Pilot' & Co-pilot side window attach bolts. Replaced on 12/11/98. The parts were installed New. No further action required.

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	1.00	@	\$115.00	\$115.00
Labor USD:	Time and Material	OT	0.10	@	\$173.00	\$17.30
Total USD:						\$132.30

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

Resolution: Found 8130 for the L/H Aft Fwd. S/N 2998 installed on 12/11/98. The part was installed New. No further defects taken.

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	1.00	@	\$115.00	\$115.00
Labor USD:	Time and Material	OT	0.10	@	\$173.00	\$17.30

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

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

Total USD:

\$132.30

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

Resolution: **Found 8130 for the isolator L/H Aft aft S/N 2982 installed on 12/11/98. The part was installed New. No further defects noted.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	1.00	@	\$115.00	\$115.00
Labor USD:	Time and Material	OT	0.10	@	\$173.00	\$17.30
Total USD:						\$132.30

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

Resolution: **Found 8130 for isolator R/H Aft Fwd. S/N 2993 installed on 12/11/98. The part was installed New. No further action taken.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	1.00	@	\$115.00	\$115.00
Labor USD:	Time and Material	OT	0.10	@	\$173.00	\$17.30
Total USD:						\$132.30

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

Resolution: **Found 8130 for isolator R/H Aft Aft. S/N 2994 installed on 12/11/98. The part was installed New. No further action taken.**

	Billing Method		Hours		Rate	Total
Labor USD:	Time and Material	ST	1.00	@	\$115.00	\$115.00
Labor USD:	Time and Material	OT	0.10	@	\$173.00	\$17.30
Total USD:						\$132.30

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

Resolution: **The same steering unit PN. 1159SCL200-43 SN.1003 was only removed and installed for a corrosion inspection on 10-11-06 and no maintenance was performed on steering unit. No 8130 is required. No further action taken at this time.**

	<u>Billing Method</u>		<u>Hours</u>		<u>Rate</u>	<u>Total</u>
Labor USD:	Time and Material	ST	1.50	@	\$115.00	\$172.50
Labor USD:	Time and Material	OT	0.20	@	\$173.00	\$34.60
Total USD:						\$207.10

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: **This item is not due at this time. No further action taken.**

Communications concerning disputed debts, including a check or other instrument tendered as full satisfaction of a debt, must be forwarded to:

Gulfstream Aerospace
 Attn: Credit Manager
 M/S B-05
 PO BOX 2206,
 Savannah, GA 31402

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

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