U.S Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

OMB No. 2120-0020
Exp: 5/31/2018

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark: N120JE	Serial No.: 1085	
	Make: GULFSTREAM	Model: G-IV	Series: N/A
2. Owner	Name *(As shown on registration certificate)* JEGE LLC	Address *(As shown on registration certificate)* Address: 6100 RED HOOK QUARTER B3 City ST. THOMAS State: FOREIGN Zip: 00802 Country: VIRGIN ISLANDS	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	—	*(As described in Item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Name Stevens Aerospace And Defense Systems, LLC.	☐ U.S. Certificated Mechanic	☐ Manufacturer	
Address 100 East Drive	☐ Foreign Certificated Mechanic		
City Macon State Georgia	☒ Certificated Repair Station		VIB8368K
Zip 31216 Country United States of America	☐ Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B	Signature/Date of Authorized Individual	
☐	Mike Shaw *Michael Shaw*	June 03, 2019

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY								
	☐	FAA Flt Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Person Approved by Canadian Department of Transport
	☐	FAA Designee	X	Repair Station	☐	Inspection Authorization		Other *(Specify)*

Certificate or Designation No. CRS# VIB8368K	Signature/Date of Authorized Individual	
	Dendall Wood *Dendall Wood*	June 03, 2019

FAA Form 337 (10-06)

SDNY_GM_02753702

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240624

EFTA01326217

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N120JE	June 03-2019
Nationality and Registration Mark	Date

KaiserAir, Inc STC ST03422CH

1. Installed KaiserAir, Inc. **STC ST03422CH -** by installation of a Universal Avionics UNS-1 Espw flight management system with UniLink UL-801 datalink system and CVR-120A cockpit voice recorder to meet airworthiness requirements for FANS 1/A+ and optional Automatic Surveillance – Broadcast (ADS-B) Out in accordance with Master Data List, Document No. JRW1279-MDL, Revision J, dated October 26, 2018 or later FAA approved revision.
2. The following FAA approved Flight Manual Supplements: Universal Avionics Systems Corporation CVR-120A Cockpit Voice Recorder, Document No. JRW1280-FMS-01, Revision A, dated May 25, 2015. Automatic Dependent Surveillance Broadcast Out (ADS-B Out), Document No. JRW1280-FMS-03, Revision A, dated October 06, 2015. Universal Avionics UNS-1Espw FMS and UL-801 Unilink Datalink Communication System, Document No. JRW1280-FMS-04, Revision IR, dated October 30, 2018 and the Universal Avionics Corporation CVR Operation Report No. 23-70-08-01, Rev. 2. Dated March 10, 2016, has been inserted into the Aircraft Flight Manual.
3. Instructions for Continued Airworthiness Document No. JRW1283-ICA Revision E, Appendix A thru E, dated June 18, 2018 has been inserted into the Customer's Supplemental Maintenance Manual.

FAA 8110-3 Approvals:

Iridium Antenna Installation

FAA 8110-3 - CI 490-490 Iridium Antenna Doubler Design & Installation, Identification No. N120JE-052310-1-ECN01, Revision N/C, dated May 23, 2019 and Damage Tolerance Analysis for the Gulfstream G-IV CI 490-490 Iridium Antenna Doubler Installation, Report No. N120JE-052319-DT01, Revision N/C, dated May 23, 2019. Approved by FAA Structures DERT-605818-NM, Trevor J. Strong. Instructions for Continued Airworthiness Document No. N120JE-ICAW-052319, Revision IR, dated May 23, 2019.

LED Cabin Effects Lighting

FAA 8110-3 - Installed direct replacement LED Cabin Lighting, Identification No. Drawing No. 06-328-W03 Rev IR pages 1-9, dated May 30, 2019. Approved by FAA Systems & Equipment DERT-832582-CE, Michael Casper.

VHF/Comm Antenna Installation and LH Mid Fuselage Feedthru Installation

FAA 8110-3 - VHF/Communication Antenna Installation, Drawing No. 06-560-001, Revision IR, dated May 16, 2019 and LH Feed-thru installation 06-560-002, revision IR, dated May 23, 2019. Approved by FAA Structures DERT-605818-NM, Trevor J. Strong.

*** Performed aircraft reweigh, updated Equipment List and inserted data into the Weight & Balance Manual and Flight Manual as required. FAA-8110-3 and drawings have been inserted into the Stevens Aerospace, Customer's Supplemental Maintenance Manual.

END

☒ Additional Sheets Are Attached

FAA Form 337 (10-06)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

KAISERAIR, INC.

Letter Of Authorization

May 14, 2019

KaiserAir, Inc. authorizes Stevens Aerospace and Defense Systems LLC the one time use of KaiserAir, Inc STC ST03422CH for the installation of Universal Flight Management System, Unilink and CVR for the requirements for FANS In Gulfstream Model IV Serial Number 1085 current Tail Number N120JE.

Andrea Lujan
Chief Inspector
KaiserAir, Inc.

2240 Airport Blvd.
Santa Rosa, CA. 95492
707.528.7400

SDNY_GM_02753704

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

[redacted]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

United States of America

Department of Transportation -- Federal Aviation Administration

Supplemental Type Certificate

Number ST03422CH

This certificate issued to KaiserAir, Inc.
8735 Earhart Road
Oakland, CA 94621-4547

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation *Regulations.* (See Page 3 of 4 for complete certification basis.)

Original Product - Type Certificate Number : A12EA
Make : Gulfstream
Model : G-IV, GV

Description of Type Design Change:

Installation of a Universal Avionics UNS-1Espw flight management system with UniLink UL-801datalink system and CVR-120A cockpit voice recorder to meet airworthiness requirements for FANS 1/A+ and optional Automatic Dependent Surveillance – Broadcast (ADS-B) Out in accordance with KaiserAir, Inc. Master Data List JRW1279-MDL, Revision J, dated October 30, 2018, or later FAA approved revision.

Limitations and Conditions:

1. The installer must determine whether this design change is compatible with previously approved modifications.
2. FAA approved Flight Manual Supplements, KaiserAir, Inc. Document No. JRW1280-FMS-01, Revision A, approved May 25, 2015, JRW1280-FMS-02, Revision B, approved October 6, 2015, JRW1280-FMS-03, Revision A dated October 6, 2015 and JRW1280-FMS-04, Revision – , dated October 30, 2018 or later FAA approved revisions are required onboard the modified aircraft.
3. The modified aircraft must be maintained in accordance with Airworthiness Limitations contained in KaiserAir, Inc. Document No. JRW1283-ICA, Chapter 10.0 Airworthiness Limitations, Revision E, approved October 30, 2018, or later FAA approved revision, in addition to the basic aircraft maintenance manuals.
4. If the holder agrees to permit another person to use this certificate to alter the product, the holder must give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application : July 23, 2014, January 27, 2015

Date of issuance : March 03, 2015

Date reissued :

Date amended : May 25, 2015, October 30, 2018

FEDERAL AVIATION ADMINISTRATION

By direction of the Administrator

Brenda L Litchfield
(Signature)

Brenda L. Litchfield
ODA Administrator
Envoy Aerospace, LLC
ODA-831240-CE

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

FAA Form 8110-2(10-68) PAGE 1 of 4 PAGES *This certificate may be transferred in accordance with FAR 21.47.*

SDNY_GM_02753706

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240628

EFTA01326221

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

United States of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number ST03422CH

Date of issuance: March 03, 2015
Date amended May 25, 2015
Date amended October 30, 2018

Certification Basis:

The certification basis for the changed Gulfstream G-IV aircraft as described in this certificate is as follows:

a. The type certification basis for Gulfstream G-IV airplanes is shown on TCDS A12EA for parts not changed or not affected by the change.

b. The certification basis for parts changed or affected by the change since the reference date of application, July 23, 2014, is shown on TCDS A12EA. In addition, the applicant has complied with 14 CFR Part 25 as specified in the sections listed below.

Regulations as shown on TCDS A12EA [Amendment 25-0 through 25-56]:

25.301(a), (b); 25.303; 25.305(a), (b); 25.307(a); 25.341(a); 25.365(a), (b), (c), (d); 25.561(c); 25.581(a), (b), (c); 25.601; 25.603(a), (b), (c); 25.605(a); 25.609(a), (b); 25.611; 25.613(a), (b), (c), (d); 25.615(a); 25.619(a), (b), (c); 25.625(a); 25.771(a); 25.777(a), (c); 25.789(a); 25.1301(a), (b), (c), (d); 25.1309(a), (b), (c), (d), (e), (f), (g); 25.1322(a), (b), (c), (d); 25.1333(a), (b), (c); 25.1353(a), (b); 25.1357(a), (c); 25.1431(a), (b), (c); 25.1501(a), (b); 25.1523(a), (b); 25.1529; 25.1585(a), (b).

Regulations at a later amendment level than specified in TCDS A12EA:

25.29 [Amdt 25-72]; 25.571(a), (b) [Amdt 25-45]; 25.869(a)(4) [Amdt 25-113]; 25.1307(c) [Amdt 25-72]; 25.1329(c), (i) [Amdt 25-119]; 25.1351(a) [Amdt 25-72]; 25.1381(a), (b) [Amdt 25-72]; 25.1457(a), (b), (c), (d)(1)(i),(2),(3),(6), (e), (f), (g) [Amdt 25-124]; 25.1581(a), (b), (d) [Amdt 25-72]; 25.1583(h) [Amdt 25-72].

Special Conditions

25-665-SC, Special Conditions: Gulfstream Aerospace Corporation, Model GV-SP Airplane; Non-Rechargeable Lithium Battery Installations, Docket No. FAA-2017-0367 (Applicability Limited to Universal Avionics UNS-1Espw Flight Management System installed in Configurations -04 and -05).

The certification basis for the changed Gulfstream GV aircraft as described in this certificate is as follows:

a. The type certification basis for Gulfstream GV airplanes is shown on TCDS A12EA for parts not changed or not affected by the change.

b. The certification basis for parts changed or affected by the change since the reference date of application, January 27, 2015, is shown on TCDS A12EA. In addition, the applicant has complied with 14 CFR Part 25 as specified in the sections listed below.

(Continued on page 4)

SDNY_GM_02753708

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240630

EFTA01326223

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

United States of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Date of issuance: March 03, 2015
Date amended May 25, 2015
Date amended October 30, 2018

Certification Basis (continued):

Regulations as shown on TCDS A12EA [Amendment 25-0 through 25-81]:

25.29; 25.301(a), (b); 25.303; 25.305(a), (b); 25.307(a); 25.341(a); 25.365(a), (b), (c), (d); 25.561(c), (d); 25.571(a), (b); 25.581(a), (b), (c); 25.601; 25.603(a), (b), (c); 25.605(a); 25.609(a), (b); 25.611; 25.613(a), (b), (c), (d); 25.619(a), (b), (c); 25.625(a); 25.771(a); 25.777(a), (c); 25.789(a); 25.1301(a), (b), (c), (d); 25.1307(c); 25.1309(a), (b), (c), (d), (e), (f), (g); 25.1316(b), (c); 25.1322(a), (b), (c), (d); 25.1333(a), (b), (c); 25.1351(a); 25.1353(a), (b); 25.1357(a), (c); 25.1381(a), (b); 25.1431(a), (b), (c); 25.1501(a), (b); 25.1523(a), (b); 25.1529; 25.1581(a), (b), (d); 25.1583(h); 25.1585(a), (b).

Regulations at a later amendment level than specified in TCDS A12EA:

25.869(a)(4) [Amdt 25-113]; 25.1329(c), (i) [Amdt 25-119]; 25.1457(a), (b), (c), (d)(1)(i),(2),(3),(6), (e), (f), (g) [Amdt 25-124].

Special Conditions

25-ANM-108, Special Conditions; Gulfstream Aerospace Corporation, Model Gulfstream GV, High Altitude Operations, Docket No. NM-112; Paragraphs 1(a)(b)(c).

25-665-SC, Special Conditions: Gulfstream Aerospace Corporation, Model GV-SP Airplane; Non-Rechargeable Lithium Battery Installations, Docket No. FAA-2017-0367. (Applicability Limited to Universal Avionics UNS-1Espw Flight Management System installed in Configurations -04 and -05).

-----END----

SDNY_GM_02753710

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240632

EFTA01326225

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.
N120JE	1085

Make	Model	Series
Gulfstream Aerospace	G-IV	

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
JEGE LLC	Address: 6100 RED HOOK QUARTER B3 City: St. Thomas State: Foreign Zip: 00802 Country: Virgin Islands

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☑	☐	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name: Gulfstream Aerospace Services Corporation
Address: 7 Char Drive
City: Westfield State: MA
Zip: 01085 Country: USA

B. Kind of Agency

- ☐ U. S. Certificated Mechanic
- ☐ Manufacturer
- ☐ Foreign Certificated Mechanic
- ☑ Certificated Repair Station
- ☐ Certificated Maintenance Organization

C. Certificate No.: LEGR039G

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual

Benjamin Thomas Jones — 09 November 2018

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ Approved ☐ Rejected

BY

☐ FAA Flt. Standards Inspector	☐ Manufacturer	☐ Maintenance Organization	☐ Persons Approved by Canadian Department of Transport	
☐ FAA Designee	☑ Repair Station	☐ Inspection Authorization	Other *(Specify)*	

Certificate or Designation No.: LEGR039G

Signature/Date of Authorized Individual

Dean Mathew Dickman — 09 November 2018

FAA Form 337 (10-06)

SDNY_GM_02753712

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240634

EFTA01326227

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N120JE	09 November 2018
Nationality and Registration Mark	Date

Performed Major Repair to the Forward Lower Side of the Baggage Door in accordance with 1159RDB459-3 and Forward Upper Side of the Baggage Door in accordance with 1159RDB459-5 Standard Repair Instl - Frame Cracks, Baggage Door.

Gulfstream Standard Repair Drawing 1159RDB459 Rev. J is FAA Approved per Gulfstream GIV SRM 52-00-02 Rev. 16 Dated December 15, 2017 and Engineering Disposition 50019580.1.1 by Stephen Alois Dated November 7, 2018.

This Repair Does Not Impact Aircraft Weight and Balance or the ICA.

----------END----------

☐ Additional Sheets Are Attached

FAA Form 337 (10-06)

SDNY_GM_02753713

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240635

EFTA01326228

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.	
N120JE	1085	
Make	**Model**	**Series**
GULFSTREAM AEROSPACE	G-IV	N/A

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
JEGE LLC	Address 6100 RED HOOK QUARTER B3
	City ST THOMAS State FOREIGN
	Zip 00802 Country VIRGIN ISLANDS

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☑	☐	AIRFRAME	—	*(As described in Item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name: Gulfstream Aerospace Services Corporation
Address: 7 Char Drive
City: Westfield State: MA
Zip: 01085 Country: USA

B. Kind of Agency

- ☐ U. S. Certificated Mechanic
- ☐ Manufacturer
- ☐ Foreign Certificated Mechanic
- ☑ Certificated Repair Station
- ☐ Certificated Maintenance Organization

C. Certificate No.: LEGR039G

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual
Benjamin T. Jones 26/JUL/2018

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ Approved ☐ Rejected

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☑	Repair Station	☐	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.: LEGR039G

Signature/Date of Authorized Individual
Dean M. Dickman 26/JUL/2018

FAA Form 337 (10-06)

SDNY_GM_02753714

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240636

EFTA01326229

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N120JE	26/JUL/2018
Nationality and Registration Mark	Date

1.) Reworked the LH Thrust Reverser P/N 1159P41460-3 S/N A088 LH Fwd Mount Holes 2L - 4L and 7L - 11L.
Installed The Following Repair Bushing Part Numbers In Locations Listed;
2L - GSL405420001-11-5474
3L - GSL405420001-11-5312
4L - GSL405420001-11-5474
7L - GSL405420001-11-5312
8L - GSL405420001-11-5940
9L - GSL405420001-11-5312
10L - GSL405420001-11-5940
11L - GSL405420001-11-5312

2.) Reworked the RH Thrust Reverser P/N 1159P41460-4 S/N A088 RH Fwd Mount Holes 3R,7R,8R - 10R.
Installed The Following Repair Bushing Part Numbers In Locations Listed;
2R - GSL405420001-11-5746
3R - GSL405420001-11-5320
4R - GSL405420001-11-5781
5R - GSL405420001-11-5322
7R - GSL405420001-11-5312
8R - GSL405420001-11-5946
9R - GSL405420001-11-5312
10R - GSL405420001-11-5754
11R - GSL405420001-11-5312

Repairs Accomplished in Accordance with and Substantiated By Gulfstream General Service Letter GSL405420001 Rev B., Engineering Disposition SC18934.14.9.1.1 and SC18934.16.1.1.1
This Repair Does Not Impact Aircraft Weight And Balance. Or The ICA.

3.) Reworked the LH Inlet P/N 1159P41100-69 S/N A086 LH Fwd Mount Holes 13L, 15L - 20L and 23L - 25L then Installed Repair Bushings P/N GSDD405411001-11 as required.

4.) Reworked the RH Inlet P/N 1159P41100-71 S/N A086 RH Fwd Mount Holes 6R, 12R, 17R - 19R and 24R then Installed Repair Bushings P/N GSDD405411001-11 as required.

Repairs Accomplished in Accordance with and Substantiated By Gulfstream General Service Letter GSL405411001 Rev C., Engineering Disposition SC18934.14.10.1.1 and SC18934.16.11.1.1
This Repair Does Not Impact Aircraft Weight And Balance. Or The ICA.
----------END----------

☑ Additional Sheets Are Attached

FAA Form 337 (10-06)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.	
N120JE	1085	
Make	**Model**	**Series**
GULFSTREAM AEROSPACE	G-IV	N/A

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
JEGE LLC	Address 6100 RED HOOK QUARTER B3
	City ST THOMAS State FOREIGN
	Zip 00802 Country VIRGIN ISLANDS

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☑	☐	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name: Gulfstream Aerospace Services Corporation
Address: 7 Char Drive
City: Westfield State: MA
Zip: 01085 Country: USA

B. Kind of Agency

- ☐ U. S. Certificated Mechanic
- ☐ Manufacturer
- ☐ Foreign Certificated Mechanic
- C. Certificate No.
- ☑ Certificated Repair Station
- ☐ Certificated Maintenance Organization — LEGR039G

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual

Benjamin Jones 26/JUN/2018

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ Approved ☐ Rejected

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☑	Repair Station	☐	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.: LEGR039G

Signature/Date of Authorized Individual

William Stucklen 26/JUN/2018

FAA Form 337 (10-06)

SDNY_GM_02753716

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240638

EFTA01326231

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N120JE	26/JUN/2018
Nationality and Registration Mark	Date

Performed rework of rudder actuator forward attach fitting - F.S. 757.562 in accordance with Gulfstream drawing No. 1159RDB729, No Revision, -901 inst.

This major repair is substantiated by FAA form 8100-9, dated 06/15/2018, Project No. TR-07-2018-0014, from Gulfstream Savannah Authorization# ODA-511131-CE, cert 0336099.

This repair has no effect on current ICA.
Weight and Balance effect: None
AFM Supplement: None
****

Performed the following repairs to flight control hinge fittings in accordance with Gulfstream drawing No. SE05000102, Rev. E. STD. Repair - Control Surface Hinge Fittings:

1) Performed repair SE05000102-913D6-20 to L/H #3 Aileron hinge fitting P/N 1159WM20202-5. Bore measures .4065", installed SE05000901-913D6-20 bushing.

2) Performed first increment O/S repair to L/H Aileron #1 hinge holes (3 places). Bores measure .3280", installed NAS6605D40X, NAS6605D54X, AND NAS6605D66X O/S hardware.

3) Performed repair SE05000102-911P5-21 to L/H Elevator hinge #4. Bores measure .3906" - .3911", installed SE05000102-911P5-21 repair sleeve.

4) Performed repair SE05000102-912S88-1 to L/H Elevator trim tab hinge# 1 inboard lug, bore measures .3905", installed SE05000102-912S88-1 bushing.

5) Performed repair SE05000102-911P2-5 to L/H Elevator trim tab hinge# 1 outboard lug, bore measures .4063", installed SE05000102-911P2-5 sleeve.

6) Performed repair SE05000102-911P1-5 to R/H Elevator trim tab hinge# 1 outboard lug, bore measures .3905", installed SE05000102-911P1-5 bushing.

7) Performed repair SE05000102-911P1-5 to R/H Elevator trim tab hinge# 2 outboard lug, bore measures .3905", installed SE05000102-911P1-5 bushing.

8) Performed repair SE05000102-914P1-28 to Rudder top hinge and fitting, bores measure .3898", installed SE05000901-914P1-28 bushing.

9) Performed repair SE05000102-914P1-27 to Rudder middle hinge and fitting, bores measure .3898", installed SE05000901-914P1-27 bushing.

☑ Additional Sheets Are Attached

FAA Form 337 (10-06)

SDNY_GM_02753717

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240639

EFTA01326232



DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N120JE	GULFSTREAM AEROSPACE G-IV	1085	Transport

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, this aircraft has been inspected and found to conform to its type certificate and be in a condition for safe operation. This aircraft meets the requirements of the applicable airworthiness standards in Annex 8 to the Convention on International Civil Aviation, except as follows:

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness certificate is effective as long as maintenance, preventative maintenance, and alterations are performed per the applicable Federal Aviation Regulations and the aircraft is registered in the United States.

7 DATE OF ISSUANCE	8 FAA REPRESENTATIVE	9 DESIGNATION NUMBER
R 05/23/2000	FRED [illegible] ASI	AEA-FSDO-25

Any alteration, mistake, or reproduction of this certificate for a fraudulent purpose may be punishable by certificate revocation, fine, and / or imprisonment.

THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (11-2016) Previous Edition Dated 04-11 May be Used Until Depleted

SDNY_GM_02753718

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00240640

EFTA01326233

SDNY_GM_02753719

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00240641

UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N212JE	Gulfstream G-IV	1085	Transport

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R 05/23/2000	Gary L. Justice, FAA ASI	SO19

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years or both.

THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (04-11) Superseded, Previous Edition

SDNY_GM_02753720

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00240642

EFTA01326235



SDNY_GM_02753721

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00240643

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N120JE	GULFSTREAM AEROSPACE G-IV	1085	Transport

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, this aircraft has been inspected and found to conform to its type certificate and be in a condition for safe operation. This aircraft meets the requirements of the applicable airworthiness standards in Annex 8 to the Convention on International Civil Aviation, except as follows:

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness certificate is effective as long as maintenance, preventative maintenance, and alterations are performed per the applicable Federal Aviation Regulations and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R 05/23/2000	FRED J. GRILL ASI	AEA-FSDO-25

Any alteration, misuse, or reproduction of this certificate for a fraudulent purpose may be punishable by certificate revocation, fine, and / or imprisonment.

THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (11-2016) Previous Edition Dated 04-11 May be Used Until Depleted

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SDNY_GM_02753722

EFTA_00240644

EFTA01326237

FILED WITH FAA
AIRCRAFT REGISTRATION BR
2017 AUG 9 AM 11 05
OKLAHOMA CITY
OKLAHOMA

SDNY_GM_02753723
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N120JE	GULFSTREAM AEROSPACE G-IV	1085	Transport

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, this aircraft has been inspected and found to conform to its type certificate and be in a condition for safe operation. This aircraft meets the requirements of the applicable airworthiness standards in Annex 8 to the Convention on International Civil Aviation, except as follows:

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness certificate is effective as long as maintenance, preventative maintenance, and alterations are performed per the applicable Federal Aviation Regulations and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R 05/23/2000	[signature]	AEA-FSDO-25

Any alteration, misuse, or reproduction of this certificate for a fraudulent purpose may be punishable by certificate revocation, fine, and / or imprisonment.

THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE FEDERAL AVIATION REGULATIONS.

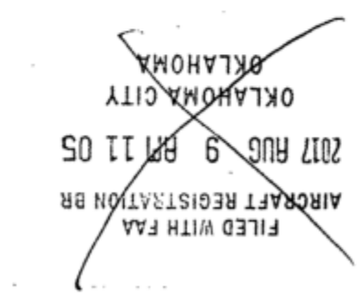
FAA Form 8100-2 [11-2016] Previous Edition Dated 04-11 May be Used Until Depleted

SDNY_GM_02753724

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240646

EFTA01326239



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See FAR 43.9 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. 46301(a)).

1. Aircraft

Nationality and Registration Mark: **USA N212JE**

Serial No.: **1085**

Make: **GULFSTREAM AEROSPACE**

Model: **G-IV**

Series:

2. Owner

Name *(As shown on registration certificate)*: **JEGE LLC**

Address *(As shown on registration certificate)*
Address **6100 Red Hook Quarter B3**
City **ST Thomas** State
Zip **00802** Country **Virgin Islands**

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	----------	(As described in item 1 above)	----------
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address
International Jet Interiors
2221 Smithtown Ave
Ronkonkoma, New York
11779 USA

B. Kind of Agency
- ☐ U.S. Certificated Mechanic
- ☐ Foreign Certificated Mechanic
- ☒ Certificated Repair Station
- ☐ Certificated Maintenance Organization

C. Certificate No.: **CRS I1JR439Y**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual

Thomas Norden Date: 2/20/2014

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY

- ☐ FAA Flt. Standards Inspector
- ☐ FAA Designee
- ☐ Manufacturer
- ☒ Repair Station
- ☐ Maintenance Organization
- ☐ Inspection Authorization
- ☐ Persons Approved by Canadian Department of Transport
- ☐ Other (Specify)

Certificate or Designation No.: **CRS I1JR439Y**

Signature/Date of Authorized Individual

Thomas Norden Date: 2/20/2014

FAA Form 337 (10-06)

SDNY_GM_02753726

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240648

EFTA01326241

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work accomplished.)

USA N212JE	DATE
Nationality and Registration Mark	2/20/2014

KGS ELECTRONICS 115VAC, 60HZ, 1000VA INVERTER SYSTEM INSTALLATION

1.) Removed 2ea. P/N: AK-55140M 28-12VDC converters, 2ea. P/N: XD600-1 amplifiers, 1ea. P/N: XD600-6 amplifier, and 1ea. P/N: BBK-2AH keep alive battery. Installed a KGS Electronics 115VAC, 60HZ, 1000VA inverter system in accordance with DB Integrations, LLC document No. 140121001 titled 115VAC 60HZ Inverter Wiring Diagram, revision (0), dated February 5, 2014 which was approved under FAA form 8110-3 dated February 11, 2014 (attached) for systems and equipment.

2.) The structural aspects of the inverter installation were accomplished in accordance with DB Integrations, LLC document No. 140205001 titled 60HZ Inverter Structural Installation, revision (0), dated February 5, 2014 which was approved under FAA form 8110-3 dated February 13, 2014 (attached) for structures.

3.) The structural aspects of the outlet and circuit breaker installations are deemed a minor alteration, which were performed in accordance with applicable sections of AC43.13-1B and AC43.13-2B.

4.) The equipment list has been revised.

5.) The weight and balance has been revised.

6.) An electrical load analysis has been performed and found not to exceed 80% of the full generator capacity.

7.) Instructions for Continued Airworthiness (ICA) are incorporated into DB Integrations, LLC document No. 140213002, revision (I.R.), dated February 13, 2014 and have been provided to the operator for incorporation into the aircraft inspection/maintenance program.

8.) A Logbook entry has been made reflecting this modification.

9.) The work described, has been found to be in conformity with the above mentioned approved data and continues to meet the airworthiness criteria under which it was originally certificated. Work Order No. 14104, on file at this agency, covers the above described work.

**********No Further Entries**********

☒ Additional Sheets Are Attached

FAA Form 337 (10-06)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

1. DATE: February 11,2014

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2. MAKE	3. MODEL NO.	4. TYPE *(Airplane, Engine, Propeller, etc.)*	5. NAME OF APPLICANT
Gulfstream Aerospace	G-IV	Airplane	DB Integrations, LLC

LIST OF DATA

6. IDENTIFICATION	7. TITLE
Report:DD00214.1085, Rev.IR, Date: 02/11/2014	"60 Hz TSO Inverter Modification" NOTES: 1. This approval covers electrical, design aspects only on Airplane Model G-IV, s/n 1085 and is not installation approval. 2. The authorized agency returning the aircraft to service is responsible to determine compliance with the above data. 3. This approval is for electrical engineering design data only. It indicates the data listed above demonstates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements"

8. PURPOSE OF DATA

To support Major Alteration FAA Form 337 for s/n 1085. The approval is design data approval only and is not instalaltion approval.

9. APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25.0; 25.1351(a)(1) Amd 25-72 ; 25.1357 (a)(b)(c) Amd 25-123

10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (We) Therefore ☐ Recommend approval of these data ☑ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
David J Richards	DERT 955091-NE	Systems and Equipment Electrical

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02753728

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240650

EFTA01326243

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1. DATE: 2/13/2014

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2. MAKE	3. MODEL	4. TYPE (Aircraft, Engine, Propeller, etc.)	5. NAME OF APPLICANT
Gulfstream Aerospace Corporation	G-IV	Aircraft	DB Integrations

LIST OF DATA

6. IDENTIFICATION	7. TITLE
140205001	60 Hz Inverter Structural Installation, Sheets 1 through 4, Initial Release, dated February 5, 2014. Notes: 1. This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the "Applicable Requirements." Compliance with additional regulations not listed here may be required. This form does not constitute FAA approval of all the engineering data necessary for substantiation of compliance to necessary requirements for the entire alteration. 2. TCDS is A12EA.

8. PURPOSE OF DATA:
Drawing 140205001 installs a 60 Hz inverter on an existing shelf on Gulfstream Aerospace Corporation Model G-IV, A/C S/N: 1085, as a major alteration.

9. APPLICABLE REQUIREMENTS (List specific sections):
14 CFR dated February 1, 1965, including Amendments 25-1 through 25-56: 25.301 Loads, 25.303 Factor of safety, 25.305 Strength and deformation, 25.561 Emergency Landing Conditions – General, 25.601 Design and Construction – General, 25.603 Materials, 25.605 Fabrication methods, 25.607 Fasteners, 25.789 Retention of items of mass in passenger and crew compartments.

10. CERTIFICATION – Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered ____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

☐ Recommend approval of these data

I (We) therefore ■ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
Rodney Bahr	DERT-831129-CE	STRUCTURES

FAA Form 8110-3 (03/10) SUPERCEDES PREVIOUS REVISION

SDNY_GM_02753730

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240652

EFTA01326245

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1.DATE: 2/18/2014

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2.MAKE	3.MODEL NO.	4.TYPE(Airplane, Engine, Propeller, etc.)	5.NAME OF APPLICANT
Gulfstream	G-IV	Airplane	International Jet Interiors

LIST OF DATA

6.IDENTIFICATION	7.TITLE
TP 268821-14 Rev A Dated 02/18/2014	Skandia, Inc. Flammability Test Report Bunsen Burner Testing Test Specimen P/N's 1 (represents floor covering) 2 (represents floor ducts) 3 (represents seat bases) 4 (represents cockpit, sidewalls & pedestal) Notes: 1) Work accomplished under Skandia Inc. WO # 268821-14, Ref Document ID 94995. 2) Flammability test witnessing only, does not constitute installation approval of materials.

8.PURPOSE OF DATA

Demonstration of compliance with material flammability requirements in support of Major Repair & Alteration for S/N 1085

9.APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i) Amdt 25-111

14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)

10.CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (We) Therefore ☐ Recommend approval of these data ☒ Approve these data

11.SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	12.DESIGNATION NUMBER(S)	13.CLASSIFICATION(S)
Jane Biberstein Jane Biberstein -FAA DER	DERY-832780-CE	Structural Special

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02753732

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240654

EFTA01326247

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See FAR 43.9 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. 46301(a)).

1. Aircraft

Nationality and Registration Mark: **USA N212JE**

Serial No.: **1085**

Make: **GULFSTREAM AEROSPACE**

Model: **G-IV**

Series:

2. Owner

Name *(As shown on registration certificate)*: **JEGE LLC**

Address *(As shown on registration certificate)*
Address **6100 Red Hook Quarter**
City **St Thomas** State
Zip **00802** Country **Virgin Islands**

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	----------	(As described in item 1 above)	----------
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address
International Jet Interiors
2221 Smithtown Ave
Ronkonkoma, New York
11779 USA

B. Kind of Agency
- ☐ U.S. Certificated Mechanic
- ☐ Foreign Certificated Mechanic
- ☒ Certificated Repair Station
- ☐ Certificated Maintenance Organization
- ☐ Manufacturer

C. Certificate No.: **CRS I1JR439Y**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual

Thomas Norden Date: 9/19/2013

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY
- ☐ FAA Flt. Standards Inspector
- ☐ FAA Designee
- ☐ Manufacturer
- ☒ Repair Station
- ☐ Maintenance Organization
- ☐ Inspection Authorization
- ☐ Persons Approved by Canadian Department of Transport
- ☐ Other (Specify)

Certificate or Designation No.: **CRS I1JR439Y**

Signature/Date of Authorized Individual

Thomas Norden Date: 9/19/2013

FAA Form 337 (10-06)

SDNY_GM_02753734

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240656

EFTA01326249

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work accomplished.)

USA	N212JE	DATE
Nationality and	Registration Mark	9/19/2013

Modified the existing Cabin Entertainment System in accordance with Electrical Drawing listed below (Note: reference FAA/DER approved Structural Drawings for provisions for all Audio and Video equipment installed at this time on FAA 337 Form, this date).

Dwg No.	Date	Rev	Title
PA-GIV-1085-2501	8/21/13	B	CABIN ENTERTAINMENT SYSTEM (MOD) ELECTRICAL DRAWING

The above listed wiring diagram is FAA/DER approved by W.C. Janzer (DERT-510187-CE), Systems and Equipment, Electrical Equipment via FAA Form 8110-3 dated 8/21/13, attached to this 337 Form.

Electrical Load Change is negligible & does not exceed the 80% electrical power generating system on the aircraft.

Complied with a EMI-RFI Test Flight, there were no adverse effects on any other systems.

The Aircraft's Scheduled Maintenance Program is not altered by this installation. The cabin entertainment system components are considered to be "On Condition Items".

A supplement to the aircraft equipment list and copies of the wiring diagrams listed above has been provided to customer and must be added to the aircraft's records. The work described, has been found to be in conformity with the above mentioned approved data and continues to meet the airworthiness criteria under which it was originally certificated. Work Order No. 13127, on file at this agency, covers the above described work.

A Logbook entry has been made reflecting this modification.

**********No Further Entries**********

☐ Additional Sheets Are Attached

FAA Form 337 (10-06)

SDNY_GM_02753735

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240657

EFTA01326250

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1. DATE: AUG 21, 2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2. MAKE	3. MODEL NO.	4. TYPE (*Aircraft, Engine, Propeller, etc.*)	5. NAME OF APPLICANT
GULFSTREAM	G-IV	AIRPLANE	PRODIGIOUS AVIONICS

LIST OF DATA

6. IDENTIFICATION	7. TITLE
PRODIGIOUS AVIONICS PA-GIV-1085-2501 9 SHTS REV: B DATE: 8-21-2013 ----------	DRAWING: CABIN ENTERTAINMENT SYSTEM (MOD) ELECTRICAL DRAWING ----------END---------- NOTES: 1- THIS APPROVAL IS FOR THE ELECTRICAL ASPECTS ONLY. 2- THIS APPROVAL IS FOR THE DESIGN ASPECTS ONLY AND DOES NOT CONSTITUTE INSTALLATION OR OPERATIONAL APPROVAL. 3- IF THIS APPROVAL IS PROVIDED FOR A FOREIGN REGISTERED AIRCRAFT, ACCEPTANCE OF THIS APPROVAL IS AT THE DISCRETION OF THE CIVIL AVIATION AUTHORITY OF THE STATE OF REGISTER. 4- THE INSTALLER MUST DETERMINE THE COMPATIBILITY OF THIS DATA WITH THE AIRCRAFT CONFIGURATION.

8. PURPOSE OF DATA

TO APPROVE THIS MAJOR ALTERATION ON GULFSTREAM AEROSPACE G-IV AIRCRAFT N423TT SERIAL NUMBER 1085 IN SUPPORT OF FAA FORM 337.

9. APPLICABLE REQUIREMENTS (List specific sections)

14CFR25.603(b) Amdt. 25–46
14CFR25.869(a) Amdt. 25–123
14CFR25.1301(a)(b) Amdt. 25–123
14CFR25.1309(a)(b)(c)(e)(g) Amdt. 25–123
14CFR25.1353(a) Amdt. 25–123

10. CERTIFICATION – Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered XXXXXXXXX have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (~~We~~) Therefore ☐ Recommend approval of these data ☒ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
W.C. Janzer	DERT-510187-CE	Systems & Equipment Electrical Equipment
GULFSTREAM G-IV-ENTERTAINMENT-N423TT-1085		

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02753736

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240658

EFTA01326251

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See FAR 43.9 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. 46301(a)).

1. Aircraft

Nationality and Registration Mark: **USA N212JE**

Serial No.: **1085**

Make: **GULFSTREAM AEROSPACE**

Model: **G-IV**

Series:

2. Owner

Name *(As shown on registration certificate)*: **JEGE LLC**

Address *(As shown on registration certificate)*
Address **6100 Red Hook Quarter B3**
City **ST Thomas** State
Zip **00802** Country **Virgin Islands**

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	----------	(As described in item 1 above)	----------
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address
International Jet Interiors
2221 Smithtown Ave
Ronkonkoma, New York
11779 USA

B. Kind of Agency
- ☐ U.S. Certificated Mechanic
- ☐ Foreign Certificated Mechanic
- ☒ Certificated Repair Station
- ☐ Certificated Maintenance Organization
- ☐ Manufacturer

C. Certificate No.: **CRS I1JR439Y**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual

Thomas Norden Date: 9/19/2013

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY

- ☐ FAA Flt. Standards Inspector
- ☐ FAA Designee
- ☐ Manufacturer
- ☒ Repair Station
- ☐ Maintenance Organization
- ☐ Inspection Authorization
- ☐ Persons Approved by Canadian Department of Transport
- ☐ Other (Specify)

Certificate or Designation No.: **CRS I1JR439Y**

Signature/Date of Authorized Individual

Thomas Norden Date: 9/19/2013

FAA Form 337 (10-06)

SDNY_GM_02753738

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240660

EFTA01326253

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work accomplished.)

USA N212JE	DATE
Nationality and Registration Mark	9/19/2013

(1) Fireblocked and reupholstered Six (6) existing single cabin chairs, two (2) existing double cabin chairs and one (1) existing jump seat with Edelman Leather: Royal Hide RH32. Fireblocked and upholstered one (1) new replacement (Goodrich PN 960014-49) divan with Brentano Fabric: Simplicity-Carrara 1010-01. Rewebbed the existing PAX seat and shoulder harness belts by C&M Marine Aviation Services Inc., CRS V05R749Y, under W.O. 5006, 8130-3 dated 8/8/13. Aircraft seat cushions have been fireblocked as per the requirements of title 14 CFR, 25.853(c) Amendment 25 – 116 Appendix F Part II and 14 CFR, 25.853(a) Amendment 25 – 116 Appendix F Part I(a)(1)(ii). Results of Oil Burner Testing are documented on (attached) Skandia Inc. FAA/D.E.R. approved 8110-3, dated 9/19/13, document ID 94288, WO # 258304-13, Test Plan # 22867 Rev B, dated 8/01/2013, by Jennifer Paluzzi FAA/DER (DERY-832779-CE).

(2) The Crew Seats were stripped and reupholstered with Edelman leather: "Royal Hide, RH32, Dead White" and Aircraft Sheep Skin Co.: Sheepskin 3CC001, White. Rewebbed two (2) crew seat 5pt seat and shoulder harness belts by C&M Marine Aviation Services Inc., CRS V05R749Y, under W.O. 4991, 8130-3 dated 8/13/13. Flammability Testing (Spec #2) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report dated 6/24/13(attached) by FAA/DER Jane Biberstein.

(3) Stripped and recovered Baggage Area / Jeppesen Storage Box in Tapis, Grospoint, Black 0094, Lot R. Flammability Testing (Spec #3and Spec #4) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report, dated 6/24/13 (attached) by FAA/DER Jane Biberstein.

(4) Stripped and recovered Forward Closet and Aft Lavatory Storage in Tapis Fabric : Grospoint, Muse Blue-FR, 0018. Flammability Testing (Spec #5) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report, dated 6/24/13 (attached) by FAA/DER Jane Biberstein.

(5) Fabricated new Entry Rain Curtain in Willowtex Izit Leather: Snow, FR2250A/SKD-1 and Ebony Izit Leather, FR2250B/skd-7. Flammability Testing (Spec #6) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report, dated 6/24/13 (attached) by FAA/DER Jane Biberstein.

(6) Recovered the Existing Forward/ Aft Lavatory Side Panel Bulkheads in Willowtex Fabric: Snow Izit Enhanced A, FR2250A/SKD-1. Flammability Testing (Spec # 7) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report, dated 6/24/13 (attached) by FAA/DER Jane Biberstein.

(7) Recovered the Existing Headliners, Valances and PSU's and Hand Rails in Tapis: Ultrasuede, 3723 Pale Beige. Flammability Testing (Spec # 9 and 10) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report, dated 6/24/13 (attached) by FAA/DER Jane Biberstein.

(8) Stripped and recovered the existing Window Line Panels and Aft Lav Side Wall panels in Brentano Fabric: Simplicity-Carrara, 1010-01. Flammability Testing (Spec #11) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report, dated 6/24/13 (attached) by FAA/DER Jane Biberstein.

(9) Stripped and recovered the existing Lower Side Wall Panels in Edelman Woven Leather, WVNC50. Flammability Testing (Spec #12) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report, dated 6/24/13 (attached) by FAA/DER Jane Biberstein.

(10) Stripped and recovered the existing Aft Cabin Blkhd and Fwd Aft Galley Blkhd in Aerospecialties, .125 Polycarbonate Mirror, 16004f02. Flammability Testing (Spec #15) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report, dated 6/24/13 (attached) by FAA/DER Jane Biberstein.

(11) Stripped and recovered the existing Divan End Arms, Divan Lower Doors and Lower Side Walls in Edelman Leather: Royal Hide, RH32, Dead White. Flammability Testing (Spec #16) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report, dated 6/24/13 (attached) by FAA/DER Jane Biberstein.

(18) Stripped and recovered the Entry Area and Baggage Compartment Floor in AIP: Aermat, 37R/8V/1000/985/20R/54. Flammability Testing (Spec #20) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report, dated 6/24/13 (attached) by FAA/DER Jane Biberstein.

(19) Installed new replacement Aft Galley and Lav Countertops with Evans & Paul, .187, Designer White Corian. Flammability Testing (Spec #21) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report, dated 6/24/13 (attached) by FAA/DER Jane Biberstein.

(20) Stripped and recovered the existing Aft Lav Closet Sliding Doors in Aerospecialties, .125 Polycarbonate Clear, Mirror and Tapis,0018 Muse Blue-FR Grospoint, Fabric. Flammability Testing (Spec #22) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report, dated 6/24/13 (attached) by FAA/DER Jane Biberstein.

☒ Additional Sheets Are Attached

FAA Form 337 (10-06)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work accomplished.)

USA N212JE	DATE
Nationality and Registration Mark	9/19/2013

(21) Fabricated and Installed new replacement Baggage Flap in AIP, Herculite Red, #80, 0001,Vinyl. Flammability Testing (Spec #23) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report, dated 6/24/13 (attached) by FAA/DER Jane Biberstein.

(22) Stripped and recovered the existing FWD Cabin Bulkheads in Brentano Fabric: Simplicity-Carrara, 1010-01. Flammability Testing (Spec #24) was approved via Skandia Inc. (WO # 257726-13, Test Plan # 21306) Vertical Flammability Test Results Report, dated 6/24/13 (attached) by FAA/DER Jane Biberstein.

(23) Stripped and recovered the existing FWD and AFT Potty Seats and Shrouds with Edelman: Woven Leather, WVNC50, AA13FL. Flammability Testing (Spec #8, #14) was approved via Skandia Inc. (WO # 260097-13, Test Plan # 21306) via FAA Form 8110-3 (attached) dated 8/13/13 by FAA/DER Jane Biberstein (DERY-832780-CE).

(24) Fabricated new Conference Table Top using Indiana Architectural Plywood, Laminated with Makore Pom, Veneer. Flammability Testing (Spec #13) was approved via Skandia Inc. (WO # 260097-13, Test Plan # 21306) via FAA Form 8110-3 (attached) dated 8/13/13 by FAA/DER Jane Biberstein (DERY-832780-CE).

(25) Installed a new Carpet throughout the cockpit, main cabin, and Floor Ducts areas using ABC Carpet – Woolston Plaid Shoreline. Flammability Testing (Spec # 17, #18, #19) was approved via Skandia Inc. Reference (attached) Skandia Inc. FAA/D.E.R. approved 8110-3, dated 9/18/13, document ID 94282, WO # 261824-13, Test Plan # 21306 Rev I/R by Jennifer Paluzzi FAA/DER (DERY-832779-CE).

(26) Modified the following existing cabinetry in accordance with the following FAA/DER approved Drawings:

Dwg No.	Rev	Title
IJIGIV1085	IR	INTERIOR INSTL
IJIGIV1085A	IR	MONITOR MOD INSTL-RH FWD
IJIGIV1085B	A	CONFERENCE TABLE MOD INSTL
IJIGIV1085C	IR	DIVAN INSTL-LH AFT
IJIGIV1085D	IR	LH AFT CLOSET MOD INSTL
IJIGIV1085E	IR	DIVAN ARMREST INSTL-LH AFT
IJIGIV1085F	A	ENTERTAINMENT EQUIPT MOD INSTL-CREDENZA
IJIGIV1085G	IR	MONITOR MOD INSTL-LH AFT
IJIGIV1085H	IR	RH GALLEY MOD INSTL
IJIGIV1085J	IR	LH GALLEY MOD INSTL
IJIGIV1085K	IR	VANITY MOD INSTL
IJIGIV1085L	IR	PSU MOD INSTL

All above listed structural drawings were approved via attached; FAA Forms 8110-3, dated Aug 22, 2013 Thru Sept 16, 2013 by FAA/DER Brian C. Adamson, DERT-830137-CE and Donald E. Shepherd, Jr, DERT-230307-CE.

Passenger aisle width maintained per Title 14 CFR 25.815.

A supplemental equipment list has been supplied.

A logbook entry has been made reflecting this alteration.

All Cabin Interior Furnishings listed above have been Burn Tested in accordance with Title 14 CFR Part 25.853 (a) Amdt. 25-116 Appendix F Part I (a)(1)(i) Amdt 25-111 and Title 14 CFR Part 25.853 (a) Amdt. 25-116 Appendix F Part I (a)(1)(ii) as applicable .

This Modification/Repair to the existing Cabin Interior furnishings requires No Scheduled Maintenance Tasks or Airworthiness Limitations, refer to the Gulfstream Maintenance Manual, and all other existing aircraft ICA's. The Aircraft's Scheduled Maintenance Program is not altered by this installation.

The work described, has been found to be in conformity with the above mentioned approved data and continues to meet the airworthiness criteria under which it was originally certificated. Work Order No. 13127, on file at this agency, covers the above described work.

**********No Further Entries**********

☐ Additional Sheets Are Attached

FAA Form 337 (10-06)

SDNY_GM_02753740

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240662

EFTA01326255

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1. DATE: August 22, 2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2. MAKE	3. MODEL NO.	4. TYPE (Aircraft, Engine, Propeller, etc.)	5. NAME OF APPLICANT
Gulfstream	G-IV s/n 1085	Airplane	International Jet Interiors, Inc. Ronkonkoma, NY

LIST OF DATA

6. IDENTIFICATION	7. TITLE	
Drawing: IJIGIV1085 Rev (IR) 05/13/2013	Interior Instl	sht 1 - 4
IJIGIV1085D Rev (IR) 06/11/2013	LH Aft Closet Mod Instl	sht 1 - 5
Report: IJIGIV1085DSA Rev (IR) 08/22/2013	Structural Analysis LH Aft Closet Mod Instl Gulfstream G-IV Aircraft	
Structures Note:	1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". 2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Flammability are not included in this approval and require separate approval. 3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.	

8. PURPOSE OF DATA
To provide type data for FAA approval of structure in support of a Major Alteration for Gulfstream G-IV s/n1085.

9. APPLICABLE REQUIREMENTS (List specific sections)
14 CFR Part 25, Amdt 25-1 through 25-56 as specified in TCDS A12EA;
Paragraphs: 25.301(a-b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a, b) Amdt 25-54, 25.307(a, b) Amdt 25-54, 25.341 Amdt 25-0, 25.561(a-c) Amdt 25-23, 25.601 Amdt 25-0, 25.603(a-c) Amdt 25-46, 25.605(a) Amdt 25-46, 25.609(a) Amdt 25-0, 25.611 Amdt 25-23, 25.613(a, b, d, e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619(a-c) Amdt 25-23, 25.623 Amdt 25-0, 25.625(a-c) Amdt 25-23, 25.789(a) Amdt 25-46.

10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered n/a have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (We) Therefore
☐ Recommend approval of these data
☒ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBERS(S)	13. CLASSIFICATION(S)
Brian C. Adamson	DERT-830137-CE	Structures

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

13-1484-8

SDNY_GM_02753742

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240664

EFTA01326257

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1. DATE: September 16, 2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2. MAKE	3. MODEL NO.	4. TYPE (Aircraft, Engine, Propeller, etc.)	5. NAME OF APPLICANT
Gulfstream	G-IV s/n 1085	Airplane	International Jet Interiors, Inc. Ronkonkoma, NY

LIST OF DATA

6. IDENTIFICATION	7. TITLE
Drawing: IJIGIV1085F Rev (A) 09/13/2013	Entertainment Equipt Mod Instl-Credenza sht 1 - 6
Report: IJIGIV1085FSA Rev (A) 09/16/2013	Structural Analysis Entertainment Equipt Mod Instl- Credenza Gulfstream G-IV Aircraft
Structures Note:	1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". 2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical Systems and Equipment and Flammability are not included in this approval and require separate approval. 3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.

8. PURPOSE OF DATA
To provide type data for FAA approval of structure in support of a Major Alteration for Gulfstream G-IV s/n 1085.

9. APPLICABLE REQUIREMENTS (List specific sections)
14 CFR Part 25, Amdt 25-1 through 25-56 as specified in TCDS A12EA;
Paragraphs: 25.301(a-b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a, b) Amdt 25-54, 25.307(a, b) Amdt 25-54, 25.341 Amdt 25-0, 25.561(a-c) Amdt 25-23, 25.601 Amdt 25-0, 25.603(a-c) Amdt 25-46, 25.605(a) Amdt 25-46, 25.609(a) Amdt 25-0, 25.611 Amdt 25-23, 25.613(a, b, d, e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619(a-c) Amdt 25-23, 25.623 Amdt 25-0, 25.625(a-c) Amdt 25-23, 25.789(a) Amdt 25-46.

10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered n/a have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (X) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
Donald E. Shepherd, Jr. Donald E Shepherd Jr	DERT-230307-CE	Structures

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

13-1402

SDNY_GM_02753744

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240666

EFTA01326259

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1. DATE: August 30, 2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2. MAKE	3. MODEL NO.	4. TYPE (Aircraft, Engine, Propeller, etc.)	5. NAME OF APPLICANT
Gulfstream	G-IV s/n 1085	Airplane	International Jet Interiors, Inc. Ronkonkoma, NY

LIST OF DATA

6. IDENTIFICATION	7. TITLE
Drawing: IJIGIV1085B Rev (A) 08/29/2013	Conference Table Mod Instl sht 1 - 5
Report: IJIGIV1085BSA Rev (A) 08/30/2013	Structural Analysis Conference Table Mod Instl Gulfstream G-IV Aircraft
Structures Note:	1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". 2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Flammability are not included in this approval and require separate approval. 3) Aircraft interior compliance inspection is not included in this approval and requires separate approval. 4) See sheet 2 for additional drawings supporting drawing IJIGIV1085B Rev (A).

8. PURPOSE OF DATA

To provide type data for FAA approval of structure in support of a Major Alteration for Gulfstream G-IV s/n1085.

9. APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25, Amdt 25-1 through 25-56 as specified in TCDS A12EA;

Paragraphs: 25.301(a-b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a, b) Amdt 25-54, 25.307(a, b) Amdt 25-54, 25.341 Amdt 25-0, 25.561(a-c) Amdt 25-23, 25.601 Amdt 25-0, 25.603(a-c) Amdt 25-46, 25.605(a) Amdt 25-46, 25.609(a) Amdt 25-0, 25.611 Amdt 25-23, 25.613(a, b, d, e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619(a-c) Amdt 25-23, 25.623 Amdt 25-0, 25.625(a-c) Amdt 25-23, 25.789(a) Amdt 25-46.

10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered 2 of 2 have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (We) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBERS(S)	13. CLASSIFICATION(S)
Brian C. Adamson	DERT-830137-CE	Structures

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

13-1402-P

SDNY_GM_02753746

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240668

EFTA01326261

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1. DATE: August 19, 2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2. MAKE	3. MODEL NO.	4. TYPE (Aircraft, Engine, Propeller, etc.)	5. NAME OF APPLICANT
Gulfstream	G-IV s/n 1085	Airplane	International Jet Interiors, Inc. Ronkonkoma, NY

LIST OF DATA

6. IDENTIFICATION	7. TITLE
Drawing: IJIGIV1085J Rev (IR) 07/16/2013	LH Galley Mod Instl sht 1 - 4
IJIGIV1085H Rev (IR) 07/16/2013	RH Galley Mod Instl sht 1 - 4
Report: IJIGIV1085JSA Rev (IR) 08/12/2013	Structural Analysis LH Galley Mod Instl Gulfstream G-IV Aircraft
IJIGIV1085HSA Rev (IR) 08/12/2013	Structural Analysis RH Galley Mod Instl Gulstream G-IV Aircraft
Structures Note:	1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". 2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Flammability are not included in this approval and require separate approval. 3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.

8. PURPOSE OF DATA

To provide type data for FAA approval of structure in support of a Major Alteration for Gulfstream G-IV s/n1085.

9. APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25, Amdt 25-1 through 25-56 as specified in TCDS A12EA;

Paragraphs: 25.301(a-b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a, b) Amdt 25-54, 25.307(a, b) Amdt 25-54, 25.341 Amdt 25-0, 25.561(a-c) Amdt 25-23, 25.601 Amdt 25-0, 25.603(a-c) Amdt 25-46, 25.605(a) Amdt 25-45, 25.609(a) Amdt 25-0, 25.611 Amdt 25-23, 25.613(a, b, d, e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619(a-c) Amdt 25-23, 25.623 Amdt 25-0, 25.625(a-c) Amdt 25-23, 25.789(a) Amdt 25-46.

10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered n/a have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (We) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBERS(S)	13. CLASSIFICATIONS
Brian C. Adamson	DERT-830137-CE	Structures

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02753748

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240670

EFTA01326263

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1. DATE: August 22, 2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2. MAKE	3. MODEL NO.	4. TYPE (Aircraft, Engine, Propeller, etc.)	5. NAME OF APPLICANT
Gulfstream	G-IV s/n 1085	Airplane	International Jet Interiors, Inc. Ronkonkoma, NY

LIST OF DATA

6. IDENTIFICATION	7. TITLE
Drawing: IJIGIV1085A Rev (IR) 07/16/2013	Monitor Mod Instl-RH Fwd sht 1 - 3
Report: IJIGIV1085ASA Rev (IR) 08/21/2013	Structural Analysis Monitor Mod Instl-RH Fwd Gulfstream G-IV Aircraft
Structures Note:	1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". 2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Flammability are not included in this approval and require separate approval. 3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.

8. PURPOSE OF DATA
To provide type data for FAA approval of structure in support of a Major Alteration for Gulfstream G-IV s/n1085.

9. APPLICABLE REQUIREMENTS (List specific sections)
14 CFR Part 25, Amdt 25-1 through 25-56 as specified in TCDS A12EA;
Paragraphs: 25.301(a-b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a, b) Amdt 25-54, 25.307(a, b) Amdt 25-54, 25.341 Amdt 25-0, 25.561(a-c) Amdt 25-23, 25.601 Amdt 25-0, 25.603(a-c) Amdt 25-46, 25.605(a) Amdt 25-46, 25.609(a) Amdt 25-0, 25.611 Amdt 25-23, 25.613(a, b, d, e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619(a-c) Amdt 25-23, 25.623 Amdt 25-0, 25.625(a-c) Amdt 25-23, 25.789(a) Amdt 25-46.

10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered n/a have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (We) Therefore ☐ Recommend approval of these data ☒ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBERS(S)	13. CLASSIFICATION(S)
Brian C. Adamson	DERT-830137-CE	Structures

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

13-1401-7

SDNY_GM_02753750

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1. DATE: August 19, 2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2. MAKE	3. MODEL NO.	4. TYPE (Aircraft, Engine, Propeller, etc.)	5. NAME OF APPLICANT
Gulfstream	G-IV s/n 1085	Airplane	International Jet Interiors, Inc. Ronkonkoma, NY

LIST OF DATA

6. IDENTIFICATION	7. TITLE	
Drawing: IJIGIV1085B Rev (IR) 06/05/2013	Conference Table Mod Instl	sht 1 - 5
IJIGIV1085K Rev (IR) 07/05/2013	Vanity Mod Instl	sht 1 - 4
Report: IJIGIV1085BSA Rev (IR) 08/19/2013	Structural Analysis Conference Table Mod Instl Gulfstream G-IV Aircraft	
IJIGIV1085KSA Rev (IR) 08/12/2013	Structural Analysis Vanity Mod Instl Gulstream G-IV Aircraft	
Structures Note:	1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". 2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Flammability are not included in this approval and require separate approval. 3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.	

8. PURPOSE OF DATA

To provide type data for FAA approval of structure in support of a Major Alteration for Gulfstream G-IV s/n1085.

9. APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25, Amdt 25-1 through 25-56 as specified in TCDS A12EA;

Paragraphs: 25.301(a-b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a, b) Amdt 25-54, 25.307(a, b) Amdt 25-54, 25.341 Amdt 25-0, 25.561(a-c) Amdt 25-23, 25.601 Amdt 25-0, 25.603(a-c) Amdt 25-46, 25.605(a) Amdt 25-46, 25.609(a) Amdt 25-0, 25.611 Amdt 25-23, 25.613(a, b, d, e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619(a-c) Amdt 25-23, 25.623 Amdt 25-0, 25.625(a-c) Amdt 25-23, 25.789(a) Amdt 25-46.

10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered n/a have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (We) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
Brian C. Adamson	DERT-830137-CE	Structures

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

13VT02-3

SDNY_GM_02753752

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240674

EFTA01326267

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1. DATE: August 21, 2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2. MAKE	3. MODEL NO.	4. TYPE (Aircraft, Engine, Propeller, etc.)	5. NAME OF APPLICANT
Gulfstream	G-IV s/n 1085	Airplane	International Jet Interiors, Inc. Ronkonkoma, NY

LIST OF DATA

6. IDENTIFICATION	7. TITLE	
Drawing: IJIGIV1085C Rev (IR) 06/10/2013 IJIGIV1085E Rev (IR) 06/28/2013	Divan Instl-LH Aft Divan Armrest instl-LH Aft	sht 1 - 3 sht 1 - 4
Report: IJIGIV1085CSA Rev (IR) 08/19/2013	Structural Analysis Divan Instl-LH Aft Gulfstream G-IV Aircraft	
Structures Note:	1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". 2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Flammability are not included in this approval and require separate approval. 3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.	

8. PURPOSE OF DATA

To provide type data for FAA approval of structure in support of a Major Alteration for Gulfstream G-IV s/n1085.

9. APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25, Amdt 25-1 through 25-56 as specified in TCDS A12EA;

Paragraphs: 25.301(a-b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a, b) Amdt 25-54, 25.307(a, b) Amdt 25-54, 25.341 Amdt 25-0, 25.561(a-c) Amdt 25-23, 25.601 Amdt 25-0, 25.603(a-c) Amdt 25-46, 25.605(a) Amdt 25-46, 25.609(a) Amdt 25-0, 25.611 Amdt 25-23, 25.613(a, b, d, e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619(a-c) Amdt 25-23, 25.623 Amdt 25-0, 25.625(a-c) Amdt 25-23, 25.785 (i1,i3) Amdt 25-51, 25.789(a) Amdt 25-46.

10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered n/a have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (We) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBERS(S)	13. CLASSIFICATION(S)
Brian C. Adamson	DERT-830137-CE	Structures

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

13-1402-5

SDNY_GM_02753754

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240676

EFTA01326269

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1. DATE: August 20, 2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2. MAKE	3. MODEL NO.	4. TYPE (Aircraft, Engine, Propeller, etc.)	5. NAME OF APPLICANT
Gulfstream	G-IV s/n 1085	Airplane	International Jet Interiors, Inc. Ronkonkoma, NY

LIST OF DATA

6. IDENTIFICATION	7. TITLE	
Drawing: IJIGIV1085L Rev (IR) 06/27/2013 IJIGIV1085G Rev (IR) 07/16/2013	PSU Mod Instl Monitor Mod Instl-LH Aft	sht 1 - 4 sht 1 - 3
Report: IJIGIV1085LSA Rev (IR) 08/12/2013 IJIGIV1085GSA Rev (IR) 08/08/2013	Structural Analysis PSU Mod Instl Gulfstream G-IV Aircraft Structural Analysis Monitor Mod Instl-LH Aft Gulfstream G-IV Aircraft	
Structures Note:	1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". 2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Flammability are not included in this approval and require separate approval. 3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.	

8. PURPOSE OF DATA

To provide type data for FAA approval of structure in support of a Major Alteration for Gulfstream G-IV s/n1085.

9. APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25, Amdt 25-1 through 25-56 as specified in TCDS A12EA;

Paragraphs: 25.301(a-b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a, b) Amdt 25-54, 25.307(a, b) Amdt 25-54, 25.341 Amdt 25-0, 25.561(a-c) Amdt 25-23, 25.601 Amdt 25-0, 25.603(a-c) Amdt 25-46, 25.605(a) Amdt 25-46, 25.609(a) Amdt 25-0, 25.611 Amdt 25-23, 25.613(a, b, d, e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619(a-c) Amdt 25-23, 25.623 Amdt 25-0, 25.625(a-c) Amdt 25-23, 25.789(a) Amdt 25-46.

10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered n/a have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (We) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBERS(S)	13. CLASSIFICATION(S)
Brian C. Adamson	DERT-830137-CE	Structures

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

13-1402-4

SDNY_GM_02753756

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240678

EFTA01326271

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1.DATE: 8/15/2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2.MAKE	3.MODEL NO.	4.TYPE(Airplane, Engine, Propeller, etc.)	5.NAME OF APPLICANT
Gulfstream	G-IV	Airplane	International Jet Interiors

LIST OF DATA

6.IDENTIFICATION	7.TITLE
Design Data S260145 Rev NC	Skandia, Inc. Flammability Test Results Bunsen Burner Testing Test Specimen P/N 5 (represents forward/aft storage) Notes: 1) Work accomplished under Skandia Inc. WO # 260145-13, Ref Document ID 94116. 2) Flammability test witnessing only, does not constitute installation approval of materials. 3) IAW Skandia Flammability Streamline Testing Test Plan 21306, Rev IR, Dated 11/03/11

8.PURPOSE OF DATA

Demonstration of compliance with material flammability requirements in support of Major Repair & Alteration for S/N 1085

9.APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i) Amdt 25-111

10.CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (We) Therefore ☐ Recommend approval of these data
☒ Approve these data

11.SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	12.DESIGNATION NUMBER(S)	13.CLASSIFICATION(S)
Jane Biberstein -FAA DER	DERY-832780-CE	Structural Special

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02753758

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240680

EFTA01326273

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1.DATE: 8/13/2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2.MAKE	3.MODEL NO.	4.TYPE(Airplane, Engine, Propeller, etc.)	5.NAME OF APPLICANT
Gulfstream	G-IV	Airplane	International Jet Interiors

LIST OF DATA

6.IDENTIFICATION	7.TITLE
Design Data S260097 Rev NC	Skandia, Inc. Flammability Test Results Bunsen Burner Testing Test Specimen P/N's 8 (represents potty seats, fwd/aft) 13 (represents conference table) 14 (represents potty seats, fwd/aft) Notes: 1) Work accomplished under Skandia Inc. WO # 260097-13, Ref Document ID 94098. 2) Flammability test witnessing only, does not constitute installation approval of materials. 3) IAW Skandia Flammability Streamline Testing Test Plan 21306, Rev IR, Dated 11/03/11

8.PURPOSE OF DATA

Demonstration of compliance with material flammability requirements in support of Major Repair & Alteration for S/N 1085

9.APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)

14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i) Amdt 25-111

10.CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (We) Therefore ☐ Recommend approval of these data ☒ Approve these data

11.SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	12.DESIGNATION NUMBER(S)	13.CLASSIFICATION(S)
Jane Biberstein -FAA DER	DERY-832780-CE	Structural Special

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02753760

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240682

EFTA01326275

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1.DATE: 9/19/2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2.MAKE	3.MODEL NO.	4.TYPE(*Airplane, Engine, Propeller, etc.*)	5.NAME OF APPLICANT
Gulfstream	G-IV	Airplane	International Jet Interiors

LIST OF DATA

6.IDENTIFICATION	7.TITLE
TP 22867 Rev B Dated 08/01/2013	Skandia, Inc. Flammability Test Report Oil Burner Testing and Vertical Burner Testing Notes: 1) Work accomplished under Skandia Inc. WO # 258304-13, Ref Document ID 94288. 2) Flammability test witnessing only, does not constitute installation approval of the materials.

8.PURPOSE OF DATA

Demonstration of compliance with material flammability requirements in support of Major Repair & Alteration for S/N 1085

9.APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25.853 (c) Amendment 25-116 Appendix F Part II

14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)

10.CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (~~We~~) Therefore ☐ Recommend approval of these data ☑ Approve these data

11.SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	12.DESIGNATION NUMBER(S)	13.CLASSIFICATION(S)
Jennifer Paluzzi Jennifer Paluzzi -FAA DER	DERY-832779-CE	Structural Special

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02753762

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240684

EFTA01326277

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1.DATE: 9/19/2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2.MAKE	3.MODEL NO.	4.TYPE(Airplane, Engine, Propeller, etc.)	5.NAME OF APPLICANT
Gulfstream	G-IV	Airplane	International Jet Interiors

LIST OF DATA

6.IDENTIFICATION	7.TITLE
Design Data S261931 Rev NC	Skandia, Inc. Flammability Test Results Bunsen Burner Testing Test Specimen P/N 17 (represents floor covering being installed unbonded) Notes: 1) Work accomplished under Skandia Inc. WO # 261931-13, Ref Document ID 94289. 2) Flammability test witnessing only, does not constitute installation approval of materials. 3) IAW Skandia Flammability Streamline Testing Test Plan 21306, Rev IR, Dated 11/03/11

8.PURPOSE OF DATA

Demonstration of compliance with material flammability requirements in support of Major Repair & Alteration for S/N 1085

9.APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)

10.CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (We) Therefore ☐ Recommend approval of these data ☒ Approve these data

11.SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	12.DESIGNATION NUMBER(S)	13.CLASSIFICATION(S)
Jane Biberstein -FAA DER	DERY-832780-CE	Structural Special

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02753764

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240686

EFTA01326279

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1.DATE: 9/18/2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2.MAKE	3.MODEL NO.	4.TYPE(*Airplane, Engine, Propeller, etc.*)	5.NAME OF APPLICANT
Gulfstream	G-IV	Airplane	International Jet Interiors

LIST OF DATA

6.IDENTIFICATION	7.TITLE
Design Data S261824 Rev NC	Skandia, Inc. Flammability Test Results Bunsen Burner Testing Test Specimen P/N's 18 (represents floor covering, cockpit) 19 (represents floor covering, ducts) Notes: 1) Work accomplished under Skandia Inc. WO # 261824-13, Ref Document ID 94282. 2) Flammability test witnessing only, does not constitute installation approval of materials. 3) IAW Skandia Flammability Streamline Testing Test Plan 21306, Rev IR, Dated 11/03/11

8.PURPOSE OF DATA

Demonstration of compliance with material flammability requirements in support of Major Repair & Alteration for S/N 1085

9.APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)

10.CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (~~WE~~) Therefore ☐ Recommend approval of these data
☒ Approve these data

11.SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	12.DESIGNATION NUMBER(S)	13.CLASSIFICATION(S)
Jennifer Paluzzi Jennifer Paluzzi -FAA DER	DERY-832779-CE	Structural Special

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02753766

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240688

EFTA01326281

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1.DATE: 9/17/2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2.MAKE	3.MODEL NO.	4.TYPE(Airplane, Engine, Propeller, etc.)	5.NAME OF APPLICANT
Gulfstream	G-IV	Airplane	International Jet Interiors

LIST OF DATA

6.IDENTIFICATION	7.TITLE
Design Data S257726 Rev NC	Skandia, Inc. Flammability Test Results Bunsen Burner Testing Test Specimen P/N's 2 (represents crew seats) 3 (represents jeppesen box, aft baggage) 4 (represents aft baggage) 5 (represents fwd closet and aft lav storage) 6 (represents rain curtain) 7 (represents fwd lav side panel, blkhds, aft lav aft bulkhd) 9 (represents headliners, valences, psu's) 10 (represents hand rails) 11 (represents window line, aft lav side wall) 12 (represents lower side wall panels) 15 (represents aft cabin blkhd, fwd aft galley blkhd) 16 (represents divan end arms, divan lower doors, lower side walls) 20 (represents entry area, baggage floor) 21 (represents aft galley, lav countertops) 22 (represents aft, lav closet sliding doors) 23 (represents baggage flap) 24 (represents fwd cabin bulkheads) Notes: 1) Work accomplished under Skandia Inc. WO # 257726-13, Ref Document ID 94278. 2) Flammability test witnessing only, does not constitute installation approval of materials. 3) IAW Skandia Flammability Streamline Testing Test Plan 21306, Rev IR, Dated 11/03/11

8.PURPOSE OF DATA

Demonstration of compliance with material flammability requirements in support of Major Repair & Alteration for S/N 1085

9.APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i) Amdt 25-111

14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)

10.CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (We) Therefore ☐ Recommend approval of these data ☒ Approve these data

11.SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	12.DESIGNATION NUMBER(S)	13.CLASSIFICATION(S)
Jane Biberstein -FAA DER	DERY-832780-CE	Structural Special

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02753768

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240690

EFTA01326283

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N212JE	Gulfstream G-IV	1085	Transport

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions:

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R 05/23/2000	Gary L. Justice, FAA ASI	SO19

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years or both.

THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (04-11) Supersedes Previous Edition

SDNY_GM_02753770

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240692

EFTA01326285

SDNY_GM_02753771

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240693

EFTA01326286



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N423TT	GULFSTREAM/GIV	1085	TRANSPORT

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions NONE.

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a lesser period of time is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as applicable, and the aircraft is registered in the United States.

DATE OF ISSUANCE	ISSUED BY	DESIGNATION NUMBER
R 05/23/2000	ANNE SHEARON, AST	S019(FLL)

Any alteration, reproduction, or misuse of this certificate may be punished by fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (9-82) U.S. GPO-2001 - 668-450

SDNY_GM_02753772

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00240694

EFTA01326287



SDNY_GM_02753773

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00240695

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

OMB No. 2120-0020
Exp: 8/31/2014

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.	
USA N423TT	1085	
Make	**Model**	**Series**
GULFSTREAM	GIV	GIV

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
JEGE LLC	Address City ST. THOMAS State FOREIGN Zip 00802 Country VIRGIN ISLANDS

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	—	*(As described in item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name GULFSTREAM
Address 1500C HERMETER ROAD
City WEST PALM BEACH State FL
Zip 33406 Country USA

B. Kind of Agency

- ☐ U. S. Certificated Mechanic
- ☐ Foreign Certificated Mechanic
- ☒ Certificated Repair Station
- ☐ Certificated Maintenance Organization
- ☐ Manufacturer

C. Certificate No. PB8R624N

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual

Thomas J. Choynowski 06/13/2013

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY							
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐ Persons Approved by Canadian Department of Transport
	☐	FAA Designee	X	Repair Station	☐	Inspection Authorization	Other *(Specify)*

Certificate or Designation No. PB8R624N

Signature/Date of Authorized Individual

Jim Fishburn 06/13/2013

FAA Form 337 (10/06)

SDNY_GM_02753774

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240696

EFTA01326289

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

USA	N423TT	06/13/2013
Nationality and Registration Mark		Date

Aircraft Make: GULFSTREAM AEROSPACE
Aircraft Model: GIV
Aircraft Serial Number: 1085
Reference Gulfstream PBI Work Order: SC13300

Complied with STC ST04257AT-D - Installation of GAViS System- IAW Gulfstream Aerospace Index List CE513358001, Rev. A dated April 9, 2012 and Gulfstream Document CE4960458 dated 06/13/2013.

The display for the GAViS System is installed IAW ASC 476A and Customer Engineering Drawing List DL No. CE41 4960458 approved by Gulfstream form 8100-9 dated 06/13/2013. Reference Airplane Flight Manual Supplement CE51335M004, Rev.-, dated April 11, 2012 and Accepted Instructions for Continued Airworthiness CE51335A001, Rev. A, dated April 5, 2012.

Items Removed:

Qty.	Description	Manufacturer	Part Number	Weight/Lbs.	F/S
6 Ea.	DU-880	Honeywell	4053000-901	30.4 (Ea.)	90.0
1 Ea.	FMS Data Loader DL-950	Gables	G7226-02	1.17	166.0
2 Ea.	CRT Fan Commutating Module	Rotron	508534	1.5	147.5
2 Ea.	Fan Assy.	Rotron	508617	1.15	73.0
2 Ea.	ATC Transponder	Collins	622-9210-309	8.5 (Ea.)	40.5

Items Installed

Qty.	Description	Manufacturer	Part Number	Weight/Lbs.	F/S
6 Ea.	DU-885	Honeywell	K9321061A02	19.6 (Ea.)	90.0
1 Ea.	XM Data Receiver	Honeywell	4092743-901	1.5	151.0
1 Ea.	XM Antenna	Honeywell	C1420-1	0.2	174.5
1 Ea.	FM Data Loader DL-100	Gables	G7228-02	1.17	166.0
2 Ea.	Cursor Control Device	Esterline	73E8202	2.6	109.0
1 Ea.	Video Amp	Audio Int'l.	VA-401-2	0.6	112.0
2 Ea.	ATC Transponder	Collins	622-9210-409	8.5 (Ea.)	0.5

Notes:
1. The electrical load analysis statement is contained in Gulfstream Document CE41 4696425.
2. Deviations to STC 476A are shown in Gulfstream Document CE41 6990073.
3. Deviations to Gavis STC ST04257AT-D are found in Gulfstream Document CE41 3350049.
4. A logbook entry reflecting this installation was completed and entered into the aircraft logbook.
5. The aircraft Equipment List has been updated to reflect this installation.
6. Weight and Balance data has been revised and inserted into the Weight and Balance Manual.
7. Maintenance instructions for continued airworthiness are contained in FAA Accepted Instructions for Continued Airworthiness CE51335A001 Rev. 5 dated April 05, 2012 (or later).
8. FAA Approved Flight Manual Supplement CE51335M004, Rev. A dated April 11, 2012 has been inserted into the AFM.

☐ Additional Sheets Are Attached

FAA Form 337 (10/06)

SDNY_GM_02753775

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240697

EFTA01326290

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 11/30/2007 | Electronic Tracking Number | For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.	
USA N423TT	1085	
Make	**Model**	**Series**
Gulfstream Aerospace	G-IV	

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
TRT Leasing	Address 515 N Flagler Drive, STE P400
	City West Palm Beach State Florida
	Zip 33401-4320 Country USA

3. For FAA Use Only

The technical data herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in section 43.7.

Date: JAN 29 2013 FAA Inspector: ASO-FSDO-15

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	—	*(As described in Item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	
Name CE Avionics Inc.	☐ U. S. Certificated Mechanic	☐ Manufacturer
Address 2789 Flightline Avenue	☐ Foreign Certificated Mechanic	C. Certificate No.
City Sanford State FL	☒ Certificated Repair Station	OE4R411M
Zip 32773 Country USA	☐ Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual
	Michael E. Hughes JAN 29 2013

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☒	Repair Station	☐	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.	Signature/Date of Authorized Individual
OE4R411M	Michael E. Hughes JAN 29 2013

FAA Form 337 (10-06)

SDNY_GM_02753776

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240698

EFTA01326291

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

USA N423TT	JAN 29 2013
Nationality and Registration Mark	Date

Removed 2 each, CMC Electronics CMA-1100 EFB EEMU's and Part No. 217-601933-215 Cable Assemblies previously installed on FAA Form 337 dated April 9, 2007 (CRS X91R092Y). Removed circuit breakers, capped and stowed power wires. Remaining connectors bagged and properly secured.

----------END----------



☐ Additional Sheets Are Attached 0 Pages

FAA Form 337 (10-05)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 11/30/2007 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.
USA N423TT	1085
Make	**Model** / **Series**
Gulfstream Aerospace	G-IV

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
TRT Leasing	Address 515 N Flagler Drive, STE P400
	City West Palm Beach State Florida
	Zip 33401-4320 Country USA

3. For FAA Use Only

The technical data herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a part 43 section 43.7.

Date: JAN 29 2013 FAA Inspector: [redacted] ASO-FSDO-15

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	—	*(As described in Item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name CE Avionics Inc.
Address 2789 Flightline Avenue
City Sanford State FL
Zip 32773 Country USA

B. Kind of Agency

- ☐ U. S. Certificated Mechanic
- ☐ Foreign Certificated Mechanic
- ☒ Certificated Repair Station
- ☐ Certificated Maintenance Organization
- ☐ Manufacturer

C. Certificate No. OE4R411M

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: Michael E. Hughes JAN 29 2013

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY

- ☐ FAA Flt. Standards Inspector
- ☐ FAA Designee
- ☒ Repair Station
- ☐ Manufacturer
- ☐ Maintenance Organization
- ☐ Inspection Authorization
- ☐ Persons Approved by Canadian Department of Transport
- Other *(Specify)*

Certificate or Designation No. OE4R411M

Signature/Date of Authorized Individual: Michael E. Hughes JAN 29 2013

FAA Form 337 (10-06)

SDNY_GM_02753778

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240700

EFTA01326293

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

USA N423TT	JAN 2 9 2013
Nationality and Registration Mark	Date

Removed AirCell P12192-002 Corded Handset and replaced with P12857-002 cordless handset.

Installed AirCell ATG 4000, Part Number P13989 Air-To-Ground (ATG) Broadband Transceiver in the aft fuselage equipment bay at F.S. 724 with AirCell ACM, Part Number P14126 Configuration Module in the forward cabin RH equipment bay at F.S. 159. Mounted two each AirCell Part Number P12344 Remote Diversity Antennas on the inside of the forward right hand storage cabinet at station 193A+7.0. Installed two each, AirCell Part Number P12949 ATG UHF Antennas on the bottom of the fuselage per DDH Group Drawing Number ER02222-001, Revision 0 (Approved on FAA Form 8110-3 dated January 18, 2013 by David E. Haralson, DERT-810028-SW, Structural at F.S. 598 and 749. Interfaced the AGT 4000 System per the attached CE Avionics, Inc. Drawing Number 66268-1WD, Revision IR (Approved on FAA Form 8110-3 dated January 18, 2013 by Leslie S. Roblin, DERT-510335-SW, Avionics/Electrical Systems & Equipment). The system is powered by the cockpit controlled cabin bus. Cabin wireless internet is not enabled at this time pending incorporation of approved STC.

Primary AGT 4000 power is connected to a 5-amp circuit breaker and primary ACM power connected to a 1-amp circuit breaker per manufacturer's specifications. Electrical load computed and found to be within acceptable limits.

Instructions for continued airworthiness for the ATG 4000 System are contained in the attached CE Avionics Inc. Document Number 64961-1ICA.

Installation of the above made in conformance with AirCell ATG 4000 Installation Manual Part Number D13928, Revision C dated April 2011; AirCell Axxess Installation Manual Part Number D12004, Revision E dated March 2010; AirCell Antenna Installation Manual Part Number 800-10355, Revision E dated May 2009; Gulfstream IV Maintenance Manual, Revision 63 dated September 30, 2012, Chapter 6, Sections 06-00-00 and 06-50-00; Chapter 20, Sections 20-24-00, 20-25-07, 20-28-00, 20-28-09, 20-42-00 and 20-70-11; Chapter 24, Sections 24-00-00, 24-02-00, 24-02-01; 24-03-00 and 24-03-02; Chapter 34, Section 34-02-00; Chapter 51, Section 51-00-00; Gulfstream IV Wiring Manual, Revision 46 dated September 30, 2012, Chapter 20, Sections 20-00-00, 20-24-00, 20-25-00, 20-25-01, 20-25-03, 20-25-05, 20-26-00, 20-26-01, 20-26-03, 20-26-07, 20-27-01, 20-27-03, 20-28-01, 20-28-05 and 20-28-07; Chapter 34, Section 34-60-00; and in compliance with FAR 25.1301, 25.1309, 25.1351, 25.1353, 25.1357 and 25.1431.

----------END----------

☒ Additional Sheets Are Attached 11 Pages

FAA Form 337 (10-06)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

GENERAL AND FLAG NOTES

1. NOTES PRECEDED BY AN # INDICATE A FLAG NOTE SPECIFIED ON THE FACE OF THE DRAWING.
2. DIMENSIONS IN SHOWN IN PARATHESIS ( ) ARE REFERENCE ONLY.
3. ALL WORK SHALL BE DONE IN ACCORDANCE WITH AC43.13-1B AND -2B, AND AIRCRAFT MANUFACTURER'S MAINTENANCE MANUAL, IF APPLICABLE.
4. HARDWARE AND MATERIALS SHALL CONFORM TO AC43.13-1B, CHAPTER 4 SECTION 1 AND CHAPTER 7. REFERENCE AIRCRAFT MANUFACTURERS MAINTENANCE MANUAL, IF APPLICABLE
5. ALL SHEET METAL WORK SHALL CONFORM TO AC43.13-1B CHAPTER 4 SECTION 3 AND 4, AND CHAPTER 8 PARAGRAPHS SECTION 1 AND 3, AND AIRCRAFT MANUFACTURER'S MAINTENANCE MANUAL, IF APPLICABLE.
6. MATERIALS AND PRACTICES SHALL CONFORM TO AC43.13-2B, CHAPTER 1 PARAGRAPHS 4 THROUGH 12, AND AIRCRAFT MANUFACTURER'S MAINTENANCE MANUAL, IF APPLICABLE.
7. ALL HARDWARE SHALL BE AS SPECIFIED ON DRAWING OR EQUIVALENT.
8. DEBURR ALL HOLES AND BREAK SHARP EDGES 0.005 / 0.015
9. MINIMUM BEND RADIUS SHALL BE AS FOLLOWS:
   1.5T FOR 0 TEMPER MATERIAL (T = MATERIAL THICKNESS)
   3.0T FOR T3 TEMPER MATERIAL
   4.5T FOR T6 TEMPER MATERIAL
10. FINISH ALUMINUM PARTS AND REWORKED AREAS WITH ALUMIPREP 97CH AND ALODINE CONVERSION COATING, OR EQUIVALENT.
11. APPLY 2 COAT OF EPOXY PRIMER PER MIL-P-23377 OR EQUIVALENT PRIOR TO INSTALLATION
12. ALL FASTENER LENGTHS SHALL BE DETERMINED UPON ASSEMBLY AND/OR INSTALLATION.
13. MAINTAIN MINIMUM 2D EDGE DISTANCE ON ALL FASTENERS.
14. MAINTAIN A MINIMUM PITCH DISTANCE BETWEEN FASTENERS OF 4D
15. RIVETS SHALL BE INSTALLED IN TRANSITION FIT HOLES PER NAS618
16. STRUCTURAL THREADED FASTENERS SHALL HAVE AN INSTALLATION HOLE NOT TO EXCEED 106% OF THE FASTENER DIAMETER.
17. NON-STRUCTURAL THREADED FASTENERS SHALL HAVE AN INSTALLATION HOLE BETWEEN 107% AND 122% OF THE FASTENER DIAMETER.
18. INSTALL REINFORCING DOUBLERS ON THE FUSELAGE PRESSURE VESSEL WITH FAYING SURFACE SEALANT PR1422A8 OR PR1776 CLASS B (ELECTRICALLY CONDUCTIVE). FILLET SEAL ANTENNA PERIPHERY WITH PR1422B SEALANT. EQUIVALENT SEALANTS MAY BE USED.
19. REVISE AIRCRAFT WEIGHT AND BALANCE AS REQUIRED.

RELEASE AND REVISION STATUS

REV	DESCRIPTION	APPRD	DATE
0	Initial Release	DEH	01-16-2013

NOT VALID WITHOUT SIGNATURE & DATE

FS 598 REF

FS 748 REF

-011 FWD AIRCELL BROADBAND ANTENNA INSTALLATION

-012 AFT AIRCELL BROADBAND ANTENNA INSTALLATION

ITEM	QTY	REF	PART NO.	DESCRIPTION	MATERIAL	SPEC.
1	1		-011	FWD AIRCELL BROADBAND ANT INSTL		
2	XXXX		-012	AFT AIRCELL BROADBAND ANT INSTL		
3	XXXX	REF	P1-2949	ANTENNA, AIR TO GROUND (ATG)		
4		1	ER022054-001	AIRCELL ANT. TAPER ADAPTER 12.4"		
5		1	ER022054-002	AIRCELL ANT. TAPER ADAPTER 7.4"		
6	1		-101	DOUBLER	0.050 2024-T3	AMS-QQ-A-250/5
7	1		-102	SHIM	AR 2024-T3	AMS-QQ-A-250/5
8						
9	4		MS21059L08	NUTPLATE, FLOAT #8		
10	4		MS21059L06	NUTPLATE, FLOAT #6		
11	8	8	MS20426AD3-x	RIVET, FLUSH #3		
	4		MS21059L08	NUTPLATE, FLOAT #8		
	4	4	MS24694S-xxx (6-32)	SCREW, FLUSH		
	6	6	#8 SCREW	SCREW, PAN		
	35		NAS1097AD4-x	RIVET, FLUSH #4		

LIST OF MATERIALS

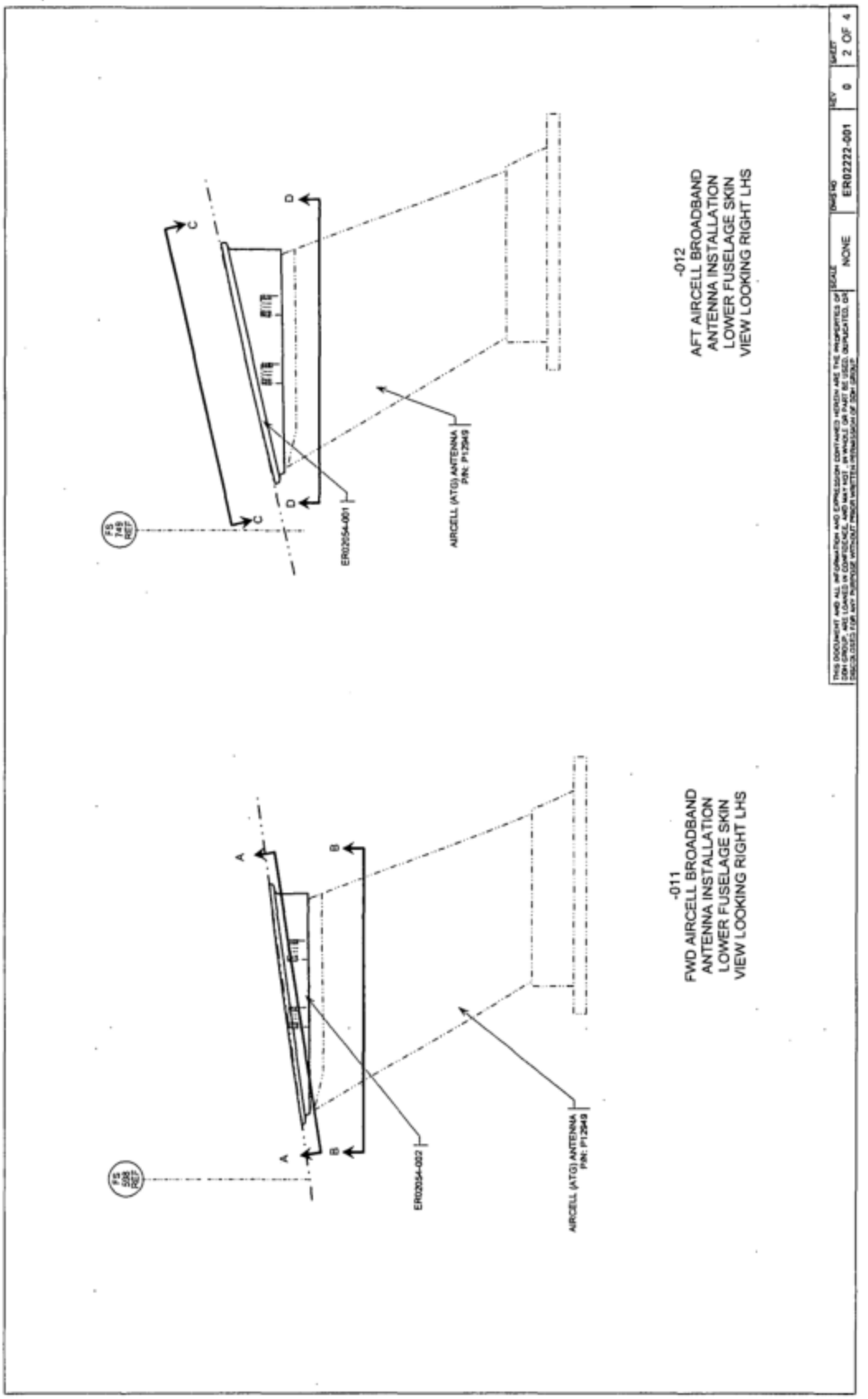
MAKE:	GULFSTREAM	DRAWN: DEH 1/15/13	DDH GROUP
MODEL:	G-IV	APPROVED: DEH 1/15/13	TITLE: AIRCELL BROADBAND ANTENNA SYSTEM INSTALLATION
S/N:	1085	SCALE: NONE	DWG NO: ER022222-001 REV: 0 SHEET: 1 OF 4
NOTE:	N423TT		

COPYRIGHT DDH GROUP ALL RIGHTS RESERVED

THIS DOCUMENT AND ALL INFORMATION AND EXPRESSION CONTAINED HEREIN ARE THE PROPERTIES OF DDH GROUP AND SHALL NOT BE USED, COPIED, IN WHOLE OR PART BE USED, DUPLICATED, OR DISCLOSED FOR ANY PURPOSE WITHOUT PRIOR WRITTEN PERMISSION OF DDH GROUP.

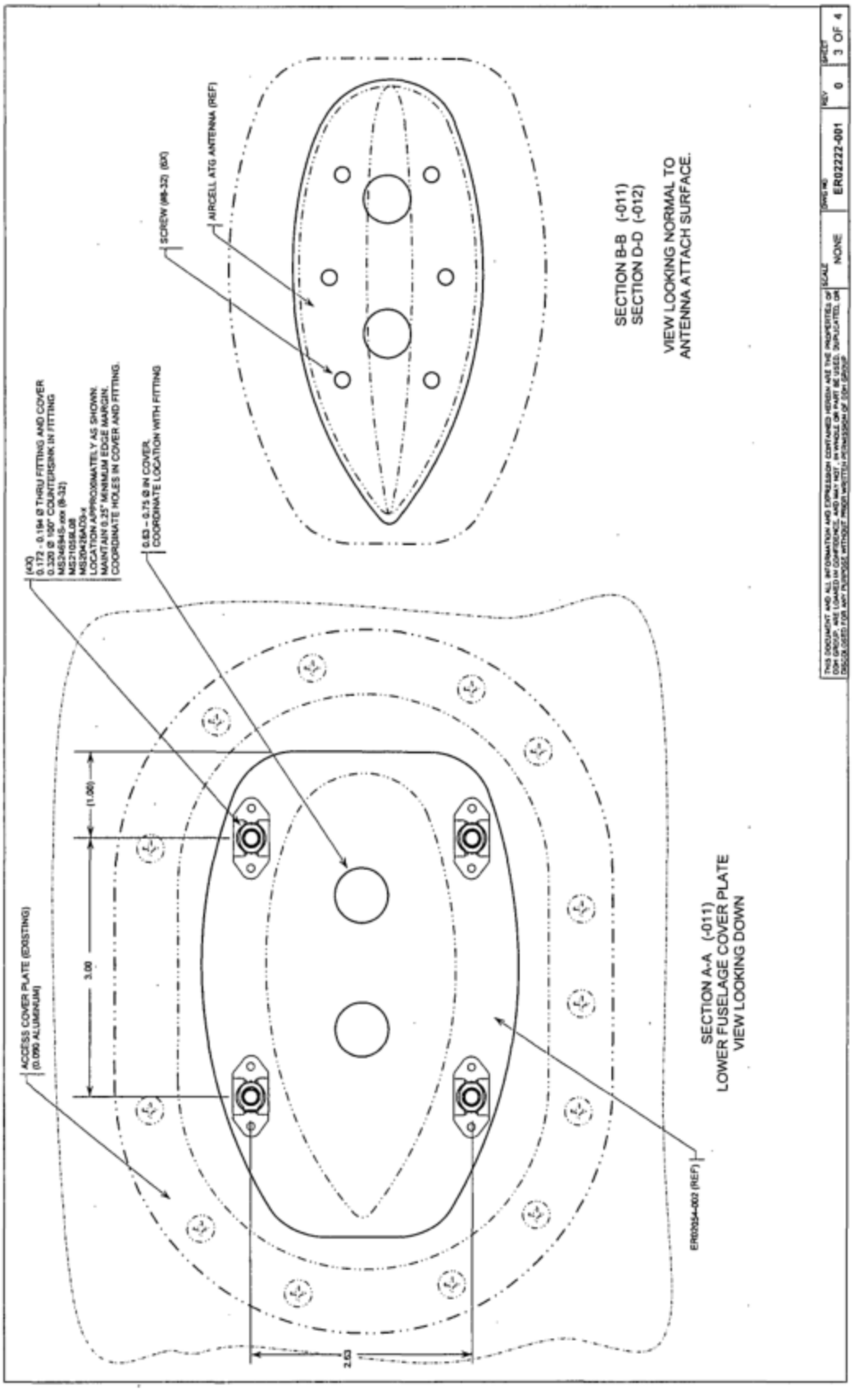
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



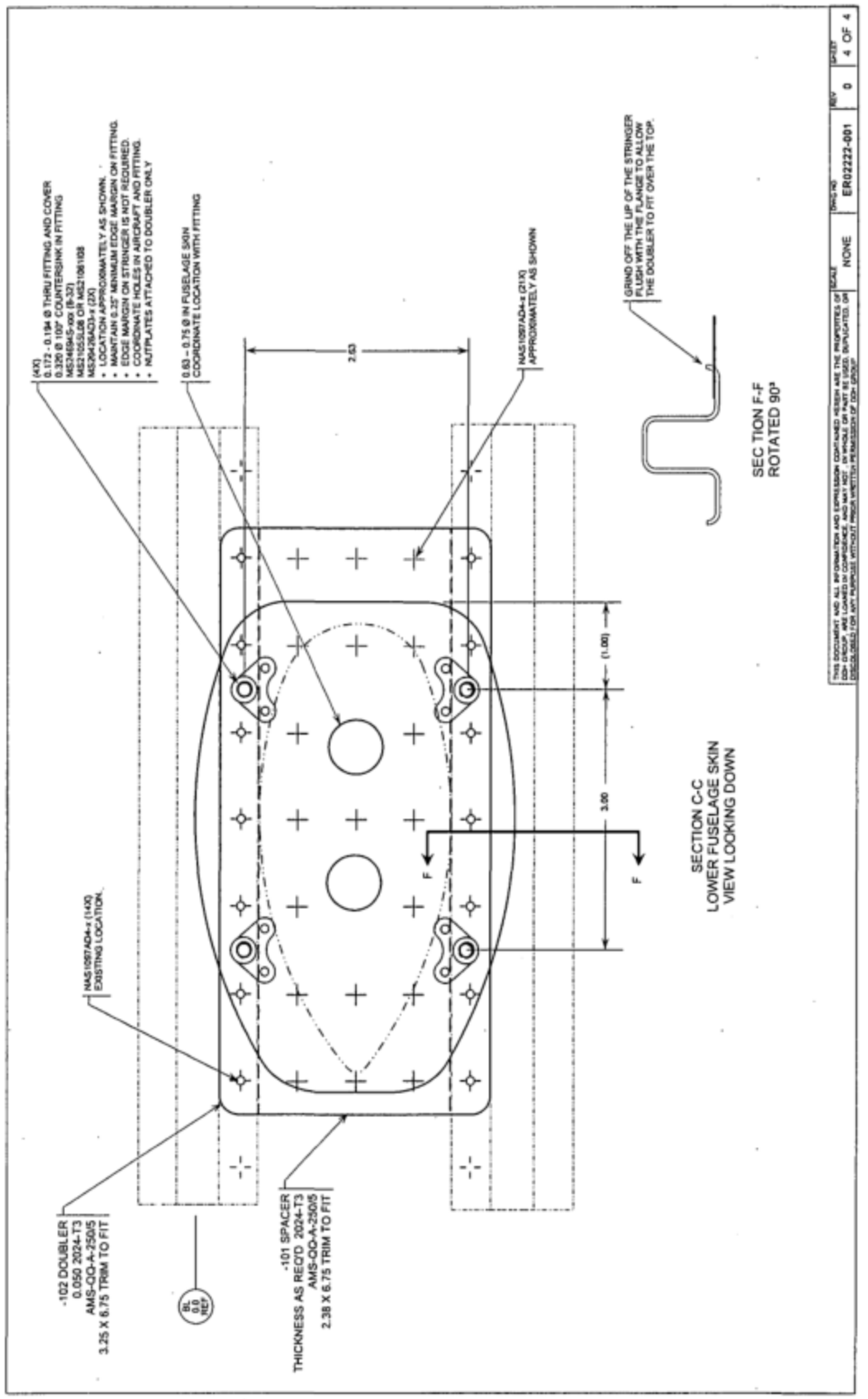
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SDNY_GM_02753783
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17
EFTA_00240705
EFTA01326298



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SDNY_GM_02753785
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17
EFTA_00240707
EFTA01326300



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: January 18, 2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Gulfstream	G-IV	Airplane	CE Avionics, Inc.

LIST OF DATA

IDENTIFICATION	TITLE
ER02054-001, Rev –	Aircell Antenna Tapered Adapter, 12.4 Deg, Sht 1-4
ER02054-002, Rev –	Aircell Antenna Tapered Adapter, 7.4 Deg, Sht 1-4
ER02222-001, Rev 0	Aircell Broadband System Antenna Installation, Sht 1-4
ER02222 Rev 0	Structural Substantiation – Aircell Broadband Antenna Installation for Gulfstream G-IV, s/n: 1058

Notes:

1) Per FAA Order 8110.37D Chapter 4-12.h.
   a) This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as Applicable Requirements.
   b) This form may not constitute FAA approval of all engineering data necessary for the substantiation of compliance to necessary requirements for the entire alteration.
   c) Structural aspects are approved.
   d) Approval of electrical aspects and equipment installed are not included.
2) The installer must determine the compatibility of this data with the aircraft configuration. After the repair or alteration the aircraft must be returned to service by authorized personnel.

PURPOSE OF DATA
To approve structural aspects of an alteration to Gulfstream G-IV, s/n: 1085

APPLICABLE REQUIREMENTS *(List specific sections)*

14 CFR	25.301	25.303	25.305(a)(b)(c)	25.307(a)(b)	25.601
	25.603	25.605	25.607	25.609(a)(b)	25.611
	25.613(all)	25.615	25.619	25.625	

TCDS A12EA Certification Basis: 14 CFR Part 25 through Amdt 25-56 (except 25.571 Amdt 25-22)

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered 0 have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (X Therefore
- ☐ Recommend approval of these data.
- ☑ Approve these data.

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
David E. Haralson	DERT-810028-SW	Structural

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

ER02222-r0.doc

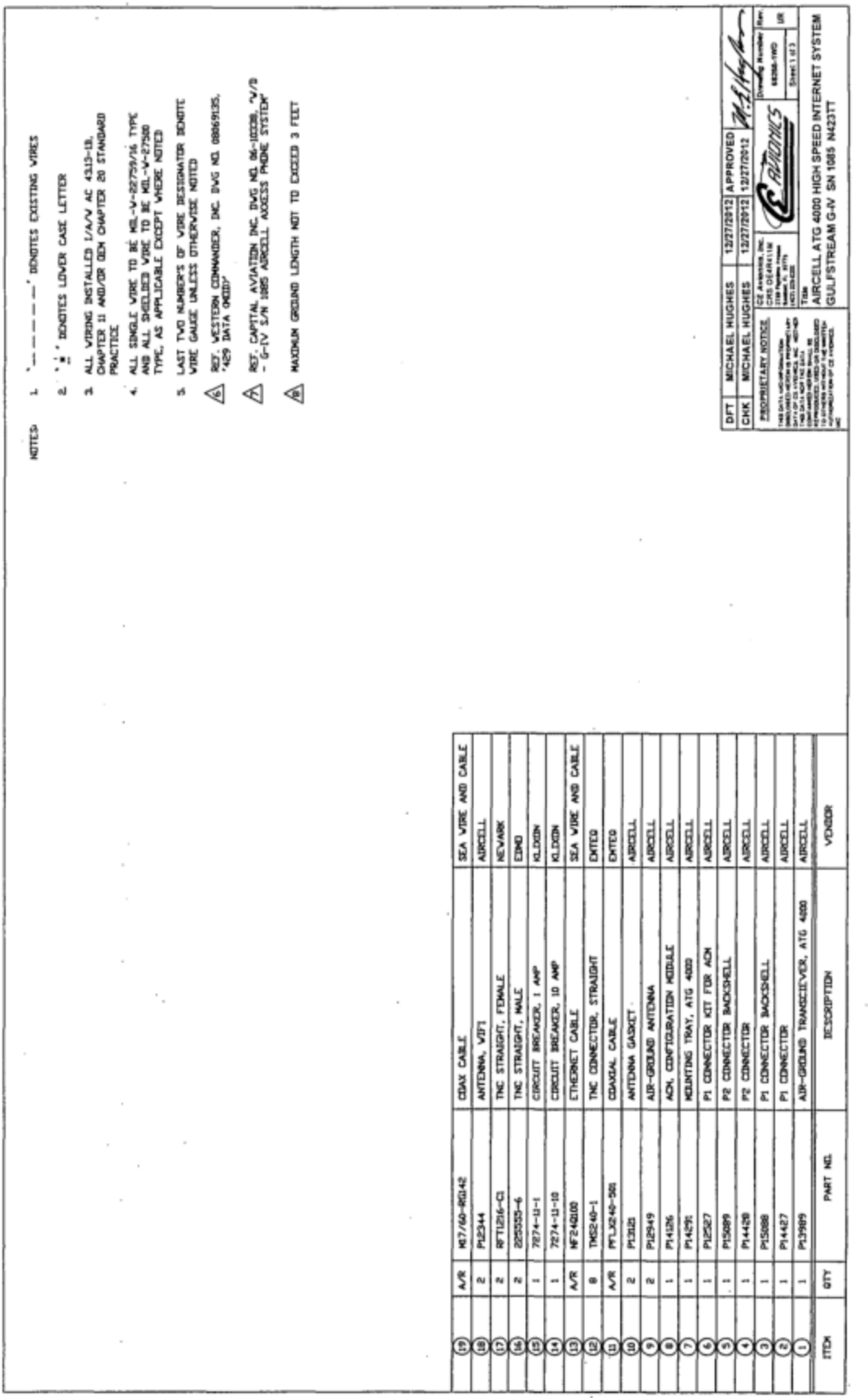
SDNY_GM_02753788

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240710

EFTA01326303

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



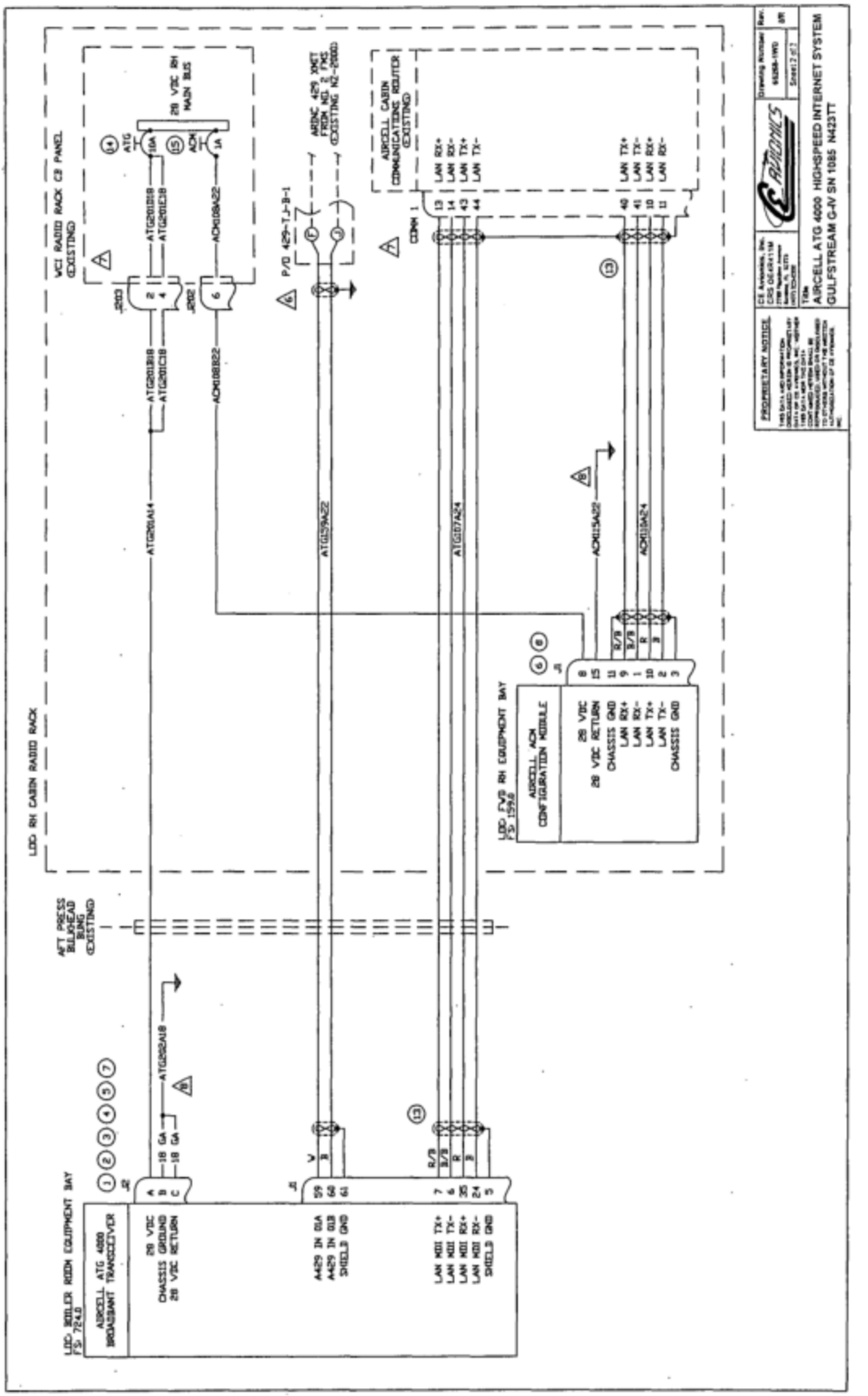
SDNY_GM_02753790

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240712

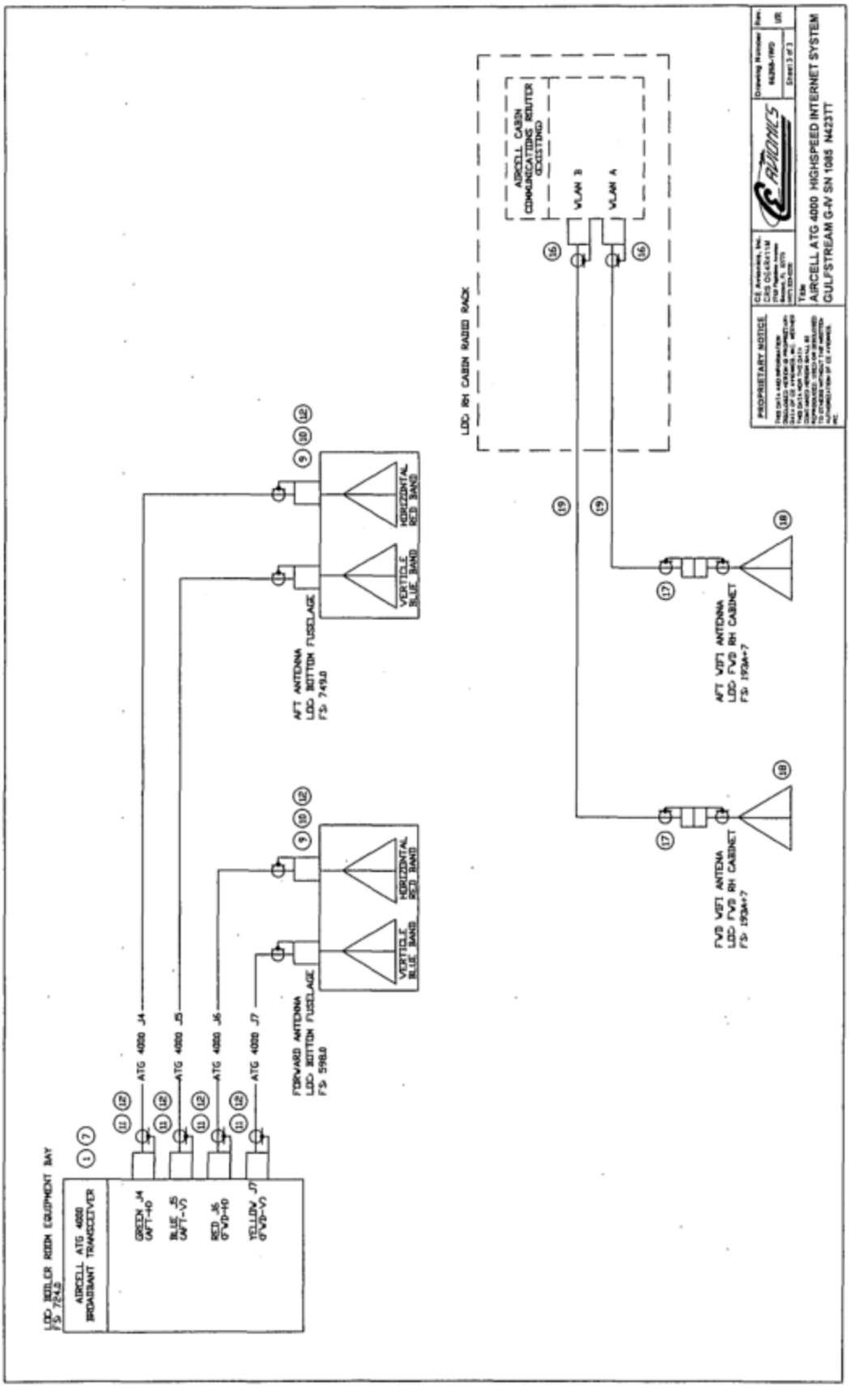
EFTA01326305

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



SDNY_GM_02753794

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SDNY_GM_02753795
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17
EFTA_00240717
EFTA01326310

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1. DATE: January 18, 2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2. MAKE	3. MODEL NO.	4. TYPE *(Aircraft, Engine, Propeller, etc.)*	5. NAME OF APPLICANT
Gulfstream Aerospace	G-IV	AIRPLANE	CE Avionics Sanford, Fl.

LIST OF DATA

6. IDENTIFICATION	7. TITLE
66268-1WD, Rev IR, dated 12/27/12	Aircell ATG 4000 High Speed Internet System END

Notes:

1) The electrical aspects only of the above listed data are approved herein. This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".
2) Compliance with additional regulations not listed may be required. This form does not constitute FAA approval of all the engineering data necessary for substantiation of compliance to necessary requirements for the entire alteration. The structural aspects are not included in this approval.
3) After the Alteration, the aircraft must be returned to service by FAA Authorized personnel.
4) Cabin wireless internet capability is NOT enabled; Pending incorporation of Supplemental Type Certification.

8. PURPOSE OF DATA

Design approval in support of installation modifications to Gulfstream G-IV Series aircraft, serial number 1085, registration no. N423TT. Avionics/Electrical Systems & Equipment Design Approval Only.

9. APPLICABLE REQUIREMENTS OF TITLE 14 CFR (List specific sections)

FAR 25.869 (a)(4); Amdt. 25-72
FAR 25.1301 (a)(1)(2)(3); Amdt. 25-123
FAR 25.1307 (c); Amdt. 25-72
FAR 25.1353 (b)(d)(1)(2); Amdt. 25-113
FAR 25.1357 (a) Amdt. Orig.

10. CERTIFICATION -Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered None have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (~~We~~) Therefore ☐ Recommend approval of these data ☒ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBERS(S)	13. CLASSIFICATION(S)
Leslie S. Roblin Leslie S. Roblin	DERT-510335-CE	Avionics/Electrical Systems & Equipment

FAA Form 8110-3 (03/10) SUPERCEDES PREVIOUS EDITION (GIV aircell-3.doc) 130103

SDNY_GM_02753796

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240718

EFTA01326311

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS, AIRCELL ATG 4000 HIGH SPEED INFLIGHT INTERNET SYSTEM
CE Avionics Inc. Document No. 66278-1ICA, Rev. I/R

1. Introduction
Aircraft that has been altered: Registration No. – N423TT, Make – Gulfstream, Model – G-IV, Serial No. 1085

Content, Scope, Purpose and Arrangement:	This document identifies the Instructions for Continued Airworthiness for the modification of the above aircraft by installation of an AirCell ATG 4000.
Applicability:	Applies to aircraft altered by installation of the AirCell ATG 4000.
Definitions and Abbreviations:	None, N/A.
Precautions:	None, N/A.
Units of Measurement:	None, N/A.
Referenced Publications:	AirCell ATG 4000 Installation Manual Part No. D13485. AirCell Antenna Installation Manual Part No. 800-10355. AirCell ATG Quick Reference Troubleshooting Guide Part No. D14748.
Distribution:	This document should be a permanent aircraft record.

2. Description of the Alteration
Installation of the AirCell ATG 4000 System with interface to the Number 2 Flight Management System. Refer to Section 10 of the AGT 4000 Installation Manual for interconnect information.

3. Control, Operation Information
Refer to Section 4 of the AGT 4000 Installation Manual.

4. Servicing Information
N/A

5. Maintenance Instructions
Maintenance of the AirCell ATG 4000 System is 'on condition' only. Periodic maintenance is not required.

6. Troubleshooting Information
Refer to Appendix A of the AGT 4000 Installation Manual.

7. Removal and Replacement Information
Section 3 of the AGT 4000 Installation Manual. If the unit is removed and reinstalled, a functional check of the equipment should be conducted in accordance with Section 4 of the AGT 4000 Installation Manual.

8. Diagrams
Refer to Section 10 of the AGT 4000 Installation Manual.

9. Special Inspection Requirements
N/A

10. Application of Protective Treatments
N/A

11. Data: Relative to Structural Fasteners
N/A

12. Special Tools
N/A

SDNY_GM_02753798

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240720

EFTA01326313

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

13. This Section is for Commuter Category Aircraft Only

A. Electrical loads: N/A.
B. Methods of balancing flight controls: N/A.
C. Identification of primary and secondary structures. N/A.
D. Special repair methods applicable to the airplane: N/A.

14. Overhaul Period

No additional overhaul time limitations.

15. Airworthiness Limitation Section

N/A.

16. Revision

To revise this ICA, a letter must be submitted to the local FSDO with a copy of the revised FAA Form 337, and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement:

"The attached revised/new Instructions for Continued Airworthiness (date XX-XX-XX) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date XX-XX-XX)."

17. Assistance

Flight Standards Inspectors have the resources to respond to questions regarding the ICA.

18. Implementation and Record Keeping

For major alterations performed in accordance with FAA field approval policy, the owner/operator operating under Part 91 is responsible for ensuring that the ICA is made part of the applicable section 91.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., Block 8 of FAA Form 337, dated XX-XX-XX) along with a statement that the ICA is now part of the aircraft's inspection/maintenance requirements.

SDNY_GM_02753800

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240722

EFTA01326315

SDNY_GM_02753801
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17
EFTA_00240723
EFTA01326316

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.	
USA N423TT	1085	
Make	**Model**	**Series**
Gulfstream Aerospace	G-IV	

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
TRT Leasing	Address 515 N Flagler Drive, STE P400
	City West Palm Beach State Florida
	Zip 33401-4320 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	—	*(As described in Item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name CE Avionics Inc.
Address 2789 Flightline Avenue
City Sanford State FL
Zip 32773 Country USA

B. Kind of Agency

- ☐ U. S. Certificated Mechanic
- ☐ Manufacturer
- ☐ Foreign Certificated Mechanic
- ☒ Certificated Repair Station
- ☐ Certificated Maintenance Organization

C. Certificate No. OE4R411M

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: Michael, E. Hughes January 29, 2013

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY

- ☐ FAA Flt. Standards Inspector
- ☐ FAA Designee
- ☐ Manufacturer
- ☒ Repair Station
- ☐ Maintenance Organization
- ☐ Inspection Authorization
- ☐ Persons Approved by Canadian Department of Transport
- Other *(Specify)*

Certificate or Designation No. OE4R411M

Signature/Date of Authorized Individual: Michael, E. Hughes January 29, 2013

FAA Form 337 (10-06)

SDNY_GM_02753802

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240724

EFTA01326317

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

USA N423TT	January 29, 2013
Nationality and Registration Mark	Date

Completed activation of AirCell ATG 4000 Wireless High-speed internet in compliance with Duncan Aviation STC Number ST01625WI-D and the following Duncan Aviation Documents:

Master Document List Document Number 110121028, Revision E.
Follow On Installation and Configuration Document Number 110315014, Revision E.
Follow On Ground Test Procedure Document Number 110121020, Revision D.
Instructions for Continued Airworthiness Document Number 110121022, Revision C.

Duncan Aviation FAA Approved Flight Manual Supplement Document Number 110121021, Revision B placed on board the aircraft in the Approved Airplane Flight Manual Supplements binder.

Weight and Balance information not affected.

----------END----------

☐ Additional Sheets Are Attached Pages

FAA Form 337 (10-06)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

United States of America
Department of Transportation -- Federal Aviation Administration

Supplemental Type Certificate

Number ST01625WI-D

This certificate issued to

Duncan Aviation, Inc.
3701 Aviation Road
Lincoln, NE 68524

STC No. ST01625WI-D
Enable WLAN System
for use on
Gulfstream G-IV s/n 1085

Certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations.

Original Product -- Type Certificate Number: A12EA
Make: Gulfstream Aerospace Corporation
Model: G-IV, GV

Description of Type Design Change: Enable Wireless Local Area Network (WLAN) system for use with Transmitting Portable Electronic Devices (TPEDs). Data Required: (1) Duncan Aviation Inc., Document List No. 110121028, Revision A, dated March 18, 2011, (2) FAA Approved Airplane Flight Manual Supplement, Duncan Aviation Inc., Document No., 110121021, Revision A, dated March 18, 2011, or later FAA Approved Revisions to (1) or (2).

Limitations and Conditions: This system is intended to provide internet connection and email services using TPEDs. Any other intended function of this equipment will require a re-examination of the certification basis.

Compatibility of this design change with previously approved modifications must be determined by the installer.

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: February 1, 2011
Date of issuance: March 18, 2011

Date reissued:
Date amended: May 27, 2011

By direction of the Administrator

(Signature)

For Patrick M. Chick, Jr.
ODA administrator, ODA-501013-CE
Duncan Aviation, Lincoln, Nebraska

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

FAA Form 8110-2(10-68) PAGE 1 of 2 PAGES This certificate may be transferred in accordance with FAR 21.47.

SDNY_GM_02753804
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17
EFTA_00240726
EFTA01326319

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

DUNCAN
AVIATION

Authorization of STC use:

In reply please reference: 2013-028L

Date: January 15, 2013

To: CE Avionics Inc.
Attn: Brian Rannie
2789 Flightline Ave
Sanford, FL 32773

Authorization is herby given for one time usage of FAA Supplemental Type Certificate Number ST01625WI-D to enable WLAN System. This installation is approved for Gulfstream G-IV s/n 1085 only. Deviations to this subject data are the sole responsibility of CE Avionics Inc.

If your engineering department has any questions about this STC, feel free to contact me at [redacted] or by email at [redacted]

Douglas Bates
Engineering Records Tech
Duncan Aviation
3701 Aviation RD
Lincoln, NE 68524
USA

Lincoln Airport
P.O. Box 81887
Lincoln, Nebraska
68501

402.475.2611
Fax 402.475.5541
www.duncanaviation.com

SDNY_GM_02753806

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240728

EFTA01326321

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.
USA N423TT	1085

Make	Model	Series
GULFSTREAM	GIV	

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
TRT LEASING INC	Address 515 N FLAGLER DR STE P400 City WEST PALM BEACH State FL Zip 33401-4320 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☑	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Name GULFSTREAM Address 1500-C PERIMETER RD. City WEST PALM BEACH State FL Zip 33406 Country USA	☐ U. S. Certificated Mechanic ☐ Manufacturer ☐ Foreign Certificated Mechanic ☑ Certificated Repair Station ☐ Certificated Maintenance Organization	CRS PB8R624N

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual

Terry Barker 08/15/2012

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ Approved ☐ Rejected

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	✓	Repair Station	☐	Inspection Authorization		Other *(Specify)*

Certificate or Designation No. CRS PB8R624N

Signature/Date of Authorized Individual

James Fishburn 08/15/2012

FAA Form 337 (10-06)

SDNY_GM_02753808

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240730

EFTA01326323

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

USA N423TT	08/15/2012
Nationality and Registration Mark	Date

Aircraft Model: Gulfstream GIV
Aircraft Serial Number: 1085
Reference Gulfstream PBI Work Order: SC11231

Complied with STC ST00544LA - Installation of Concorde Battery sealed lead-acid Battery Model No. RG-380E/44 IAW STC ST00544LA and steps II A 2 & 3 of Concorde Battery Corporation Master Dwg. Number 12 for Model RG-380E/44 Lead acid batteries. Rev A dated August 28 2000.

Permanently removed the following equipment:
2 ea. Saft Nickel-Cadmium Main Battery, Model 4076-11

Installed the following new equipment:
2 ea. Concorde sealed lead-acid Battery, Model RG-380E-44

No Weight and Balance change required by this action (weight change negligible).
No Airplane Flight Manual Supplement required by this action.
Airplane records updated to reflect this action.
Aircraft electrical load not affected by this action.
Instructions for Continued Airworthiness can be found in Concorde document No. 5-0171 Rev. M, dated 03/15/2012.

Note: This amendment, dated 08/15/2012, supersedes the original 337 dated 06/06/2012, and the amendment dated 08/08/2012, and removes "Concorde Battery Corporation Master Dwg. Number 12 for Model RG-380E/44 Lead Acid Batteries, Rev. A dated 08/28/2000" from the ICA statement.

END

☐ Additional Sheets Are Attached

FAA Form 337 (10-06)

SDNY_GM_02753809

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240731

EFTA01326324

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.
USA N423TT	1085

Make	Model	Series
GULFSTREAM	GIV	

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
TRT LEASING INC	Address 515 N FLAGLER DR STE P400 City WEST PALM BEACH State FL Zip 33401-4320 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☑	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name GULFSTREAM
Address 1500-C PERIMETER RD.
City WEST PALM BEACH State FL
Zip 33406 Country USA

B. Kind of Agency

- ☐ U. S. Certificated Mechanic
- ☐ Manufacturer
- ☐ Foreign Certificated Mechanic
- C. Certificate No.
- ☑ Certificated Repair Station
- ☐ Certificated Maintenance Organization — CRS PB8R624N

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual — Terry Barker 08/08/2012

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ Approved ☐ Rejected

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☑	Repair Station	☐	Inspection Authorization		Other *(Specify)*

Certificate or Designation No. CRS PB8R624N

Signature/Date of Authorized Individual — James Fishburn 08/08/2012

FAA Form 337 (10-06)

SDNY_GM_02753810

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240732

EFTA01326325

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

USA N423TT	08/08/2012
Nationality and Registration Mark	Date

Aircraft Model: Gulfstream GIV
Aircraft Serial Number: 1085
Reference Gulfstream PBI Work Order: SC11231

Complied with STC ST00544LA - Installation of Concorde Battery sealed lead-acid Battery Model No. RG-380E/44 IAW STC ST00544LA and steps II A 2 & 3 of Concorde Battery Corporation Master Dwg. Number 12 for Model RG-380E/44 Lead acid batteries. Rev A dated August 28 2000.

Permanently removed the following equipment:
2 ea. Saft Nickel-Cadmium Main Battery, Model 4076-11

Installed the following new equipment:
2 ea. Concorde sealed lead-acid Battery, Model RG-380E-44

No Weight and Balance change required by this action (weight change negligible).
No Airplane Flight Manual Supplement required by this action.
Airplane records updated to reflect this action.
Aircraft electrical load not affected by this action.
Instructions for Continued Airworthiness can be found in Concorde Battery Corporation Master Dwg. Number 12 for Model RG-380E/44 Lead Acid Batteries, Rev. A dated 08/28/2000, and Concorde document No. 5-0171 Rev. M, dated 03/15/2012.

Note: This amendment, dated 08/08/2012, supersedes the original 337 dated 06/06/2012, and adds the Instructions for Continued Airworthiness.

END

☐ Additional Sheets Are Attached

FAA Form 337 (10-06)

SDNY_GM_02753811

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240733

EFTA01326326

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.	
USA N423TT	1085	
Make	**Model**	**Series**
GULFSTREAM	GIV	

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
TRT LEASING INC	Address 515 N FLAGLER DR STE P400 City WEST PALM BEACH State FL Zip 33401-4320 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☑	AIRFRAME	———	*(As described in item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	
Name GULFSTREAM	☐ U. S. Certificated Mechanic	☐ Manufacturer
Address 1500-C PERIMETER RD.	☐ Foreign Certificated Mechanic	C. Certificate No.
City WEST PALM BEACH State FL	✓ Certificated Repair Station	
Zip 33406 Country USA	☐ Certificated Maintenance Organization	CRS PB8R624N

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual

Terry Barker 06/06/2012

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☐ Approved ☐ Rejected

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	✓	Repair Station	☐	Inspection Authorization		Other *(Specify)*

Certificate or Designation No. CRS PB8R624N

Signature/Date of Authorized Individual

James Fishburn 06/06/2012

FAA Form 337 (10-06)

SDNY_GM_02753812

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240734

EFTA01326327

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

USA N423TT	06/06/2012
Nationality and Registration Mark	Date

Aircraft Model: Gulfstream GIV
Aircraft Serial Number: 1085
Reference Gulfstream PBI Work Order: SC11231

Complied with STC ST00544LA - Installation of Concorde Battery sealed lead-acid Battery Model No. RG-380E/44 IAW STC ST00544LA and steps II A 2 & 3 of Concorde Battery Corporation Master Dwg. Number 12 for Model RG-380E/44 Lead acid batteries. Rev A dated August 28 2000.

Permanently removed the following equipment:
2 ea. Saft Nickel-Cadmium Main Battery, Model 4076-11

Installed the following new equipment:
2 ea. Concorde sealed lead-acid Battery, Model RG-380E-44

No Weight and Balance change required by this action (weight change negligible).
No Airplane Flight Manual Supplement required by this action.
Airplane records updated to reflect this action.
Aircraft electrical load not affected by this action.

END

☐ Additional Sheets Are Attached

FAA Form 337 (10-06)

SDNY_GM_02753813

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240735

EFTA01326328

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.	
N423TT	1085	
Make	**Model**	**Series**
Gulfstream	G-IV	

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
TRT LEASING INC	Address 515 N Flagler Drive, Suite P400 City West Palm Beach State FL Zip 33401-4320 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☑	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name General Dynamics Aviation Services
Address 1500-C Perimeter Road
City West Palm Beach State FL
Zip 33406 Country USA

B. Kind of Agency

☐	U. S. Certificated Mechanic
☐	Foreign Certificated Mechanic
✓	Certificated Repair Station
☐	Certificated Maintenance Organization
☐	Manufacturer

C. Certificate No.: PB8R624N

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: Stephen G. Paulsen 21 September 2007

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☐ Approved ☐ Rejected

BY								
	FAA Flt. Standards Inspector		Manufacturer		Maintenance Organization		Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station		Inspection Authorization		Other *(Specify)*

Certificate or Designation No.: CRS PB8R624N

Signature/Date of Authorized Individual: Stephen G. Paulsen 21 September 2007

FAA Form 337 (10-06)

FAA

SDNY_GM_02753814

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240736

EFTA01326329

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

USA / N423TT	21 September 2007
Nationality and Registration Mark	Date

Aircraft Model: G-IV
Aircraft Serial No.: 1085

Aircraft Total Time: 6728.0
Aircraft Total Landings: 3057
Work Order No.: 17964

Accomplished upgrade of existing Allied Signal Enhanced Ground Proximity Warning System from a software version 104-104 to 218-218 IAW Gulfstream STC ST01851AT-D and Gulfstream Custom Engineering Drawing List CE41 4960458 and EGPWS / Windshear (218-218) (MOD) Electrical Drawing CE41 3490238 approved under FAA Form 8110-3 dated 9/17/07.

Updated Flight Manual Supplement with Gulfstream G-IV Flight Manual Supplement No. CE41 349M001 and provided EGPWS Instructions for Continued Airworthiness Report No. CE41 349A001.

Change to Electrical Load negligible.
No change in Weight or Balance.

END

☐ Additional Sheets Are Attached

FAA Form 337 (10-06)

S&P FAA

SDNY_GM_02753815

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240737

EFTA01326330

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N677RP
2. Owner	Name *(As shown on registration certificate)*: TRT LEASING INC	Address *(As shown on registration certificate)*: 515 N FLAGLER DR STE P400, WEST PALM BEACH FL 33401-4320

3. For FAA Use Only

The alteration identified herin has been reviewed and found to be complete with appropriate DER approvals. All aspects of the alteration(s) are compatible and eligible for use on the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7.

David Kelm DART 711001 SW 4-7-07

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
CAPITAL AVIATION, INC. 5500 PHILLIP J. RHOADES HGR. 2, WILEY POST AIRPORT BETHANY, OK 73008	☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certificated Repair Station ☐ Manufacturer	X91R092Y

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herin is true and correct to the best of my knowledge.

Date: 04-09-2007

Signature of Authorized Individual: MICHAEL S. ROPER

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY							
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Inspection Authorization	Other *(Specify)*
	☐	FAA Designee	☒	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
04-09-2007	X91R092Y	MICHAEL S. ROPER

FAA Form 337 (12-88) Electronic Version (Adobe)

SDNY_GM_02753816

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240738

EFTA01326331

Work completed for [N677RP] on

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

GULFSTREAM G-IV N677RP S/N 1085 W/O 1658

ELECTRICAL MODS

The following is a list of drawings used for the Modifications and Alterations to the Phone, Entertainment and Electrical Systems:

1. Report - ELA 06-10318, Electrical Load Addendum Gulfstream G-IV-S/N 1085, Rev.1/R, dated 03-26-2007. (4 Sheets)
2. 06-10319, Lay-Out-G-IV, s/n 1085 Cabin Modifications (4 Sheets)
3. 06-10320, W/D-G-IV S/N 1085 Drawing Notes, Rev.1/R dated 03-26-2007. (1 Sheet)
4. 06-10321, W/D-G-IV S/N 1085 Vendor Information, Rev.1/R dated 03-26-2007. (1 Sheets)
5. 06-10322, W/D-G-IV S/N 1085 Cabin Equipment/Wiring Removals, Rev.1/R dated 03-26-2007. (14 Sheets)
6. 06-10323, W/D-G-IV S/N 1085 Ciricut Breaker Panel Mods, Rev.1/R dated 03-26-2007. (5 Sheets).
7. 06-10324, W/D-G-IV S/N 1085 Terminal Block Layout, Rev.1/R dated 03-26-2007. (3 Sheets).
8. 06-10325, W/D-G-IV S/N 1085 Galley Systems, Rev.1/R dated 03-26-2007. (9 Sheets).
9. 06-10326, W/D-G-IV S/N 1085 Aft Lavatory Systems, Rev.1/R dated 03-26-2007. (3 Sheets).
10. 06-10327, W/D-G-IV S/N 1085 Upwash/Downwash Lighting, Rev.1/R dated 03-26-2007. (3 Sheets).
11. 06-10328, W/D-G-IV S/N 1085 Cabin Reading and Table Lihgts, Rev.1/R dated 03-26-2007. (3 Sheets).
12. 06-10329, W/D-G-IV S/N 1085 Cabin Aisle Lighting, Rev.1/R dated 03-26-2007. (3 Sheets).
13. 06-10330, W/D-G-IV S/N 1085 Ordinance Signs, Rev.1/R dated 03-26-2007. (3 Sheets).
14. 06-10331, W/D-G-IV S/N 1085 Entry Lights, Rev.1/R dated 03-26-2007. (2 Sheets).
15. 06-10332, W/D-G-IV S/N 1085 Jump Seat Lihgts,Rev.1/R dated 03-26-2007. (2 Sheets).
16. 06-10333, W/D-G-IV S/N 1085 Cabin Window Shades, Rev.1/R dated 03-26-2007. (4 Sheets).
17. 06-10334, W/D-G-IV S/N 1085 Cabin/Lav Call Systems, Rev.1/R dated 03-26-2007. (2 Sheets).
18. 06-10335, W/D-G-IV S/N 1085 Crew Lavatory System, Rev.1/R dated 03-26-2007. (2 Sheets).
19. 06-10336, W/D-G-IV S/N 1085 Cabin Audio Mods., Rev.1/R dated 03-26-2007. (2 Sheets).
20. 06-10337, W/D-G-IV S/N 1085 Entertainment Systems, Rev.1/R dated 03-26-2007. (8 Sheets).
21. 06-10338, W/D-G-IV S/N 1085 Axxess Phone System, Rev.1/R dated 03-26-2007. (2 Sheets).
22. 06-10339, NOT USED.
23. 06-10340, W/D-G-IV S/N 1085 Cabin 11VAC Outlet Mods., Rev.1/R dated 03-26-2007. (4 Sheets).
24. 06-10341, W/D-G-IV S/N 1085 CMA-1100 Electronic Flight Bag Sys., Rev.1/R dated 03-26-2007. (3 Sheets).
25. 06-10342, W/D-G-IV S/N 1085 Cabin Temp Control Mods, Rev.1/R dated 03-26-2007. (2 Sheets).
26. 06-10343, W/D-G-IV S/N 1085 XM Weather Receiver, Rev.1/R dated 03-26-2007. (2 Sheets).

Data approved by Systems & Equipment DERT-710196-SW on FAA Form 8110-3 #JFN-07-027dated April 04,2007.

EMI Test performed in accordance with Capital Aviation, Inc. EMI Ground Test Procedures, Document No. 04-EMI-10000, Rev. I/R dated 11-22-2004. Document No. 04-EMI-10000 approved by Systems & Equipment - Avionics & Electrical DERT-710796-SW on FAA Form 8110-3, #JFN-06-074, dated September 26,2006.

[X] Additional Sheets Are Attached

SDNY_GM_02753817

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240739

EFTA01326332

Work completed for [N677RP] on

8. Description of Work Accomplished

NOTE:
1. All NON-ESSENTIAL systems and equipment installed on existing Non-Essential Busses. Load Sheding covered in Aircraft Flight Manual.
2. See Capital Aviation, Inc. FAA Form 337 entitled "Interior / Cabin Mods" for mounting of Electrical Equipment.

Log Book Entry made.
Weighed Aircraft, computed new C.G. and entered in aircraft records.

CONTINUED AIRWORTHINESS - Monitor item(s) for condition. If item(s) become damaged, replace with same make and model. If make / model is not available, notify the local FSDO of part replacement. Refer item(s) to installer or any qualified service center for repair or replacement. Items to be inspected in conjunction with operators approved inspection program to insure secutity, overall condition and proper operation as is required.

GULFSTREAM G-IV N677RP S/N 1085 W/O 1658

----------END----------

X Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: April 4, 2007

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
GULFSTREAM	G-IV	Airplane	Capital Aviation Inc

LIST OF DATA

IDENTIFICATION	TITLE
DRAWINGS See sheet 2 of 2	SEE SHEET 2 OF 2 NOTES: 1.The Electrical Design Data Aspects Only of these data are approved herein. Approval is in support of a 337 Interior installation modification in a Gulfstream , Model G-IV, S/N 1085 only. 2. EMI test required prior to returning aircraft to service.

PURPOSE OF DATA: Approve the Electrical Design Data Aspects Only in support of a 337 installation (Major Alteration)

APPLICABLE REQUIREMENTS (List specific sections): FAR 25.1301(a)(b)(c)(d), FAR 25.1309(a)(b), FAR 25. 1351(a), FAR 25.1357(a)(c)(d), FAR 25.1359(a)(b)

FAA ORIGINAL

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered 2 of 2 have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore
- ☐ **Recommend approval of these data**
- ☒ **Approve these data**

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBERS(S)	CLASSIFICATION(S)
John F. Newman	DERT-710196-SW	Systems & Equipment Avionics & Electrical
	8110-3	JFN-07-027

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

ELECTRONIC FORMAT (7-00)

SDNY_GM_02753820

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240742

EFTA01326335

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FEDERAL AVIATION ADMINISTRATION FORM 8110-3
FOR GULFSTREAM,
MODEL GIV, S/N 1085
NUMBER: JFN-07-027A
DATED 4-4-2007

SHEET 2 OF 2

DRAWING	NOMENCLATURE	REV./DATE	EFFECTIVITY
REPORT-ELA-10318	ELECTRICAL LOAD ADDENDUM GULFSTREAM GIV-S/N1085	IR- Dtd. 03-26-07	S/N 1085 ONLY
06-10319	LAY-OUT-GIV S/N 1085 CABIN MODIFICATIONS	1/R- Dtd. 03-26-07	" "
06-10320	W/D-G-IV S/N 1085 MASTER DRAWING NOTES	1/R- Dtd. 03-26-07	" "
06-10321	W/D-G-IV S/N 1085 VENDER INFORMATION	1/R- Dtd. 03-26-07	" "
06-10322	W/D-G-IV S/N 1085 CABIN EQUIPMENT/WIRING REMOVALS	1/R-Dtd. 03-26-07	" "
06-10323	W/D-G-IV S/N 1085 CIRCUIT BREAKER PANEL MODS	1/R- Dtd. 03-26-07	" "
06-10324	W/D-G-IV S/N 1085 TERMINAL BLOCK LAYOUT	1/R- Dtd. 03-26-07	" "
06-10325	W/D-G-IV S/N 1085 GALLEY SYSTEMS	1/R- Dtd. 03-26-07.	" "
06-10326	W/D-G-IV S/N 1085 AFT LAVATORY SYSTEMS	1/R- Dtd. 03-26-07	" "
06-10327	W/D-G-IV S/N 1085 UPWASH/DOWNWASH LIGHTING	1/R- Dtd. 03-26-07	" "
06-10328	W/D-G-IV S/N 1085 CABIN READING AND TABLE LIGHTS	1/R- Dtd. 03-26-07	" "
06-10329	W/D-G-IV S/N 1085 CABIN AISLE LIGHTING	1/R- Dtd. 03-26-07	" "
06-10330	W/D-G-IV S/N 1085 ORDINANCE SIGNS	1/R- Dtd. 03-26-07	" "
06-10331	W/D-G-IV S/N 1085 ENTRY LIGHTS	1/R-Dtd. 03-26-07	" "
06-10332	W/D-G-IV S/N 1085 JUMPSEAT LIGHTS	1/R-Dtd. 03-26-07	" "
06-10333	W/D-G-IV S/N 1085 CABIN WINDOW SHADES	1/R Dtd. 03-26-07	" "
06-10334	W/D-G-IV S/N 1085 CABIN/LAV CALL SYSTEM	1/R Dtd. 03-26-07	" "
06-10335	W/D-G-IV S/N 1085 CREW LAVATORY SYSTEMS	1/R Dtd. 03-26-07	" "
06-10336	W/D-G-IV S/N 1085 CABIN AUDIO MODS	1/R Dtd. 03-26-07	" "
06-10337	W/D-G-IV S/N 1085 CABIN ENTERTAINMENT SYSTEMS	1/R Dtd. 03-26-07	" "
06-10338	W/D-G-IV S/N 1085 AIRCELL AXXESS PHONE SYSTEM	1/R Dtd. 03-26-07	" "
06-10340	W/D-G-IV S/N 1085 CABIN 110VAC OUTLET MODS	1/R Dtd. 03-26-07	" "
06-10341	W/D-G-IV S/N 1085 CMA-1100 ELECTRONIC FLIGHT BAG SYSTEM	1/R Dtd. 03-26-07	" "
06-10342	W/D-G-IV S/N 1085 CABIN TEMP CONTROL MODS	1/R Dtd. 03-26-07	" "
06-10343	GIV S/N 1085 XM WEATHER SYSTEM	1/R-Dtd. 03-26-07	" "

SDNY_GM_02753822

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240744

EFTA01326337

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: SEPTEMBER 26 2006

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
GulfstreamAerospace Corporation	G-iv	Airplane	Capital Aviation Inc

LIST OF DATA

IDENTIFICATION	TITLE
DOCUMENT 04-EMI-10000 REVISION 1/R DATED 11-22-2004	EMI GROUND TEST PROCEDURE NOTES: 1.The Electrical Design Data Aspects Only of these data are approved herein. Approval is for the Gulfstream Aerospace Corp. Aircraft listed in TCDS A12EA, Rev 29.

PURPOSE OF DATA: Approve the Electrical Design Data Aspects Only in support of a EMI Ground Test Procedure.

APPLICABLE REQUIREMENTS (List specific sections): FAR 25.1301(a)(b)(c)

FAA
ORIGINAL

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBERS(S)	CLASSIFICATION(S)
John F. Newman	DERT-710196-SW	Systems & Equipment Avionics & Electrical
	8110-3	JFN-06-074

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

ELECTRONIC FORMAT (7-00)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N677RP
2. Owner	Name *(As shown on registration certificate)*: TRT LEASING INC	Address *(As shown on registration certificate)*: 515 N FLAGLER DR STE P400 WEST PALM BEACH FL 33401-4320

3. For FAA Use Only

The alteration identified herin has been reviewed and found to be complete with appropriate DER approvals. All aspects of the alteration(s) are compatible and eligible for use on the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7.

David Kelm DARS 711001 SW 4-7-07

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
CAPITAL AVIATION, INC. 5500 PHILLIP J. RHOADES HGR. 2, WILEY POST AIRPORT BETHANY, OK 73008	☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certificated Repair Station ☐ Manufacturer	X91R092Y

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herin is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
04-09-2007	MICHAEL S. ROPER

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						Other *(Specify)*
	☐ FAA Flt. Standards Inspector		☐ Manufacturer		☐ Inspection Authorization	
	☐ FAA Designee	X	☐ Repair Station		☐ Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
04-09-2007	X91R092Y	MICHAEL S. ROPER

FAA Form 337 (12-88) Electronic Version (Adobe)

SDNY_GM_02753826

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240748

EFTA01326341

Work completed for [N677RP] on

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the appicable airworthiness requirements.

8. Description of Work Accomplished

GULFSTREAM G-IV N677RP S/N 1085 W/O 1658

ANTENNA

1. Removed existing Antenna and installed COMANT Antenna CI 420-1, s/n 162608 using existing doubler at F.S.193C.00+9 as per Strong Aero Engineering drawing N677RP-011107-1, Rev. N/C dated 01-11-2007.

2. Installed Sensor Systems, Inc. Iridium/GPS Antenna S67-1575-165, s/n 1333 F.S.193C.00+9 as per Strong Aero Engineering drawing N677RP-011107-2, Rev. N/C dated 01-11-2007.

Data approved by Structures (A1, A4, P1, P4) DERT605818NM on FAA Form 8110-3 dated 02-19-2007.

Weighed aircraft, computed new C.G. and entered in aircraft records.
Log Book Entry made.

CONTINUED AIRWORTHINESS - Monitor item(s) for condition. If item(s) become damaged, replace with same make and model. If make / model is not available, notify the local FSDO of part replacement. Refer item(s) to installer or any qualified service center for repair or replacement. Items to be inspected in conjunction with operators approved inspection program to insure secutity, overall condition and proper operation as is required.

----------END----------

☒ Additional Sheets Are Attached

SDNY_GM_02753827

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240749

EFTA01326342

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			DATE 02/19/07
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE GULFSTREAM	MODEL NO. G-IV	TYPE (*Airplane, Radio, Helicopter, etc.*) AIRPLANE	NAME OF APPLICANT CAPTIAL AVIONICS, INC.

LIST OF DATA

IDENTIFICATION	TITLE
DRAWING REFS:	
N677RP-011107-1 REV N/C 01/11/07	"ANTENNA REMOVAL AND COMANT CI 420-1 ANTENNA REPLACEMENT"
N677RP-011107-2 REV N/C 01/11/07	"S67-1575-165 IRIDIUM/DATA DUAL CHANNEL ANTENNA DOUBLER DESIGN & INSTALLATION"
	APPROVAL IS FOR ONE AIRCRAFT; S/N 1085, T/N N677RP
	Notes: This approval is for engineering design data only and is not an installation approval. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as 'APPLICABLE REQUIREMENTS'. (Compliance with additional regulations not listed here may be required).

PURPOSE OF DATA
IN SUPPORT OF A MAJOR ALTERATION TO SHOW COMPLIANCE WITH THE FOLLOWING REGULATIONS

APPLICABLE REQUIREMENTS *(List specific sections)*
CFR 14 FAR Part 25.301(a), Amdt 25-23; .303, Amdt 25-23; .305(a), Amdt 25-86; .307(a), Amdt 25-72; .365(a)(b)(c), Amdt 25-87; .601, Amdt 25-0; .603(a), Amdt 25-46; .605(a), Amdt 25-46; .607(a), Amdt 25-23; .609(a), Amdt 25-0; .611, Amdt 25-23; .613(a)-(d), Amdt 25-72; .625(a), Amdt 25-72

CERTIFICATION – Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered N/A have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I ~~(we)~~ Therefore ☐ Recommend approval of these data ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBERS(S)	CLASSIFICATION(S)
TREVOR J. STRONG	DERT605818NM	STRUCTURES *(A1, A4, P1, P4)*

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION GPO 901-413

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SDNY_GM_02753829

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N677RP
2. Owner	Name *(As shown on registration certificate)*: TRT LEASING INC	Address *(As shown on registration certificate)*: 515 N FLAGLER DR STE P400 WEST PALM BEACH FL 33401-4320

3. For FAA Use Only

The alteration identified herin has been reviewed and found to be complete with appropriate DER approvals. All aspects of the alteration(s) are compatible and eligible for use on the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7.

David Kelm DAR 711001 SW 4-7-07

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
CAPITAL AVIATION, INC. 5500 PHILLIP J. RHOADES HGR. 2, WILEY POST AIRPORT BETHANY, OK 73008	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	X91R092Y

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
04-09-2007	MICHAEL S. ROPER

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY							Other *(Specify)*
	[ ]	FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	
	[ ]	FAA Designee	[X]	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
04-09-2007	X91R092Y	MICHAEL S. ROPER

FAA Form 337 (12-88) Electronic Version (Adobe)

SDNY_GM_02753830

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240752

EFTA01326345

Work completed for [N677RP] on

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

GULFSTREAM G-IV N677RP S/N 1085 W/O 1658

INTERIOR / CABIN MODS

1. Original Interior Configuration and New Interior Configuration are as shown on Capital Aviation, Inc. drawing 07-10018, Rev. I/R dated 03-05-2007. (1 Sheet)

2. Modified existing L/H Fwd.Closet as per Capital Aviation, Inc. drawing 07-10019 Rev. I/R dated 03-05-2007. (2 Sheets)

3. Installed R/H Fwd. Crew Lav as per Capital Aviation, Inc. drawing 07-10020 Rev. I/R dated 03-05-2007. (7 Sheets)

4. Installed Windowline as per Capital Aviation, Inc. drawing 07-10021 Rev: I/R dated 03-05-2007. (2 sheets)

5. Installed Credenza as per Capital Aviation, Inc. drawing 07-10023 Rev: I/R dated 03-05-2007. (10 Sheets).

6. Installed SubWoofer Cabnet to existing R/H AFT Bulkhead as per Capital Aviation, Inc.drawing 07-10024 Rev: I/R dated 03-05-2007. (1 Sheet)

7. Modified L/H and R/H Galley as per Capital Aviation Inc, drawing 07-10025 Rev: I/R dated 03-05-2007. (5 Sheets)

8. Modified existig Vanity as per Capital Aviation Inc, drawing 07-10026 Rev: I/R dated 03-05-2007. (3 Sheets).

9. Installed 17" Monitor at F.S. 297.0 as per Capital Aviation Inc, drawing 07-10027 Rev: I/R dated 03-05-2007. (4 Sheets).

10. Installed Aircell R/H at F.S. 232.5 as per Capitall Aviation Inc, drawing 07-10028 Rev: I/R dated 03-05-2007. (4 Sheets).

11. Installed Misc. Equipment as per Capital Aviation Inc, drawing 07-10029 Rev: I/R dated 03-05-2007. (4 Sheets).

Data approved by Structural DERT-710098-SW, on FAA Form 8110-3, #SE-07-004 dated 04-02-2007.

CONTINUED AIRWORTHINESS - Monitor item(s) for condition. If item(s) become damaged, replace with same make and model. If make / model is not available, notify the local FSDO of part replacement. Refer item(s) to installer or any qualified service center for repair or replacement. Items to be inspected in conjunction with operators approved inspection program to insure secutity, overall condition and proper operation as is required.

Weighed Aircraft computed new C.G. and entered in Aircraft records.
Log Book Entry made.

[X] Additional Sheets Are Attached

SDNY_GM_02753831

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240753

EFTA01326346

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 4-2-07

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Gulfstream Aerospace Corporation	GIV	Airplane	Capital Aviation Inc.

LIST OF DATA

IDENTIFICATION	TITLE
Dwg. No 07-10018 Rev. I/R, dtd 3-5-07 Sheet 1	INTERIOR INSTALLATION
Dwg. No. 07-10019 Rev. I/R, dtd 3-5-07 Sheets 1 & 2	LH FWD CLOSET MOD
Dwg. No. 07-10020 Rev. I/R, dtd 3-5-07 Sheets 1 thru 7	RH FWD CREW LAV INSTALL
Dwg. No. 07-10021 Rev. I/R, dtd 3-5-07 Sheets 1 & 2	WINDOWLINE INSTALL
Dwg. No. 07-10023 Rev. I/R, dtd 3-5-07 Sheets 1 thru 10	CREDENZA INSTALL
Dwg. No. 07-10024 Rev. I/R, dtd 3-5-07 Sheet 1	SUBWOOFER CABINET INSTALL

NOTES:
1. This FAA approval is for structural aspects of the data only. Additional approvals may be required for other aspects of the data.
2. The inspection of the installation is not being approved
3. The approval is in support of the noted model, S/N 1085 only.

SE-07-004 Sheet 1 of 2

PURPOSE OF DATA
To provide FAA Approved data in support of a Form 337 approval

APPLICABLE REQUIREMENTS (List specific sections)
FAR 25.301, 25.303, 25.305, 25.307, 25.603, 25.605, 25.607, 25.613, 25.789(a) at Amendment 25-56

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered XXX have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBERS(S)	CLASSIFICATION(S)
Richard W. Southard Richard W. Southard	DERT-710241-SW	Structures

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION — ELECTRONIC FORMAT (7-00)

SDNY_GM_02753832

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240754

EFTA01326347

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 4-2-07

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Gulfstream Aerospace Corporation	GIV	Airplane	Capital Aviation Inc.

LIST OF DATA

IDENTIFICATION	TITLE
Dwg. No 07-10025 Rev. I/R, dtd 3-5-07 Sheets 1 thru 5	LH AND RH GALLEY MOD
Dwg. No. 07-10026 Rev. I/R, dtd 3-5-07 Sheets 1 thru 3	VANITY MOD
Dwg. No. 07-10027 Rev. I/R, dtd 3-5-07 Sheets 1 thru 4	MONITOR INSTALL
Dwg. No. 07-10028 Rev. I/R, dtd 3-5-07 Sheets 1 thru 4	AIRCELL INSTALL
Dwg. No. 07-10029 Rev. I/R, dtd 3-5-07 Sheets 1 thru 4	MISC EQUIPMENT INSTALL

NOTES:
1. This FAA approval is for structural aspects of the data only. Additional approvals may be required for other aspects of the data.
2. The inspection of the installation is not being approved
3. The approval is in support of the noted model, S/N 1085 only.

SE-07-004 Sheet 2 of 2

PURPOSE OF DATA
To provide FAA Approved data in support of a Form 337 approval

APPLICABLE REQUIREMENTS (List specific sections)
FAR 25.301, 25.303, 25.305, 25.307, 25.603, 25.605, 25.607, 25.613, 25.789(a) at Amendment 25-56

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered XXX have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Richard W. Southard Richard W. Southard	DERT-710241-SW	Structures

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION — ELECTRONIC FORMAT (7-00)

SDNY_GM_02753834

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240756

EFTA01326349



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make: Gulfstream	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N423TT
2. Owner	Name (As shown on registration certificate): TRT Leasing	Address (As shown on registration certificate): 515 N Flagler Dr STE P400 West Palm Beach, FL 33401-4320

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~~~~~~~~~~~~~~~~(As described in item 1 above)~~~~~~~~~~~~~~~~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
CE Avionics, Inc. 2789 Flightline Avenue Sanford, FL 32773	[ ] U.S. Certified Mechanic [ ] Foreign Certified Mechanic [X] Certified Repair Station [ ] Manufacturer	OE4R411M

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
May 22, 2007	Michael E. Hughes *Michael E. Hughes*

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt Standards Inspector		[ ] Manufacturer		[ ] Inspection Authorization	Other (Specify)
	[ ] FAA Designee	[X]	Repair Station		[ ] Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
May 22, 2007	OE4R411M	Michael E. Hughes *Michael E. Hughes*

FAA Form 337 (12-88)

SDNY_GM_02753836

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240758

EFTA01326351

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed Collins Part Number 622-9210-008 TDR-94D Mode S Diversity Transponders Serial Numbers 2221 and 3672 and installed factory modified per Service Bulletin 504 to Part Number 622-9210-308 (Enhanced Surveillance) Serial Numbers 1G8M and 4J2W.

Interfaced the TDR-94D to the Number 1 and Number 2 Honeywell HGT1075AE03 Inertial Reference Systems and made additional wiring changes per CE Avionics, Inc. Drawing Number 5893B-1, Revision I/R dated March 22, 2007 (Approved on FAA Form 8110-3 dated May 21, 2007 by Leslie S. Roblin, DERT-510335-CE – Systems & Equipment).

The installation was made in compliance with Gulfstream IV Wiring Diagram Manual Revision 52, dated December 31, 2006, Chapter 20, Sections 20-24-00, 20-25-07, 20-28-00 and 20-28-09; Chapter 34, Section 34-02-04; and in compliance with FAR 25.1301, 25.1309 and 25.1431.

----------END----------

☒ Additional Sheets Are Attached (1 Page)

U.S.GPO:1989-0-663-171

SDNY_GM_02753837

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240759

EFTA01326352

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: May 21, 2007

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc)	NAME OF APPLICANT
Gulfstream Aerospace Corp.	G-IV	Airplane	CE Avionics, Inc. Sanford, Fl.

LIST OF DATA

IDENTIFICATION	TITLE
5893B-1, Rev IR, dated 5-21-07	Additional Wiring for Transponder Mode S Surveillance
	END

Notes:

1) The electrical aspects only of the above listed data are approved herein. This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".
2) Compliance with additional regulations not listed may be required. This form does not constitute FAA approval of all the engineering data necessary for substantiation of compliance to necessary requirements for the entire alteration. The structural aspects are not included in this approval.
3) After the Alteration, the aircraft must be returned to service by FAA Authorized personnel.

PURPOSE OF DATA:
Design approval in support of major alteration, installation of Elementary & Advanced ATC Surveillance (Flight ID) Transponder System on Gulfstream G-IV Series aircraft, serial number 1085, registration no. N423TT: Systems & Equipment Design Approval Only.

APPLICABLE REQUIREMENTS of Title 14 CFR (List specific sections)

FAR 25.869 (a)(4)
FAR 25.1301 (a)(b)(c)(d)
FAR 25.1353 (b)(d)
FAR 25.1357 (a)(c)
FAR 25.1381 (a)(b)

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered NONE have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (~~We~~) Therefore
☐ Recommend approval of these data
☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Leslie S. Roblin Leslie S. Roblin	DERT-510335-CE	Systems & Equipment

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION (g-IV enh atc-3.doc) 070509 GPO 901-613

SDNY_GM_02753838

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240760

EFTA01326353

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make: GULFSTREAM	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N423TT
2. Owner	Name (As shown on registration certificate): TRT LEASING INC	Address (As shown on registration certificate): 515N FLAGLER DR SUITE P400 WEST PALM BEACH, FL 33401-4320

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)			☐	☒
POWERPLANT				☐	☐
PROPELLER				☐	☐
APPLIANCE	Type			☐	☐
	Manufacturer			☐	☐

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
ALAN D. REDMON 200 REDMON RIDGE DAWSONVILLE, GA 30534	☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certified Repair Station ☐ Manufacturer	3107552 A&P

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
4 APRIL 2007	

7. Approved for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐ FAA Flt Standards Inspector	☐ Manufacturer	☒ Inspection Authorization	Other (Specify)
	☐ FAA Designee	☐ Repair Station	☐ Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
4 APRIL 2007	3107552	ALAN D. REDMON

FAA Form 337 (12-88)

SDNY_GM_02753840

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

AIRCRAFT MODIFIED: N423TT G-IV S# 1085 4 APRIL 2007

1. THE FOLLOWING WORK WAS ACCOMPLISHED BY CAPITOL AVIATION SERVICES: REMOVED DUAL TRANSPONDERS AND UPGRADED WITH NEW FLIGHT ID UNITS.

2. REMOVED DUAL COLLINS TDR-94 TRANSPONDERS AND RTU-4210 CONTROL HEADS AND INSTALLED DUAL TDR94D TRANSPONDERS P/N 622-9210-006 S# 2221 & S# 3672 WITH CONTROL HEADS RTU-4210 P/N 822-0836-015 S# 267 & S# 1176 PER ROCKWELL COLLINS STC 01142WI-D AND IS SUPPLEMENTED WITH ENHANCED SURVEILLANCE USING ROCKWELL COLLINS CMM P/N 523-0778502 REV 3 DATED 10 NOV 2006 AND SERVICE INFORMATION LETTER SIL-1-04 ALONG WITH DRAWINGS NO CC-040407 REV IR APPROVED BY DER ANDREW K. ANDERSON ON FAA FORM 8110-3 DATED 4 APRIL 07.

THE INSTALLED MODE-S SYSTEM SATISFIES THE DATA REQUIREMENTS OF ICAO DOC 7030/4, REGIONAL SUPPLEMENTARY PROCEDURES FOR SSR MODE-S ENHANCED SURVEILLANCE IN DESIGNATED EUROPEAN AIRSPACE.

3. CONTROL OPERATION INFO.: REFER TO ROCKWELL COLLINS PROLINE II PILOT'S GUIDE DOCUMENT NUMBER 523-0773070-004117, DATED JULY 14, 1993, OR LATER APPROVED REVISION.

4. SERVICE INFORMATION: REFER TO COLLINS CMM REFERENCED ABOVE.

5. MAINTENANCE INSTRUCTIONS: REFER TO COLLINS CMM REFERENCED ABOVE.

6. TROUBLESHOOT INFORMATION: REFER TO COLLINS CMM REFERENCED ABOVE.

7. REMOVAL AND REPLACEMENT: REFER TO COLLINS CMM REFERENCED ABOVE.

8. DIAGRAMS: N/A

9. SPECIAL INSPECTION REQUIREMENTS: NONE

10. APPLICATION OF PROTECTIVE COATINGS: N/A

11. DATA: NO HARDWARE WAS REQUIRED.

12. LIST OF SPECIAL TOOLS: NONE

13. FOR COMMUTER CATEGORY AIRCRAFT: N/A

14. RECOMMENDED OVERHAUL PERIODS: NO ADDITIONAL LIMITATIONS.

15. AIRWORTHINESS LIMITATIONS: NONE AT THIS TIME.

16. REVISIONS: A LETTER WILL BE SUBMITTED TO THE LOCAL FSDO WITH A COPY OF THE REVISED FAA FORM 337.

---END---

☐ Additional Sheets Are Attached

U.S.GPO:1989-0-663-171

SDNY_GM_02753841

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: April-04-2007

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Gulfstream	G-IV	Airplane	Private Consultant to ATS INC

LIST OF DATA

IDENTIFICATION	TITLE
CC-040407	Flight I/D Installation (Dated 04-04-2007 Rev I/R)

PURPOSE OF DATA In support of major modification for S/N 1085 ONLY.

APPLICABLE REQUIREMENTS (List specific sections)
25.1309 (a)(b)(c)(d)(e)(g)
25.1351 (a)
25.1357 (a)(b)(c)(d)(e)(g)

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered as above have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Andrew K. Anderson	DERT-510004-CE	System & Equipment Flight Analyst

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION — ELECTRONIC FORMAT (7-00)

SDNY_GM_02753842

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240764

EFTA01326357

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA

US Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.
N677RP	1085

Make	Model	Series
Gulfstream	G-IV	

2. Owner

Name (As shown on registration certificate)	Address (As shown on registration certificate)
TRT Leasing Inc.	Address 515 N Flagler Dr. Suite P400 City West Palm Beach State FL Zip 33410-4320 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	———	(As described in Item 1 above)	———
☐	☐	POWERPLANT		RECEIVED	
☐	☐	PROPELLER		MAR 2 9 2007	
☐	☐	APPLIANCE	Type / Manufacturer	ASW - FSDO - OKC	

6. Conformity Statement

A. Agency's Name and Address

Name Associated Aero Service
Address PO Box 1310
City Oklahoma City State OK
Zip 73008 Country USA

B. Kind of Agency

	U. S. Certificated Mechanic		Manufacturer
	Foreign Certificated Mechanic	C. Certificate No.	
X	Certificated Repair Station	SSWR186K	
	Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in Item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual FOR ASSOCIATED AERO SERVICE
TERRY BIRCHETT Terry Birchett

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in Item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☐ Approved ☐ Rejected

BY							
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐ Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	X	Inspection Authorization	Other (Specify)

Certificate or Designation No. IA2231949

Signature/Date of Authorized Individual Sam Birchett (03/23/2007)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be Compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Aircraft: Make Gulfstream **Model** GIV **Serial Number** 1085 **Registration** N677RP **Date** 03/08/2007

Installed Gulfstream engineered repairs at five locations on the upper skin of the floor panels in the cabin area. Reference the Gulfstream SE05005902 Rev. IR drawing:

All doubler material is 2024-T3 0.050 thick.
All replacement core material is 5.7-3/16-20N 5052.
All bonds were made using EA9309.3NA adhesive.

Drawing INSTL No.	Doubler Diameter	F.S.	R.B.L.	L.B.L.
-1	5.60	489.43		28.22
-3	6.40	476.45		28.57
-5	5.90	475.66		16.75
-7	6.70	482.41	28.78	
-9	6.90	481.19	16.32	

This repair was done in accordance with the Gulfstream SE05005902 Rev. IR drawing and the Gulfstream engineering 8110-3 form, Identification SE40001085 Rev. B, dated 03/07/2007.

There is no change to the aircraft Weight and Balance or Equipment List.

For Continued Airworthiness reference the aircraft manufacturer's applicable data.

With respect to the work referenced in the Associated Aero Service work order number 4635, this aircraft has been found safe for return to service.

———————— END ————————

☒ **Additional Sheets Are Attached**

USGPO 1990-761-753

SDNY_GM_02753845

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240767

EFTA01326360

2/8 NG

CERT0099317

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 03/07/2007

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE: (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Gulfstream	G-IV S/N 1085	Airplane	Gulfstream Aerospace Corporation

LIST OF DATA

IDENTIFICATION	TITLE
SE40001085 REV B	TOP DRAWING - REPAIR/MODIFICATION, G-IV S/N 1085
	END OF DATA

NOTE: The structural aspects only of the above listed data are approved herein. This approval is only for the Engineering design data and is not installation data.

PURPOSE OF DATA
Support major repair for G-IV s/n 1085.

APPLICABLE REQUIREMENTS (List specific sections)
FAR 25.601

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

☐ Recommend approval of these data

(I, We) Therefore ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Robert H. Drinnon, Jr.	DER Y-511178-CE	Structures

FAA Form 8110-3 (11-70)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No.2120-0020

For FAA Use Only

Office Identification
VNY FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make: Gulfstream	Model: GIV
	Serial No.: 1085	Nationality and Registration Mark: N677RP
2. Owner	Name (As shown on registration certificate): Petersen Aviation	Address (As shown on registration certificate): 7155 Valjean Ave Van Nuys CA 91406-3917

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Damon Midgette 4826 Adele Court Woodland Hills, CA 91364	X U.S. Certificated Mechanic	A&P565174728
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 10/23/03 — Signature of Authorized Individual:

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ APPROVED ☐ REJECTED

BY						
	☐ FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization	Other *(Specify)*
	☐ FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
10/23/03	CA 19115 75	Robert J Leigh

FAA Form 337 (12-88)

SDNY_GM_02753848

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Reconfigured cabin interior per STC ST01555LA, See Master Drawing List report SAI1-1-02 approved by the FAA on 10/21/03, see letter of approval dated 10/20/03 signed by Alan T. Shinseki, Manager, Systems and Equipment Branch, Los Angeles Aircraft Certification Office.

********** End Report **********

☐ Additional Sheets Are Attached

FAA Form 337 (12-88) U.S. GPO:1989-0-663-171

SDNY_GM_02753850

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240772

EFTA01326365

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number ST01555LA

This Certificate issued to Syncro Aircraft Interiors, Inc.
7701 Woodley Avenue
Van Nuys, Ca 91406

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 25* of the Federal Aviation Regulations. *Certification basis is set forth in Type Certificate Data Sheet A12EA

Original Product Type Certificate Number: A12EA

Make: Gulfstream

Model: G-IV S/N 1085

Description of Type Design Change: Cabin interior re-configuration in accordance with Syncro Master Drawing List SAI1-1-02 Rev. NC, dated October 12, 2003, or later FAA approved revision.

Limitations and Conditions: Data pertaining to this modification is considered inadequate for duplication on other aircraft. This approval is limited to the installation made on Gulfstream G-IV Serial Number 1085. A copy of this STC must be included in the permanent records of the modified aircraft.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: August 12, 2003

Date of issuance: October 21, 2003

Date reissued:

Date amended:

By direction of the Administrator

(Signature)

Alan Shinseki
Manager, Systems and Equipment,
Los Angeles Aircraft Certification Office
(Title)

...imprisonment not exceeding 3 years, or both.

SDNY_GM_02753852

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240774

EFTA01326367

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

ORIGINAL owner

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
VNY FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE CORP.	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: BA LEASING & CAPITAL CORP.	Address *(As shown on registration certificate)*: TWO EMBARCADERO CENTER SAN FRANCISCO CA. 94111

3. For FAA Use Only

4. Unit Identification				**5. Type**	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- *(As described in Item 1 above)* ----------				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 2407 EAST SHEA BLVD. PHOENIX, ARIZONA 85028	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
1-15-90	Lance A. Matteson, Supt. of Maintenance

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	XX	Inspection Authorization	Other *(Specify)*
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
1-16-90	526705494	Michael Arnett

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

JANUARY 15, 1990, GULFSTREAM AEROSPACE CORPORATION MODEL G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA.

REFER TO: GAC Maintenance Manual, Illustrated Parts Catalog, and Wiring DIAGRAM MANUAL ATA Chapter(s), 22 AUTOPILOT, 24 Electrical Power, 32 LANDING GEAR; HONEYWELL CORP. Maintenance Manual for the SPZ-8000 INTEGRATED FLIGHT MANAGEMENT SYSTEM; GREYHOUND CORP. NUTCRACKER RIGHT MAIN DC AND/OR ESSENTIAL DC MODIFICATION, ELECTRICAL DWG. No. 32122589, dated 12-25-89. see **DER APPROVED** FAA Form 8110-3 dated January 10, 1990.

The purpose of this alteration is to eliminate the failure of Flight Guidance Computer **[FGC]** number 2 whenever power is momentarily lost on the 28 Volt DC Essential Bus because of automatic bus switching.

Performed all of the "MODIFICATION INSTRUCTIONS" contained on Greyhound Corp. Electrical Dwg. No. 32122589, referred to above, in compliance with FAR 43.13 Performance rules (general) (a)(b).

All parts that were installed were new at the time of installation and comply with FAR 21.303 (b)(1)(2)(4).

Tested the modification in accordance with all steps titled "TESTING THE MODIFICATION" contained on Greyhound Corp. Electrical Dwg. No. 32122589, referred to above, and noted no abnormal or unusual results before, during, or after the testing sequence.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records, in accordance with FAR 43.9(a)(1)(2)(3)(4) and complied with the requirements of FAR 43 Appendix B (a)(1)(2)(3).

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination included, but was not limited to, consideration that this modification provides power to the nut-cracker relay circuits in a similar manner that the Gulfstream Model G1159 and G1159A non-VSCF aircraft utilize, as a result of this modification the installed FGC equipment can function safely and properly as it was intended, and the following specific sections of the applicable requirements of the Federal Aviation Regulations have been complied with: 25.1301(a)(b)(c)(d), 25.1309(a), 25.1353(a), 25.1357(a)(c), and 25.1359(d).

There were no changes to the aircraft's electrical load analysis and the effect upon the aircraft's weight and balance report is negligible.

****END OF THIS SHEET****Greyhound Corp. Dwg. 32122589 is attached**********

☐ Additional Sheets Are Attached

SDNY_GM_02753855

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240777

EFTA01326370

RIGHT OWNER

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
VNY FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE CORP.	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: BA LEASING & CAPITAL CORP.	Address *(As shown on registration certificate)*: TWO EMBARCADERO CENTER SAN FRANCISCO CA. 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	********** *(As described in Item 1 above)* **********				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 2407 EAST SHEA BLVD. PHOENIX, ARIZONA 85028	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 1-15-90

Signature of Authorized Individual: [signature] Supt. of Maintenance

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☐ APPROVED ☒ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	XX	Inspection Authorization	Other *(Specify)*
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
1-16-90	526705494	[signature] Michael Donnelly

SDNY_GM_02753856

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240778

EFTA01326371

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

JANUARY 15, 1990, GULFSTREAM AEROSPACE CORPORATION MODEL G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA.

REFER TO: GULFSTREAM AEROSPACE CORP. **[GAC]** MAINTENANCE MANUAL, ILLUSTRATED PARTS LIST, AND WIRING DIAGRAM MANUAL - ATA CHAPTER 49; GARRETT AIRESEARCH AUXILIARY POWER UNIT MAINTENANCE MANUAL 49-21-89 FOR MODEL GTCP36-100G; GREYHOUND CORP. APU SURGE VALVE CONTROL MODIFICATION ELECTRICAL DWG. No. 49122489, dated 12-24-89, see **DER APPROVED** FAA Form 8110-3 dated January 10, 1990.

The purpose of this alteration is to eliminate a nuisance operation of the APU's surge control valve whenever power is momentarily lost on the 28 Volt Essential Bus because of automatic bus switching.

Performed all of the modification instructions contained on Greyhound Corp. Electrical Dwg. No. 49122489, referred to above, in compliance with FAR 43.13 Performance rules (general) (a)(b).

All parts that were installed were new at the time of installation and comply with FAR 21.303 (b)(1)(2)(4).

Tested the modification in accordance with all steps titled "TESTING THE MODIFICATION" contained on Greyhound Corp. Electrical Dwg. No. 49122489, referred to above, and noted no abnormal or unusual results before, during, or after the testing sequences.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records in accordance with FAR 43.9 (a)(1)(2(3)(4) and complied with the requirements of FAR 43 Appendix B (a)(1)(2(3).

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination included, but was not limited to, consideration that this modification provides power from the same power source that the Gulfstream Aerospace Model G1159A (VSCF) [GIII] aircraft uses to control the APU's surge control valve, the installed equipment will function safely and properly as it was intended and the following specific sections of the applicable requirements of the Federal Aviation Regulations have been complied with: 25.1301(a)(b)(c)(d), 25.1309(a), 25.1353(a), 25.1357(a)(c), and 25.1359(d).

There were no changes to the aircraft's electrical load analysis and the effect upon the aircraft's weight and balance report is negligible.

****END OF THIS SHEET****Greyhound Corp Dwg. 49122489 is attached*********

☐ Additional Sheets Are Attached

SDNY_GM_02753857

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240779

EFTA01326372

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY
OFFICE IDENTIFICATION: VNY FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT

MAKE	MODEL
Gulfstream Aerospace	G-IV
SERIAL NO.	**NATIONALITY AND REGISTRATION MARK**
1085	N88GA

2. OWNER

NAME (As shown on registration certificate)	ADDRESS (As shown on registration certificate)
BA Leasing and Capital Corp.	Two Embarcadero Ctr, 10th Floor San Francisco, CA 94111

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	5. REPAIR	5. ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	[ ] U.S. CERTIFICATED MECHANIC [ ] FOREIGN CERTIFICATED MECHANIC [X] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	REPAIR STATION #4221 A-3 & 4, R-1, 2, & 3 L-I, A & P

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE: September 7, 1989

SIGNATURE OF AUTHORIZED INDIVIDUAL: Danny C. Farnham

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
[ ]	FAA FLT. STANDARDS INSPECTOR	[ ]	MANUFACTURER	[ ]	INSPECTION AUTHORIZATION	OTHER (Specify)
[ ]	FAA DESIGNEE	[X]	REPAIR STATION	[ ]	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9-7-89	#4221	Danny C. Farnham Danny C. Farnham, Chief Inspector

FAA Form 337 (7-67) (8320)

SDNY_GM_02753858

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Avionic and Electrical modifications installed per drawings listed on Western Commander Top Drawing #08000012 N/C dated 8-8-88 and approved by DER #NM-476.

Installed Sundstrand Mark V Ground Proximity Warning System per data approved by STC SA218850. Minor deviations performed per Western Commander drawing #08069091 N/C dated 2-8-88 approved by DER #NM-476.

Installed Honeywell LSZ-850 Lightning Sensor System in accordance with data approved by STC SA238850 and Western Commander Drawing No. 08069157 N/C dated 11-14-88, approved by DER #NM-476.

Installed De Vore Logo Lights per data approved by STC SA4749SW Rev. #3 dated 1-21-88.

Installed a third Honeywell Inertial Reference System (IRS), a third Honeywell Flight Management System, NZ910 Navigation Computers (3), and a Single Honeywell VLF/OMEGA Sensor in accordance with data approved by STC SA3774NM.

Flight Manual supplements provided and Equipment List revised. Aircraft weight and balance report revised.

----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 72-4906

☆U.S. GOVERNMENT PRINTING OF FICE: 1986-659-121/40260

SDNY_GM_02753859

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240781

EFTA01326374

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY

OFFICE IDENTIFICATION VNY FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT

MAKE	MODEL
Gulfstream Aerospace	G-IV
SERIAL NO. 1085	**NATIONALITY AND REGISTRATION MARK** N88GA

2. OWNER

NAME (As shown on registration certificate)	ADDRESS (As shown on registration certificate)
BA Leasing and Capital Corp.	Two Embarcadero Ctr, 10th Floor San Francisco, CA 94111

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	5. REPAIR	5. ALTERATION
AIRFRAME	•••••••••••••••••••• (As described in item 1 above) ••••••••••••••••••••				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	REPAIR STATION #4221 A-3 & 4, R-1, 2, & 3 L-I, A & P

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE: September 8, 1989

SIGNATURE OF AUTHORIZED INDIVIDUAL: [signature]

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is XX APPROVED ☐ REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	XX	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9-8-1989	#4221	[signature] Danny C. Farnham, Chief Inspector

FAA Form 337 (7-67) (8320)

SDNY_GM_02753860

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240782

EFTA01326375

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Custom interior installed in accordance with Gulfstream Aerospace Report #1159C-GER-023, Revision #2 dated November 14, 1988 and the following reports as listed in Consulting Aerospace Engineers, Inc. reports approved by DER #NM-442 and Aero Interiors, Inc., Drawing #AI-G-1085 dated August 28, 1989.

The following major components installed per the reports and specifications as listed:

1. L/H Bar Installation	CAE AIN-52-2
2. R/H Galley Installation	CAE AIN-52-3
3. R/H Fed Crew Galley	CAE AIN-18-3
4. T.V. Entertainment Installation	CAE AIN-38-8
5. Vanity Cabinet Installation	CAE AIN-41-4
6. L/H & R/H Stereo/ Storage Cabinet Installation	CAE AIN-41-8
7. Bulkhead Installation	CAE AIN-38-26
8. 539.75 Bulkhead Reinforcement & Net Inst.	CAE AIN-GIV-1
9. Aft Toilet Service Panel Installation	CAE AIN-GIV-2
10. Floorboard Replacement	CAE AIN-GIV-4
11. Water containers & Pedistal Installation	CAE AIN-GIV-6
12. Aft Baggage Shelves and Net Installation	CAE AIN-GIV-8
13. Drain Mast Installation	CAE AIN-GIV-9
14. Service Ladder Instalation	CAE AIN-GIV-10
15. Aft Toilet Installation	CAE AIN-GIV-12
16. Service Tool Box Installation	CAE AIN-GIV-13
17. Seat Track Installation	CAE AIN-GIV-14

Insullation and covering materials meet the requirements of FAR 25.853 Appendix F part I paragraph (a) through (d) as stated in Aero Interiors, Inc. Report #AI-1085-FR-45 dated September 7, 1989 and substantiated by John Caleo, Inc. FAA DER #NM-682.

Aircraft weighed on jacks upon completion of outfitting.

Equipment list and weight and balance reports revised.

All workmanship accomplished according to A.C. 43-13-1A Chapters 5, 6, & 7 and A.C. 43-13-2A Chapters 1, 9, 12 & 13.

---------- END ----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AC 72-4906

U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40260

SDNY_GM_02753861

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240783

EFTA01326376

#03.09.27

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification WP01-VNY-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM	Model: GIV
	Serial No.: 1085	Nationality and Registration Mark: N677RP
2. Owner	Name (As shown on registration certificate): PETERSEN AVIATION	Address (As shown on registration certificate): 7155 VALJEAN AVE. VAN NUYS, CA 91406

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved only for above describe aircraft subject to conformity inspection by a person authorized in FAR 43.7.

FAA INSPECTOR WP-FSDO-1 [signature] DATE: 01/25/2005

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	———	(As described in Item 1 above)	———		X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
IFR AVIONICS INC. 7035 SOPHIA AVE. VAN NUYS, CA 91406 AQ4R059M	[ ] U. S. Certified Mechanic [ ] Foreign Certified Mechanic [X] Certified Repair Station [ ] Manufacturer	AQ4R059M RADIO C1, 2, 3 LTD INSTR LTD AIRFRAME

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U. S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
1/25/2005	[signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector		[ ] Manufacturer		[ ] Inspection Authorization	Other (Specify)
	[ ] FAA Designee	[X]	Repair Station		[ ] Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
1/25/2005	AQ4R059M	[signature]

FAA Form 337 (12-88)

SDNY_GM_02753862

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240784

EFTA01326377

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N677RP

Installed an Artex C-406-1 ELT P/N 453-5002, Antenna P/N 110-340, and Remote Switch P/N 345-6196-04. The installation was done in accordance with AETEX document number: 570-5001 REV A. Reference 8110-3 Signed by Trevor Strong DER No. DERT60581NM for mounting approval of the antenna. The ELT was mounted at STA. 753.50, the antenna was mounted at STA. 633.00. The ELT Switch was mounted in the cockpit on the copilot's dzus rail at STA. 54.00. A 1 amp circuit breaker labeled "ELT" was installed on the copilots circuit breaker panel. Existing spare wires were used for the ELT system.

Reference IFR Avionics document no. ICAW ARTEX 406 for Instruction for Continued Airworthiness.

Mounting for all components and installation details are in compliance with applicable portions of AC.13-1B Chapters 11 and 12; AC 43.13-2A Chapters 2 and 3. The mountings are made on existing previously approved equipment shelves or location in the aircraft and meet strength requirements of AC 43.13-2A Chapter 1.

ARTEX Description and operation manual document number 570-5001 was installed in the aircraft.

The ELT, Antenna, and the NAV interface unit meets TSO requirements C126.

A logbook entry has been made. Wiring diagrams, Revised Weight & Balance and Equipment list Amendment have been provided as necessary. Work Order 39886 on file at this agency covers the work describe above.

----------END----------

☑ ADDITIONAL SHEETS ARE ATTACHED

* U.S.GPO:1991-0-568-012/40035

SDNY_GM_02753863

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240785

EFTA01326378

IFR Avionics, Inc.
7035 Sophia Ave.
Van Nuys CA. 91406

Document No. ICAW ARTEX 406

Instructions For Continued Airworthiness

For a

Artex ELT

This alteration to this aircraft obligates the aircraft operator to include the following maintenance information provided by this document in the owner/operator's Aircraft Maintenance Manual and the owner/operator's Aircraft Scheduled Maintenance Program. The Artex 406 ELT Line Replaceable Units' (LRU) maintenance is on condition and there is no periodic, preventative or scheduled maintenance required for the continued operation of this unit. Should any failure of the Artex 406 ELT System occur, it should be properly noted, and the unit should be removed from the aircraft. Once a failure has occurred, it is advisable to do a visual inspection of the Artex 406 ELT system. This inspection should include, but is not limited to the Artex 406 ELT mounting, the antenna, the NAV Interface Unit, associated wiring, and any related hardware. This inspection should be performed through elementary means.

1. Maintenance, repair, reinstallation and testing information for the Artex 406 ELT system in this aircraft are contained in the Artex Description, Operation, Installation, and Maintenance Manual document number 570-5001 REV A.

2. The Line Replaceable Unit (LRU) part numbers and other necessary part numbers contained in the installation data documentation for this modification should be placed into the aircraft's owner/operators appropriate Illustrated Parts Catalog (IPC).

3. Wiring diagram information contained in the installation data documentation for this modification should be placed into the aircraft owner/operators appropriate airplane Wiring Diagram Manual.

4. The scheduled Maintenance tasks required by this modification are to added to the aircraft owner/operators appropriate airplane maintenance program are as follows:

   a. Perform on at least an annual basis a periodic inspection of the equipment rack, equipment mountings, associated wiring, cables, connectors, hardware, antenna and related aircraft structure for integrity, security, wear, chaffing, and etc. Special attention should be given to the aircraft primary structure with regards to fatigue and stress cracking, corrosion, and etc.

   NOTE: These inspections may appear as part of opportunity inspections or recommended Zonal inspection tasks.

5. Should it become necessary to remove a component of the Artex 406 ELT system, secure the associated cables and wiring, collar the applicable circuit breakers, placard the aircraft that the unit has been removed. Revise the weight & balance and the equipment list and make a logbook entry stating the unit has been removed for service (refer to section 91.213 of Title 14 of the Code of Federal Regulations and/or the aircraft's MEL).

6. The Artex 406 ELT System and its related primary components can only be repaired at a factory authorized repair center or an appropriately rated FAA Part 145-repair station.

   NOTE: Should structural repairs be necessary to the airframe they should be performed in accordance with FAA approved data, the Structural Repair Manual from the Airframe manufacturer (SRM) or guidance contained in Advisory Circular (AC) 43.13-1B, if applicable.

7. For additional information regarding this modification and the related equipment refer to the following documents:

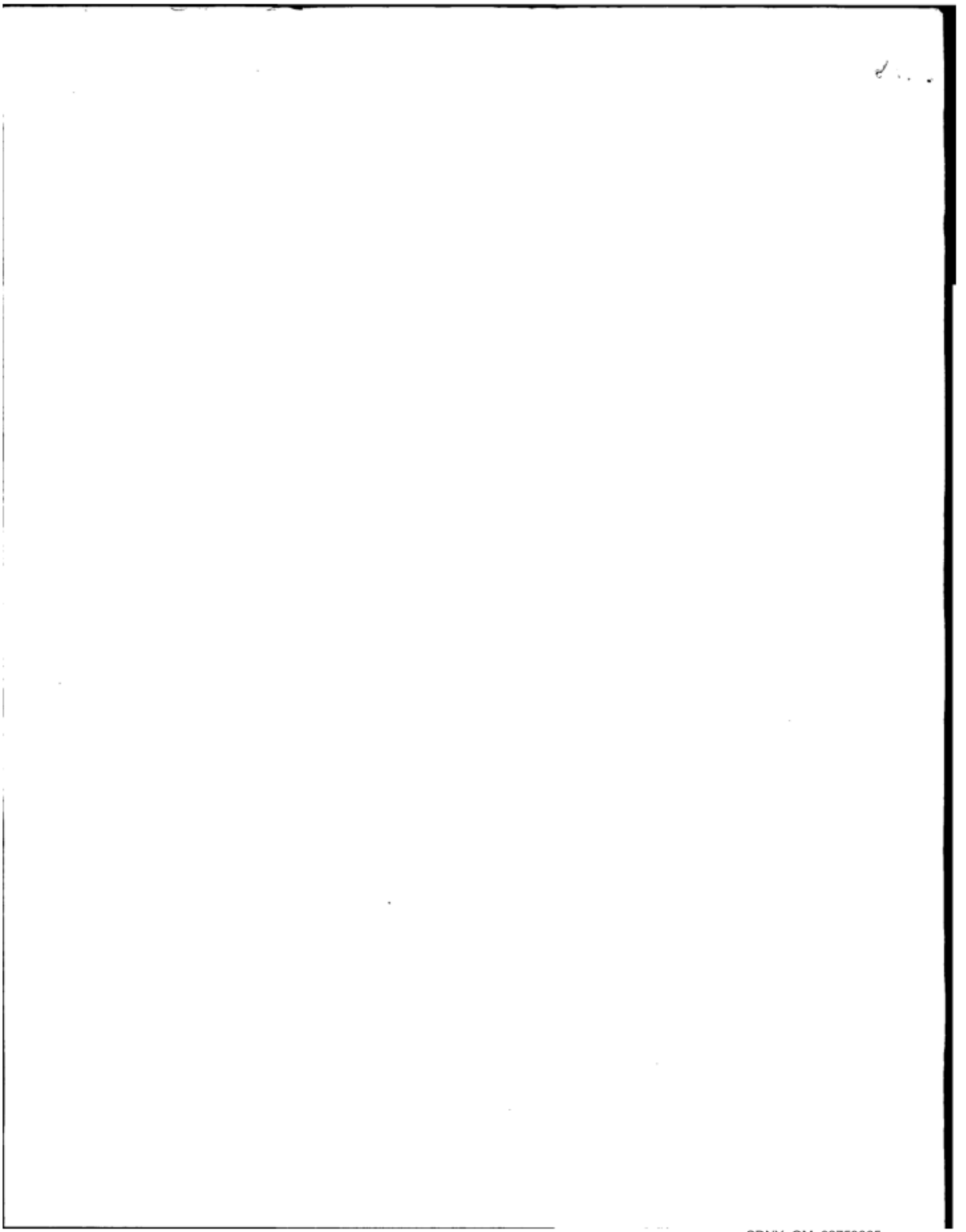
a. The Artex Description, Operation, Installation, and Maintenance Manual document number 570-5001 REV A.

SDNY_GM_02753864

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240786

EFTA01326379



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

#2 WP06200RB 0327

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
WPGH- VNY- FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N677RP
2. Owner	Name *(As shown on registration certificate)*: PETERSEN AVIATION	Address *(As shown on registration certificate)*: 7155 VALJEAN AVE VAN NUYS CA 91406-3917

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
IFR Avionics Inc. 7035 Sophia Ave. Van Nuys CA 91406	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	AQ4R059M Radio C1 1,2,3 LTD Instr. LTD Airframe. LTD Spec Service.

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
4-13-2001	

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector		[ ] Manufacturer		Inspection Authorization	Other *(Specify)*
	[ ] FAA Designee	[X]	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
4-13-2001	AQ4R059M	

FAA Form 337 (12-88)

SDNY_GM_02753866

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240788

EFTA01326381

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. **Description of Work Accomplished**
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N677RP

Upgraded existing Honeywell TCAS II Traffic Collision Avoidance System (TCAS) to be Minimum Operating Performance Standards (MOPS) 7 version compliant (Change 7), in accordance with Gulfstream STC ST00711AT.

Removed existing Honeywell TCAS II Traffic Collision Avoidance System Processor Part Number 4066010-904, S/N 93121994. Sent unit to manufacturer for Change 7 Mod, to be Minimum Operating Performance Standards (MOPS) 7 version compliant (Change 7).

Received modified TCAS Processor, new Part Number 4066010-910, unit keeps same Serial Number .

Reinstalled modified TCAS Processor in aircraft. Performed ground check of TCAS system. TCAS system passed ground check.

Gulfstream Aerospace FAA Approved Airplane Flight Manual Supplement Document No. SC41129M04, Rev. A. dated Jan 5, 2001 or later FAA Approved revision, is required with this installation.

Instructions for Continued Airworthiness are part of STC contained in Report No. CE41 129A003, Rev. A. dated Jan 5, 2001

This modification does not effect the aircraft's existing Weight & Balance.

Log Book entry has been made.

Equipment List Amendment has been provided. Work Order 37783 on file at this agency covers the work described above.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

#5 WP01/2001B2105

ORG

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
WP01-VNY-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N677RP
2. Owner	Name *(As shown on registration certificate)*: PETERSEN AVIATION	Address *(As shown on registration certificate)*: 7155 VALJEAN AVE VAN NUYS CA 91406-3917

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	********** *(As described in Item 1 above)* **********				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
IFR Avionics Inc. 7035 Sophia Ave. Van Nuys CA 91406		U.S. Certificated Mechanic	AQ4R059M Radio C1 1,2,3 LTD Instr. LTD Airframe. LTD Spec Service.
		Foreign Certificated Mechanic	
	X	Certificated Repair Station	
		Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 1/24/2001

Signature of Authorized Individual: [signature]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
1/24/2001	AQ4R059M	[signature]

FAA Form 337 (12-88)

SDNY_GM_02753868

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240790

EFTA01326383

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. **Description of Work Accomplished**
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N677RP

Removed existing NZ-2000 Flight Management System (FMS) Navigational Computer Units (NCU), Part Number (7018879-01002), Serial Numbers (95120678, 95120716, & 95120669) from the aircraft. Sent NCU's to manufacturer for software upgrade from software 4.1 to software 5.2. In accordance with Gulfstream Aerospace Corporation (GAC), Aircraft Service Change (ASC) No. 349AM6.

Received modified NCU's from the manufacturer new NCU Part Number is 7018879-03014. NCU's keep their original Serial Numbers. Reinstalled NCU's into the aircraft.

Gulfstream Aerospace Corporation FAA Approved Airplane Flight Manual Supplement Number GIV-2000-03, dated July 25, 2000, in accordance with Gulfstream Aerospace Corporation ASC No. 349AM7, is required with this modification.

The NZ-2000 system was operationally ground checked in accordance with ASC No. 349AM6. NZ-2000 system passed ground check.

The Honeywell FMZ-2000 Pilot's Guide is installed in the aircraft.

This modification does not effect the aircraft's existing Weight & Balance.

No wiring changes were made to the aircraft.

A log book entry has been made.

An Equipment List Amendment has been provided. Work Order 37626 on file at this agency covers the work described above.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02753869

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240791

EFTA01326384

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
WP-23 GIV

INSTRUCTIONS: Print or type all entries. See FAR 43.9 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: **Gulfstream Aerospace**	Model: **G-IV**
	Serial No.: **1085**	Nationality and Registration Mark: **N677RP**
2. Owner	Name *(As shown on registration certificate)*: **Petersen Aviation**	Address *(As shown on registration certificate)*: **7155 Valjean Ave. Van Nuys, Ca. 91406-3917**

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft subject to a conformity inspection by a person authorized in FAR 43.7

By Dean Whisler LAX/FSDO Dated 3-9-01

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~~~~~~ *(As described in Item 1 above)* ~~~~~~~~~~				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Garrett Aviation Services 6201 W Imperial Highway Los Angeles, Ca. 90045	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	**AN3R377L**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
03-09-01	Michael R Mockbee

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector		[ ] Manufacturer		[ ] Inspection Authorization	Other *(Specify)*
	[ ] FAA Designee	[X]	Repair Station		[ ] Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
03-09-01	AN3R377L	Michael R Mockbee

FAA Form 337 (12-88)

SDNY_GM_02753870

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240792

EFTA01326385

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. **Description of Work Accomplished**
(If more space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work accomplished.

Accomplished an upgrade to the previously installed #1 and #2 transponder systems.

The #1 and #2 P/N 622-9210-003 transponders were removed and (2each) transponders that were modified by the equipment manufacture Rockwell/Collins to P/N 622-9210-006 status, in accordance with their service bulletins #13, #17 and #20 were installed.

Accomplished an electrical wiring change to the #1 and #2 systems, in accordance with the equipment manufacture Rockwell/Collins Service Information Letter 1-96 dated 10-20-97. The electrical wiring changes mentioned above enables systems to have part number status interchangeability.

Accomplished a complete ground operational check of systems and a electromagnetic interference verification with satisfactory results.

Tested the #1 and #2 transponder systems for altitude integration, in accordance with FAR Part 43 appendix "E" para. (c).

No change to weight and balance.

END

X Additional Sheets Are Attached

☆ U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

SDNY_GM_02753871

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240793

EFTA01326386

MS DSP

U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification VNY-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: **GULFSTREAM**	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N677RP
2. Owner	Name (As shown on registration certificate): PETERSEN AVIATION	Address (As shown on registration certificate): **7155 VALJEAN AVE** VAN NUYS, CA 91406 - 3917

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

RECEIVED FEB 09 2001

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
WESTERN JET AVIATION,INC. **1750 HAYVENHURST AVE.** **VAN NUYS, CA 91406**	VAN NUYS FSDO U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	**W1JR483Y**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
JANUARY 31, 2001	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY							
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other (Specify)
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
JANUARY 31, 2001	**W1JR483Y**	

FAA Form 337 (11-95)

SDNY_GM_02753872

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240794

EFTA01326387

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

PERFORMED THE FOLLOWING CUSTOMER BULLETINS AND AIRCRAFT SERVICE CHANGES:

C/B 107 - FLAP "D" TRACT DOWN LOAD HOOKS - INSPECTION.
C/B 108 - ACM BYPASS SHUTOFF VALVE - ACTIVATION WIRING - CHAFE PROTECTION.
C/B 114 - NOSE LANDING GEAR ACTUATOR ROD END - LIFE LIMIT.
C/B 116 - ELEVATOR BALLAST WEIGHT HELICOIL - INSTALLATION.
C/B 121 - AILERON BOOST BELLCRANK LUG THICKNESS TO LUG RADIUS RATIO - INSPECTION.
C/B 127 - HF ANTENNA ADAPTER - INSPECTION.
C/B 128 - WIRE HARNESS AT F.S. 603 - INSPECTION.
ASC 198 AM1 - ACM BYPASS SHUTOFF VALVE ACTIVATION WIRING CHAFE PROTECTION.
ASC 403 - WINGLET ATTACHMENT HARDWARE REMOVAL / REPLACEMENT.
ASC 414 - NOSE LANDING GEAR ACTUATOR ROD END SERIAL NUMBER.

Changes to the Aircraft Weight and Balance has been Determined to be Negligible and Continues to Meet the Airworthiness Criteria Under Which it was Originally Certificated.

END

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

#4 WP#2001B0012

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
WP@1 - VNY - FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N677RP
2. Owner	Name *(As shown on registration certificate)*: PETERSEN AVIATION	Address *(As shown on registration certificate)*: 7155 VALJEAN AVE VAN NUYS CA 91406-3917

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved only for above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

FAA INSPECTOR WP-FSDO-1 Daniel K. Delong Date: 5/24/00

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	********** *(As described in Item 1 above)* **********				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
IFR Avionics Inc. 7035 Sophia Ave. Van Nuys CA 91406	. U.S. Certificated Mechanic	AQ4R059M Radio C1
	Foreign Certificated Mechanic	1,2 3. LTD Instr.
	X Certificated Repair Station	LTD Airframe.
	Manufacturer	LTD Spec Service.

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
5-24-2000	Joseph Lenz

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is X APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
5-24-2000	AQ4R059M	Joseph Lenz

FAA Form 337 (12 88)

SDNY_GM_02753874

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240796

EFTA01326389

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N677RP

Removed existing 1ea. Panasonic PV-4662 VCR, and 2ea. Baker Electronics SB1410AAB 14" LCD Monitors.

Installed two each Samsung Electronics Co. 170MP, 17" LCD Monitor in accordance with manufacturers Owner's Instructions P/N BN68-00108E-01 dated 1999.

Installed a RCA Corp. PROSCAN Model PS8680Z Digital Video Disk Player in accordance with manufacturers Users Manual Manual No. TOCOM 15346010 dated 1998.

The LCD monitors are located at arm 151.0, & 443.0, and the DVD is located at arm 145.0.

Installation details are in compliance with AC 43.13-1B chapters 11, and 12, AC 43.13-2A Chapter 2, and AC 25-10.

Post installation ground test were performed in accordance with Manufacturer's installation manual's, and AC 25-10. All systems operated normally.

The above equipment was mounted by Synchro Aircraft Interiors. Van Nuys, Ca. and was structurally approved under FAA Form 337, dated May 24, 2000.

The above equipment is interfaced to the aircraft's existing cabin entertainment, audio/video switching system.

For Continued Airworthiness Instructions for the LCD Monitor see IFR Avionics Inc. Document No. ICAW-170MP, REV. N/C, dated May 23, 2000, for the DVD see IFR Avionics Inc. Document No. ICAW-PS8680Z, REV. N/C, dated March 16, 1999.

Revised Weight & Balance performed by Synchro Aircraft Interiors. Van Nuys, Ca.

A log book entry has been made.

Wiring Diagrams, and Equipment List Amendment have been provided. Work Order 37230 on file at this agency covers the work described above.

END

☒ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02753875

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240797

EFTA01326390

IFR Avionics, Inc.
7035 Sophia Ave.
Van Nuys Ca. 91406

Document No. ICAW-170MP
Dated: May 23, 2000
REV. N/C

Instructions For Continued Airworthiness

For a

Samsung Electronics Co. 170MP 17" LCD Monitor

This alteration to this aircraft obligates the aircraft operator to include the following maintenance information provided by this document in the owner/operator's Aircraft Maintenance Manual and the owner/operator's Aircraft Scheduled Maintenance Program. The Samsung Electronics Co. Line Replaceable Unit (LRU) maintenance is on condition and there is no periodic, preventative or scheduled maintenance required for the continued operation of this unit. Should any failure of the Samsung Electronics Co. 17" LCD Monitor system occur, it should be properly noted, and the unit should be removed from the aircraft. Once a failure has occurred, it is advisable to do a visual inspection of the 17" LCD Monitor system. This inspection should include, but is not limited to the 17" LCD Monitor mounting, associated wiring, and any related hardware. This inspection should be performed through elementary means.

1. Maintenance, repaired, reinstall, and testing information for the 17" LCD Monitor system in this aircraft are contained in the Samsung Electronics Co. Owner's Instructions (P/N BN68-00108E-01 dated 1999, or later).

2. The Line Replaceable Unit (LRU) part numbers and other necessary part numbers contained in the installation data documentation for this modification should be placed into the aircraft's owner/operators appropriate Illustrated Parts Catalog (IPC).

3. Wiring diagram information contained in the installation data documentation for this modification should be placed into the aircraft owner/operators appropriate airplane Wiring Diagram Manual.

4. The scheduled Maintenance tasks required by this modification are to added to the aircraft owner/operators appropriate airplane maintenance program are as follows:

   a. Perform on at least an annual basis a periodic inspection of the equipment rack, equipment mountings, associated wiring, cables, connectors, hardware, and related aircraft structure for integrity, security, wear, chaffing, and etc. Special attention should be given to the aircraft primary structure with regards to fatigue and stress cracking, corrosion, and etc.

   NOTE: These inspections may appear as part of opportunity inspections or recommended Zonal inspection tasks.

5. Should it become necessary to remove the 17" LCD Monitor, secure the associated cables and wiring, collar the applicable circuit breakers, placard the aircraft that the unit has been removed, revise the weight & balance and the equipment list and make a logbook entry the unit has been removed for service refer to section 91.213 of Title 14 of the Code of Federal Regulations and/or the aircraft's MEL).

6. The 20" LCD Monitor and its related primary components can only be repaired at a factory authorized repair center or an appropriately rated F.A.A. Part 145 repair station.

   NOTE: Should structural repairs be necessary to the airframe they should be performed in accordance with F.A.A. approved data, the Structural Repair Manual from the Airframe manufacturer (SRM) or guidance contained in Advisory Circular (AC) 43.13-1A, if applicable.

7. For additional information regarding this modification and the related equipment refer to the following documents:

   a. Samsung Electronics Co. 17" LCD Owner's Instructions (P/N BN68-00108E-01 dated 1999, or later).

SDNY_GM_02753876

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240798

EFTA01326391

[redacted]

[redacted]

[redacted]

IFR Avionics, Inc.
7035 Sophia Ave.
Van Nuys Ca. 91406

Document No. ICAW-PS8680Z
Dated: March 16, 1999
REV N/C

Instructions For Continued Airworthiness

For a

ProScan PS8680Z Digital Video Disk (DVD) Player

This alteration to this aircraft obligates the aircraft operator to include the following maintenance information provided by this document in the owner/operator's Aircraft Maintenance Manual and the owner/operator's Aircraft Scheduled Maintenance Program. The ProScan Line Replaceable Unit (LRU) maintenance is on condition and there is no periodic, preventative or scheduled maintenance required for the continued operation of this unit. Should any failure of the ProScan PS8680Z DVD, it should be properly noted, and the unit should be removed from the aircraft. Once a failure has occurred, it is advisable to do a visual inspection of the DVD system. This inspection should include, but is not limited to the DVD mounting, associated wiring, and any related hardware. This inspection should be performed through elementary means.

1. Maintenance, repaired, reinstall, and testing information for the DVD system in this aircraft are contained in the ProScan User's Manual (Manual No. TOCOM 15346010).

2. The Line Replaceable Unit (LRU) part numbers and other necessary part numbers contained in the installation data documentation for this modification should be placed into the aircraft's owner/operators appropriate Illustrated Parts Catalog (IPC).

3. Wiring diagram information contained in the installation data documentation for this modification should be placed into the aircraft owner/operators appropriate airplane Wiring Diagram Manual.

4. The scheduled Maintenance tasks required by this modification are to added to the aircraft owner/operators appropriate airplane maintenance program are as follows:

   a. Perform on at least an annual basis a periodic inspection of the equipment mountings, associated wiring, cables, connectors, hardware, and related aircraft structure for integrity, security, wear, chaffing, and etc. Special attention should be given to the aircraft primary structure with regards to fatigue and stress cracking, corrosion, and etc.

   NOTE: These inspections may appear as part of opportunity inspections or recommended Zonal inspection tasks.

5. Should it become necessary to remove the DVD secure the associated cables and wiring, collar the applicable circuit breakers, placard the aircraft that the unit has been removed, revise the weight & balance and the equipment list and make a logbook entry the unit has been removed for service refer to section 91.213 of Title 14 of the Code of Federal Regulations and/or the aircraft's MEL).

6. The DVD and its related primary components can only be repaired at a factory authorized repair center or an appropriately rated F.A.A. Part 145 repair station.

   NOTE: Should structural repairs be necessary to the airframe they should be performed in accordance with F.A.A. approved data, the Structural Repair Manual from the Airframe manufacturer (SRM) or guidance contained in Advisory Circular (AC) 43.13-1A, if applicable.

7. For additional information regarding this modification and the related equipment refer to the following documents:

   a. ProScan User's Manual (Manual No. TOCOM 15346010).

SDNY_GM_02753878

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240800

EFTA01326393

[redacted]

[redacted]

SDNY_GM_02753879

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240801

EFTA01326394

Rec'd 6-7-00

MI
M&2 Gen

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

PTRS 20003155 7

Form Approved OMB No.2120-0020

For FAA Use Only

Office Identification: WP01

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make: GULFSTREAM	Model: GIV
	Serial No.: 1085	Nationality and Registration Mark: N677RP
2. Owner	Name (As shown on registration certificate): PETERSEN AVIATION	Address (As shown on registration certificate): 7155 VALJEAN AVE. VAN NUYS, CA. 91406-3917

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
RICHARD P. JOSEPH JR. 3456 GARNET ST. APT. #336 TORRANCE, CA. 90503	☑ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	A&P 245198915

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 5-24-00 | Signature of Authorized Individual:

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
☐	FAA Flt. Standards Inspector	☐	Manufacturer	☑	Inspection Authorization	Other (Specify)
☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
6/7/00	566356225	

FAA Form 337 (12-88)

SDNY_GM_02753880

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240802

EFTA01326395

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1.) FIREBLOCKING:
REMOVED ALL SINGLE SEATS, DOUBLE SEATS, A THREE PLACE DIVAN, AND JUMPSEAT. ALL SEATS WERE REUPHOLSTERED AS FOLLOWS:
SKANDIA, INC. DAX GRAPHITE/POLY 26 ILD FOR ALL SEATS MENTIONED
EDELMAN LEATHER - ROYAL HIDE P/N RH323 CUSTOM LT GRAY DYE LOT AFL00 FOR (6) SINGLE SEATS
GARRETT LEATHER C-616 CHATHAM SEAFOG DYELOT 67296 FOR (2) EACH DOUBLE SEATS
ICF/UNIKA VAEV FABRIC 917 COLOR 81 CRANBROOK CRANBROOK GREY TREATED AT SYNCRO REF. JOB 00-032 FOR THREE PLACE DIVAN
VAN NUYS AWNING CO. ARABIAN COTTON ARMY DUCK TREATED AT SYNCRO REF. JOB 00-032
SKANDIA, INC. NOMEX BATTING USED ON ALL ABOVE SEATS MENTIONED.
ALL MATERIALS MENTIONED ABOVE MEET FLAMMABILITY & FIREBLOCKING REQUIREMENTS PER FAR 25.853 (C) APPENDIX F PART II AMENDMENT 25-83. REFERENCE SKANDIA, INC. TEST PLAN # 5823 REV. IR. APPROVED BY JUDY BOGGS DERY-405020-CE ON 5/19/00.

2.) FLAMMABILITY:
REMOVED DECOR PANELS AND STRIPPED OFF EXISITNG FABRIC. RECOVERED WITH A BERGAMO FABRIC P/N 1797/1 LAVINA. LAV AFT BULKHEAD AND DOOR WERE REMOVED AND STRIPPED OF EXISITNG COVERING. RECOVERED WITH A KNOLL TEXTILES FABRIC P/N K183-1 BUTAI PEARL.
ALL MATERIALS MENTIONED ABOVE MEET FLAMMABILITY REQUIREMENTS PER FAR 25.853 (a) APPENDIX F PART I (a) (1) (ii).
REFERENCE SKANDIA, INC. TESTPLAN #5902 & 8110-3 APPROVED BY JUDY BOGGS DERY-405020-CE ON 4/25/00.
INSTALLED NEW 100%WOOL CARPET THROUGHOUT AIRCRAFT, CARPET MATERIAL MEETS FLAMMABILITY REQUIREMENTS PER FAR 25.853 (A). REFERENCE 8110-3 PROVIDED BY SCOTT GROUP.

3.) THE EXISTING THREE PLACE DIVAN IS MODIFIED BY MOVING THE EXISTING CENTER TRUSS STRUCTURE AFT BY 4.75 INCHES AND THE FWD TRUSS STRUCTURE FWD BY 4 INCHES FOR THE PURPOSE OF FITTING LIFE RAFTS UNDERNEATH.
WORK WAS PERFORMED BY DYNAMO AVIATION PER SYNCRO WORK ORDER.THE ABOVE MENTIONED MODIFICATION IS APPROVED BY HOWARD L. PATTERSON DERT-605434-NM, PER AN 8110-3 DATED 5/8/00. REFERENCE STRUCTURAL SUBSTANTIATION REPORT DA-G1085 REV. "NC" DATED 5/8/00 PREPARED BY SHANAZ GALANTE.

4.) ONE PANASONIC VCR MODEL PV4662 WAS EXCHANGED WITH DVD PLAYER MODEL PS86802. REMOVED EXISITNG RACK FROM L/H FWD COMPARTMENT. MODIFIED TO INCORPORATE NEW DVD PLAYER.
REMOVED TWO 14" LCD MONITORS FROM STA 193B & STA 442. INSTALLED TWO 17" LCD MONITORS MODEL #170MP. ONE IS MOUNTED ONTO THE AFT BULKHEAD ON THE FWD R/H EXISITNG STORAGE CABINET LOCATED AT STA 193 AND THE SECOND ONE IS MOUNTED ONTO THE FWD SIDE OF THE AFT L/H BULKHEAD LOCATED AT STA 442.
ALL THE ABOVE MODIFICATIONS ARE APPROVED BY HOWARD L. PATTERSON DERT-605434-NM. REFERENCE 8110-3 APPROVED ON 5/15/00. REPORT DOCUMENT SY-GL1085REV. PREPARED BY SHANAZ GALANTE.

THE ABOVE EQUIPMENT WAS ELECTRICALLY INSTALLED BY IFR AVIONICS, VAN NUYS, CA. SEE FAA FORM 337, DATED ON MAY 24,2000 FOR DETAILS.

5.) WEIGHT &BALANCE WAS RECALULATED. REFERENCE WEIGHT &BALANCE REPORT DATED 5/23/00.

☒ Additional Sheets Are Attached

FAA Form 337 (12-88) U.S. GPO:1989-0-663-171

SDNY_GM_02753881

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240803

EFTA01326396

Interior Alteration Report
Gulfstream GIV
N677RP S/N 1085

Syncro Aircraft Interiors, Inc.
Van Nuys, Ca. 91406
May 24,2000

Table Of Contents

← **Opposite Page – FAA form 337**

1. **Compliance with FAR 25.853 (c) for fireblocking of all passenger seats. Skandia, Inc. Test plan #5823**

2. **Proof of compliance per FAR 25.853 (a) for materials used on:**
   a.) Décor Panel Fabric
   b.) Lav aft bulkhead
   c.) Carpet

3. **Divan modification 8110-3 and report**

4. **Structural Substantiation 8110-3 and report**

5. **Weight & balance report (original inserted into weight & balance book)**

SDNY_GM_02753882

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240804

EFTA01326397

[redacted]

SDNY_GM_02753883

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 05/19/00

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
GULFSTREAM S/N 1085	GIV	Airplane	Skandia, Inc. SYNCRO AIRCRAFT INTERIORS

LIST OF DATA

IDENTIFICATION	TITLE
Work Order # 45812-00 Test ID 23626	FIREBLOCKING FLAMMABILITY TEST RESULTS REF: Skandia, Inc. Test Plan # 5823 Rev IR Dated: 05/12/00 For PN's 5823-1, 5823-2, 5823-3, 5823-4, 5823-5 & 5823-6 SKANDIA, INC. DAX GRAPHITE/POLY 26 ILD EDELMAN LEATHER ROYAL HIDE RH323 CUSTOM LT. GRAY DYE LOT AFL00 GARRETT LEATHER C-616 CHATHAM SEAFOG DYE LOT 67296 ICF/UNIKA VAEV FABRIC 917 COLOR 81 CRANBROOK CRANBROOK GREY TREATED AT SYNCRO REF. JOB 00-032 VAN NUYS AWNING CO. ARABIAN COTTON ARMY DUCK TREATED AT SYNCRO REF. JOB 00-032 SKANDIA, INC. NOMEX BATTING

PURPOSE OF DATA

DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.853 (c) Appendix F Part II Amendment 25-83
FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

CERTIFICATION -Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data
☑ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
	DERY-405020-CE	Structural Special
Judy Boggs		

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02753884

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

[redacted]

SDNY_GM_02753885

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

SYNCRO AIRCRAFT INTERIORS, INC.

TEST PLAN #5823
REV IR
SKANDIA WO #45812-00
GULFSTREAM GIV S/N 1085

DEMONSTRATION OF COMPLIANCE OF AIRCRAFT SEAT CUSHION ASSEMBLIES TO THE FIREBLOCKING REQUIREMENTS OF FAR 25.853 (C) AMENDMENT 25-83

DATE:	REVISION NO.	EFFECTIVE PAGE	DESCRIPTION
5-12-00	IR		

PREPARED BY: _____ DATE: 5-12-00
JUDY BOGGS

CHECKED BY: Dick Laughlin DATE: 5/18/00
DICK LAUGHLIN

APPROVED BY: _____ DATE: 5-18-00
JUDY BOGGS

SDNY_GM_02753886

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240808

EFTA01326401

[redacted]

SDNY_GM_02753887

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240809

EFTA01326402

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

TEST PLAN 5823
REV IR

INDEX OF PAGES

REVISION PAGE 1
INDEX OF PAGES 2
MATERIAL LIST 3
TEST SPECIMEN PROCEDURES 4
PRODUCTION PROCEDURES 5
TEST DRAWING (P/N 5823-1 & 5823-2) 6
TEST DRAWING (P/N 5823-3 & 5823-4) 7
TEST DRAWING (P/N 5823-5 & 5823-6) 8
PRODUCTION DRAWINGS 9-11
FIREBLOCKING FLAMMABILITY TEST RESULTS 12-14
WEIGHT LOSS STRIP CHART 15-17
DAILY CALIBRATION CHART 18
VERTICAL FLAMMABILITY TEST RESULTS 19-27
TRACEABILITY DOCUMENTS 28-40

SDNY_GM_02753888

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240810

EFTA01326403

[redacted]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

TEST PLAN 5823
REV IR

MATERIAL LIST

DRESS COVER: EDELMAN LEATHER ROYAL HIDE RH323 CUSTOM LT. GRAY DYE LOT AFL00

DRESS COVER: GARRETT LEATHER C-616 CHATHAM SEAFOG DYE LOT 67296

DRESS COVER: ICF/UNIKA VAEV FABRIC 917 COLOR 81 CRANBROOK CRANBROOK GREY TREATED AT SYNCRO REF. JOB 00-032

BATTING: SKANDIA, INC. NOMEX BATTING

CANVAS: VAN NUYS AWNING CO. ARABIAN COTTON ARMY DUCK TREATED AT SYNCRO REF. JOB 00-032

ADHESIVE: CORAL ADHESIVES CC1025 ADHESIVE

FOAM: SKANDIA, INC. DAX GRAPHITE/POLY 26 ILD, 47 ILD & 55 ILD

VELCRO: SKANDIA, INC. PBLK1.00L & PBLK1.00H 1" LOOP AND HOOK BLACK

SDNY_GM_02753890

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240812

EFTA01326405

[redacted]

SDNY_GM_02753891

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240813

EFTA01326406

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

TEST PLAN #5823
REV IR

TEST CUSHIONS:

TEST NO. 1 P/N 5823-1 & 5823-2

Test cushion dress covers are fabricated using 50% Edelman Leather Royal Hide RH323 Custom Lt. Gray Dye Lot AFL00 and 50% Van Nuys Awning Co. Arabian Cotton army duck treated at Syncro ref. Job 00-032. Test cushions are fabricated with Skandia, Inc. DAX Graphite/Poly 26 ILD which qualifies the same foam of a higher density. All cushion assembly components are bonded with Coral Adhesives CC1025 Adhesive. Additionally, test cushions have a layer of Skandia Nomex Batting placed between the dress cover and the foam on the seating surfaces only. Test cushion dresscovers wrap over and around foam with the leather velcroing to leather and canvas velcroing to canvas in a window pane fashion.

TEST NO. 2 P/N 5823-3 & 5823-4

Test cushion dress covers are fabricated using 50% Garrett Leather C-616 Chatham Seafog Dye Lot 67296 and 50% Van Nuys Awning Co. Arabian Cotton army duck treated at Syncro ref. Job 00-032. Test cushions are fabricated with Skandia, Inc. DAX Graphite/Poly 26 ILD which qualifies the same foam of a higher density. All cushion assembly components are bonded with Coral Adhesives CC1025 Adhesive. Additionally, test cushions have a layer of Skandia Nomex Batting placed between the dress cover and the foam on the seating surfaces only. Test cushion dresscovers wrap over and around foam with the leather velcroing to leather and canvas velcroing to canvas in a window pane fashion.

TEST NO. 3 P/N 5823-5 & 5823-6

Test cushion dress covers are fabricated using 50% ICF/Unika Vaev Fabric 917 Color 81 Cranbrook Cranbrook Grey treated at Syncro ref. job 00-032 and 50% Van Nuys Awning Co. Arabian Cotton army duck treated at Syncro ref. Job 00-032. Test cushions are fabricated with Skandia, Inc. DAX Graphite/Poly 26 ILD which qualifies the same foam of a higher density. All cushion assembly components are bonded with Coral Adhesives CC1025 Adhesive. Additionally, test cushions have a layer of Skandia Nomex Batting placed between the dress cover and the foam on the seating surfaces only. Test cushion dresscovers wrap over and around foam with the fabric velcroing to fabric and canvas velcroing to canvas in a window pane fashion.

SDNY_GM_02753892

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240814

EFTA01326407

[redacted]

SDNY_GM_02753893

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

PRODUCTION CUSHIONS

6 PAX SEATS

Production cushion dress covers are fabricated using Edelman Leather Royal Hide RH323 Custom Lt. Gray Dye Lot AFL00. Production cushions are fabricated using a combination of different densities of Skandia, Inc. DAX Graphite/Poly with 26 ILD being the lowest density used. All cushion assembly components are bonded with Coral Adhesives CC1025 Adhesive. Additionally, production cushions have a layer of Skandia Nomex Batting placed between the dress cover and foam on seating surfaces only. There is a layer of Van Nuys Awning Co. Arabian Cotton army duck treated at Syncro ref. Job 00-032 bonded to the back side of the back and bottom side of the bottom utilized as a close out fabric. Production cushion dresscovers wrap over and around foam with the dresscover velcroing to the canvas in a window pane fashion.

2 DOUBLE PAX SEATS AND JUMPSEAT

Production cushion dress covers are fabricated using Garrett Leather C-616 Chatham Seafog Dye Lot 67296. Production cushions are fabricated using a combination of different densities of Skandia, Inc. DAX Graphite/Poly with 26 ILD being the lowest density used. All cushion assembly components are bonded with Coral Adhesives CC1025 Adhesive. Additionally, production cushions have a layer of Skandia Nomex Batting placed between the dress cover and foam on seating surfaces only. There is a layer of Van Nuys Awning Co. Arabian Cotton army duck treated at Syncro ref. Job 00-032 bonded to the back side of the back and bottom side of the bottom utilized as a close out fabric. Production cushion dresscovers wrap over and around foam with the dresscover velcroing to the canvas in a window pane fashion.

DIVAN

Production cushion dress covers are fabricated using ICF/Unika Vaev Fabric 917 Color 81 Cranbrook Cranbrook Grey treated at Syncro ref. job 00-032. Production cushions are fabricated using a combination of different densities of Skandia, Inc. DAX Graphite/Poly with 26 ILD being the lowest density used. All cushion assembly components are bonded with Coral Adhesives CC1025 Adhesive. Additionally, production cushions have a layer of Skandia Nomex Batting placed between the dress cover and foam on seating surfaces only. There is a layer of Van Nuys Awning Co. Arabian Cotton army duck treated at Syncro ref. Job 00-032 bonded to the back side of the back and bottom side of the bottom utilized as a close out fabric. Production cushion dresscovers wrap over and around foam with the dresscover velcroing to the canvas in a window pane fashion.

SDNY_GM_02753894

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240816

EFTA01326409

[redacted]

SDNY_GM_02753895

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

DESIGN APPROVAL REQUEST
FAR 25.853 (c) APPENDIX F PART II

TEST SPECIMEN DRAWING NO: 5823 WO# 45812-00 REV IR DATED: 05-12-00

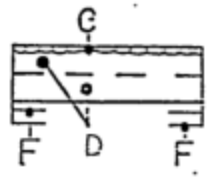
MAKE: GULFSTREAM MODEL: GIV S/N: 1085

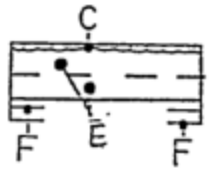
SEAT DESIGN TO BE PER ATTACHED: TEST PLAN

UPON COMPLETION OF CONFORMITY INSPECTION TEST SPECIMENS TO BE SUBMITTED FOR TESTING IN ACCORDANCE WITH FAA APPROVED TEST PROCEDURES

ALL TOLERANCES ± .125"

END VIEW BACK CUSHION
WITHOUT DRESS COVER

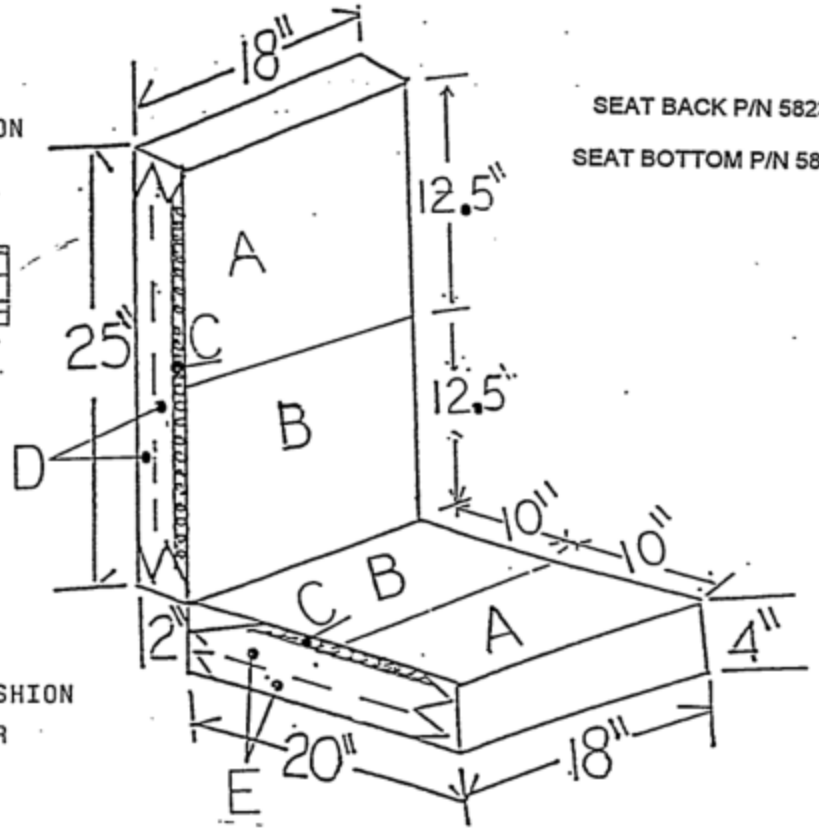




END VIEW BOTTOM CUSHION
WITHOUT DRESS COVER

SEAT BACK P/N 5823-1

SEAT BOTTOM P/N 5823-2



COMPOSITON		MANUFACTURER	PART NUMBER	COLOR	DYE LOT	FLAME TREATMENT
A	DRESS COVER LEATHER 50%	EDELMAN LEATHER	ROYAL HIDE RH323	CUSTOM LT GRAY	AFL00	
B	DRESS COVER CANVAS 50%	VAN NUYS AWNING CO.	ARABIAN COTTON ARMY DUCK	GREY		TREATED AT SYNCRO REF. JOB 00-032
C	BATTING	SKANDIA, INC.	NOMEX BATTING	WHITE	PLACED BETWEEN DRESS COVER AND FOAM ON SEATING SURFACES	
D	FOAM .75"	SKANDIA, INC.	DAX GRAPHITE/POLY 26 ILD	MAUVE		
E	FOAM 1.75"	SKANDIA, INC.	DAX GRAPHITE/POLY 26 ILD	MAUVE		
F	VELCRO 1"	SKANDIA, INC.	PBLK1.00L LOOP PBLK1.00H HOOK	BLACK		
ALL CUSHION ASSEMBLY COMPONENTS ARE BONDED WITH CORAL ADHESIVES CC1025 ADHESIVE						

Leather velcroes to leather and canvas velcroes to canvas. Materials on backs and bottoms are identical

SDNY_GM_02753896

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240818

EFTA01326411

[redacted]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

DESIGN APPROVAL REQUEST
FAR 25.853 (c) APPENDIX F PART II

TEST SPECIMEN DRAWING NO: 5823 WO# 45812-00 REV IR DATED: 05-12-00

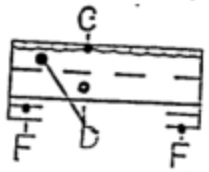
MAKE: GULFSTREAM MODEL: GIV S/N: 1085

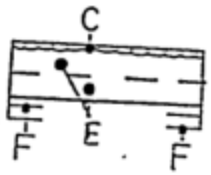
SEAT DESIGN TO BE PER ATTACHED: TEST PLAN

UPON COMPLETION OF CONFORMITY INSPECTION TEST SPECIMENS TO BE SUBMITTED FOR TESTING IN ACCORDANCE WITH FAA APPROVED TEST PROCEDURES

ALL TOLERANCES ± .125"

END VIEW BACK CUSHION
WITHOUT DRESS COVER

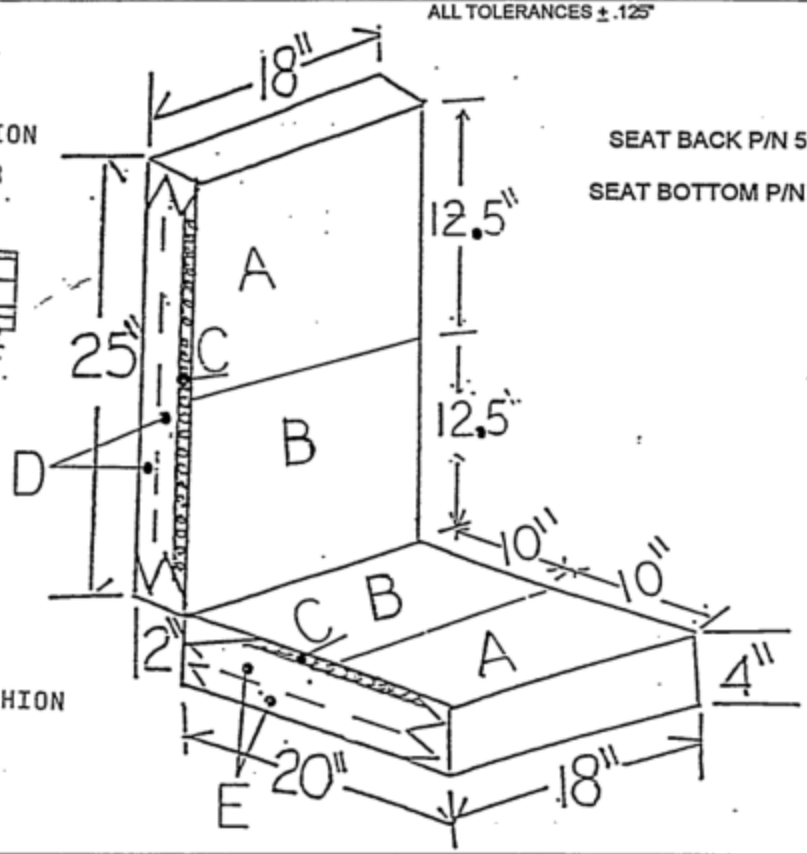




END VIEW BOTTOM CUSHION
WITHOUT DRESS COVER

SEAT BACK P/N 5823-3

SEAT BOTTOM P/N 5823-4



COMPOSITON		MANUFACTURER	PART NUMBER	COLOR	DYE LOT	FLAME TREATMENT
A	DRESS COVER LEATHER 50%	GARRETT LEATHER	CHATHAM C-616	SEAFOG	67296	
B	DRESS COVER CANVAS 50%	VAN NUYS AWNING CO.	ARABIAN COTTON ARMY DUCK	GREY		TREATED AT SYNCRO REF. JOB 00-032
C	BATTING	SKANDIA, INC.	NOMEX BATTING	WHITE	PLACED BETWEEN DRESS COVER AND FOAM ON SEATING SURFACES	
D	FOAM .75"	SKANDIA, INC.	DAX GRAPHITE/POLY 26 ILD	MAUVE		
E	FOAM 1.75"	SKANDIA, INC.	DAX GRAPHITE/POLY 26 ILD	MAUVE		
F	VELCRO 1"	SKANDIA, INC.	PBLK1.00L LOOP PBLK1.00H HOOK	BLACK		
ALL CUSHION ASSEMBLY COMPONENTS ARE BONDED WITH CORAL ADHESIVES CC1025 ADHESIVE						

Leather velcroes to leather and canvas velcroes to canvas. Materials on backs and bottoms are identical.

SDNY_GM_02753898

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240820

EFTA01326413

[redacted]

SDNY_GM_02753899

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240821

EFTA01326414

DESIGN APPROVAL REQUEST
FAR 25.853 (c) APPENDIX F PART II

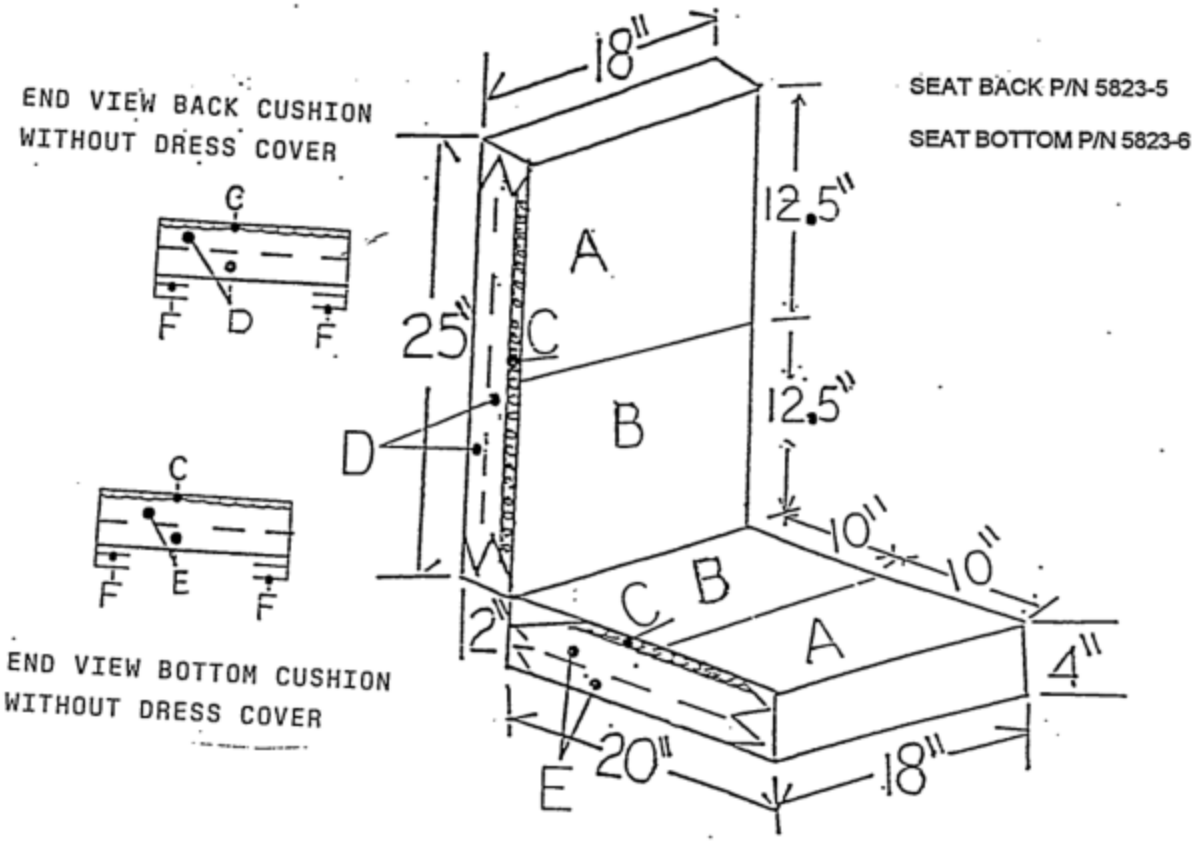
TEST SPECIMEN DRAWING NO: 5823 WO# 45812-00 REV IR DATED: 05-12-00

MAKE: GULFSTREAM MODEL: GIV S/N: 1085

SEAT DESIGN TO BE PER ATTACHED: TEST PLAN

UPON COMPLETION OF CONFORMITY INSPECTION TEST SPECIMENS TO BE SUBMITTED FOR TESTING IN ACCORDANCE WITH FAA APPROVED TEST PROCEDURES

ALL TOLERANCES ± .125"



COMPOSITON		MANUFACTURER	PART NUMBER	COLOR	DYE LOT	FLAME TREATMENT
A	DRESS COVER FABRIC 50%	ICF/UNIKA VAEV	917 CRANBROOK	CRANBROOK GREY 81		TREATED AT SYNCRO REF. JOB 00-032
B	DRESS COVER CANVAS 50%	VAN NUYS AWNING CO.	ARABIAN COTTON ARMY DUCK	GREY		TREATED AT SYNCRO REF. JOB 00-032
C	BATTING	SKANDIA, INC.	NOMEX BATTING	WHITE	PLACED BETWEEN DRESS COVER AND FOAM ON SEATING SURFACES	
D	FOAM .75"	SKANDIA, INC.	DAX GRAPHITE/POLY 26 ILD	MAUVE		
E	FOAM 1.75"	SKANDIA, INC.	DAX GRAPHITE/POLY 26 ILD	MAUVE		
F	VELCRO 1"	SKANDIA, INC.	PBLK1.00L LOOP PBLK1.00H HOOK	BLACK		
ALL CUSHION ASSEMBLY COMPONENTS ARE BONDED WITH CORAL ADHESIVES CC1025 ADHESIVE						

Leather velcroes to leather and canvas velcroes to canvas. Materials on backs and bottoms are identical. PAGE 8

SDNY_GM_02753900

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240822

EFTA01326415

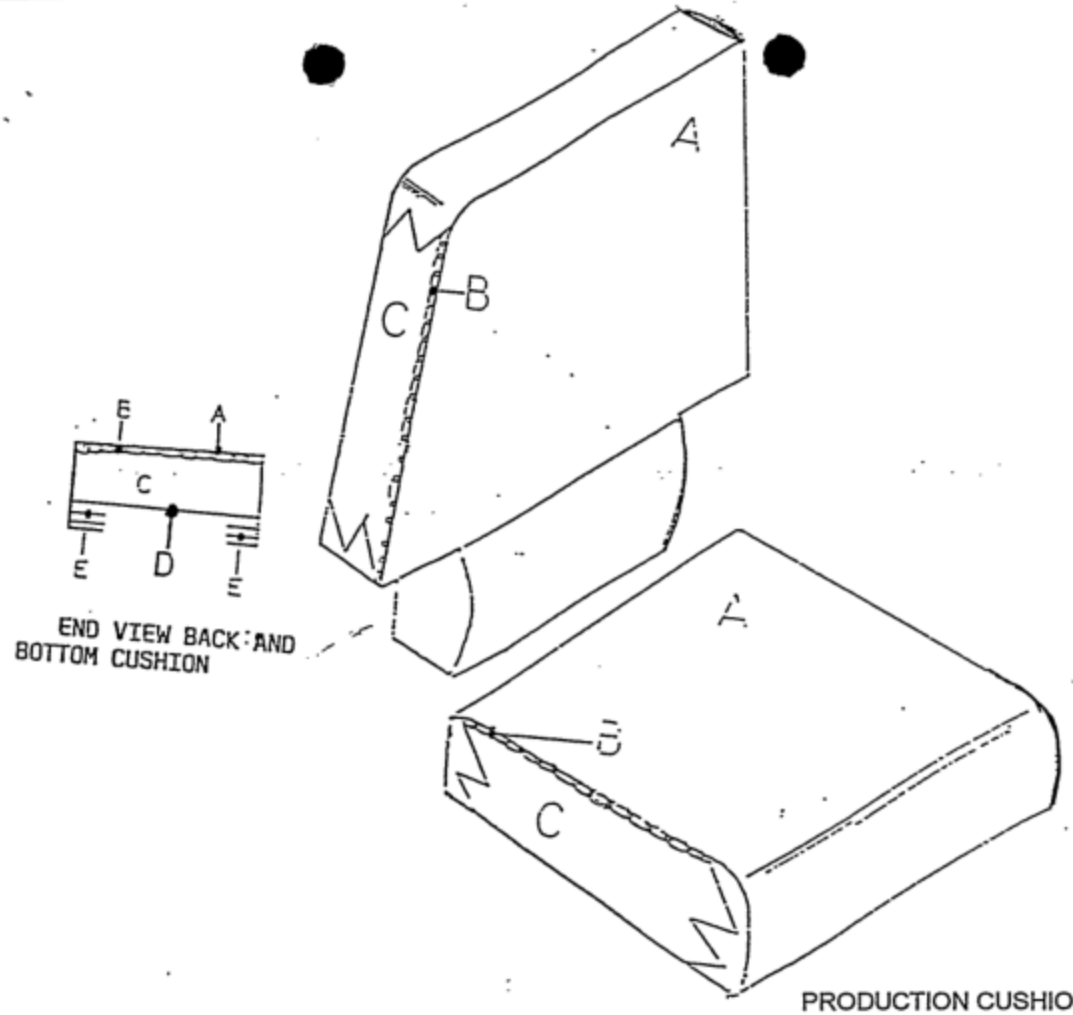
[redacted]

SDNY_GM_02753901

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240823

EFTA01326416



A. DRESS COVER: EDELMAN LEATHER ROYAL HIDE RH323 CUSTOM LT. GRAY DYE LOT AFL00
B. BATTING: A LAYER OF SKANDIA, INC. NOMEX BATTING PLACED BETWEEN DRESSCOVER AND FOAM ON SEATING SURFACES ONLY
C. FOAM CONSTRUCTION: A COMBINATION OF DIFFERENT DENSITIES OF SKANDIA DAX GRAPHITE/POLY WITH 26 ILD BEING THE LOWEST DENSITY USED
D. CLOSE OUT FABRIC: VAN NUYS AWNING CO. ARABIAN COTTON ARMY DUCK TREATED AT SYNCRO REF. JOB 00-032 BONDED TO THE BACK SIDE OF THE BACK AND BOTTOM SIDE OF THE BOTTOM CUSHION
E. VELCRO: SKANDIA, INC. PBLK1.00L & PBLK1.00H 1" LOOP AND HOOK

ALL COMPONENTS BONDED WITH CORAL ADHESIVES CC1025 ADHESIVE

PRODUCTION CUSHIONS
TYPICAL 6 PAX SEATS
TEST PLAN 5823
WO# 45812-00
REV IR
DATE: 05-12-00
GULFSTREAM GIV
S/N 1085

THE BURN TEST REQUIREMENT FOR THIS PRODUCTION ARTICLE IS MET BY TEST SPECIMENS 5823-1 & 5823-2

SDNY_GM_02753902

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240824

EFTA01326417

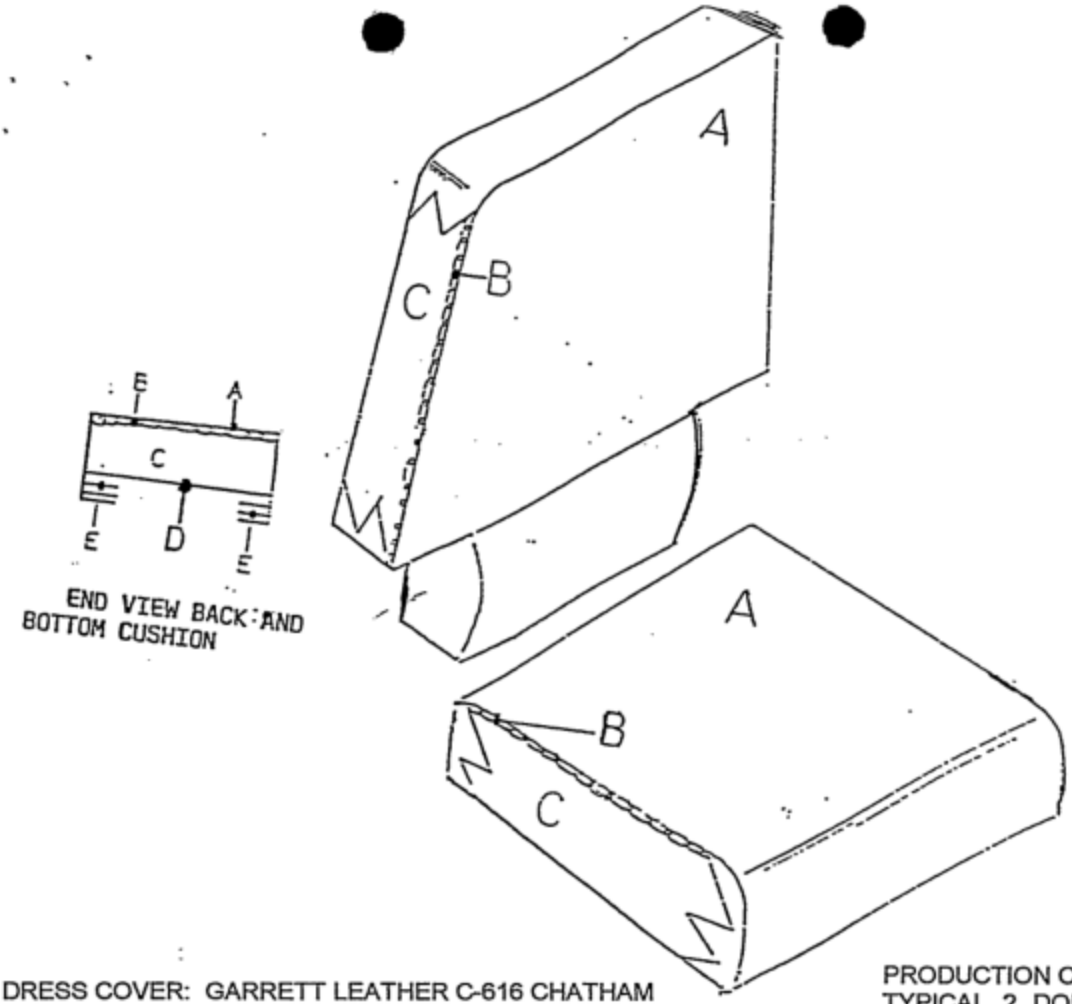
[redacted]

SDNY_GM_02753903

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240825

EFTA01326418



A. DRESS COVER: GARRETT LEATHER C-616 CHATHAM SEAFOG DYE LOT 67296
B. BATTING: A LAYER OF SKANDIA, INC. NOMEX BATTING PLACED BETWEEN DRESSCOVER AND FOAM ON SEATING SURFACES ONLY
C. FOAM CONSTRUCTION: A COMBINATION OF DIFFERENT DENSITIES OF SKANDIA DAX GRAPHITE/POLY WITH 26 ILD BEING THE LOWEST DENSITY USED
D. CLOSE OUT FABRIC: VAN NUYS AWNING CO. ARABIAN COTTON ARMY DUCK TREATED AT SYNCRO REF. JOB 00-032 BONDED TO THE BACK SIDE OF THE BACK AND BOTTOM SIDE OF THE BOTTOM CUSHION
E. VELCRO: SKANDIA, INC. PBLK1.00L & PBLK1.00H 1" LOOP AND HOOK

PRODUCTION CUSHIONS
TYPICAL 2 DOUBLE PAX SEATS & JUMPSEAT
TEST PLAN 5823
WO# 45812-00
REV IR
DATE: 05-12-00
GULFSTREAM GIV
S/N 1085

ALL COMPONENTS BONDED WITH CORAL ADHESIVES CC1025 ADHESIVE

THE BURN TEST REQUIREMENT FOR THIS PRODUCTION ARTICLE IS MET BY TEST SPECIMENS 5823-3 & 5823-2

SDNY_GM_02753904

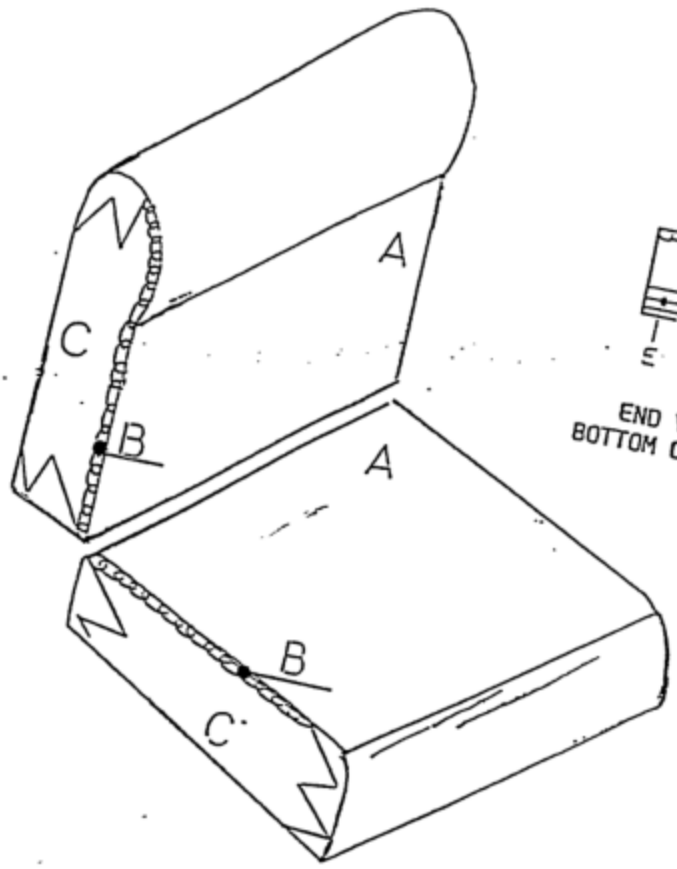
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

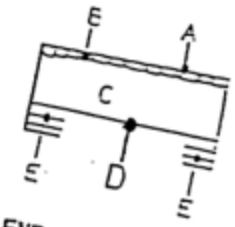
EFTA_00240826

EFTA01326419

[redacted]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17





END VIEW BACK AND BOTTOM CUSHION

PRODUCTION CUSHIONS
TYPICAL DIVAN
TEST PLAN 5823
WO# 45812-00
DATE: 05-12-00
REV IR
GULFSTREAM GIV
S/N 1085

A. DRESS COVER: ICF/UNIKA VAEV FABRIC 917 COLOR 81 CRANBROOK CRANBROOK GREY TREATED AT SYNCRO REF. JOB 00-032
B. BATTING: A LAYER OF SKANDIA, INC. NOMEX BATTING PLACED BETWEEN DRESSCOVER AND FOAM ON SEATING SURFACES ONLY
C. FOAM CONSTRUCTION: A COMBINATION OF DIFFERENT DENSITIES OF SKANDIA DAX GRAPHITE/POLY WITH 26 ILD BEING THE LOWEST DENSITY USED
D. CLOSE OUT FABRIC: VAN NUYS AWNING CO. ARABIAN COTTON ARMY DUCK TREATED AT SYNCRO REF. JOB 00-032 BONDED TO THE BACK SIDE OF THE BACK AND BOTTOM SIDE OF THE BOTTOM CUSHION
E. VELCRO: SKANDIA, INC. PBLK1.00L & PBLK1.00H 1" LOOP AND HOOK

ALL COMPONENTS BONDED WITH CORAL ADHESIVES CC1025 ADHESIVE

THE BURN TEST REQUIREMENT FOR THIS PRODUCTION ARTICLE IS MET BY TEST SPECIMENS 5823-5 & 5823-6

SDNY_GM_02753906

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240828

EFTA01326421

[redacted]

SDNY_GM_02753907

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client : SYNCRO AIRCRAFT INTERIORS
Date : 05/19/00
Client P.O. #:
Aircraft: GULFSTREAM GIV S/N: 1085
Test Plan #: 5823 Rev: IR
Skandia WO #: 45812-00

FIREBLOCKING FLAMMABILITY TEST RESULTS

FAR 25.853 (c) Appendix F Part II Amendment 25-83

Conditioning Room: Time In: 05/17/00 Time Out: 05/19/00

	Part Number	Specimen	Burn Length (Inches) VERT	HORIZ-T	HORIZ-B	Weight Loss (LBS.)	(%)
#1	5823-1	LEATHER/CANVAS	9.0				
	5823-2	LEATHER/CANVAS		7.5	3.6	0.25	3.9
#2	5823-1	LEATHER/CANVAS	9.2				
	5823-2	LEATHER/CANVAS		7.7	4.2	0.26	4.2
#3	5823-1	LEATHER/CANVAS	9.2				
	5823-2	LEATHER/CANVAS		7.2	3.8	0.25	3.9
		AVERAGE:	9.1	7.5	3.9	0.25	4.0

Materials:

Dress Cover: 50% EDELMAN LEATHER ROYAL HIDE RH323 CUSTOM LT. GRAY DYE LOT AFL00
50% VAN NUYS AWNING CO. ARABIAN COTTON ARMY DUCK TREATED AT SYNCRO REF. JOB 00-032

Foam: SKANDIA, INC. DAX GRAPHITE/POLY 26 ILD

Other: SKANDIA, INC. NOMEX BATTING

Comments:

Passed: YES [X] NO [ ]

Signed: Judy Boggs

FIREBLK3-6499

SDNY_GM_02753908

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240830

EFTA01326423

[redacted]

[redacted]

[redacted]

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client : SYNCRO AIRCRAFT INTERIORS
Date : 05/19/00
Client P.O. #:
Aircraft: GULFSTREAM GIV S/N: 1085
Test Plan #: 5823 Rev: IR
Skandia WO #: 45812-00

FIREBLOCKING FLAMMABILITY TEST RESULTS

FAR 25.853 (c) Appendix F Part II Amendment 25-83

Conditioning Room: Time In: 05/17/00 Time Out: 05/19/00

	Part Number	Specimen	Burn Length (Inches) VERT	HORIZ-T	HORIZ-B	Weight Loss (LBS.)	(%)
#1	5823-3	LEATHER/CANVAS	8.0				
	5823-4	LEATHER/CANVAS		7.4	2.6	0.26	4.4
#2	5823-3	LEATHER/CANVAS	8.2				
	5823-4	LEATHER/CANVAS		7.0	3.4	0.26	4.4
#3	5823-3	LEATHER/CANVAS	8.4				
	5823-4	LEATHER/CANVAS		7.5	3.7	0.28	4.7
		AVERAGE:	8.2	7.3	3.2	0.27	4.5

Materials:

Dress Cover: 50% GARRETT LEATHER C-616 CHATHAM SEAFOG DYE LOT 67296
50% VAN NUYS AWNING CO. ARABIAN COTTON ARMY DUCK TREATED AT SYNCRO REF. JOB 00-032

Foam: SKANDIA, INC. DAX GRAPHITE/POLY 26 ILD

Other: SKANDIA, INC. NOMEX BATTING

Comments:

Passed: YES [X] NO [ ]

Signed: Judy Boggs

SDNY_GM_02753910

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240832

EFTA01326425

[redacted]

SDNY_GM_02753911

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client : SYNCRO AIRCRAFT INTERIORS
Date : 05/19/00
Client P.O. #:
Aircraft: GULFSTREAM GIV S/N: 1085
Test Plan #: 5823 Rev: IR
Skandia WO #: 45812-00

FIREBLOCKING FLAMMABILITY TEST RESULTS

FAR 25.853 (c) Appendix F Part II Amendment 25-83

Conditioning Room: Time In: 05/17/00 Time Out: 05/19/00

	Part Number	Specimen	Burn Length (Inches) VERT	HORIZ-T	HORIZ-B	Weight Loss (LBS.)	(%)
#1	5823-5	FABRIC/CANVAS	8.0				
	5823-6	FABRIC/CANVAS		7.8	3.4	0.26	4.1
#2	5823-5	FABRIC/CANVAS	7.7				
	5823-6	FABRIC/CANVAS		7.3	3.3	0.25	3.9
#3	5823-5	FABRIC/CANVAS	8.4				
	5823-6	FABRIC/CANVAS		8.0	3.7	0.28	4.3
		AVERAGE:	8.0	7.7	3.5	0.26	4.1

Materials:

Dress Cover: 50% ICF/UNIKA VAEV FABRIC 917 COLOR 81 CRANBROOK CRANBROOK GREY TREATED AT SYNCRO REF. JOB 00-032
50% VAN NUYS AWNING CO. ARABIAN COTTON ARMY DUCK TREATED AT SYNCRO REF. JOB 00-032

Foam: SKANDIA, INC. DAX GRAPHITE/POLY 26 ILD

Other: SKANDIA, INC. NOMEX BATTING

Comments:

Passed: YES [X] NO [ ]

Signed: Judy Boggs

SDNY_GM_02753912

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240834

EFTA01326427

[redacted]

SDNY_GM_02753913

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SYMBIO

MAY 19 2000

6:40 AM

TP5823
PN5823-1
11 -2

WO# 45812-00

6.33 LB
6.33 LB
6.33 LB
6.22 LB
6.11 LB
6.10 LB
6.09 LB
6.09 LB
6.08 LB
6.08 LB

BURN LENGTH
VERT = 9.0
HORZ-T = 7.5
HORZ-B = 3.6
WT.LOSS LBS. = [redacted]
WT LOSS % = [redacted]

6.19 LB
6.20 LB
6.20 LB
6.06 LB
5.98 LB
5.96 LB
5.95 LB
5.94 LB
5.94 LB
5.94 LB

CURN LENGTH
VERT = 9.2
HORZ-T = 7.7
HORZ-B = 4.2
WT.LOSS LBS. = [redacted]
WT LOSS % = [redacted]

6.40 LB
6.40 LB
6.40 LB
6.25 LB
6.18 LB
6.17 LB
6.16 LB
6.16 LB
6.15 LB
6.15 LB

BURN LENGTH
VERT = 9.2
HORZ-T = 7.3
HORZ-B = 3.8
WT.LOSS LBS. = [redacted]
WT LOSS % = [redacted]

PAGE: 15

SDNY_GM_02753914

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240836

EFTA01326429

[redacted]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SYN[redacted]0

MAY 19 2000

TP5823
PN5823-3
1' -4

7.35
AM

WITHSHIM-00

5.95 LB
5.95 LB
5.95 LB
5.83 LB
5.74 LB
5.71 LB
5.70 LB
5.70 LB
5.70 LB
5.69 LB

BURN LENGTH
VERT = 8.0
HORZ-T = 7.4
HORZ-B = 2.6
WT.LOSS LBS. = [redacted]
WT LOSS % = [redacted]

5.92 LB
5.92 LB
5.92 LB
5.80 LB
5.70 LB
5.68 LB
5.67 LB
5.67 LB
5.66 LB
5.66 LB

BURN LENGTH
VERT = 8.2
HORZ-T = 7.0
HORZ-B = 3.4
WT.LOSS LBS. = [redacted]
WT LOSS % = [redacted]

5.92 LB
5.92 LB
5.92 LB
5.78 LB
5.69 LB
5.67 LB
5.66 LB
5.65 LB
5.64 LB
5.64 LB

BURN LENGTH
VERT = 8.4
HORZ-T = 7.3
HORZ-B = 3.7
WT.LOSS LBS. = [redacted]
WT LOSS % = [redacted]

PAGE: 16

SDNY_GM_02753916

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240838

EFTA01326431

[redacted]

SDNY_GM_02753917

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

8:04 PM

SYNCRO

MAY 19 2000

TP5823

P/N 5823-5

11 -6

WAH45818-00

6.34 LB
6.34 LB
6.34 LB
6.21 LB
6.12 LB
6.10 LB
6.09 LB
6.09 LB
6.09 LB
6.08 LB

CURN LENGTH
VERT = 8.0
HORZ-T = 7.8
HORZ-B = 3.1
WT.LOSS LBS. = [redacted]
WT LOSS % = [redacted]

6.47 LB
6.48 LB
6.48 LB
6.36 LB
6.26 LB
6.25 LB
6.24 LB
6.23 LB
6.23 LB
6.23 LB

CURN LENGTH
VERT = 7.7
HORZ-T = 7.3
HORZ-B = 3.3
WT.LOSS LBS. = [redacted]
WT LOSS % = [redacted]

6.47 LB
6.47 LB
6.47 LB
6.35 LB
6.24 LB
6.21 LB
6.20 LB
6.20 LB
6.19 LB
6.19 LB

CURN LENGTH
VERT = 8.4
HORZ-T = 8.0
HORZ-B = 3.7
WT.LOSS LBS. = [redacted]
WT LOSS % = [redacted]

PAGE: 17

SDNY_GM_02753918

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

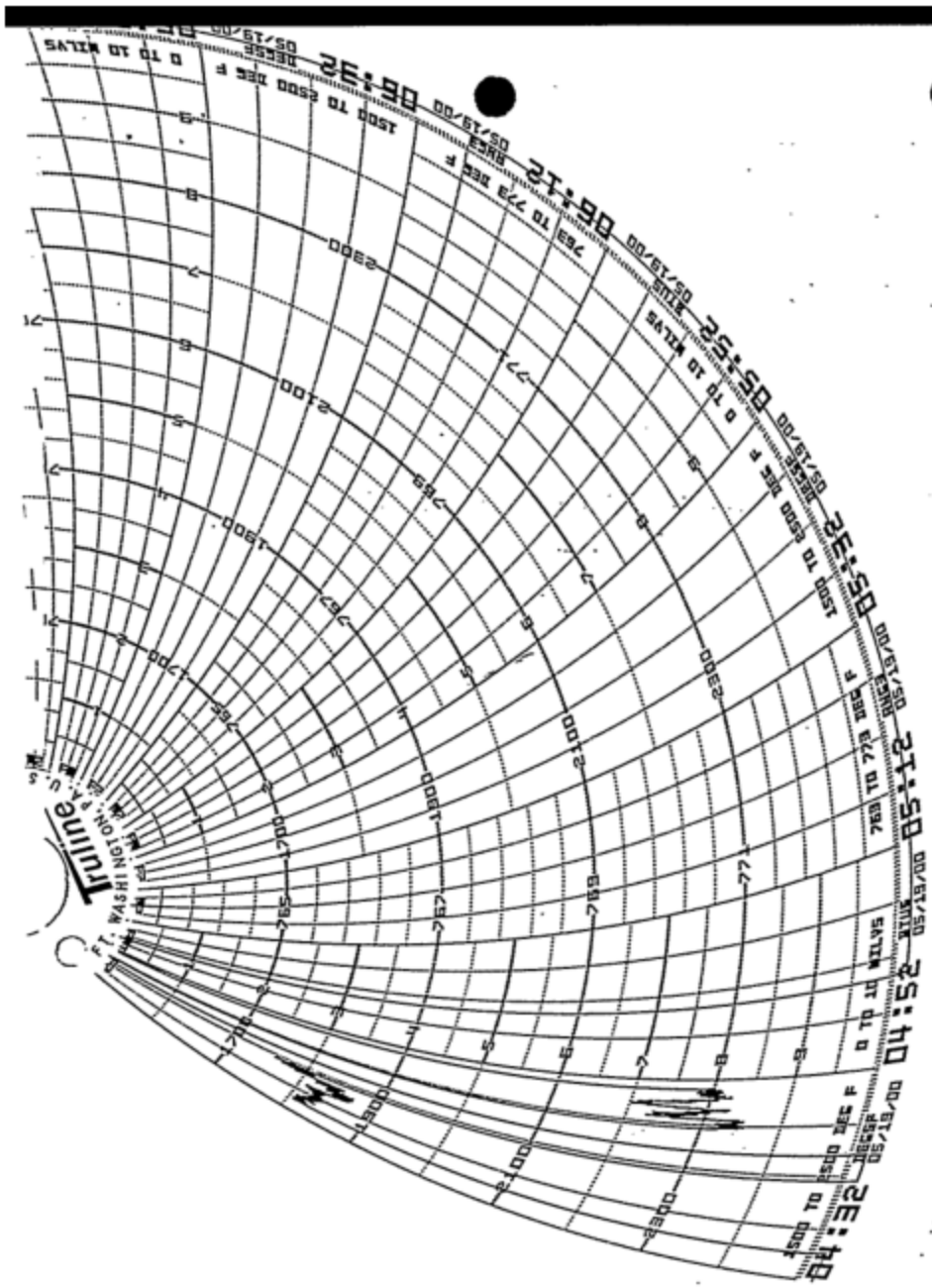
EFTA_00240840

EFTA01326433

[redacted]

SDNY_GM_02753919

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



1788

PAGE: 18

SDNY_GM_02753920

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240842

EFTA01326435

[redacted]

SDNY_GM_02753921

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client:
SYNCRO AIRCRAFT INTERIORS
7701 WOODLEY AVENUE
VAN NUYS CA 91406

WO #: 45812-00
Date: 04/24/00
Test Plan #: 5823 Rev: IR
PO #:

Aircraft:
GULFSTREAM GIV

S/N:
1085

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In: 04/21/00 Time Out: 04/24/00

Specimen Desc.: EDELMAN LEATHER ROYAL HIDE RH323 CUSTOM LT. GRAY DYE LOT AFL00

Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drippings (seconds)
12	0.0	0.3	0.0
12	9.2	0.3	0.0
12	10.3	0.3	0.0
Average:	6.5	0.3	0.0

Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed: [X] Failed : [ ]

Signed: Judy Boggs

/ERT12NW-25381

SDNY_GM_02753922

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240844

EFTA01326437

[redacted]

SDNY_GM_02753923

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client:
SYNCRO AIRCRAFT INTERIORS
7701 WOODLEY AVENUE
VAN NUYS CA 91406

WO #: 45812-00
Date: 05/04/00
Test Plan #: 5823
PO #:

Aircraft:
GULFSTREAM GIV

S/N:
1085

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In: 05/02/00 Time Out: 05/04/00

Specimen Desc.: GARRETT LEATHER C-616 CHATHAM SEAFOG DYE LOT 67296

Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drippings (seconds)
12	0.0	0.5	0.0
12	0.0	0.5	0.0
12	0.0	0.6	0.0
Average:	0.0	0.5	0.0

Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed: [X] Failed : [ ]

Signed: Judy Boggs

Judy Boggs

VERT12NW-25382

SDNY_GM_02753924

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240846

EFTA01326439

[redacted]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client:
SYNCRO AIRCRAFT INTERIORS
7701 WOODLEY AVENUE
VAN NUYS CA 91406

WO #: 45812-00
Date: 04/24/00
Test Plan #: 5823 Rev: IR
PO #:

Aircraft:
GULFSTREAM GIV

S/N:
1085

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In: 04/21/00 Time Out: 04/24/00

Specimen Desc.: VAN NUYS AWNING CO. ARABIAN COTTON ARMY DUCK TREATED AT SYNCRO REF. JOB 00-032

Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drippings (seconds)	
	Warp	Fill	Warp	Fill	Warp	Fill
12	0.0	0.0	2.7	2.0	0.0	0.0
12	0.0	4.7	2.4	4.5	0.0	0.0
12	0.0	13.2	2.6	7.1	0.0	0.0
Average:	0.0	6.0	2.6	4.5	0.0	0.0

Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed: [X] Failed : [ ]

Signed: _____
Judy Boggs

VERT12-6308

SDNY_GM_02753926

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240848

EFTA01326441

[redacted]

SDNY_GM_02753927

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client:
SYNCRO AIRCRAFT INTERIORS
7701 WOODLEY AVENUE
VAN NUYS CA 91406

WO #: 45812-00
Date: 03/23/00
Test Plan #: 5823 Rev: IR
PO #:

Aircraft:
GULFSTREAM GIV

S/N:
1085

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In: 03/22/00 1:30PM Time Out: 03/23/00 1:35PM

Specimen Desc.: ICF/UNIKA VAEV FABRIC 917 COLOR 81 CRANBROOK CRANBROOK GREY TREATED AT SYNCRO REF. JOB 00-032

Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drippings (seconds)	
	Warp	Fill	Warp	Fill	Warp	Fill
12	0.0	0.0	1.3	2.6	0.0	0.0
12	0.0	0.0	2.0	1.4	0.0	0.0
12	0.0	0.0	1.9	1.6	0.0	0.0
Average:	0.0	0.0	1.7	1.9	0.0	0.0

Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed: [X] Failed : [ ]

Signed: Judy Boggs

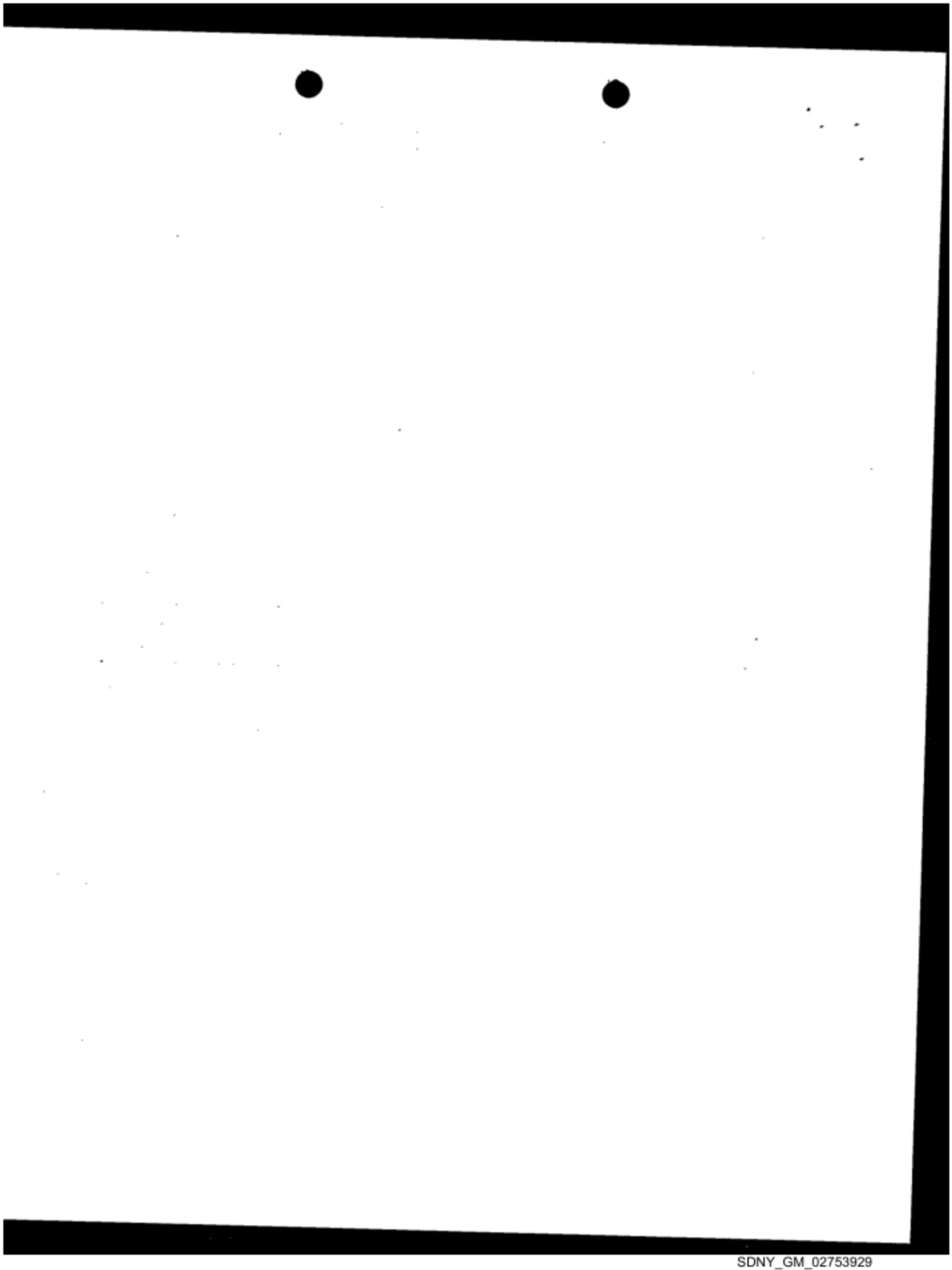
VERT12-6306

SDNY_GM_02753928

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240850

EFTA01326443



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client:
SKANDIA (PRODUCTS)

WO #: 47120-00
Date: 04/25/00
Test Plan #:
PO #:

Aircraft:
STOCK

S/N:
NA

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In: 04/24/00 11:50AM Time Out: 04/25/00 1:00 PM

Specimen Desc.: SKANDIA, INC.: DAX GRAPHITE/POLY FOAM, 1/2", 26 ILD, LOT #03290

Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drippings (seconds)
12	0.0	2.8	0.0
12	0.0	2.9	0.0
12	0.0	2.8	0.0
Average:	0.0	2.8	0.0

Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed: [X] Failed : [ ]

Signed: Carin Demus

Carin Demus

VERT12NW-24914

SDNY_GM_02753930

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240852

EFTA01326445

[redacted]

SDNY_GM_02753931

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240853

EFTA01326446

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client:
SKANDIA (PRODUCTS)

WO #: 47120-00
Date: 04/25/00
Test Plan #:
PO #:

Aircraft:
STOCK

S/N:
NA

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In: 04/24/00 11:50AM Time Out: 04/25/00 1:05PM

Specimen Desc.: SKANDIA, INC.: DAX GRAPHITE/POLY FOAM, 1/2", 26 ILD, LOT #03310

Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drippings (seconds)
12	0.0	2.0	0.0
12	0.0	2.3	0.0
12	0.0	2.4	0.0
Average:	0.0	2.2	0.0

Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed: [X] Failed : [ ]

Signed: Carin Demus

Carin Demus

ERT12NW-24915

SDNY_GM_02753932

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240854

EFTA01326447

[redacted]

SDNY_GM_02753933

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240855

EFTA01326448

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client:
SKANDIA (PRODUCTS)

WO #: 44446-00
Date: 02/16/00
Test Plan #:
PO #:

Aircraft:
STOCK

S/N:
NA

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In: 02/15/00 3:15PM Time Out: 02/16/00 4:23PM

Specimen Desc.: SKANDIA, INC.: NOMEX THERMAL BATTING, PART 135, LOT #02140

Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drippings (seconds)
12	12.0	2.3	0.0
12	5.3	1.4	0.0
12	0.0	0.9	0.0
Average:	5.8	1.5	0.0

Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed: [X] Failed : [ ]

Signed: Carin Demus
Carin Demus

SDNY_GM_02753934

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240856

EFTA01326449

[redacted]

SDNY_GM_02753935

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240857

EFTA01326450

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client:
SKANDIA (PRODUCTS)

WO #: 41724-99
Date: 12/02/99
Test Plan #:
PO #:

Aircraft:
STOCK

S/N:
NA

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In: 12/01/99 9:30AM Time Out: 12/02/99 10:00 AM

Specimen Desc.: SKANDIA, INC.: 1" BEIGE SEW HOOK FASTENER, SBGE1.00H, LOT #11299-HL

Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drippings (seconds)
12	0.0	3.6	0.0
12	0.0	3.4	0.0
12	0.0	3.2	0.0
Average:	0.0	3.4	0.0

Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed: [X] Failed : [ ]

Signed: Carin Demus

Carin Demus

VERT12NW-21424

SDNY_GM_02753936

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240858

EFTA01326451

[redacted]

SDNY_GM_02753937

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240859

EFTA01326452

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client:
SKANDIA (PRODUCTS)

WO #: 40478-99
Date: 10/27/99
Test Plan #:
PO #:

Aircraft:
STOCK

S/N:
NA

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In: 10/26/99 2:30 PM Time Out: 10/27/99 2:55PM

Specimen Desc.: SKANDIA INC.: LOOP FASTENER, SBGE1.00L, SEW BEIGE 1", RUN # 42112-

Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drippings (seconds)
12	0.0	2.4	0.0
12	0.0	2.6	0.0
12	0.0	2.6	0.0
Average:	0.0	2.5	0.0

Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed: [X] Failed : [ ]

Signed: Judy Boggs

RT12NW-20642

SDNY_GM_02753938

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240860

EFTA01326453

[redacted]

SDNY_GM_02753939

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240861

EFTA01326454

Teddy & Arthur Edelman, Limited

EDELMAN

28 Hawleyville Road, P. O. Box 110, Hawleyville, CT 06440-0110
Tel: (203) 426-3611, Fax: (203) 426-3840

Order No: 615346
Pick Date: 04/26/2000

Sold To:

Cust No: 003549
SYNCRO AIRCRAFT INTERIORS
VERONICA ALZAREZ 818 901-9828

7701 WOODLEY AVENUE
VAN NUYS, CA 91406
USA

Shipped To:

SYNCRO AIRCRAFT INTERIORS

7701 WOODLEY AVENUE
VAN NUYS, CA 91406
USA

Cust. PO No.	Order Date	Shwrm & Slsmn	Delivery	Terms
RESHIP-9659	04/26/2000	INLA1800 -	UPS/RED	NET 30 DAYS

Qty.Ord	Qty.Shp	Item No.	Description	Color	Lot
686.25	0.00	RH323	ROYAL HIDE	CUSTOM LT GRAY	AFL00

Special Instructions:

JOB #00-032-4.01 - 600 S/F
4.09 - 55 S/F
RESHIPMENT
TIE TO RMA 615344

NO CLAIMS FOR NATURAL OR VISIBLE DEFECTS ARE TO BE ALLOWED UNLESS MADE WITHIN 5 DAYS AFTER RECEIPT OF GOODS BY BUYER. RESPONSIBILITY OF THE SELLER FOR NATURAL DEFECTS WHICH MAY BE VISIBLE IN LEATHER OR FABRICS AS ORIGINALLY SHIPPED, CEASES AFTER SUCH LEATHER OR FABRIC HAS BEEN CUT OR FABRICATED

SDNY_GM_02753940
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17
EFTA_00240862
EFTA01326455

[redacted]

SDNY_GM_02753941

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240863

EFTA01326456

GARRETT LEATHER
Natural Selection.

Garrett Leather Corporation
1360 Niagara Street
Buffalo, NY 14213-1305

Telephone 800-342-7738
or 716-882-9301
Fax 716-882-9358
Web Site www.garrettleather.com

PACKING MEMO

PAGE NO.	ORDER NO.	CUST. NO.
1	37210	06539

ACKNOWLEDGMENT
(THIS IS NOT A BILL)

SOLD TO
SYNCRO AIRCRAFT INTERIORS
ACCOUNTS PAYABLE
7701 WOODLEY AVENUE
VAN NUYS, CA 91406

SHIP TO
SYNCRO AIRCRAFT INTERIORS
RECEIVING
7701 WOODLEY AVENUE
VAN NUYS, CA 91406

RDER DATE	CUSTOMER P.O.	SHIP VIA	F.O.B.	TERMS
03/30/00	09691	FDX_P1 OVERNITE	BUFFALO NY	NET 15 DAYS

YER	DUE DATE	LOCATION	SALES PERSON	CERTIFICATION
VERONICA	04/03/00	KENM	A T INTRS - TONI THOMAS (CA)	FAR 25.853 a/b

UANTITY ORDERED	DESCRIPTION	UNITS SHIPPED	QUANTITY SHIPPED
490	C-616 Chatham Seafog 67296 ** CFA APPROVED 3-30-00	9	496.40
1	CERT 8110-3 Certificate: - - - - - - - - - - - GULFSTEAM G IV SN 1065 N864CE	1	Cert.

FOR WAREHOUSE USE ONLY
ACKED BY:
HECKED BY:

SHIP DATE
3/21/00

THANK YOU FOR SELECTING
GARRETT LEATHER !!!!

ORDER NO.
37210

T OR MARKED HIDES ARE NOT RETURNABLE. PLEASE INSPECT CAREFULLY.

SDNY_GM_02753942

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

[redacted]

SDNY_GM_02753943

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

ICF

International Contract Furnishings Inc.
Utah West
704 Executive Boulevard, Valley Cottage, NY 10989
Telephone 914 268 1625
Telex 646 3AB ICFUR
Fax 914 268 4845

PACKING LIST

Location.... 01 ICF Taftville Warehouse

[Y] REPRINT

SHARONS

PAGE	1
PACK LIST NO.	191982-00

SOLD TO
006594
SYNCRO AIRCRAFT INTERIORS INC.
7701 WOODLEY AVE
VAN NUYS, CA 91406

SHIP TO
1
818-901-9828
SYNCRO AIRCRAFT INTERIORS INC.
7701 WOODLEY AVENUE
VAN NUYS, CA 91406

ORDER DATE	CUSTOMER PURCHASE ORDER NO.	SHIP DATE	SHIP VIA	FREIGHT	PRINT DATE
3/09/00	09567	3/17/00	UPS Second Day Air	Y	3/10/00

SPECIAL INSTRUCTIONS ▶

LINE NO.	QTY. ORDERED	QTY. SHIPPED	QTY. BACK ORDERED	UM	BIN LOC.	ITEM NO.	DESCRIPTION
1	30.00	30.00	.00	YRD		91761 22C	CRANBROOK CRANBROOK GREY JOB NO. EDO-032 4.04 D.V. 1950
2		30.00					

PAGE:

DATE FILLED | PICKED BY | PACKED BY | CHECKED BY | NUMBER OF CTNS.

NOTE: THIS SHIPMENT HAS BEEN CHECKED TWICE. ANY DISCREPANCIES MUST BE REPORTED IMMEDIATELY. NO CLAIM WILL BE ACCEPTED AFTER 5 DAYS

SDNY_GM_02753944

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240866

EFTA01326459

[redacted]

SDNY_GM_02753945

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240867

EFTA01326460

Certificate of Flame Treatment

Date Treated

This is to certify that the materials described below have been flame-retardant treated in order to meet the flammability requirements of FAR 25.853 (b) Amendment 25-32 by:

Syncro Aircraft Interiors, Inc.
7701 Woodley Ave.
Van Nuys, CA 91406.

The treatment process used is in accordance with Syncro Aircraft Interiors Process Specification PS001.

Job Number: 00-032

Material: Crashbeat

Manufacturer: Koike Kaer

Color: Crashbeat Grey

THE FLAME RETARDANT PROCESS USED WILL BE REMOVED AFTER THREE WASHINGS. DRYCLEANING DOES NOT REMOVE RETARDANT.

Applicator

Witness/Supervisor

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

[redacted]

SDNY_GM_02753947

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240869

EFTA01326462

Van Nuys AWNING CO., INC.

SINCE 1918

5661 SEPULVEDA BLVD., VAN NUYS, CA. 91411 - PHONES: 782-8607 - FROM L.A. 873-3331

CUST. ORDER NO. DATE 2-23-00

NAME

ADDRESS Custom Items

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	CONTRACTOR'S LIC. # 277002
	-						

QUANTITY	DESCRIPTION	PRICE	AMOUNT
11 yards	of arabian		
		AMOUNT	559 72
		TAX	Resale
		LABOR	
		TOTAL	559 72
		DEPOSIT	559 72
		BALANCE DUE	

ALL CLAIMS AND RETURNED GOODS MUST BE ACCOMPANIED BY THIS BILL.

107290 REC'D BY CMO

STANDARD REGISTER CO., DAYTON, OHIO 32245

SDNY_GM_02753948

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240870

EFTA01326463

[redacted]

SDNY_GM_02753949

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

Certificate of Flame Treatment

April 2000
Date Treated

This is to certify that the materials described below have been flame-retardant treated in order to meet the flammability requirements of FAR 25.853 (b) Amendment 25-32 by:

Syncro Aircraft Interiors, Inc.
7701 Woodley Ave.
Van Nuys, CA 91406.

The treatment process used is in accordance with Syncro Aircraft Interiors Process Specification PS001.

Job Number: 00-032

Material: Canvas

Manufacturer: Van Nuys Awning

Color: Light Grey

THE FLAME RETARDANT PROCESS USED WILL BE REMOVED AFTER THREE WASHINGS. DRYCLEANING DOES NOT REMOVE RETARDANT.

Luis Fonseca
Applicator

Witness/Supervisor

SDNY_GM_02753950

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240872

EFTA01326465

[redacted]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

№ 19618

CORAL INDUSTRIES, INC.

10109 SO. SHOEMAKER AVE.
SANTA FE SPRINGS, CA 90670-3495
(562) 944-9971

DATE: Jan. 28, 2000

Sold To: SYNCRO AIRCRAFT
7701 WOODLEY AV.
VAN NUYS, CA 91406

CUSTOMER'S ORDER: 9390
SALESMAN:
TERMS: Net 30
F.O.B.: SFS
SHIPPED VIA: Pratt Trkg

Shipped To:

PAID

		per	gal		
2	5-gal. pails CC1025A adhesive, Lot #2521A0	20	90	209	00
	Freight & handling charges			25	88
	TOTAL			234	88

FEB 25 2000
#21240
For resale

W.O# 60-017 50%
50% Shop

LEGAL RATE OF INTEREST WILL BE CHARGED ON OVERDUE ACCOUNTS

INVOICE

SDNY_GM_02753952

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240874

EFTA01326467

[redacted]

SDNY_GM_02753953

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

****** INVOICE ******

ORDER NUMBER:0043599
ORDER DATE: 01/26/00

INVOICE NUMBER: 0056911-IN
INVOICE DATE: 01/26/00
CUSTOMER NO: 0001650

SOLD TO:
SYNCRO AIRCRAFT INTERIORS, INC
7701 WOODLEY AVENUE
VAN NUYS CA 91406

SHIP TO:
SYNCRO AIRCRAFT INTERIORS, INC
7701 WOODLEY AVENUE
VAN NUYS CA 91406

CONFIRM TO:
BRENDA

CUSTOMER P.O.	SHIP VIA	F.O.B	TERMS
9388	FED SAVER	DAVIS JUNCTION	NET 30 1.5% LATE CHARGE

ITEM NO.	UNIT	ORDERED	SHIPPED	BACK ORD	PRICE	AMOUNT
SKAHC.25	EACH	1.000	.000	1.000	327.930	.000
.25"X56"X48' ENSOLITE AHC			WHSE: 002			
DAX26.5	EACH	15.000	15.000	.000	14.520	217.800
DAX 26 1/2"X24"X72" F/R FOAM			WHSE: 002			
LOT NUMBER: 11019-2			15.000			
DAX261.0	EACH	15.000	15.000	.000	29.040	435.600
DAX 26 1"X24"X72" F/R FOAM			WHSE: 002			
LOT NUMBER: 01100-2			15.000			
DAX262.0	EACH	20.000	20.000	.000	58.080	1,161.600
DAX 26 2"X24"X72" F/R FOAM			WHSE: 002			
LOT NUMBER: 11159-2			20.000			
DAX471.0	EACH	15.000	.000	15.000	29.040	.000
DAX 47 1"X24"X72" F/R FOAM			WHSE: 002			

PAGE: 18

PAGE: 35

CONTINUED

SDNY_GM_02753954

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240876

EFTA01326469

[redacted]

SDNY_GM_02753955

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240877

EFTA01326470

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

****** INVOICE ******

ORDER NUMBER:0043599
ORDER DATE: 01/26/00

INVOICE NUMBER: 0056911-IN
INVOICE DATE: 01/26/00
CUSTOMER NO: 0001650

SOLD TO:
SYNCRO AIRCRAFT INTERIORS, INC
7701 WOODLEY AVENUE
VAN NUYS CA 91406

SHIP TO:
SYNCRO AIRCRAFT INTERIORS, INC
7701 WOODLEY AVENUE
VAN NUYS CA 91406

CONFIRM TO:
BRENDA

CUSTOMER P.O.	SHIP VIA	F.O.B	TERMS
9388	FED SAVER	DAVIS JUNCTION	NET 30 1.5% LATE CHARGE

ITEM NO.	UNIT	ORDERED	SHIPPED	BACK ORD	PRICE	AMOUNT
DAX472.0	EACH	10.000	.000	10.000	58.080	.000
DAX 47 2"X24"X72" F/R FOAM			WHSE: 002			
DAX55.5	EACH	25.000	25.000	.000	14.520	363.000
DAX 55 1/2"X24"X72" F/R FOAM			WHSE: 002			
LOT NUMBER: 10259-30			25.000			
DAX551.0	EACH	15.000	15.000	.000	29.040	435.600
DAX 55 1"X24"X72" F/R FOAM			WHSE: 002			
LOT NUMBER: 12209-5			15.000			
DAX552.0	EACH	20.000	20.000	.000	58.080	1,161.600
DAX 55 2"X24"X72" F/R FOAM			WHSE: 002			
LOT NUMBER: 01030-5			15.000			
LOT NUMBER: 10259-5			5.000			
FR CANVAS/NAT	YARD	10.000	10.000	.000	10.000	100.000
FR CANVAS/NAT 64" X 1 YARD			WHSE: 002			
LOT NUMBER: 11249			10.000			
NOMEX BATTING	EACH	2.000	2.000	.000	375.000	750.000
PART 135 THERMAL BAT 40"X20YDS			WHSE: 002			
LOT NUMBER: 01050			2.000			

PAGE: 19

PAGE: 36

CONTINUED

SDNY_GM_02753956

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240878

EFTA01326471

[redacted]

SDNY_GM_02753957

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

CORAL INDUSTRIES, INC.

10109 SO. SHOEMAKER AVE.
SANTA FE SPRINGS, CA 90670-3495
(562) 944-9971

No 19618

DATE: Jan. 28, 2000

Sold to: SYNCRO AIRCRAFT
7701 WOODLEY AV.
VAN NUYS, CA 91406

Shipped to:

CUSTOMER'S ORDER: 9390
SALESMAN:
TERMS: Net 30
F.O.B.: SFS
SHIPPED VIA: Pratt Trkg

		per gal		
2	5-gal. pails CC1025A adhesive, Lot #2521A0	20 90	209	00
	Freight & handling charges		25	88
	For resale W.O.# 00-01-507			
	50'1, Shop			
	TOTAL		234	88

LEGAL RATE OF INTEREST WILL BE CHARGED ON OVERDUE ACCOUNTS

INVOICE

PAGE: 20

PAGE: 37

SDNY_GM_02753958

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240880

EFTA01326473

[redacted]

SDNY_GM_02753959

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

****** INVOICE ******

ORDER NUMBER:0043599
ORDER DATE: 01/26/00

INVOICE NUMBER: 0056911-IN
INVOICE DATE: 01/26/00
CUSTOMER NO: 0001650

SOLD TO:
SYNCRO AIRCRAFT INTERIORS, INC
7701 WOODLEY AVENUE
VAN NUYS CA 91406

SHIP TO:
SYNCRO AIRCRAFT INTERIORS, INC
7701 WOODLEY AVENUE
VAN NUYS CA 91406

CONFIRM TO:
BRENDA

CUSTOMER P.O.	SHIP VIA	F.O.B	TERMS
9388	FED SAVER	DAVIS JUNCTION	NET 30 1.5% LATE CHARGE

ITEM NO.	UNIT	ORDERED	SHIPPED	BACK ORD	PRICE	AMOUNT
PBGE2.00L	EACH	2.000	2.000	.000	33.000	66.000
PSA BEIGE 2" LOOP			WHSE: 002			
LOT NUMBER: 11119-PHL			2.000			
PBGE1.00H	EACH	3.000	3.000	.000	19.750	59.250
PSA BEIGE 1" HOOK			WHSE: 002			
LOT NUMBER: 11229-PHL			3.000			
PBGE1.00L	EACH	3.000	3.000	.000	19.750	59.250
PSA BEIGE 1" LOOP			WHSE: 002			
LOT NUMBER: 01050-PHL			3.000			
SBGE2.00H	EACH	2.000	2.000	.000	15.750	31.500
SEW BEIGE 2" HOOK			WHSE: 002			
LOT NUMBER: 09298-HL			2.000			
PBLK2.00H	EACH	3.000	3.000	.000	33.000	99.000
PSA BLACK 2" HOOK			WHSE: 002			
LOT NUMBER: 01140-PHL			3.000			
PBLK2.00L	EACH	3.000	3.000	.000	33.000	99.000
PSA BLACK 2" LOOP			WHSE: 002			
LOT NUMBER: 08309-PHL			3.000			

CONTINUED

SDNY_GM_02753960

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240882

EFTA01326475

[redacted]

SDNY_GM_02753961

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

****** INVOICE ******

ORDER NUMBER: 0043599
ORDER DATE: 01/26/00

INVOICE NUMBER: 0056911-IN
INVOICE DATE: 01/26/00
CUSTOMER NO: 0001650

SOLD TO:
SYNCRO AIRCRAFT INTERIORS, INC
7701 WOODLEY AVENUE
VAN NUYS CA 91406

SHIP TO:
SYNCRO AIRCRAFT INTERIORS, INC
7701 WOODLEY AVENUE
VAN NUYS CA 91406

CONFIRM TO:
BRENDA

CUSTOMER P.O.	SHIP VIA	F.O.B	TERMS
9388	FED SAVER	DAVIS JUNCTION	NET 30 1.5% LATE CHARGE

ITEM NO.	UNIT	ORDERED	SHIPPED	BACK ORD	PRICE	AMOUNT
PBLK1.00H	EACH	3.000	3.000	.000	19.750	59.250
PSA BLACK 1" HOOK			WHSE: 002			
LOT NUMBER: 01050-PHL			3.000			
PBLK1.00L	EACH	3.000	3.000	.000	19.750	59.250
PSA BLACK 1" LOOP			WHSE: 002			
LOT NUMBER: 01050-PHL			3.000			
SBLK2.00H	EACH	3.000	3.000	.000	15.750	47.250
SEW BLACK 2" HOOK			WHSE: 002			
LOT NUMBER: 11309-HL			3.000			
SBLK2.00L	EACH	2.000	.000	2.000	15.750	.000
SEW BLACK 2" LOOP			WHSE: 002			
SBLK1.00L	EACH	2.000	2.000	.000	7.500	15.000
SEW BLACK 1" LOOP			WHSE: 002			
LOT NUMBER: 09249-HL			2.000			

NET INVOICE:	5,219.95
LESS DISCOUNT:	.00
FREIGHT:	560.85
SALES TAX:	.00
INVOICE TOTAL:	5,780.80

SDNY_GM_02753962

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240884

EFTA01326477

[redacted]

SDNY_GM_02753963

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240885

EFTA01326478

SKANDIA FLAMMABILITY PICKING LIST FOR
TEST CUSHION FABRICATION MATERIALS

MATERIALS	QTY.	LOT#	PICKED BY	INSPECTED BY
DAX GRAPHITE/POLY 26 ILD BURN BLOCK BACKS DAX26.75X25 DAX .75" X 18" X 25"	6 18	Run # 03310		
DAX GRAPHITE/POLY 26 ILD BURN BLOCK BOTTOMS DAX261.75X20 DAX261.75" X 18" X 20"	6 18	Run # 03290		
SKANDIA NOMEX BATTING	2.5 YDS	02140		
THREAD 69 NYLON	X			
SKANDIA VELCRO 1" PBLK1.00L & PBLK1.00H LOOP AND HOOK BLACK		09229-HL 09229-HL 03240 HL		
CORAL ADHESIVES CC1025 ADHESIVE	X			

TEST PLAN # 5823 WORK ORDER # 45812-00 PREPARED BY: JUDY BOGGS

Synco
5-17-00 1+2 8:30
5-17-00 3+4 8:30
5-17-00 5+6 3:45
JB

SDNY_GM_02753964
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17
EFTA_00240886
EFTA01326479

[redacted]

SDNY_GM_02753965

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 04/25/00

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
GULFSTREAM S/N 1085	GIV	Airplane	Skandia, Inc. SYNCRO AIRCRAFT INTERIORS

LIST OF DATA

IDENTIFICATION	TITLE
Work Order # 46501-00 Test ID 22923	FLAMMABILITY TEST RESULTS REF: Skandia, Inc. Test Plan #5902 Rev NEW Dated: 04/17/00 For PN's 5902-1 P/N 5902-1 Test panels are 3" X 12" pieces of Knoll, Inc., Fabric K1831 Butai Pearl treated at Syncro Ref. Job #00-032. Both the warp and fill of the fabric are tested. Rev A Dated: 04/24/00 For PN's 5902-3 P/N 5902-3 Test panels are 3" X 12" pieces of Bergamo Fabrics., Fabric 1797-1 Lavina treated at Syncro Ref. Job #00-032. Both the warp and fill of the fabric are tested.

PURPOSE OF DATA

DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

CERTIFICATION -Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data
☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
	DERY-405020-CE	Structural Special
Judy Boggs		

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02753966

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240888

EFTA01326481

[redacted]

SDNY_GM_02753967

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

SYNCRO AIRCRAFT INTERIORS, INC.

TEST PLAN #5902
REV A
SKANDIA WO# 46501-00
GULFSTREAM GIV S/N 1085

DEMONSTRATION OF COMPLIANCE OF FAR 25.853 (a) APPENDIX F PART I (a)(1)(ii)

DATE:	REVISION NO.	EFFECTIVE PAGE	DESCRIPTION
04/24/00	A	ALL	ADDITIONAL TESTING CHANGED P/N 5902-2 TO 5902-3
04/17/00	NEW		

PREPARED BY: Judy Conner DATE: 4-24-00
JUDY CONNER

CHECKED BY: Dick Laughlin DATE: 4/25/00
DICK LAUGHLIN

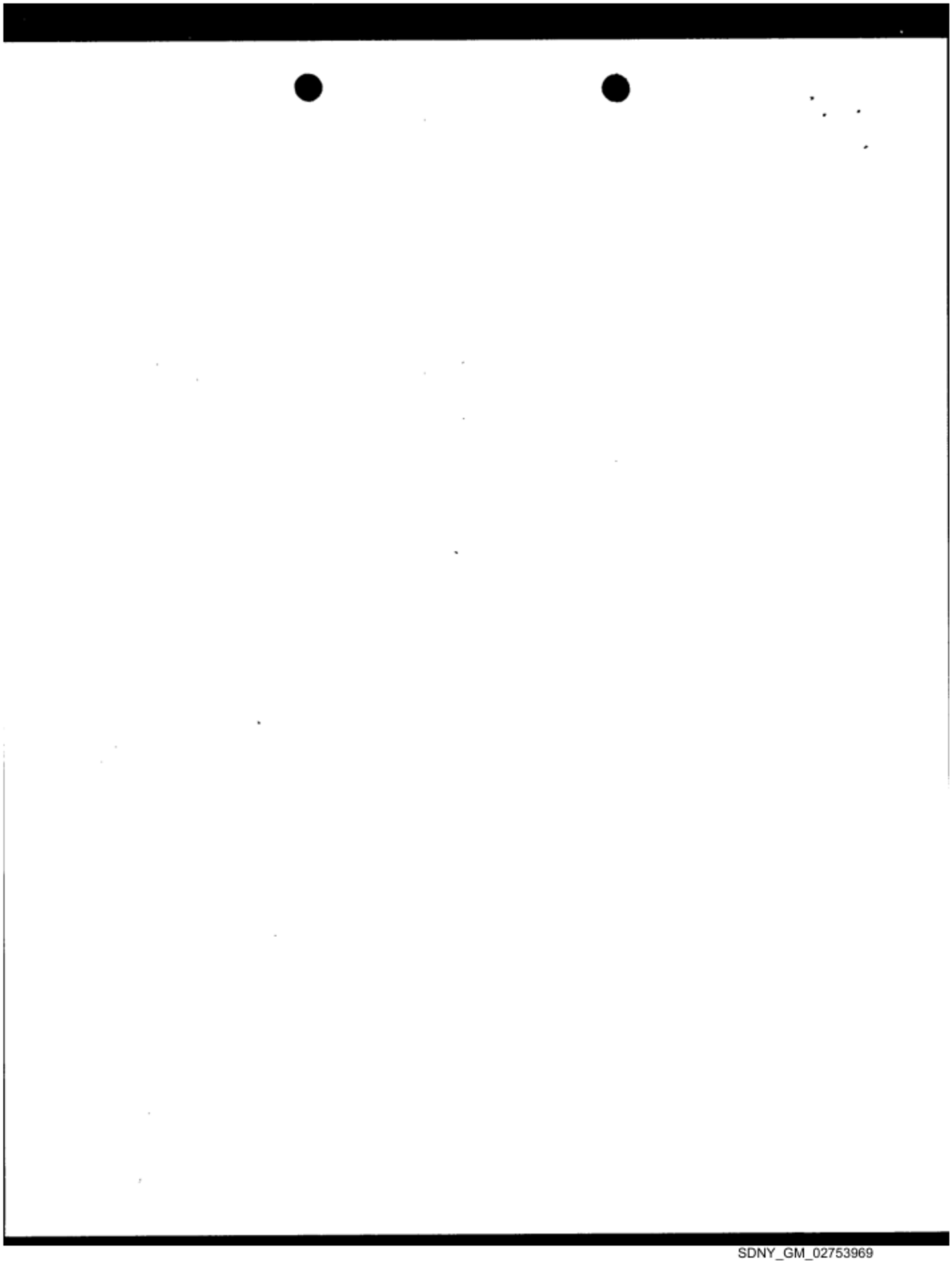
APPROVED BY: DATE: 4-25-00
JUDY BOGGS

SDNY_GM_02753968

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240890

EFTA01326483



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

TEST PLAN 5902
REV A

MATERIAL LIST:

FABRIC: KNOLL, INC.: FABRIC K1831 BUTAI
PEARL TREATED AT SYNCRO REF. JOB #00-032

BERGAMO FABRICS: FABRIC 1797-1 LAVINA
TREATED AT SYNCRO REF. JOB #00-032

TEST SPECIMENS

TEST NO. 1 P/N 5902-1

Test panels are 3" X 12" pieces of Knoll, Inc., Fabric K1831 Butai Pearl treated at Syncro Ref. Job #00-032. Both the warp and fill of the fabric are tested.

Test specimens are representative of fabric that will be used as lav aft bulkhead panel covering.

TEST NO. 2 P/N 5902-3

Test panels are 3" X 12" pieces of Bergamo Fabrics., Fabric 1797-1 Lavina treated at Syncro Ref. Job #00-032. Both the warp and fill of the fabric are tested.

Test specimens are representative of fabric that will be used as decor panel covering.

SDNY_GM_02753970

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240892

EFTA01326485

[redacted]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

DESIGN APPROVAL REQUEST
FAR 25.853 (a) APPENDIX F PART I (a)(I)(ii)

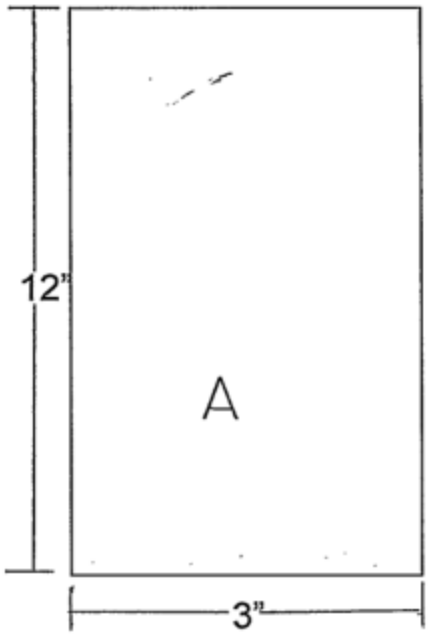
TEST SPECIMEN DRAWING NO: 5902 WO #46501-00 REV A DATE: 04/24/00

MAKE: GULFSTREAM MODEL: GIV S/N: 1085

DESIGN TO BE PER ATTACHED: TEST PLAN
UPON COMPLETION OF CONFORMITY INSPECTION TEST SPECIMENS TO BE SUBMITTED FOR TESTING IN ACCORDANCE WITH FAA APPROVED TEST PROCEDURES

ALL TOLERANCES +/- .030 INCH

PANEL 5902-1



COMPOSITION		MANUFACTURER	PART NUMBER	COLOR	FLAME TREATMENT
A	FABRIC	KNOLL, INC.	K1831 BUTAI	PEARL	SYNCRO REF. JOB 00-032

SDNY_GM_02753972

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240894

EFTA01326487

[redacted]

SDNY_GM_02753973

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

DESIGN APPROVAL REQUEST
FAR 25.853 (a) APPENDIX F PART I (a)(I)(ii)

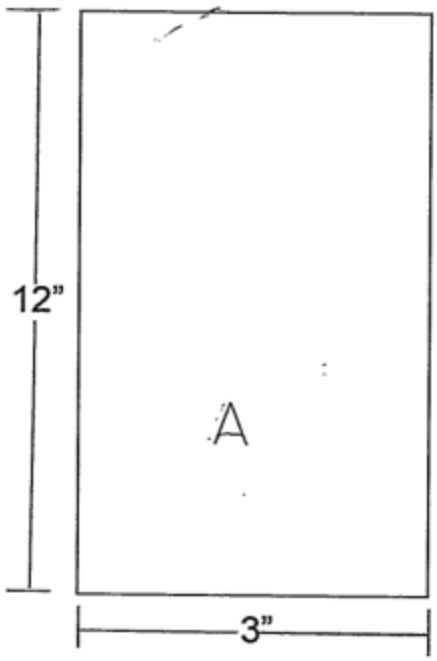
TEST SPECIMEN DRAWING NO: 5902 WO #46501-00 REV A DATE: 04/24/00

MAKE: GULFSTREAM MODEL: GIV S/N: 1085

DESIGN TO BE PER ATTACHED: TEST PLAN
UPON COMPLETION OF CONFORMITY INSPECTION TEST SPECIMENS TO BE SUBMITTED FOR TESTING IN ACCORDANCE WITH FAA APPROVED TEST PROCEDURES

ALL TOLERANCES +/- .030 INCH

PANEL 5902-3



COMPOSITION		MANUFACTURER	PART NUMBER	COLOR	FLAME TREATMENT
A	FABRIC	BERGAMO FABRICS	1797-1 LAVINA	MULTI-GREY	SYNCRO REF. JOB 00-032

SDNY_GM_02753974

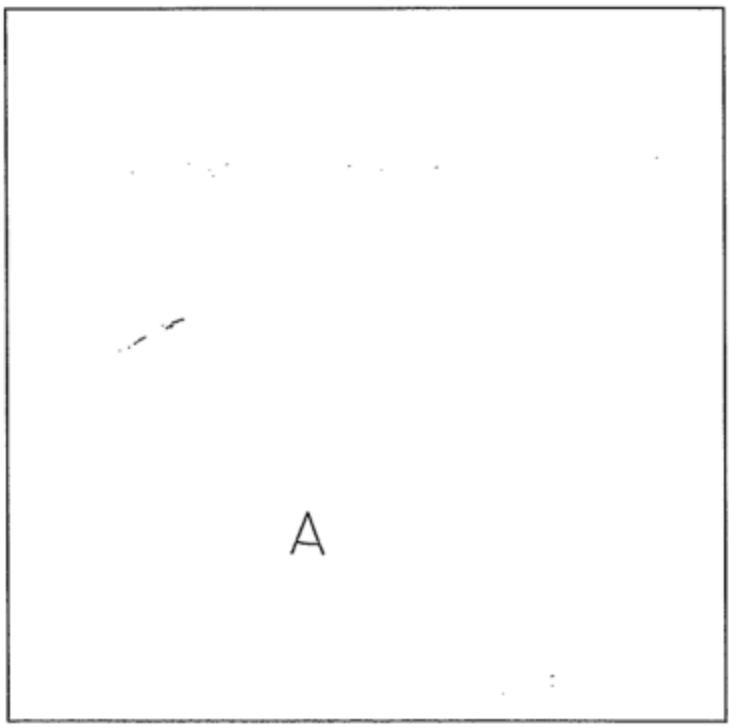
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240896

EFTA01326489

[redacted]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



A. KNOLL, INC. FABRIC K1831
BUTAI, PEARL TREATED AT
SYNCRO REF. JOB 00-032

PRODUCTION DRAWING
TYPICAL LAV AFT BULKHEAD
COVERING
TEST PLAN 5902
REV A
DATE: 04/24/00
WO# 46501-00
GULFSTREAM GIV
S/N 1085

BURN TEST REQUIREMENT FOR THIS PRODUCTION ARTICLE IS MET BY TEST SPECIMEN 5902-1

SDNY_GM_02753976

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

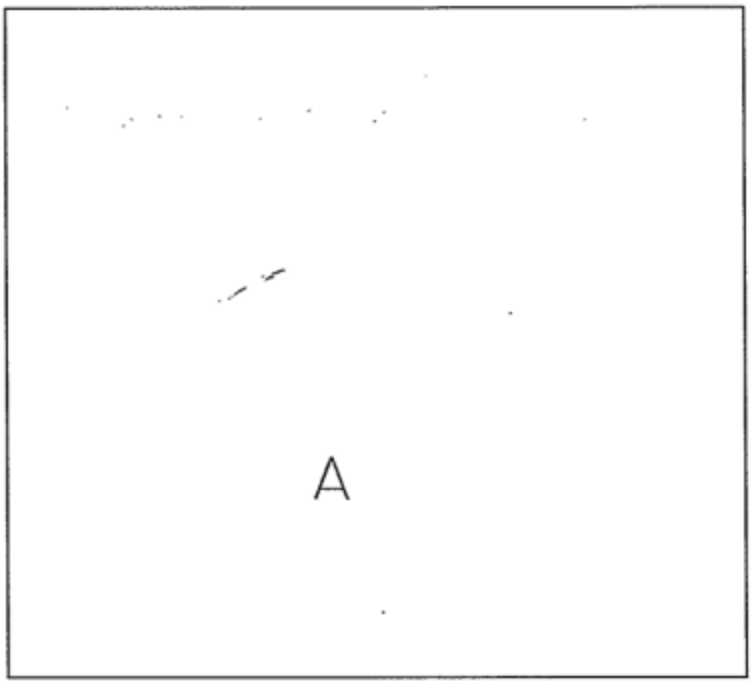
EFTA_00240898

EFTA01326491

[redacted]

SDNY_GM_02753977

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



B. BERGAMO FABRICS: FABRIC 1797-1
LAVINA TREATED AT
SYNCRO REF. JOB 00-032

PRODUCTION DRAWING
TYPICAL DÉCOR PANEL
COVERING
TEST PLAN 5902
REV A
DATE: 04/24/00
WO# 46501-00
GULFSTREAM GIV
S/N 1085

BURN TEST REQUIREMENT FOR THIS PRODUCTION ARTICLE IS MET BY TEST SPECIMEN 5902-3

SDNY_GM_02753978

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240900

EFTA01326493

[redacted]

[redacted]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client:
SYNCRO AIRCRAFT INTERIORS
7701 WOODLEY AVENUE
VAN NUYS CA 91406

WO #: 46501-00
Date: 04/18/00
Test Plan #: 5902 Rev: A
PO #: 09724

Aircraft:
GULFSTREAM GIV

S/N:
1085

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In: 04/07/00 Time Out: 04/18/00

Specimen Desc.: P/N 5902-1
Test panels are 3" X 12" pieces of Knoll, Inc., Fabric K1831 Butai Pearl treated at Syncro Ref. Job #00-032. Both the warp and fill of the fabric are tested.

Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drippings (seconds)	
	Warp	Fill	Warp	Fill	Warp	Fill
12	0.0	0.0	2.3	2.6	0.0	0.0
12	0.0	0.0	2.6	2.6	0.0	0.0
12	0.0	0.0	2.5	2.9	0.0	0.0
Average:	0.0	0.0	2.5	2.7	0.0	0.0

Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed: [X] Failed : [ ]

Signed: Judy Boggs

VERT12-6124

SDNY_GM_02753980

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240902

EFTA01326495

[redacted]

SDNY_GM_02753981

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SKANDIA, Inc.

5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client:
SYNCRO AIRCRAFT INTERIORS
7701 WOODLEY AVENUE
VAN NUYS CA 91406

WO #: 46501-00
Date: 04/25/00
Test Plan #: 5902 Rev: A
PO #: 09724

Aircraft:
GULFSTREAM GIV

S/N:
1085

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In: 04/24/00 9:00AM Time Out: 04/25/00 11:00AM

Specimen Desc.: P/N 5902-3
Test panels are 3" X 12" pieces of Bergamo Fabrics., Fabric 1797-1 Lavina treated at Syncro Ref. Job #00-032. Both the warp and fill of the fabric are tested.

Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drippings (seconds)	
	Warp	Fill	Warp	Fill	Warp	Fill
12	0.0	0.0	0.9	0.7	0.0	0.0
12	0.0	0.0	0.8	0.9	0.0	0.0
12	0.0	0.0	1.0	0.8	0.0	0.0
Average:	0.0	0.0	0.9	0.8	0.0	0.0

Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed: [X] Failed : [ ]

Signed: _____
Judy Boggs

VERT12-6125

SDNY_GM_02753982

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240904

EFTA01326497

[redacted]

SDNY_GM_02753983

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240905

EFTA01326498

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

Sold To: SYNCRO AIRCRAFT INTERIORS INC
7701 WOODLEY AVE
VAN NUYS CA 91406

Knoll

Knoll, Inc.

Invoice Number	Invoice Date
581029	03/24/00

Purchase Order No. 09638
Purchase Order Release

Ln/ Shp Dt	Pattern	Description	Qty	List Price	Discount	Unit Net Price	Extended Price
1.000	K1831	BUTAI, PEARL	4.000	54.00	.00	54.00 Per YD	216.00
		Shipped Via: UPS Shipped Date: 03/24/00 B.O.L.: 110248090000046					
2.000	SHTX	Shipping & Handling - Textile	29.000	1.00	.00	1.00 Per EA	29.00
					Merchandise Total:		245.00

Terms	Net Due	Tax Rt	Sales Tax	Total Order
NET 30 DAYS	04/23/00	8.250	17.82	262.82
			Currency:	USD

SDNY_GM_02753984

EFTA_00240906

EFTA01326499

[redacted]

SDNY_GM_02753985

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

Certificate of Flame Treatment

March 2000
Date Treated

This is to certify that the materials described below have been flame-retardant treated in order to meet the flammability requirements of FAR 25.853 (b) Amendment 25-32 by:

Syncro Aircraft Interiors, Inc.
7701 Woodley Ave.
Van Nuys, CA 91406.

The treatment process used is in accordance with Syncro Aircraft Interiors Process Specification PS001.

Job Number: 00-032

Material: Butaci

Manufacturer: Knoll Textiles

Color: Pearl

THE FLAME RETARDANT PROCESS USED WILL BE REMOVED AFTER THREE WASHINGS. DRYCLEANING DOES NOT REMOVE RETARDANT.

Luis Fuentes
~~Applicator~~

Veronica Alvarez
Witness/Supervisor

SDNY_GM_02753986

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

[redacted]

SDNY_GM_02753987

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240909

EFTA01326502

BERGAMO
FABRICS

7 WEST 22ND ST. 2ND FLOOR NEW YORK NY 10010
TEL 212-462-1010 FAX 212-462-1080

INVOICE
INVOICE # DI 031063
TRANSACTION # 695232-00
DATE 03/29/2000

SOLD TO
SYNCRO AIRCRAFT
7701 WOODLEY AVENUE
VAN NUYS CA 91406
VERONICA
ACCOUNT # 104010
PHONE # NEW 3/1/93

SHIP TO
SYNCRO AIRCRAFT
7701 WOODLEY AVENUE
VAN NUYS CA 91406
VERONICA/[redacted]
MARK FOR 00-032

CUSTOMER P.O. #	SALESMAN #	SHOWROOM P.O. #	DATE SHIPPED	SHIPPED VIA	TERMS
	50	32015	03/29/2000	FEDEX IPD	PROFORMA

ITEM NO.	DESCRIPTION	QUANTITY	UNIT PRICE	AMOUNT
1797-1	LAVINA/ QTY SHIPPED: 14.00	14.00	105.00	1470.00
1795-2	LINUS/ QTY SHIPPED: 2.00	2.00	95.00	190.00

MATERIAL	DISCOUNT	MISCELLANEOUS	FREIGHT & HANDLING	SALES TAX	AMOUNT PAID	BALANCE DUE:
1660.00			37.50			Page 11 1697.5

PAGE 1 ALL ORDERS SHIPPED VIA FEDEX INTERNATIONAL PRIORITY DIRECTDISTRIBUTION℠ SERVICE FedEx

ORIGINAL

SDNY_GM_02753988

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

[redacted]

SDNY_GM_02753989

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240911

EFTA01326504

Certificate of Flame Treatment

March 31 2000
Date Treated

This is to certify that the materials described below have been flame-retardant treated in order to meet the flammability requirements of FAR 25.853 (b) Amendment 25-32 by:

Syncro Aircraft Interiors, Inc.
7701 Woodley Ave.
Van Nuys, CA 91406.

The treatment process used is in accordance with Syncro Aircraft Interiors Process Specification PS001.

Job Number: 00-032

Material: Lavina

Manufacturer: Burgaman Fabrics

Color: 1787-1

THE FLAME RETARDANT PROCESS USED WILL BE REMOVED AFTER THREE WASHINGS. DRYCLEANING DOES NOT REMOVE RETARDANT.

Applicator

Witness/Supervisor

SDNY_GM_02753990

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240912

EFTA01326505

[redacted]

SDNY_GM_02753991

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 05/26/00

AIRCRAFT OF AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter)	NAME OF APPLICANT
GULFSTREAM S/N 1085	G-IV	AIRPLANE	SYNCRO AIRCRAFT

IDENTIFICATION	TITLE LIST OF DATA
0120	SCOTT GROUP CUSTOM CARPETS #W16145M GLENCOE O.T. 100 % WOOL CARPET DYE LOT #333118

PURPOSE OF DATA: DEMONSTRATION OF COMPLIANCE WITH FAR MATERIAL FLAMMABILITY REQUIREMENTS

APPLICABLE REQUIREMENTS *(List specific sections)*

FAR 25.853 (a) Appendix F Part I (a)(1)(ii)
12 SECOND VERTICAL BURN TEST.

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Herb Reed II	FAA DERT-230283-CE	FLAMMABILITY

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02753992

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240914

EFTA01326507

[redacted]

SDNY_GM_02753993

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

Test Number: 991342-1

Independent Textile Testing Service, Inc.

P.O. Box 1948 — 1503 Murray Ave.

Dalton, Georgia 30722-1948 • Phone 706-278-3013 • Fax 706-272-7057 • E-mail: ittslab@dalton.net

TEST REPORT

Customer: Scott Group — July 16, 1999

Subject: "DOT, FAA Title, 14, Part 25 - Airworthiness Standards: Transport Category Airplanes, Paragraph 25.853, Compartment Interiors, Sub-Paragraph (a) Vertical Flammability. ITTS's Certificate of Authority (DER) Designation No. SO-602.

Sample Identification: Style: 333101 Town & Country
Backing: Wide Cotton Back

P.O.# 09536
SCOTT GROUP# 333118
SIZE: 30sqyd's
PIECE: 1of1 all.

TEST RESULTS:

Direction	Flame Application (seconds)	Flame Time (seconds)	Flame Time Drippings (seconds)	Burn Length (inches)
Length	12	0	0	0
Length	12	0	0	0
Length	12	0	0	0
Average	12	0	0	0
Width	12	0	0	0
Width	12	0	0	0
Width	12	0	0	0
Average	12	0	0	0

TEST REQUIREMENTS: **(PASSES)**

Maximum Flame Time = 15 Seconds
Maximum Flame Time Drippings = 5 Seconds
Maximum Burn Length = 8 Inches

L. Kent Suddeth
Executive Vice President

Our letters and reports are for the exclusive use of the customer to whom they are addressed. and their communication to any others or the use of the name of Independent Textile Testing Service, Inc., must receive our prior written approval. Our letters and reports apply only to the sample tested and are not necessarily indicative of the qualities of apparently identical or similar products. The reports and letters and the name of the Independent Textile Testing Service, Inc., are not to be used under any circumstances in advertising to the general public.

LH2 10M (6/99)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

[redacted]

SDNY_GM_02753995

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240917

EFTA01326510

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: May 08, 2000

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (*Airplane, Radio, Helicopter, etc.*)	NAME OF APPLICANT
GULFSTREAM AEROSPACE	G-IV	Airplane	PETERSEN AVIATION

LIST OF DATA

IDENTIFICATION	TITLE
DOCUMENT: DA-G1085 Rev. "NC" Dated: 5-08-2000	STRUCTURAL SUBSTANTIATION - MINOR MODIFICATION TO 3- PLACE DIVAN, LH FWD.
DRAWING: 50100-1085 Rev. "NC" Dated: 5-02-2000	DIVAN MODIFICATION G-IV SIDE FACING

This approval indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements." **(Compliance to additional regulations not listed here may be required.)** This form **(does not)** constitute FAA approval of all the data necessary for substantiation of compliance to necessary requirements for the entire alteration/repair.

(DETAIL DESIGN AND STRUCTURAL APPROVAL ONLY)

PURPOSE OF DATA

TO SUBSTANTIATE THE MINOR MODIFICATION TO EXISTING 3-PLACE DIVAN ASSEMBLY ON GULFSTREAM G-IV AIRCRAFT, S/N 1085 ONLY

APPLICABLE REQUIREMENTS (*List specific sections*)

FAR 25.301, 25.303, 25.305, 25.307, 25.561, 25.603, 25.605, 25.607, 25.609, 25.613 and 25.789.

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (~~We~~) Therefore ☐ Recommend Approval of these data ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION
Howard L Patterson	DERT-605434-NM	Structures
Howard L. Patterson		

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION GPO 901-613

SDNY_GM_02753996

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240918

EFTA01326511

[redacted]

SDNY_GM_02753997

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

AIRCRAFT MODEL: GULFSTREAM G–IV AIRCRAFT

REPORT NO. DA–G1085

DATE: 05–09–2000
REV: NC

DYNAMO AVIATION

STRUCTURAL SUBSTANTIATION– MINOR MODIFICATION TO EXISTING 3 –PLACE, DIVAN ASSEMBLY

PREPARED BY: SHAHNAZ GALANTE 05–09–2000

APPROVED BY: HOWARD PATTERSON 05–09–2000

REV	DATE	DESCRIPTION

SDNY_GM_02753998

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240920

EFTA01326513

[redacted]

SDNY_GM_02753999

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

TABLE OF CONTENTS

1) References
2) Introduction
3) Structural substantiation – LH Fwd Divan modification

SDNY_GM_02754000

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240922

EFTA01326515

[redacted]

SDNY_GM_02754001

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240923

EFTA01326516

1) REFERENCES

1	MIL-HDBK-5F	Metallic Materials and Elements for Aerospace Vehicle Structures.
2	FAR 25.	

SDNY_GM_02754002

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240924

EFTA01326517

[redacted]

SDNY_GM_02754003

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240925

EFTA01326518

2) INTRODUCTION

This report provides structural substantiation on the modification of the LH Fwd divan on Gulfstream G-IV model aircraft, S/N 1085. The existing three place divan assembly is modified by moving the existing center truss structure aft by 4.75 inches and the fwd truss structure fwd by 4 inches. The center truss structure is connected to the outboard truss structure, however the basic outboard truss design has not changed significantly.

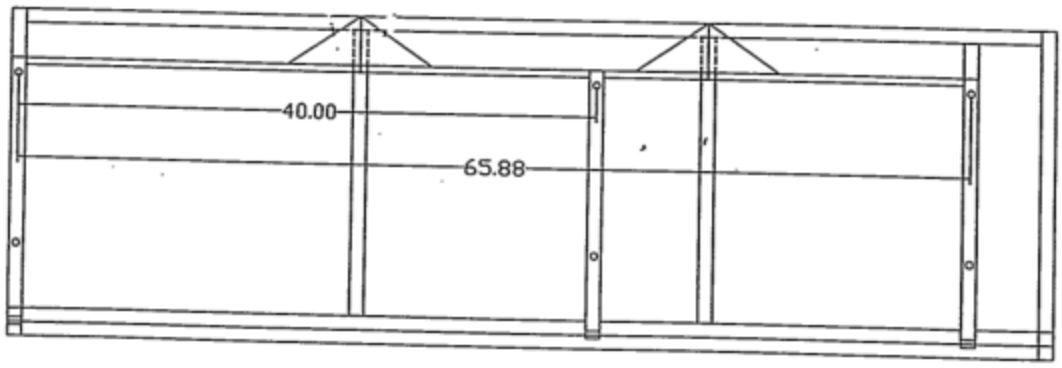
The divan framing is made of 6061-T6 SQ tubing (for vertical and horizontal members) and Rectangular tubing for diagonal members.

The divan was a TSO item and with this modification, the TSO Tag is removed and the divan is substantiated under a new part no. for the following load conditions.

The gust condition of 7.2 G Down and 9.0 G Fwd load.

3.0 g side and 4.5 g up load.

Divan new part number is: 50100-1085



VIEW B-B OLD FOOT PATTERN

(EXISTING)

SDNY_GM_02754004

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240926

EFTA01326519

[redacted]

SDNY_GM_02754005

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240927

EFTA01326520

3) STRUCTURAL SUBSTANTIATION: 3-PLACE DIVAN ASSEMBLY

9.0 G Fwd load

Modified 3- Place **Divan** Weight including cushion, : 78 lbs

Occupants : 3 x 170 = 510 lbs
Total weight : 510 + 78 = 588 lbs

Total load : 9.0 x 588 = 5,292 lbs

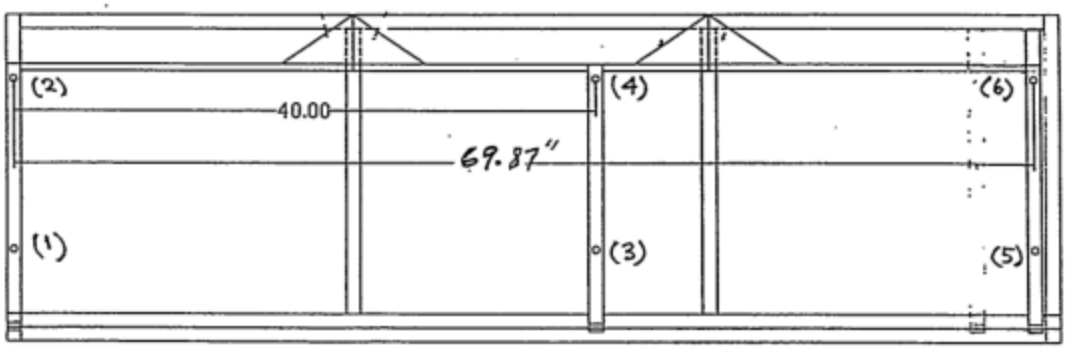
Attachment fitting loads

The divan is tied down with six seat track fittings(Anchora) to the aircraft seat track.
Load per fitting: 5,292 / 6 = 882 lbs (shear)

Tension load per fitting: (5,292 lbs x 22 in) / 2 x 69.87 in = 833 lbs

Minimum allowable for Tension for the seat track fitting is : 4000 lbs
Minimum allowable for Shear for the seat track fitting is : 2000 lbs

$$MS = \frac{1}{[(882 / 2000)^2 + (833 / 4000)^2]\ 1/2} - 1 = +1.05$$



(MODIFIED CONF-)

SDNY_GM_02754006
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17
EFTA_00240928
EFTA01326521

[redacted]

SDNY_GM_02754007

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

3) STRUCTURAL SUBSTANTIATION: 3-PLACE DIVAN ASSEMBLY

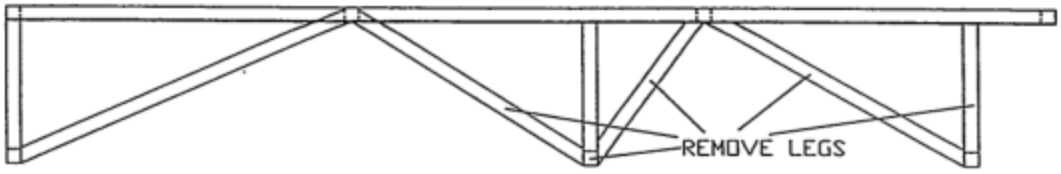
9.0 G Fwd load Cont.d

Fwd load on the divan.

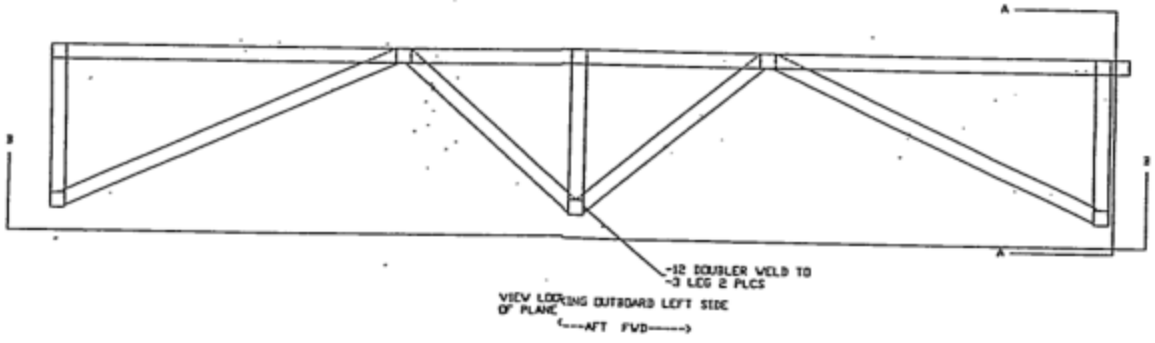
Outboard frame

The Shoulder Harnesses are installed to the outboard divan frame for take off and landing. (The existing configuration). The center truss structure is connected to the outboard truss structure and by moving it to the aft by 4.7 inches resulted in minor redesigning of the outboard truss frame. The changes to the outboard truss structure are that the compression member (a) is longer by 3 inches and the tension member (b) is shortened by 4 inches.

Since the basic truss design has not been changed, therefore it is still structurally adequate under fwd load and the change is considered minor.



(EXISTING)



(MODIFIED)

SDNY_GM_02754008

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240930

EFTA01326523

[redacted]

SDNY_GM_02754009

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240931

EFTA01326524

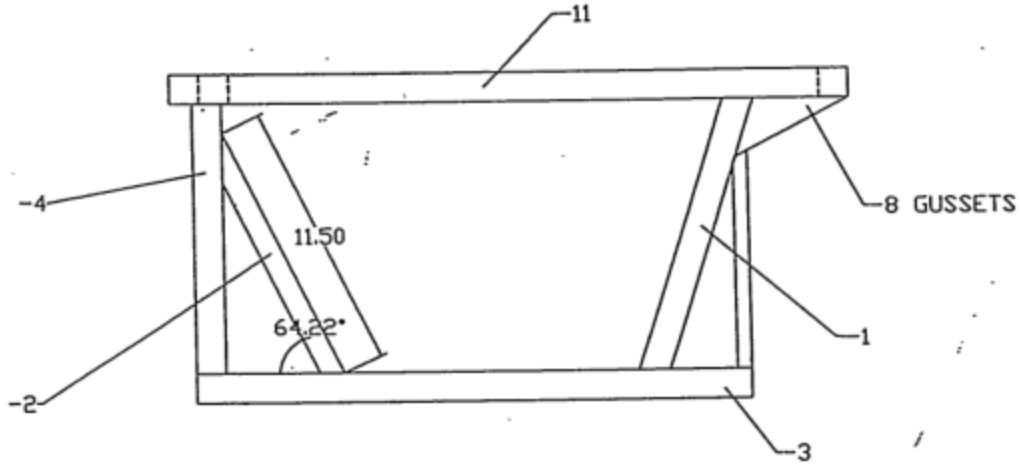
3) STRUCTURAL SUBSTANTIATION: 3-PLACE DIVAN ASSEMBLY

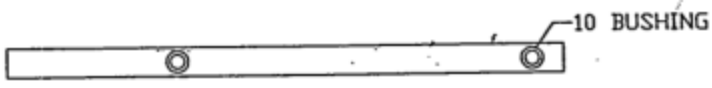
Center inboard/outboard truss structure

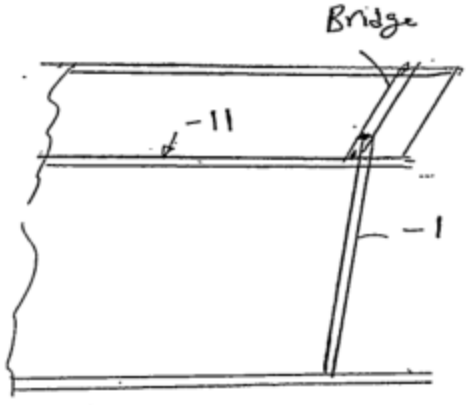
The center piece moved to the aft and installed back as the original.

Fwd , inboard/outboard truss structure

The fwd truss structure moved to the most fwd frame. A SQ. Tube bridge is installed between the two top frames (fwd frames) and the existing vertical tube is welded to it and to the base frame.







SDNY_GM_02754010

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240932

EFTA01326525

[redacted]

SDNY_GM_02754011

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

3) STRUCTURAL SUBSTANTIATION: 3-PLACE DIVAN ASSEMBLY

7.2 G Down load

Pz = 7.2 g x 78 lbs = 562 lbs
Load per three truss structures (inboard / out board): 562 lbs / 3 = 187 lbs
See the end view (fwd end), load on the vertical post (-1). The post is at 18° Angle.

Assume total 187 lbs acting on the -1 tube.

Pz = 187 / COS 18° = 197 lbs

for SG. Tubing:

I = .0324 in^4
A = .2300 in^2
L = 12.62 ~ 13 inch

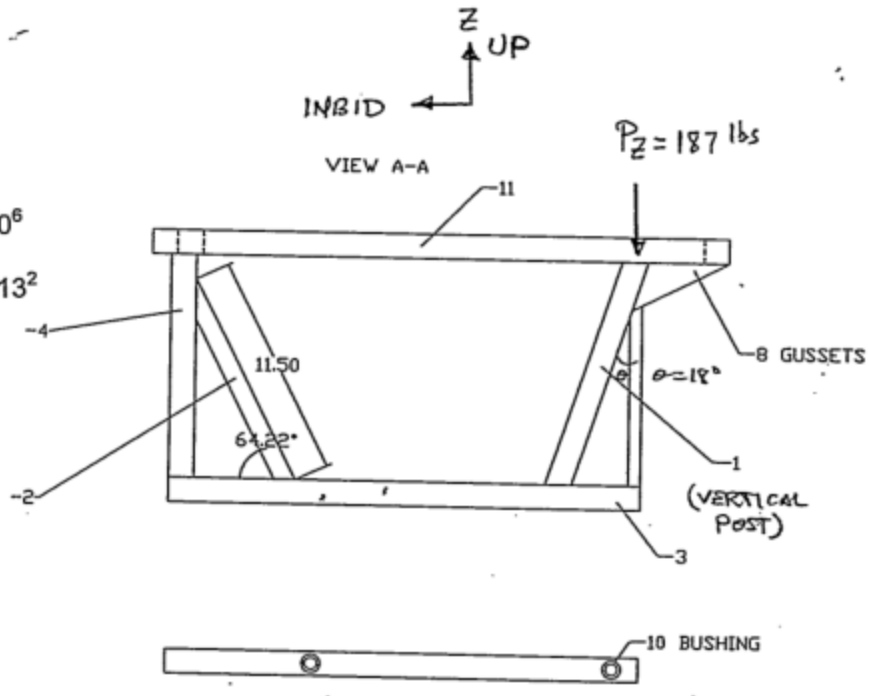
$P_{CR} = \pi^2 E I^2 / L^2$

L = 13 inch, E = 9.9×10^6

$P_{CR} = C(\pi^2 E \times .0324) / 13^2$

P_{CR} = 606 lbs

MS. = 606 / 197 -1 = + 2.0



SDNY_GM_02754012

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240934

EFTA01326527

[redacted]

SDNY_GM_02754013

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

3) **STRUCTURAL SUBSTANTIATION: 3 PLACE DIVAN ASSEMBLY**

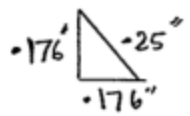
7.2 G Down load Cont'd

Strength of the welded joint. The weld area is .176" x .176" x .25"

Shear Stress of weld for a 6061-T6 material : 9,000 psi (ref. Lockheed weld design manual).

P = Area x Shear Stress

T = .707 S



Area = t x L

P = [(.707 x .176 x .25)] x 9,000 = **280 lbs** weld strength

Pz = 197 lbs applied load

MS = 280 / 197 -1 = + .42

SDNY_GM_02754014

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240936

EFTA01326529

[redacted]

SDNY_GM_02754015

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240937

EFTA01326530

SDNY_GM_02754016

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240938

EFTA01326531

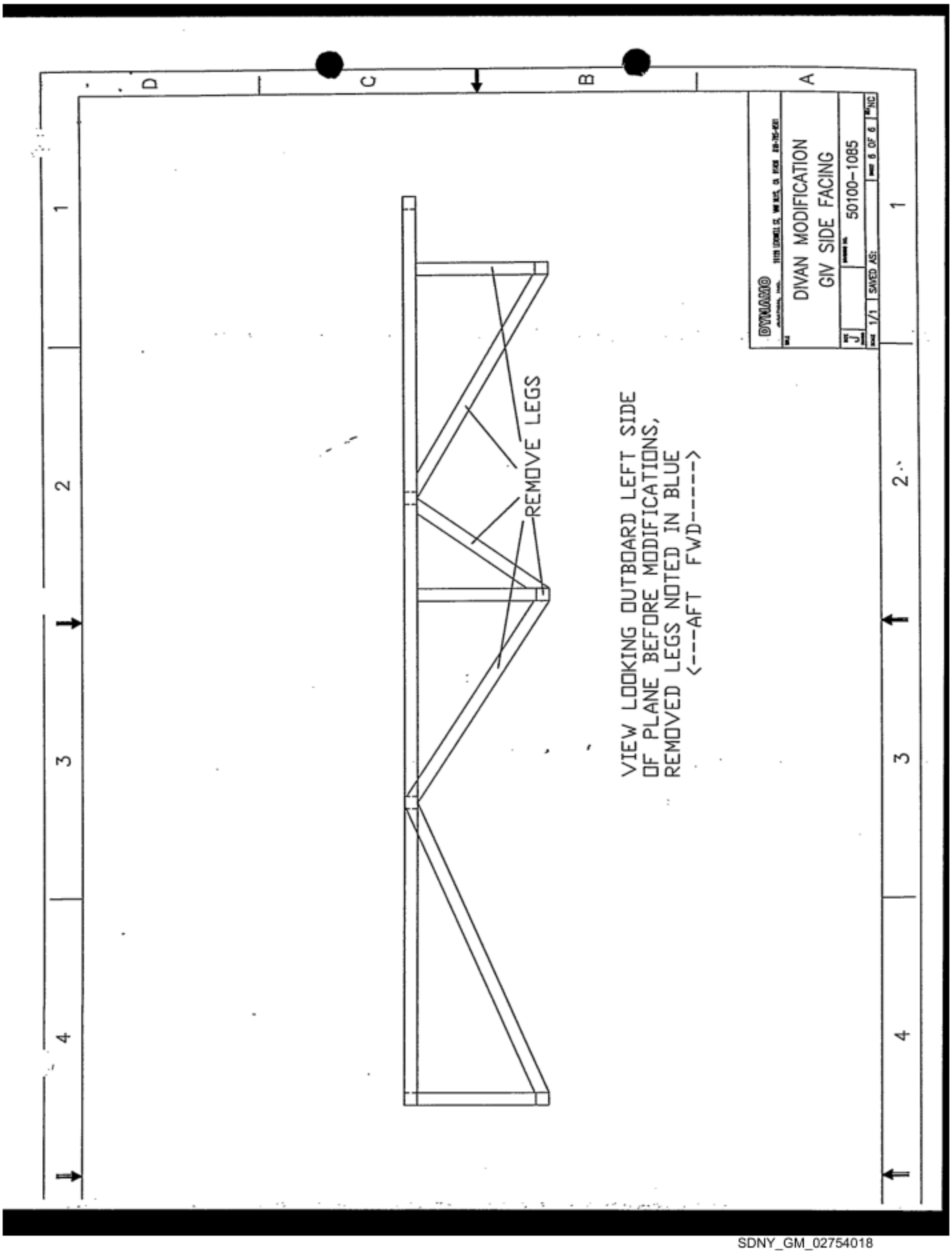
[redacted]

SDNY_GM_02754017

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240939

EFTA01326532



SDNY_GM_02754018

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

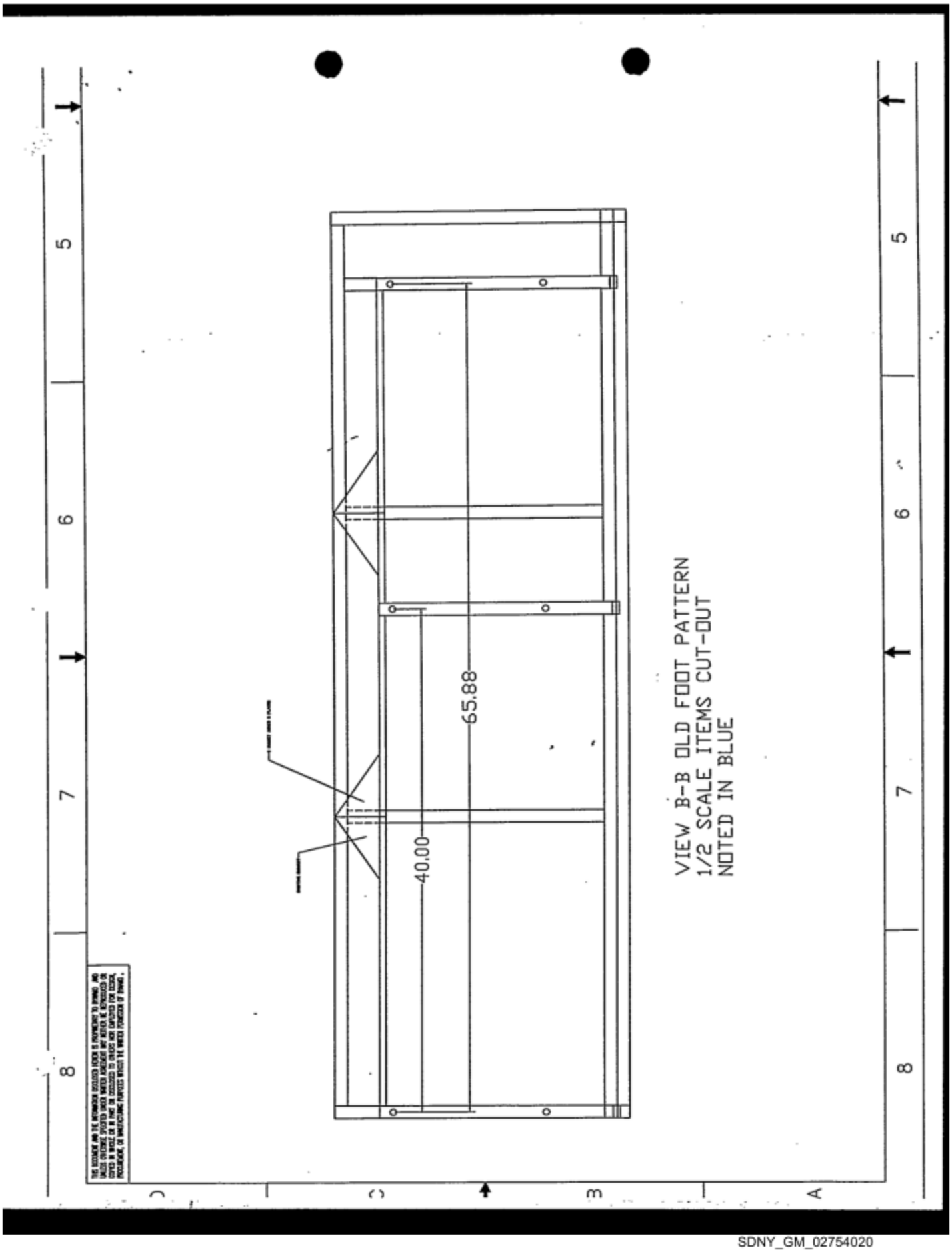
[redacted]

SDNY_GM_02754019

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240941

EFTA01326534



SDNY_GM_02754020

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240942

EFTA01326535

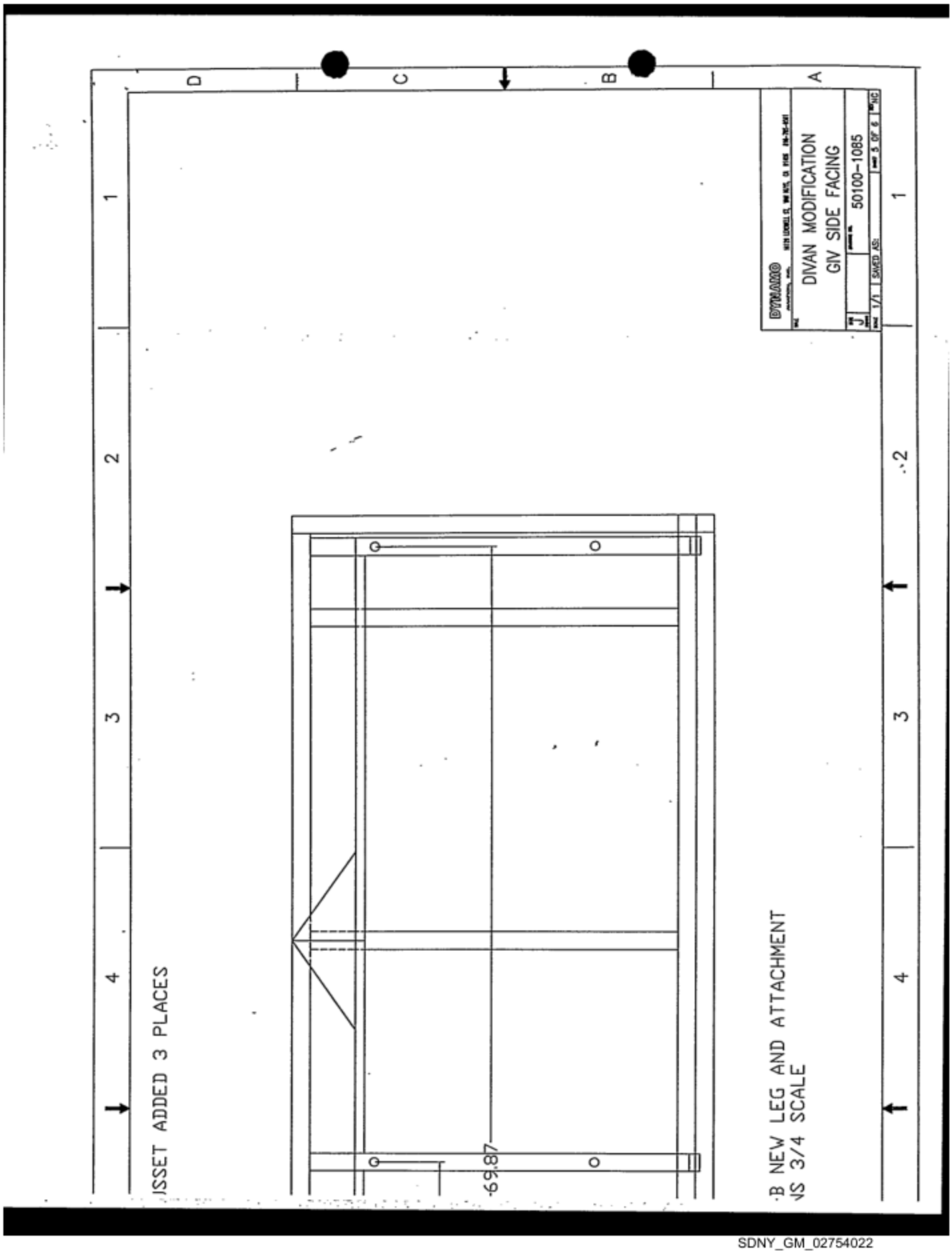
[redacted]

SDNY_GM_02754021

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240943

EFTA01326536



SDNY_GM_02754022

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240944

EFTA01326537

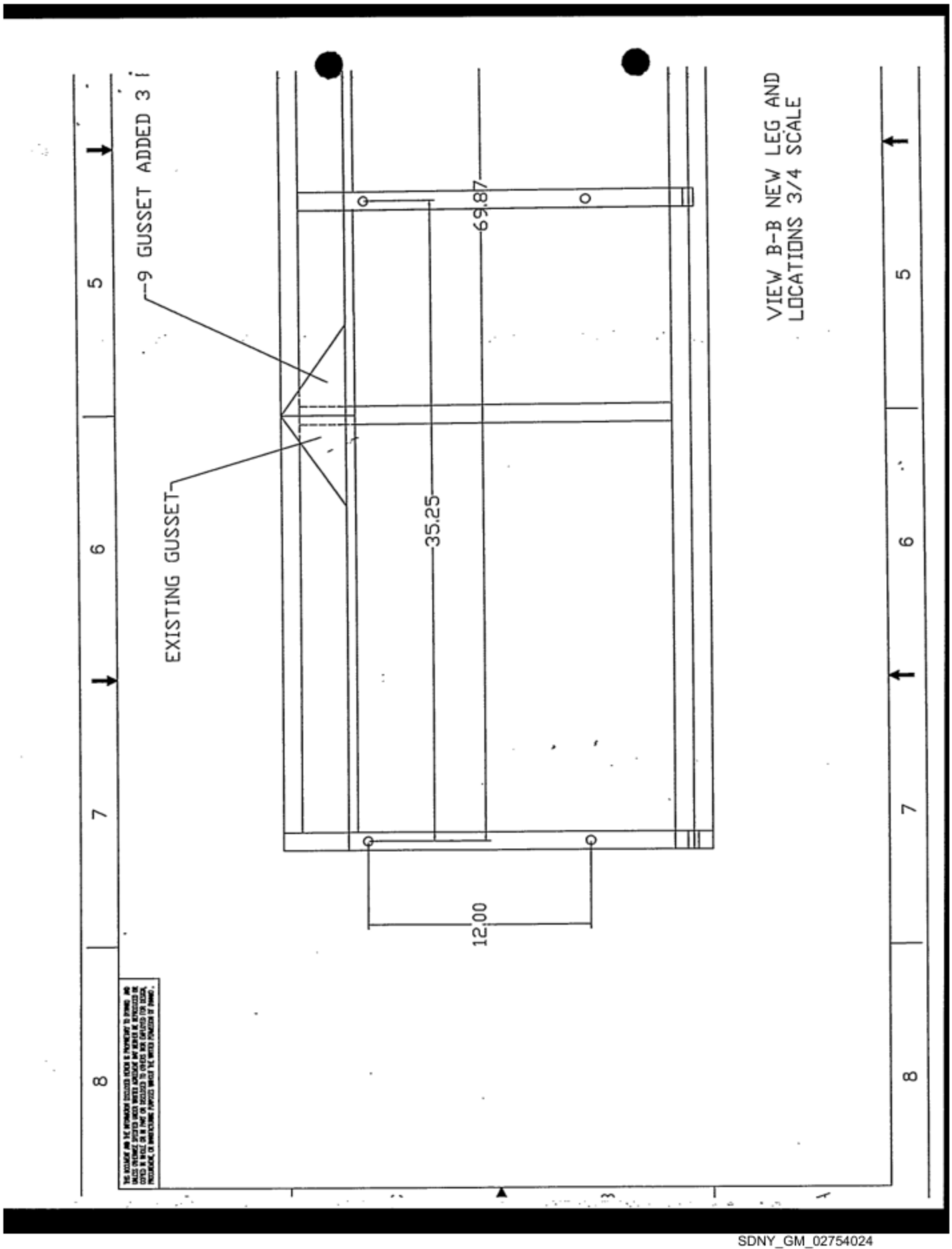
[redacted]

SDNY_GM_02754023

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240945

EFTA01326538



SDNY_GM_02754024

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

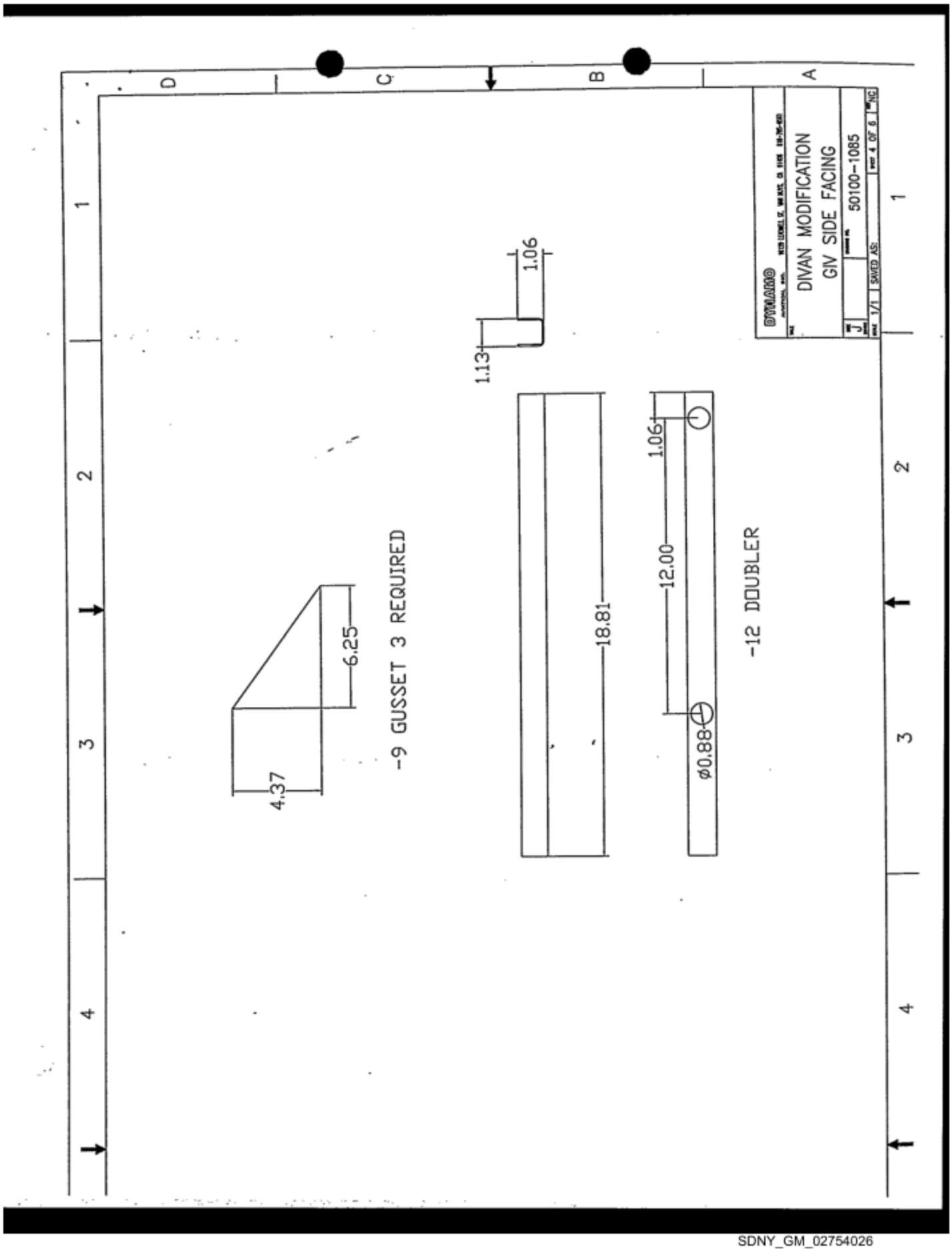
EFTA_00240946

EFTA01326539

[redacted]

SDNY_GM_02754025

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



SDNY_GM_02754026

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

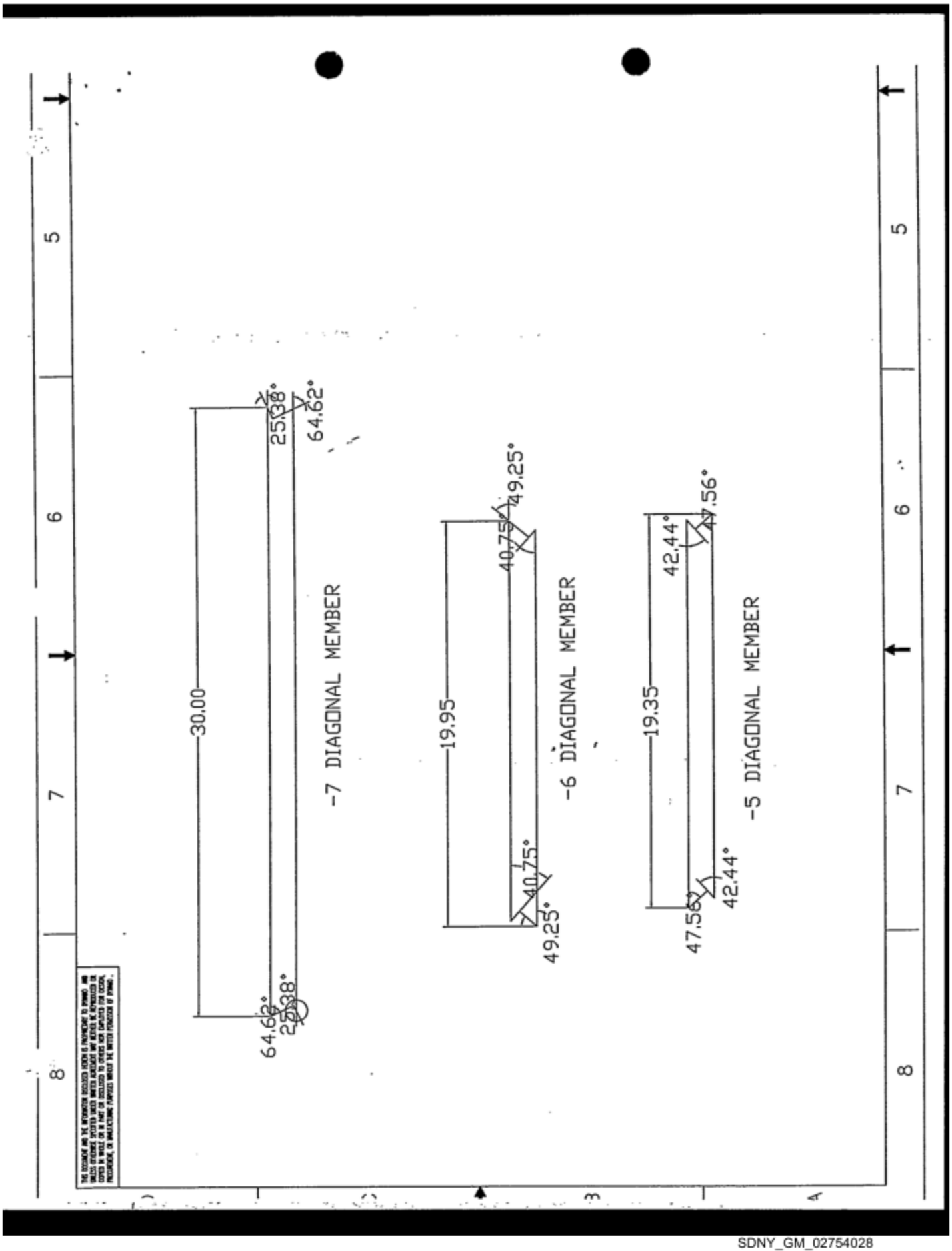
EFTA_00240948

EFTA01326541

[redacted]

SDNY_GM_02754027

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



SDNY_GM_02754028

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

[redacted]

SDNY_GM_02754029

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240951

EFTA01326544

SDNY_GM_02754030

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240952

EFTA01326545

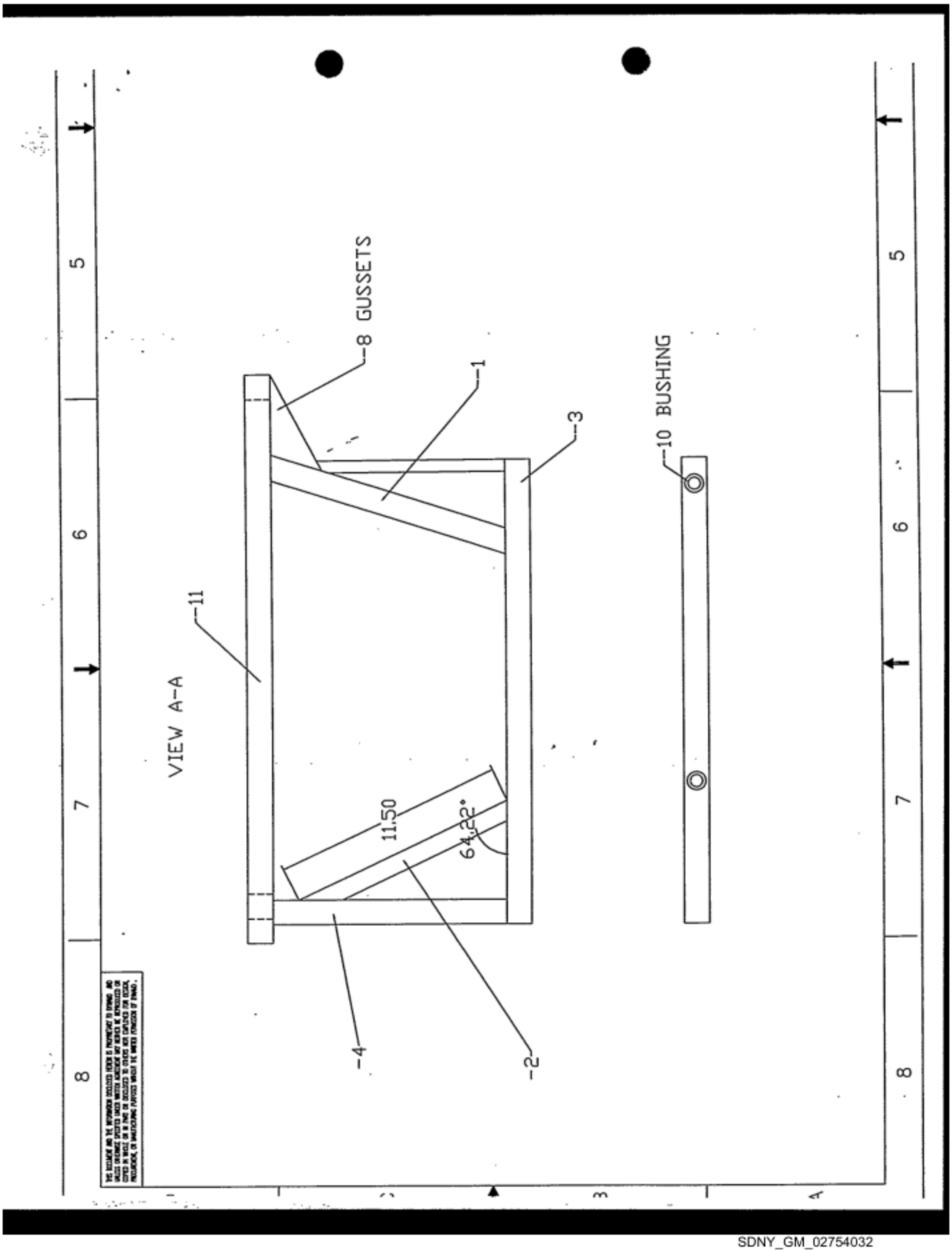
[redacted]

SDNY_GM_02754031

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240953

EFTA01326546



SDNY_GM_02754032

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240954

EFTA01326547

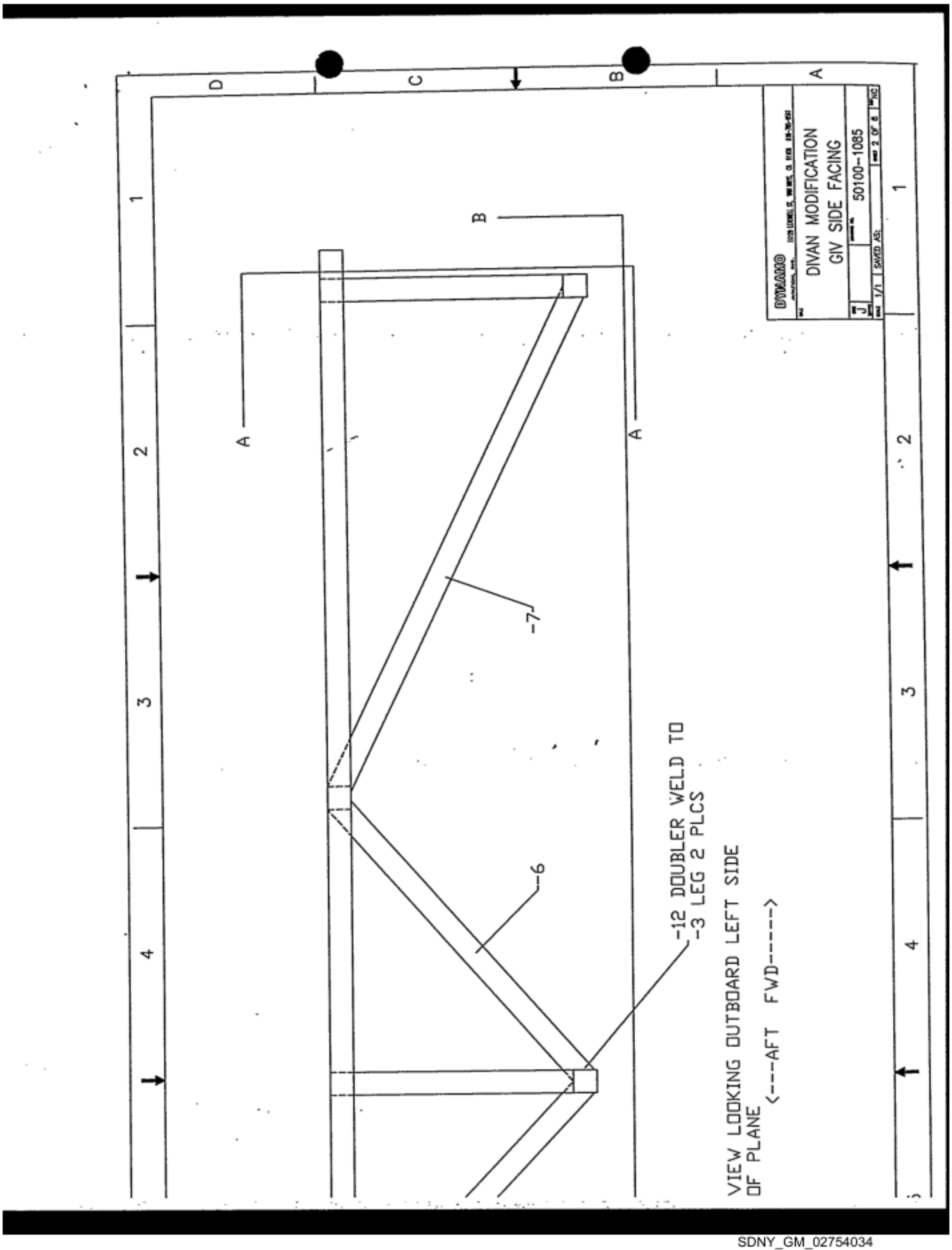
[redacted]

SDNY_GM_02754033

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240955

EFTA01326548



SDNY_GM_02754034

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240956

EFTA01326549

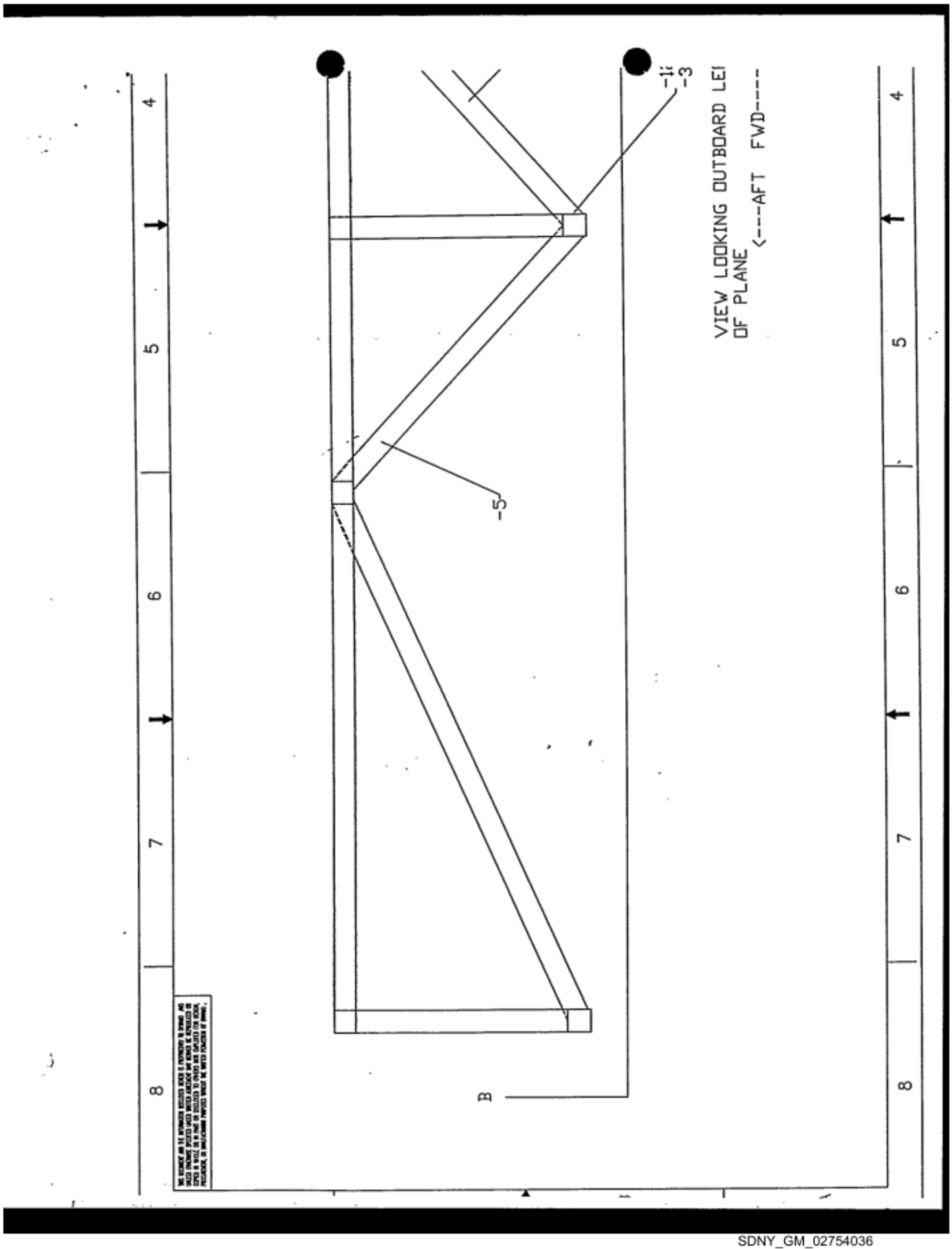
[redacted]

SDNY_GM_02754035

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240957

EFTA01326550



SDNY_GM_02754036

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

[redacted]

SDNY_GM_02754037

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: May 15, 2000

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (*Airplane, Radio, Helicopter, etc.*)	NAME OF APPLICANT
GULFSTREAM AEROSPACE	G-IV	Airplane	PETERSEN AVIATION

LIST OF DATA

IDENTIFICATION	TITLE
DOCUMENT: SY-GL1085 Rev. "NC" Dated: 5-15-2000	STRUCTURAL SUBSTANTIATION - TWO 17 INCH LCD MONITOR INSTALLATIONS RH/LH, FWD / AFT AND ENTERTAINMENT SYSTEM MODIFICATION.

This approval indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements." (Compliance to additional regulations not listed here may be required.) This form (does not) constitute FAA approval of all the data necessary for substantiation of compliance to necessary requirements for the entire alteration/repair.

(DETAIL DESIGN AND STRUCTURAL APPROVAL ONLY)

PURPOSE OF DATA

TO SUBSTANTIATE THE INSTALLATION OF TWO 17 INCH LCD MONITORS AND ENTERTAINMENT SYSTEM MODIFICATION ON GULFSTREAM G-IV AIRCRAFT, S/N 1085 ONLY

APPLICABLE REQUIREMENTS (*List specific sections*)

FAR 25.301, 25.303, 25.305, 25.307, 25.561, 25.603, 25.605, 25.607, 25.609, 25.613 and 25.789.

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (~~We~~) Therefore
- ☐ Recommend Approval of these data
- ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION
Howard L Patterson Howard L. Patterson	DERT-605434-NM	Structures

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

GPO 901-613

SDNY_GM_02754038

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240960

EFTA01326553

[redacted]

SDNY_GM_02754039

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240961

EFTA01326554

AIRCRAFT MODEL: GULFSTREAM G–IV

S/N NO. : 1085

REPORT NO. SY–GL1085

DATE: 5–15–2000

SYNCRO AIRCRAFT INTERIORS

STRUCTURAL SUBSTANTIATION–

17 INCH LCD MONITOR INSTALLATION RH/LH, FWD/AFT BULKHEAD MOUNT. AND ENTERTAINMENT SYSTEM MODIFICATION

PREPARED BY: SHAHNAZ GALANTE 5–15–2000

APPROVED BY: HOWARD PATTERSON 5–15–2000

REV	DATE	

SDNY_GM_02754040

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240962

EFTA01326555

[redacted]

[redacted]

[redacted]

TABLE OF CONTENTS

1) References
2) Introduction
3) Geometry
4) Structural Substantiation: Fwd and Aft RH/ LH 17" LCD Monitors Installation

SDNY_GM_02754042

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240964

EFTA01326557

[redacted]

[redacted]

[redacted]

1) REFERENCES

1	MIL-HDBK-5F	Metallic Materials and Elements for Aerospace Vehicle Structures.
2	FAR Part 25	

SDNY_GM_02754044

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240966

EFTA01326559

[redacted]

SDNY_GM_02754045

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240967

EFTA01326560

2) INTRODUCTION

This report provides structural substantiation for the installation of two17 inch LCD Monitors. One is mounted onto the Aft Bulkhead of the Fwd RH existing storage Cabinet (STA193) and the second one is mounted onto the fwd side of the Aft LH Bulkhead(STA442). The Aft LH Bulkhead is more like a divider than a load carrying Bulkhead for the existing Galley.

The new 17 inch LCD monitors are installed in place of existing 14 inch monitors in exact locations. Also in the Fwd LH Comp (STA193). One Panasonic VCR Model PV4662, Weight 7.0 lbs is exchanged with DVD player model PS86802 , Weight 7.0.

The subject installation and modification is on Gulfstream G-IV model aircraft S/N 1085.

The subject installation is analyzed for the most critical load conditions.

The following load factors are used herein:

9.0 G Fwd

7.2 G Down

4.5 G Up

3.0 G SIDE

All the critical parts have been investigated, those not shown are considered not critical.

SDNY_GM_02754046

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240968

EFTA01326561

[redacted]

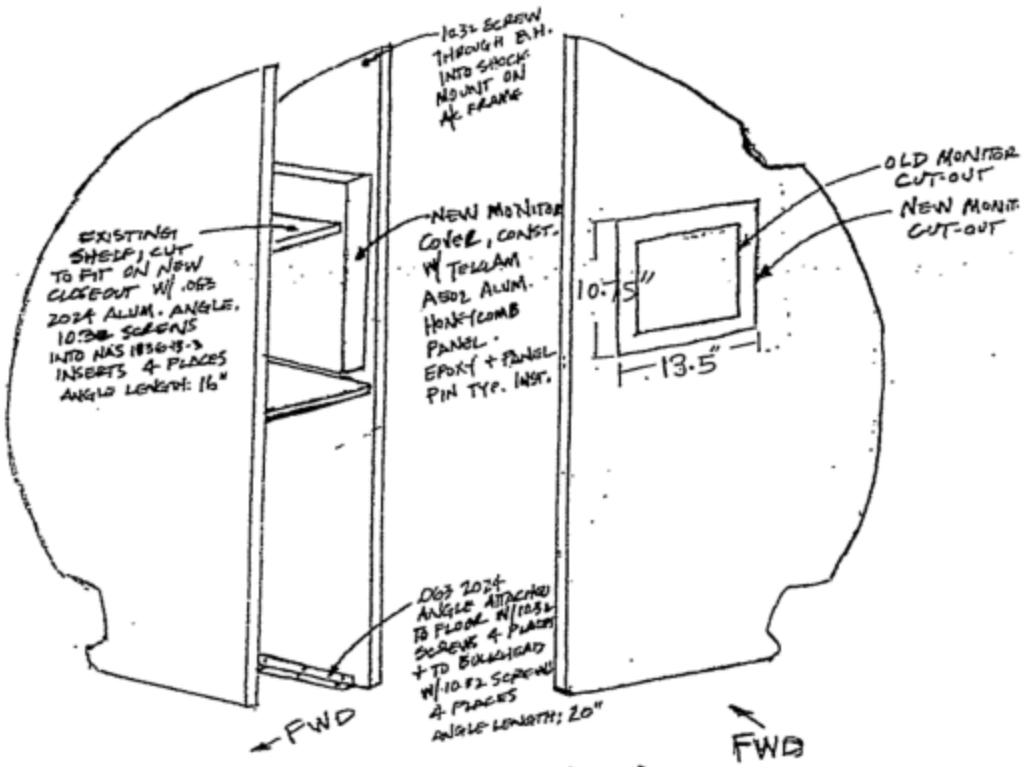
SDNY_GM_02754047

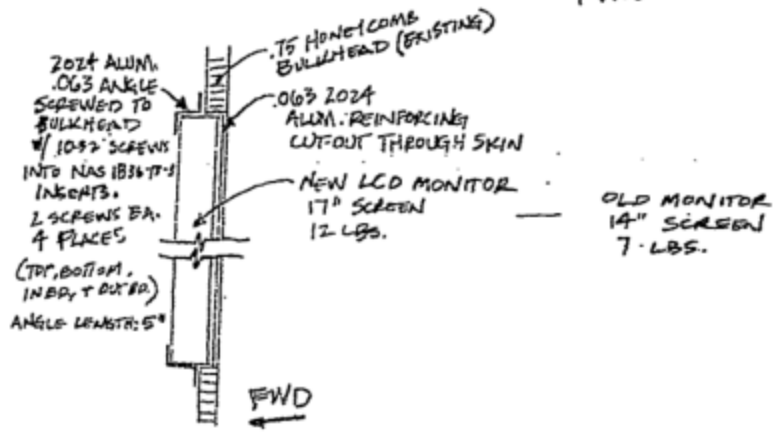
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240969

EFTA01326562

3) GEOMETRY- FWD/AFT RH/LH Bulkhead Mount, 17" LCD Monitor Installation





SDNY_GM_02754048

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240970

EFTA01326563

[redacted]

SDNY_GM_02754049

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

4) STRUCTURAL SUBSTANTIATION- FWD/AFT RH/LH Bulkhead Mount, 17" LCD Monitor Installation

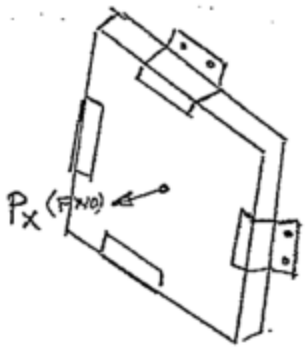
The subject LCD Monitor is installed on the Aft Bulkhead of the RH Fwd Cabinet with four Z- Brackets, top and bottom, Inb'd/Oub'd. The Z- Brackets are installed to the bulkhead with two #10-32 screws and NAS1836-13 inserts.

Fwd LCD Installation

WEIGHTS:

New 17 inch LCD Monitor, Model # 170MP
Total : 12.0 lbs

Old 14 inch LCD Monitor: **Weight 7.9 lbs**



9.0 G Fwd load

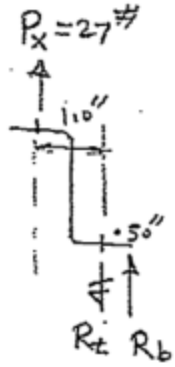
Px = 9.0 x 12 = 108 lbs total fwd load

Load per Z-Bracket: Px = 108 / 4 = 27 lbs

Z- Bracket Supports, 2024-T3, t = .063" , L = 5.0 in

Rt = Px (2.0 in) / .50 in
Rt = 108 lbs (tension in insert)
Load per fastener: P = 108 /2 = 54 lbs (Tension)

Bending stress of Z-Bracket, $f_b = 6M / b\,t^2$ width, b = 5.0"



Max bending moment : 27 lbs x 1.0 in = 27 in-lbs
$f_b = 6 \times 27 / 5.0 \text{ in} \times .063^2 = 8{,}163$ psi

Ftu = 62000 psi for 2024-T3 (ref 1)

MS = 62,000 / 8,163 -1 = HIGH

SDNY_GM_02754050

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240972

EFTA01326565

[redacted]

SDNY_GM_02754051

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240973

EFTA01326566

4) STRUCTURAL SUBSTANTIATION- FWD/AFT RH/LH Bulkhead Mount, 17" LCD Monitor Installation Cont'd

Fwd LCD Installation. Cont.d

7.2 G Down load

$Pz = 7.2\ g \times (12.0\ lbs) = 86.4\ lbs$

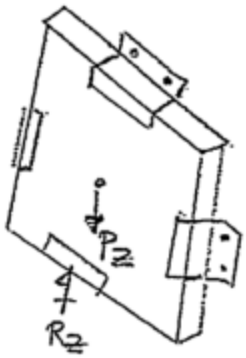
Take the overturn by the upper and lower bracket
$R_{TOP} = - R_{Bottom} = (86.4\ lbs \times 2.0") / 12.88"$

$R_{TOP} = - R_{Bottom} = 13.42$ lbs Load per upper and lower bracket

Down load Pz bears on the bottom Z-Bracket

$Rz_{Bottom} = 86.4$ lbs

Load per inserts (NAS 1836-3)
Shear load: 86.4 lbs / 2 = 43 lbs



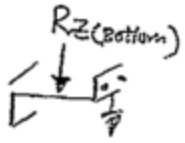
Check bending of the Z- Bracket

Bending stress, $f_b = 6M / b\ t^2$ width, b = 5.0"

Max bending moment: 86.4 lbs x 1.0 in = 86.4 in-lbs
$f_b = 6 \times 86.4 / 5\ in \times .063^2 = 26{,}122$ psi

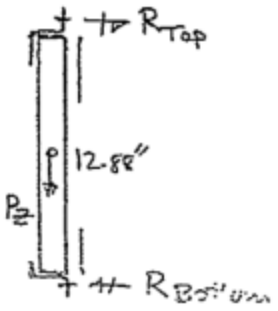
Ftu = 62000 psi for 2024-T3 (ref 1)

MS = 62,000 / 26,122 -1 = +1.3



1.5 g Aft load condition

Px = 1.5 x 12 = 18 lbs (this load bears on the aft bulkhead)



SDNY_GM_02754052

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240974

EFTA01326567

[redacted]

[redacted]

[redacted]

4) STRUCTURAL SUBSTANTIATION- FWD/AFT RH/LH Bulkhead Mount, 17" LCD Monitor Installation Cont'd

Fwd LCD Installation. Cont.d

Check flange bending of the Z- Bracket

Bending stress, $f_b = 6M / b\ t^2$ width, b = 5.0"

Max bending moment: 13.42 lbs x .50 in = 7.0 in-lbs
$f_b = 6 \times 7.0 / 5$ in x $.063^2 = 2,116$ psi

Ftu = 62000 psi for 2024-T3 (ref 1)

MS = HIGH

Check inserts.

The largest Shear load and Tension Load on NAS1836-13:

Pt = 54 lbs Ps = 43 lbs (Ref. P5,6)

Insert Analysis

Core shear allowable from: **HEXCEL: 150 psi**

$P_{ALLOWABLE}$ = (150)(π)(.71 x .40) = 136 lbs Tension

Bearing Allowable = **F_{bru} = 121,000 psi (2024-T3)**

$P_{ALLOWABLE\ Br}$ = (121,000 psi)(.02)(.451) = 1091 lbs

Calculation of Margin of Safety

$R_s = 43/1091 = .040$, $R_T = 54/136 = .40$

MS = $1/R_S + R_T - 1 = 1/.040 + .40 = +1.27$

SDNY_GM_02754054

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240976

EFTA01326569

[redacted]

SDNY_GM_02754055

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

) STRUCTURAL SUBSTANTIATION- FWD/AFT RH/LH Bulkhead Mount, 17" LCD Monitor Installation Cont'd

Aft LH LCD Installation

WEIGHTS:

New 17 inch LCD Monitor, Model # 170MP
Total : 12.0 lbs

Old 14 inch LCD Monitor: **Weight 7.9 lbs**

9.0 G Fwd load

Px = 9.0 x 12 = 108 lbs total fwd load

This load bears on the bulkhead (this bulkhead is more like a divider than a load carrying bulkhead for the existing Galley, STA 442.).

This Monitor installation is identical to the Fwd RH one shown on pages 4,5,6,7 .

SDNY_GM_02754056

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240978

EFTA01326571

[redacted]

SDNY_GM_02754057

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

Syncro

AIRCRAFT INTERIORS, INC. **EMPTY WEIGHT RECORD**

Aircraft type: Gulfstream GIV **Serial #** 1085 **Registration:** N677RP

	Weight	Arm	Moment
Current Empty Weight from Jan. 28, 00	**41887.7**	**460.95**	**19308255**
Removed R/H 1 single seat	-67.5	172	-11610.0
Removed L/H 2 single seat	-96.0	225	-21600.0
Removed R/H 2 single seat	-97.5	225	-21937.5
Removed R/H 3 single seat	-68.0	370	-25160.0
Removed R/H 4 single seat	-68.5	424	-29044.0
Removed L/H 1 single seat	-68.0	172	-11696.0
Removed L/H 4 double seat	-117.5	326	-38305.0
Removed L/H 3 double seat	-119.0	272	-32368.0
Removed divan cushions	-56.0	395	-22120.0
Removed galley linoleum	-9.0	458	-4122.0
Removed VCR PV-4662	-8.0	145	-1160.0
Removed LCD Monitor SB1410AAB	-7.9	151	-1192.9
Removed LCD Monitor SB1410AAB	-7.9	443	-3499.7
Installed DVD PS8680Z	+9.0	145	+1305.0
Installed LCD Monitor 170MP	+12.0	151	+1812.0
Installed LCD Monitor 170MP	+12.0	443	+5316.0
Installed R/H 1 single seat	+76.0	172	+13072.0
Installed R/H 2 single seat	+105.0	225	+23625.0
Installed R /H 3 single seat	+77.0	370	+28490.0
Installed R/H 4 single seat	+77.0	424	+32648.0
Installed L/H 1 single seat	+77.0	172	+13244.0
Installed L/H 2 single seat	+105.0	225	+23625.0
Installed L/H 3 double seat	+143.0	272	+38896.0
Installed L/H 4 double seat	+142.0	326	+46292.0
Installed divan cushions	+67.0	395	+26465.0
Installed galley carpet	+18.0	458	+8244.0
New Empty Weight (May 23, 2000)	**42129.9**	**460.16**	**19386557.775**

43.59% **MAC**

Hours: 4468
Landings: 2011

PREPARED BY: Richard P. Joseph A&P245198915

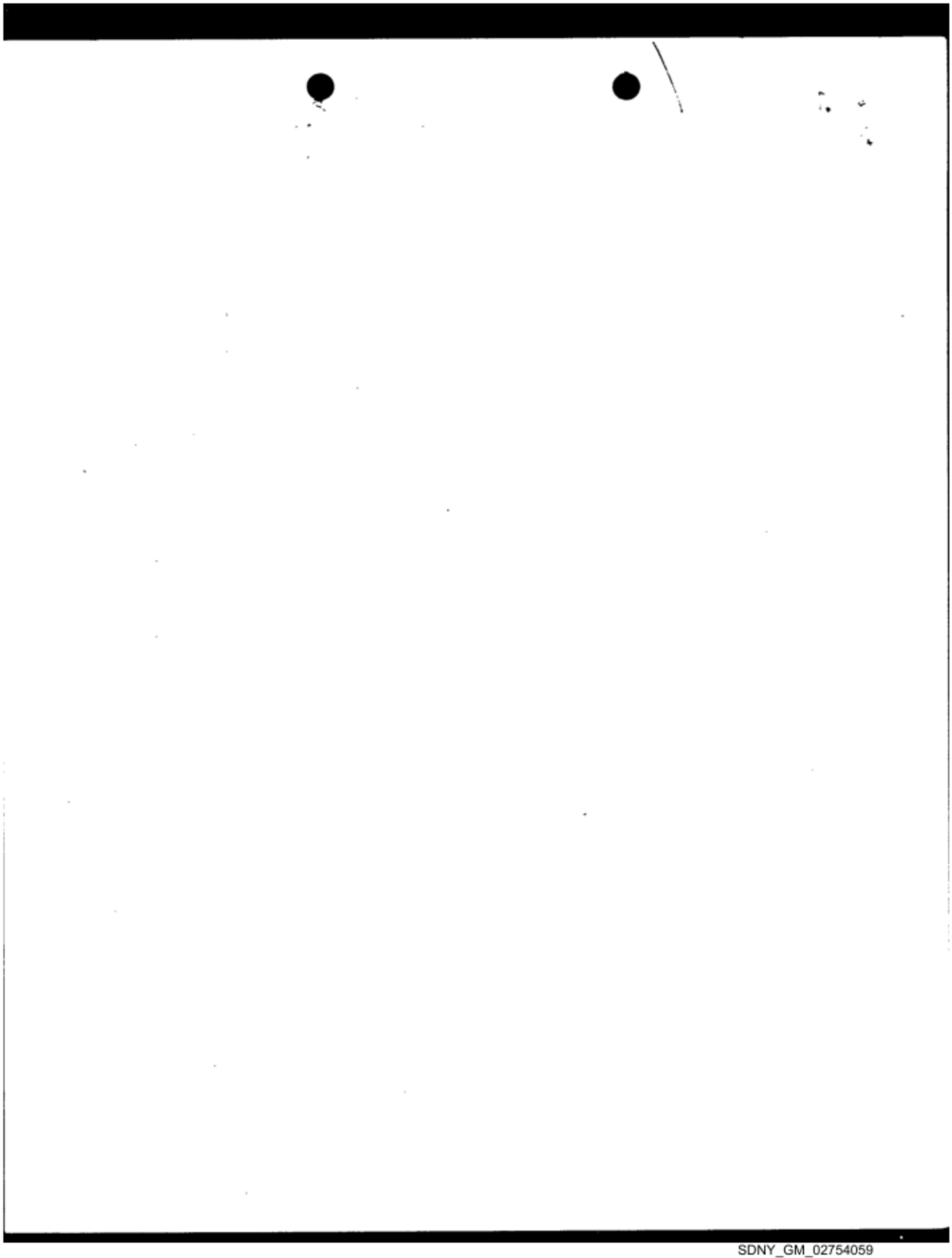
7701 WOODLEY AVENUE, VAN NUYS, CALIFORNIA 91406 • PHONE 818-901-9828 • FAX 818-988-5251

SDNY_GM_02754058

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240980

EFTA01326573



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N864CE	GULFSTREAM/GIV	1085	TRANSPORT

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as promulgated by Annex 8 to the Convention on International Civil Aviation, except as noted herein

Exemptions

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
(R) 12-16-88	MARTHA J. FARMER	ASO-FSDO-11

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

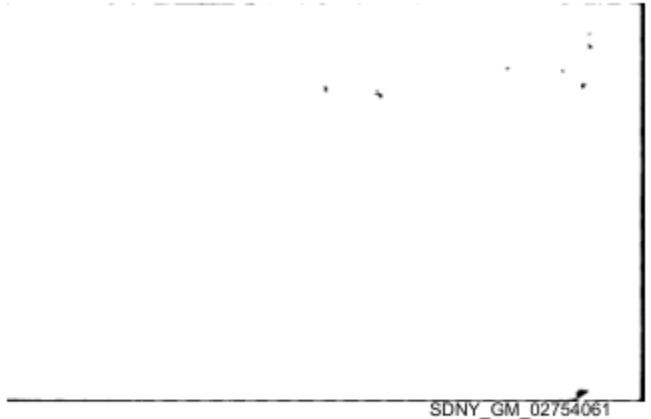
FAA Form 8100-2 (8-82) ☆U.S.G.P.O.: 1994-568-742

SDNY_GM_02754060

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00240982

EFTA01326575



SDNY_GM_02754061

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00240983

UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N677RP	GULFSTREAM/GIV	1085	TRANSPORT

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provide by Annex 8 to the Convention of International Civil Aviation, except as noted herein.

Exceptions:

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
May 23 2000	FRANK L. MOTTER	WP-FSDO-01

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82) AFS Electronic Forms System - JetForm FormFlow - 12/1998

SDNY_GM_02754062

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

[redacted]

[redacted]

[redacted]

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller or Appliance)

RECEIVED DEC 16 1998

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification GL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make. Gulfstream Aerospace Corp.	Model GIV
	Serial No. 1085	Nationality and Registration Mark N864CE
2. Owner	Name *(As shown on registration certificate)* Coca Cola Enterprises Inc.	Address *(As shown on registration certificate)* 2500 Windy Ridge Pkwy SE Atlanta ,GA 30339-5677

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	——— *(As described in Item 1 above)* ———			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Gulfstream Aerospace Corporation W6365 Discovery Drive Appleton, WI 54915	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certified Repair Station Manufacturer	G1FR100Y

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 10 1998	

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 10 1998	G1FR100Y	

FAA Form 337 (12-88) (Computer Generated)

SDNY_GM_02754064

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240986

EFTA01326579

NOTICE

Weight and balance limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed).

Repaired L/H Flap "A" track recess I.A.W. Gulfstream Aerospace Corp. (FAA Approved) Structural Repair Manual Drawing 1159RDCS280 Rev. C dated 4-1-88, -901 installation. Repaired R/H Flap "A" track recess per -904 installation same dwg. Note on -904 install, 3ea. NAS1921M05-3 fasteners were substituted with 2ea. NAS1919M05-3 and 1ea. 0SMLS100M04-03 per Gulfstream Service Engineering E-mail transmittal dated 12-5-98. Reworked L/H and R/H "A" flap tracks per -905 and -906 installation same dwg.

----------END----------

☐ Additional Sheets are attached.

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

RECEIVED DEC 16 1998

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification GL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make. Gulfstream Aerospace Corp.	Model GIV
	Serial No. 1085	Nationality and Registration Mark N864CE
2. Owner	Name *(As shown on registration certificate)* Coca Cola Enterprises Inc.	Address *(As shown on registration certificate)* 2500 Windy Ridge Pkwy SE Atlanta ,GA 30339-5677

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~~~~~~ *(As described in Item 1 above)* ~~~~~~~~~~			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Gulfstream Aerospace Corporation W6365 Discovery Drive Appleton, WI 54915	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certified Repair Station Manufacturer	G1FR100Y

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 10 1998	

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 10 1998	G1FR100Y	

FAA Form 337 (12-88) (Computer Generated)

SDNY_GM_02754066

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240988

EFTA01326581

NOTICE

Weight and balance limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished.

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed).

Complied with Gulfstream Aerospace Corp. (FAA approved) Aircraft Service Change 400 dated 9-22-98 Structures - Aluminum Collar - Pressure Bulkhead FS 596 - Terminating Action.

Aircraft weight and balance, Equipment list, and Electrical load is negligible or unchanged.

----------END----------

☐ Additional Sheets are attached.

SDNY_GM_02754067

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240989

EFTA01326582

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

DEC 16 1998

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification GL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N864CE
2. Owner	Name *(As shown on registration certificate)*: Coca Cola Enterprises, Inc	Address *(As shown on registration certificate)*: 2500 Windy Ridge Pkwy SE, Atlanta, GA 30339-5677

3. For FAA Use Only

*The data/alteration identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7".

Date 12/9/98 FAA Inspector [signature] GL13

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~~~~~~ *(As described in Item 1 above)* ~~~~~~~~~~			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Gulfstream Aerospace Corporation W6365 Discovery Drive Appleton, WI 54915	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certified Repair Station [ ] Manufacturer	G1FR100Y

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
12/9/98	[signature]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	[ ] FAA Flt. Standards Inspector		[ ] Manufacturer		Inspection Authorization	Other *(Specify)*
	[ ] FAA Designee	x	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12-10-98	G1FR100Y	[signature]

FAA Form 337 (12-88) (Computer Generated)

SDNY_GM_02754068

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240990

EFTA01326583

NOTICE

Weight and balance limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed).

Replaced one AD rivet in clip angle bracket on the under side of right cockpit floor structure, F.S. STA 56.812, forward of floor access panel FLR-4 installing a Hi-Lok P/N: HL18 fastener. Also installed an additional Hi-Lok P/N: HL18 fastener in adjacent hole of same clip, found missing since production.

END

☐ Additional Sheets are attached.

SDNY_GM_02754069

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240991

EFTA01326584

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

RECEIVED DEC 16 1998

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification GL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N864CE
2. Owner	Name *(As shown on registration certificate)*: COCA COLA ENTERPRISES, INC.	Address *(As shown on registration certificate)*: 2500 WINDY RIDGE PKWY SE ATLANTA, GA 30339-5677

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- *(As described in Item 1 above)* ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
GULFSTREAM AEROSPACE CORP. W6365 DISCOVERY DR. APPLETON, WI 54915	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	G1FR100Y

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 10 1998	

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 10 1998	G1FR100Y	

FAA Form 337 (12-88)

SDNY_GM_02754070

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240992

EFTA01326585

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Modified the existing **Third Comm & Nav Systems** by removing the Gables G6860-09 Comm/Nav Control Head, and installing a Collins CTL-23 Digital Control Head, P/N 622-9851-001.

The third Comm / NAV system's interface was retained as previously installed with the exception of the controller. GAC modifications to the aircraft wiring for the new control head interface is depicted on the GAC revision to Western Commander Inc. wiring diagrams: No. 3 VHF COMM, 08069110; and No. 3 VHF NAV, 08069128, of which the electrical/electronic aspects of the GAC listed revision is DER approved by N. Kopesky, CHI-262.

Existing wiring diagrams affected by the above referenced systems are revised to reflect changes in system design or interface to the newly installed or modified systems as appropriate. All new single conductor wire meets MIL 22759/16 and all new multi-conductor shielded wire meets MIL 27500.

All work done IAW AC43.13-2A, Chapters 1, 2 & 3 and manufacturers installation data.

Aircraft equipment list and weight & balance manual revised.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754071

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240993

EFTA01326586

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

RECEIVED DEC 16 1998

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification GL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N864CE
2. Owner	Name *(As shown on registration certificate)*: COCA COLA ENTERPRISES, INC.	Address *(As shown on registration certificate)*: 2500 WINDY RIDGE PKWY SE ATLANTA, GA 30339-5677

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
GULFSTREAM AEROSPACE CORP. W6365 DISCOVERY DR. APPLETON, WI 54915	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	G1FR100Y

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 10 1998	

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector	[ ] Manufacturer	[ ] Inspection Authorization	Other *(Specify)*
	[ ] FAA Designee	[X] Repair Station	[ ] Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 10 1998	G1FR100Y	

FAA Form 337 (12-88)

SDNY_GM_02754072

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240994

EFTA01326587

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed an **Allied Signal Avionics Enhanced Ground Proximity Warning System (EGPWS),** computer P/N 965-0976-003-104-104, as per **Gulfstream Aerospace Corporation** (GAC) **STC ST01445AT.**

In order to facilitate this installation, the existing AlliedSignal MK-V Ground Proximity Warning System (GPWS), computer P/N 965-0676-0010 (installed per STCs SA218850, FAA Form 337 dated 9/7/89 & ST00714AT, FAA Form 337 dated 1/26/96) was removed from the aircraft.

Additionally, the three (3) each Honeywell SG-884 Symbol Generators, P/N 7008570-904 have been modified to -905 and the two (2) each Honeywell DC-884 Display Controllers, P/N 7007540-942 have been modified to -946 to allow for EGPWS selection and display of the enhancement features.

Deviations to STC ST01445AT include:

- Utilized existing wiring where practical.
- Retained the previously installed GPWS circuit breakers and some of the annunciation by incorporating them into the new EGPWS system. System interface and wiring as depicted on GAC wiring diagram GIV-31085-34-10 is electrically equivalent to the aforementioned STC.
- Mounting the computer in the R/H radio rack extension at the same location as the removed GPWS computer. Expanded the STC'd EGPWS Relay Unit design to house system components. Installed this newly fabricated Avionics Interface Unit in the R/H radio rack extension, adjacent to the EGPWS computer, picking up existing structure.

FAA Approved **Airplane Flight Manual Supplement, SC41 349M37** dated **8/8/97,** with **Rev. 02** dated **4/8/98** is required for this approval and supersedes all previously issued AFMS' pertaining to GPWS.

Maintenance Requirements - Instruction for Continued Airworthiness, GAC Document No. SC41 349A01, Rev. 1, dated 6/22/97 with attached **AlliedSignal Line Maintenance Manual, Doc. No. 060-4199-014** is required for this approval.

Existing wiring diagrams affected by the above referenced systems are revised to reflect changes in system design or interface to the newly installed or modified systems as appropriate. All new single conductor wire meets MIL 22759/16 and all new multi-conductor shielded wire meets MIL 27500.

All work done IAW AC43.13-2A, Chapters 1, 2 & 3 and manufacturers installation data.

Aircraft equipment list and weight & balance manual revised.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754073

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240995

EFTA01326588

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

RECEIVED DEC 16 1998

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification GL 13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make Gulfstream Aerospace Corp.	Model GIV
	Serial No. 1085	Nationality and Registration Mark N864CE
2. Owner	Name *(As shown on registration certificate)* Coca Cola Enterprises Inc.	Address *(As shown on registration certificate)* 2500 Windy Ridge Pkwy SE Atlanta ,GA 30339-5677

3. For FAA Use Only

4. Unit Identification				**5. Type**	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~~~~~~ *(As described in Item 1 above)* ~~~~~~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Gulfstream Aerospace Corporation W6365 Discovery Drive Appleton, WI 54915		U.S. Certificated Mechanic	G1FR100Y
		Foreign Certificated Mechanic	
	X	Certified Repair Station	
		Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 10 1998	

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 10 1998	G1FR100Y	

FAA Form 337 (12-88) (Computer Generated)

SDNY_GM_02754074

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240996

EFTA01326589

NOTICE

Weight and balance limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed).

Removed Bendix Instrument Landing system (ILS), consisting of 2ea. ILS Receivers, 2ea. racks, and 1ea. ILS controller. The ILS system was originally installed at the factory. The ILS system was previously disabled I.A.W. AD 89-02-12 R1 dated March 21, 1994. #1 and #2 ILS circuit breakers were previously removed. Connectors are capped, bagged, and stowed.

Removed the following equipment:

2ea. Bendix ILS Receivers P/N 2104-1230-3504
1ea. Bendix ILS Controller P/N 1159SCAV404-3
1ea. ILS Rack P/N 1159AV40369-1
1ea. ILS Rack P/N 1159AV40369-2

The weight and balance manual and equipment list were revised.

----------END----------

☐ Additional Sheets are attached.

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller or Appliance)

DEC 1 0 1998

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification GL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N864CE
2. Owner	Name *(As shown on registration certificate)*: COCA COLA ENTERPRISES, INC.	Address *(As shown on registration certificate)*: 2500 WINDY RIDGE PKWY SE ATLANTA, GA 30339-5677

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
GULFSTREAM AEROSPACE CORP. W6365 DISCOVERY DR. APPLETON, WI 54915	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	G1FR100Y

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 1 0 1998	

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector	[ ] Manufacturer	[ ] Inspection Authorization	Other *(Specify)*
	[ ] FAA Designee	[X] Repair Station	[ ] Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 1 0 1998	G1FR100Y	

FAA Form 337 (12-88)

SDNY_GM_02754076

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240998

EFTA01326591

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed dual digital **Collins RTU-4210 Radio Control Units** in the center pedestal in accordance with Atlantic Aviation/Delta Engineering STC **ST00717NY-D**, dated **May 19, 1998**, replacing the GAC installed Gables Comm/Nav/ATC/ADF / TCAS Control Heads.

Newly installed equipment includes:
2 Ea. Collins RTU-4210 Radio Tune Units, P/N 822-0836-005

Removed equipment includes:
2 Ea. Gables 700-D36407A-002 Comm Controls
2 Ea. Gables 700-D36409A-002 Nav Controls
2 Ea. Gables 700-D36411A-002 ADF Controls
1 Ea. Gables 700-D36413-008 ATC 1 Control
1 Ea. Gables 700-D36413-003 ATC 2 Control
1 Ea. Gables 700-D36415A-003 Marker Control
1 Ea. Gables G6969-04 TCAS Control

Refer to GAC drawings: VHF Comm Mods, GIV-31085-23-20; VHF NAV/DME Mods, GIV-31085-34-26; ADF System Mods, GIV-31085-34-32; ATC System Mods, GIV-31085-34-35; Control Heads, GIV-31085-34-37; and FMS Mods, GIV-31085-34-58, which is electrically equivalent to the aforementioned STC.

FAA Approved **Airplane Flight Manual Supplement, 627-03606-340** dated **5/19/98**, with **Rev. --** is required for this approval and supersedes the existing AFM and attached supplements only in the areas contained therein.

Maintenance Manual Supplement, Delta Engineering Document No. 727-03609-340 dated **5/19/98**, with **Rev. --** is required for this approval.

Existing wiring diagrams affected by the above referenced systems are revised to reflect changes in system design or interface to the newly installed or modified systems as appropriate. All new single conductor wire meets MIL 22759/16 and all new multi-conductor shielded wire meets MIL 27500.

All work done IAW AC43.13-2A, Chapters 1, 2 & 3 and manufacturers installation data.

Aircraft equipment list and weight & balance manual revised.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992—769—012/60157

SDNY_GM_02754077

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00240999

EFTA01326592

96020902

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION **STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATION**	DATE February 9, 1996

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (*Airplane, Radio, Helicopter etc.*)	NAME OF APPLICANT
Gulfstream	G-IV	Airplane	The Jet Center

LIST OF DATA

IDENTIFICATION	TITLE

Drawing Number	Rev.	Date	# Shts	Drawing Title
08069100	A	01/20/96	5	No. 3 FMS
08069324	A	01/20/96	1	No. 1 & No. 2 Global Position

"END"

Note: The above data is reviewed and approved as it pertains to electrical systems and equipment only.

PURPOSE OF DATA
To show compliance with applicable Federal Airworthiness Regulations for minor deviations to S.T.C. SA3774NM for Gulfstream G-IV, S/ N 1085, N88GA ONLY via F.A.A. Form 337.

APPLICABLE REQUIREMENTS (*List specific sections*)

FAR's: 25.1301(a,b,c,d); 25.1309(a,b,c); 25.1322(b,c,d); 25.1355(c); 25.1357(a,c,d).

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ none _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (~~We~~) Therefore ☐ Recommend approval of these data
☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Sarkis Karaguzian	NM-2128	Systems & Equipment
Sarkis A. Karaguzian		

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION GPO 901-613

SDNY_GM_02754078

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241000

EFTA01326593

[redacted]

[redacted]

[redacted]

FAA Aviation

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe Powerplant, Propeller, or Appliance)

Form Approval
OMB No. 2120-0020

For FAA Use Only

Office Identification

ATL-FSDO-11

INSTRUCTIONS. Print or type all entries. See FAR 43.9 FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.U. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream	Model: G-IV
	Serial No.: 1085	Nationality and Registration Marks: U.S.A. N864CE
2. Owner	Name *(As shown on registration Certificate)*: Coca-Cola Enterprises Inc.	Address *(As shown on registration certificate)*: 3931 Aero Dr NW, Atlanta, GA 30336-1512

3. For FAA Use Only

4. Unit Identification / **5. type**

Unit	Make	Model	Serial no.	Repairs	Alterations
Airframe	[redacted] *(As described in item 1 above)*		[redacted]		X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

6. Conformity

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Gulfstream Aerospace Corporation **P.O. Box 2206 - Travis Field** **Savannah, GA 31402-2206**	☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certificated Repair Station ☐ Manufacturer	**FAA CRS GR4R216M**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
09/05/97	Steven Sweeney

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY					
☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Inspection Authorization
☐	FAA Designee	☒	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group

Other (Specify)

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
09/05/97	FAA CRS GR4R216M	Jimmie K. Smith

FAA Form 337 (12-88)

SDNY_GM_02754080

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241002

EFTA01326595

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alteration to assure continued conformity with the applicable airworthiness requirements

8. **Description of Work Accomplished**:
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed).

Aircraft Model: G-IV
Aircraft Serial No.: 1085
Aircraft Registration No.: N864CE

Aircraft Time Since New: 2853.9
Aircraft Landings Since New: 1227

Reference: Gulfstream Aerospace Corporation Workorder No.: C04-1085-097-0042

1. Incorporated the following FAA approved major Gulfstream Aircraft Service Changes:

ASC No.:	Subject:
135 A2	ECS Pack Sequencing During Engine Start

----------End----------

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N864CE	GULFSTREAM/GIV	1085	TRANSPORT

5 AUTHORITY AND BASIS FOR ISSUANCE

This aircraft has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date or otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FOR THE ADMINISTRATOR	DESIGNATION NUMBER
(R) 12-16-88	MARTHA J. FARMER	ASO-FSDO-11

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

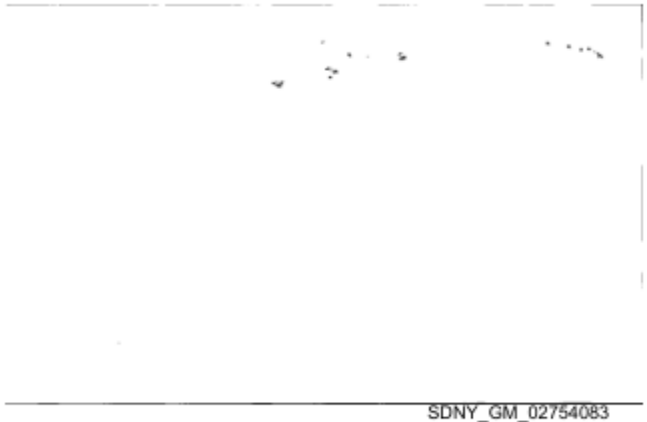
FAA Form 8100-2 (8-82) ☆U.S.G.P.O.: 1984-000-752

SDNY_GM_02754082

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00241004

EFTA01326597



SDNY_GM_02754083

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00241005

RECEIVED

JAN – 6 1997

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification CL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: Coca-Cola Enterprises, Inc.	Address *(As shown on registration certificate)*: 2500 Windy Ridge Parkway, Atlanta, Georgia 30338

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C Aviation, Inc. 301 Discovery Drive Appleton, WI 54915	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 20 1996	James Fink

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY							Other *(Specify)*
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Inspection Authorization	
	☐	FAA Designee	X	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 20 1996	QK2R112L	James Fink

FAA Form 337 (12-88)

SDNY_GM_02754084

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241006

EFTA01326599

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Fabricated and installed life raft storage provisions for two rafts under divan, F.S. 379 and F.S. 415 in accordance with K-C Aviation, Inc., Structural Drawing GIV-25-01-222, sheet 1.

DER approval is in accordance with 8110-3 form dated 12/20/96 by A. Duncan, CHI-424.

Fasteners torqued using AC43.13-1A chapter 5 as a guide.
Corrosion protection accomplished using AC.43.13-1A chapter 6 as a guide.
Materials used meet the requirements of FAR 25.853.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754085

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241007

EFTA01326600

DEC

JAN – 6 1997

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification GL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: Coca-Cola Enterprises, Inc.	Address *(As shown on registration certificate)*: 2500 Windy Ridge Parkway Atlanta, Georgia 30338

3. For FAA Use Only

THE DATA/ALTERATION/REPAIR IDENTIFIED HEREIN COMPLIES WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED FOR THE ABOVE DESCRIBED AIRCRAFT, SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43, SECTION 43.7.

DATE: 12/18/96 SIGNATURE: FAA MIKE FSDO

4. Unit Identification — **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	***** (As described in Item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C Aviation, Inc. 301 Discovery Drive Appleton, WI 54915	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: DEC 09 1996

Signature of Authorized Individual: James Fisher

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	Other *(Specify)*
	[ ] FAA Designee	[X]	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 18 1996	QK2R112L	James Fisher

FAA Form 337 (12-88)

SDNY_GM_02754086

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241008

EFTA01326601

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed all 10 existing Aircraft Modular Products cabin chairs P/N: 1250-1399-001; P/N: 1250-1399-002, forward (2 ea.), center group (4 ea.), aft group (4 ea.), retractable tables (6 ea.) and (2 ea.) left and right forward cabin cabinets at F.S. 176. Installed six new single TSO C39a Aircraft Modular Products chairs, two double TSO C39a Aircraft Modular Products chairs and a Tosington side facing three place TSO C39a, Type I divan reconfigured to 13 place passenger cabin in accordance with K-C Aviation, Inc., floor plan drawing GIV-25-05-200, sheet 1 dated 10/29/96.

Seats and divan are installed in the conventional manner using new seat track over existing aircraft seat track in accordance with K-C Aviation STC SA1266GL approved drawing GIV-25-50-205, sheet 1, revision B in the positions listed below:

#1 L/H	P/N: 2524.014(-866C)	Aft Facing	F.S. 173
#1 R/H	P/N: 2524.014(-866D)	Aft Facing	F.S. 173
#2 L/H	P/N: 2524.014.01(-874B)	Forward Facing	F.S. 225
#2 R/H	P/N: 2524.014.01(-874A)	Forward Facing	F.S. 225
#3/4 L/H	P/N: 2524.015(-167C)	Aft Facing	F.S. 272
#5/6 L/H	P/N: 2524.015(-167B)	Forward Facing	F.S. 326
#7 R/H	P/N: 2524.014(-866A)	Aft Facing	F.S. 370
#8 R/H	P/N: 2524.014(-866A)	Forward Facing	F.S. 424
Divan	P/N: T480-40	Side Facing	F.S. 397

All seats installed with new TSO C-22F color coordinated seat belts by C & M Marine.

Details of additional interior components depicted and installed in accordance with floor plan drawing are approved on separate FAA form 337's. The floor plan drawing will be referenced for location purposes.
Materials used meet the requirements of FAR 25.853.
The aircraft weight and balance manual and equipment list revised.
Fasteners torqued using AC.43.13-1A chapter 5 as a guide.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754087

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241009

EFTA01326602

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification 6L13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: Coca-Cola Enterprises, Inc.	Address *(As shown on registration certificate)*: 2500 Windy Ridge Parkway Atlanta, Georgia 30338

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- *(As described in Item 1 above)* ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C Aviation, Inc. 301 Discovery Drive Appleton, WI 54915	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 18 1996	James Fiske

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 18 1996	QK2R112L	James Fiske

FAA Form 337 (12-88)

SDNY_GM_02754088

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241010

EFTA01326603

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Fabricated and installed the following new interior components in accordance with K-C Aviation, Inc., Floor Plan Drawing GIV-25-05-200, sheet 1 and the below listed Structural Drawings:

GIV-25-02-203	Sheet 1	Rev. -	Subwoofer Installation
GIV-25-01-209	Sheet 1	Rev. -	Game Table Leaf Assembly
GIV-25-02-209	Sheet 1	Rev. -	Enflight Table Installation
GIV-25-09-210	Sheet 1-3	Rev. -	Galley Aft Right Modification
GIV-25-10-210	Sheet 1-2	Rev. -	Galley Aft Left Modification
GIV-25-07-223	Sheet 1	Rev. -	Aft Divan Cabinet Installation
GIV-25-08-223	Sheet 1	Rev. -	Forward Divan Cabinet Installation
GIV-25-06-226	Sheet 1-5	Rev. -	Credenza Details and Installation
GIV-25-53-286	Sheet 1-2	Rev. -	Conference Table Dual Pedestal Installation

Subwoofers installation consists of four units installed below cabin window ledges at the following locations: two each forward left and right cabin F.S. 163; one each right aft cabin F.S. 350 and one each right aft cabin 436.

Fabricated and installed three stowable game tables in the following locations: two each left and right forward cabin F.S. 198; one each right aft cabin F.S. 397.

Fabricated and installed new manual height adjustable conference table in center left cabin F.S. 299.

Fabricated and installed new credenza cabinet in right center cabin extending from F.S. 255 to F.S. 345. Credenza contains six drawers in center for miscellaneous storage and hinged compartments on each end for pillow and blanket storage.

Fabricated and installed new divan forward and aft divan armrest cabinets located at F.S. 355 and F.S. 434. Cabinets contain drawers for miscellaneous storage.

Modified left galley to include removal of decanter cabinet, replacing Sharp microwave oven P/N: R-1M53 with new larger Tappen unit P/N: TMSO83U1W and replaced 13" Hitachi TV monitor P/N: CT1386B with new 14" Baker LCD monitor P/N: TW1400.

Modified right galley removing hot cup dispenser, replacing circuit breaker panel, adding the following equipment: new Krups coffee maker, hot and cold water spigot and sink, Nordskog Hi-Temp oven P/N: 50231 and new trash receptacle. New trash receptacle is in compliance with the flammability requirements of 14CFR25 (part 25), paragraph 25.853(h), amendment 25-83.

DER approval is in accordance with 8110-3 form dated 12/18/96 by A Duncan, CHI-424.

Electrical aspects covered separately.
Cabin interior compartment placards description detailed in K-C Aviation drawing GIV-25-01-218 and layout per drawing GIV-25-04-218.
Fasteners torqued using AC43.13-1A chapter 5 as a guide.
Corrosion protection accomplished using AC 43.13-1A chapter 6 as a guide.
Weight and balance accomplished using AC43.13-1A chapter 13 and the aircraft manufacturer's weight and balance manual as a guide.
Materials used meet the requirements of FAR 25.853.
The aircraft weight and balance manual and equipment list revised.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification 6L13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: Coca-Cola Enterprises, Inc.	Address *(As shown on registration certificate)*: 2500 Windy Ridge Parkway Atlanta, Georgia 30338

3. For FAA Use Only

THE ALTERATION/REPAIR IDENTIFIED HEREIN COMPLIES WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED FOR THE ABOVE DESCRIBED AIRCRAFT, SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43, SECTION 43.7.
DATE: 12/10/96 SIGNATURE: FAA MKE FSDO

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type: Repair	5. Type: Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C Aviation, Inc. 301 Discovery Drive Appleton, WI 54915	☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certificated Repair Station ☐ Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: DEC 09 1996
Signature of Authorized Individual: James Fitch

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐ FAA Flt. Standards Inspector		☐ Manufacturer		☐ Inspection Authorization	Other *(Specify)*
	☐ FAA Designee	☒	Repair Station		☐ Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 18 1996	QK2R112L	James Fitch

FAA Form 337 (12-88)

SDNY_GM_02754090

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241012

EFTA01326605

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Modified existing forward right vestibule crew cabinet, F.S. 163 in accordance with K-C Aviation, Inc., Structural Drawing GIV-25-05-216, sheet 1 and PS100-25-04-600.

Cabinet rework consists primarily of the following changes:

Compartment #1 (Upper):
1) Removed existing upper cabinet compartment tambour door installing new hinged door
2) Relocated existing bleed air temp indicator in upper portion of compartment adjacent existing data loader and removed existing water tank from lower portion of compartment. Area now used for miscellaneous storage.
3) Compartment placarded 4.0# maximum

Compartment #2:
1) Removed existing Proctor Silex coffee maker P/N: A607 installing new Krups auto fill maker P/N: 321 to existing slide out tray.
2) Installed new Baker 14" LCD TV monitor aft facing and adjacent to coffee maker. Monitor is retained in the cabinet by a removable shroud assembly, fabricated from Norlam aluminum sandwich panel P/N: NL610-10111-375, .75" X .75" X 0.050" 2024-T3511 extruded aluminum angles and TYE 2004 thru inserts and TYE 2001 potted into cabinet.

Compartment #3 (Drawer):
1) No changes
2) Compartment placarded 5.0# maximum

Compartment #4 (Drawer):
1) No changes
2) Compartment placarded 10.0# maximum

Compartment #5 (Bottom):
1) Removed two existing drawers installing new single drawer to fit compartment.
2) Compartment placarded 20.0# maximum

Replaced all compartment drawer and door latches with new Actron positive type latches P/N: A23060-9 and A23551-3S.

Electrical aspects covered separately.
All metal fabrication practices per K-C Aviation Process Specification 106.
All threaded fastener installations per K-C Aviation Process Specification 105.
Fabrication of bulkheads, cabinets, drawers and doors per K-C Aviation Process Specification 116.
Cabin interior compartment placards description detailed in K-C Aviation drawing GIV-25-01-218 and layout per drawing GIV-25-04-218.
Fasteners torqued using AC43.13-1A chapter 5 as a guide.
Corrosion protection accomplished using AC 43.13-1A chapter 6 as a guide.
Weight and balance accomplished using AC43.13-1A chapter 13 and the aircraft manufacturer's weight and balance manual as a guide.
Materials used meet the requirements of FAR 25.853.
The aircraft weight and balance manual and equipment list revised.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754091

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241013

EFTA01326606

RECEIVED

JAN - 6 1997

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification GL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: Coca-Cola Enterprises, Inc.	Address *(As shown on registration certificate)*: 2500 Windy Ridge Parkway Atlanta, Georgia 30338

3. For FAA Use Only

IS DESCRIBED HEREIN COMPLIES WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED FOR THE ABOVE DESCRIBED AIRCRAFT, SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43, SECTION 43.7.
DATE: 12/09/96 SIGNATURE: [signature] FAA MKE FSDO

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C Aviation, Inc. 301 Discovery Drive Appleton, WI 54915	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 09 1996	[signature]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector		[ ] Manufacturer		[ ] Inspection Authorization	Other *(Specify)*
	[ ] FAA Designee	[X]	Repair Station		[ ] Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 18 1996	QK2R112L	[signature]

FAA Form 337 (12-88)

SDNY_GM_02754092

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241014

EFTA01326607

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed existing cabin window ledges and lower sidewalls, modified existing vestibule, cabin, aft galley headliner and existing floor conditioned air ducts, installed new window desiccant system, upper sidewall speakers, new ledges and lower sidewalls and two additional oxygen presentation units as detailed below. Interior components located in accordance with K-C Aviation, Inc. floor plan drawing GIV-25-05-200, sheet 1. Cabin peripheral interior rework extends from forward cabin bulkheads F.S. 155 to aft cabin bulkheads F.S. 445.

Modified by sectioning existing cabin headliner into five 48.00" long sections using the following K-C Aviation drawings: GIV-25-50-213, sheet 1, rev. A - Headliner Vestibule Assy and Installation; GIV-25-50-213, sheet 2, rev. A - Headliner Main Cabin Bracket Details; GIV-25-01-213, sheet 1 -Headliner Support Bracket Installation. The five panels interlock together on the forward and aft ends when installed in the aircraft with a flange and slot assembly fabricated from .040" 2024-T3 aluminum flat stock and 5 slots fabricated from 0.75 X .025" X .075" 2024-T3511 extruded aluminum Z angle. The headliner is retained in the aircraft on the outboard edges using existing isolator mounting provisions and ten 34.00" long support angles (5 ea. side) fabricated from 0.063" 2024-T3 aluminum installed between each existing headliner bracket. Added two new Scott dual oxygen presentation units P/N: 833-610 in left headliner F.S. 286.5 and 307.5 and two duel presentation units, one left valance F.S. 213.81 and one in right valance F.S. 213.81. All new units are plumbed to existing system. Additional presentation unit installation and seating configuration does not exceed limitation requirements of Aero Interiors continuous flow supplemental oxygen system STC SA4416NM.

Fabricated and installed 11.0" X 5.0" light bracket assemblies in vestibule between F.S. 85.0 and F.S. 97 (1 ea.) and galley (2 ea.) using K-C Aviation, Inc. drawing GIV-25-50-213, sheet 4, rev. A - Headliner Aft Galley Assy and Installation. Each bracket assembly is fabricated from .040" 2024-T3 aluminum. Each assembly is retained by four brackets fabricated from 1" X 1" X .050" 2024-T3511 extruded aluminum L angle riveted or hylocked to adjacent frames. Bracket assembly provides mounting surface for dome style lights.

Fabricated and installed mounting provisions for five upper sidewall entertainment system speakers on each side of the cabin between each cabin window, F.S. 200, 250, 301, 350 and 395 in accordance with K-C Aviation Inc., drawings GIV-25-02-211, sheet 1 & 2 - Upper Sidewall Speaker Installation. Each assembly consists two formed angles and four brackets constructed from 0.063" 2024-T3 aluminum to accommodate the 8.50" X 5.00" Baker HF93 speaker assemblies. Each speaker is retained to the aircraft by the four angle brackets riveted to the adjacent frames, four each isolator mounts P/N: 100147-40-062; four each MS21059L3 nutplates and MS227039-1 screws, two each formed angles and hardware provided by the speaker manufacturer.

Fabricated and installed replacement left and right ledges using K-C Aviation, Inc., drawings GIV-25-51-203, sheet 2, rev. A - Lower Sidewall Ledge Assembly and Install; GIV-25-04-203, sheet 1 - Ledge VIP Panel Installation; CL600-25-17-203, sheet 1 - Ledge Lid And Storage Compartment Install Installation consisting primarily of four sections fabricated from NL610-10122-500 and -250 Norlam sandwich panel; two left and right forward and one right aft section with retractable table provisions; left aft section behind divan. Each section is secured to each side of the cabin below the window line using TYE 2004A3-500 and TYE 2001-08-10 thru and threaded inserts potted into ledge, isolators P/N: B-532-1 and MS hardware into a formed aluminum assembly consisting of a full length intercostal, aluminum gussets, angles, webs and gusset plates riveted together and to the aircraft structure. Ledges contain cup holders and electrical membrane switches at seating locations, VIP panel and Magnastar handset and cell phone storage at #2 left and right forward cabin seats. The lower sidewall panels are fabricated from NL 610-10111-250

Norlam sandwich panel and close-out area below ledges to existing floor conditioned air duct. Panels are sectioned for easy access and retained by the ledge end cap and an aluminum angle running full length of ledge. The lower end of sidewall panel is retained using an aluminum angle blind riveted to existing conditioned air duct and Velcro loop and hook fastener material.

☒ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754093

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241015

EFTA01326608

Reworked existing floor length left and right cabin conditioned air ducts due to removal of previously installed cabin stowable tables at F.S. 206, 297 and 395 in accordance with K-C Aviation, Inc., drawing GIV-25-01-207, sheet 1 - Conditioned Air Heat Duct Repair. Rework consists of closing out upper duct recesses using a 0.040" 2024-T3 aluminum panel blind riveted with NAS9301B-4 rivets and PR1422 sealant.

Relocated existing cabin temperature sensors P/N: 926485-1-1 in accordance with floor plan drawing. Right forward temperature sensor moved from F.S. 219 to F.S. 250 and left aft moved from F.S. 436.5 to 345.

Fabricated and installed new left and right cabin window desiccant systems using K-C Aviation, Inc., drawing GIV-25-51-203, sheet 6, rev. A - Lower Sidewall Window Desiccant System Installation. Each desiccant system is constructed of 2.0" X 21.0" long Excelon tube bonded with 2.0" PVC end caps bonded on each end with PCV adhesive. One end cap contains a hose barb fitting P/N: 125HBL4-4 the other with an MS 20913-4D fill plug. Desiccant tubes are mounted below window ledges in lower sidewalls at F.S. 200 with two MS21919WH32 clamps and a bracket fabricated from 0.050" 2024-T3 aluminum riveted to the aircraft structure. Each desiccant tube is plumbed to each window with 5052-0 0.25" tubing, Tygon polyethylene tube, Nalgene nylon TEE P/N: 582707C/15221CA and Y P/N: 582747C/13366CA fittings as required.

Performed an oxygen drop-out test in accordance with Gulfstream Aerospace Maintenance Manual chapter 35.
Electrical requirements for above installations covered on separate form 337.
All metal fabrication practices carried out per K-C Aviation Process Specification 106.
All threaded fastener installations carried out per K-C Aviation Process Specification 105.
Riveting accomplished using AC43.13-1A chapter 2 as a guide.
Fasteners torqued using AC43.13-1A chapter 5 as a guide.
Corrosion protection accomplished using AC43.13-1A chapter 6 as a guide.
Materials used meet the requirements of FAR 25.853.
The aircraft weight and balance manual and equipment list revised.

END

SDNY_GM_02754094

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241016

EFTA01326609

[redacted]

[redacted]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

RECEIVED DEC 6 1996

US Department of Transportation Federal Aviation Administration — 6 1997

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification
GL13

INSTRUCTIONS: ~~Print or type~~ all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: Coca-Cola Enterprises, Inc.	Address *(As shown on registration certificate)*: 2500 Windy Ridge Parkway, Atlanta, Georgia 30338

3. For FAA Use Only

"The data/alteration identified herein complies with the applicable airworthiness requirements and is approved for the above discribed aircraft to conformity inspection by a person authorized in FAR 43, Section 43.7".

Date 12/10/96 FAA Inspector [signature] GL13

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- *(As described in Item 1 above)* ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C Aviation, Inc. 301 Discovery Drive Appleton, WI 54915	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: DEC 09 1996 — Signature of Authorized Individual: [signature]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [XX] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector		[ ] Manufacturer		Inspection Authorization	Other *(Specify)*
	[ ] FAA Designee	[X]	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 18 1996	QK2R112L	[signature]

FAA Form 337 (12-88)

SDNY_GM_02754096

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241018

EFTA01326611

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Remounted interior cabin door at F.S. 155 to hinge from right side. Door installed with new hinge assembly fabricated in accordance with K-C Aviation, Inc., drawing GIV-25-50-229, revision A, sheet 10. Door is retained in the open position by a door stop installed on lower vestibule storage cabinet.

Fabricated and installed mounting tray for HPA/LNA on right lower cabin sidewall F.S. 250.5 in accordance with K-C Aviation, Inc., structural drawing GIV-25-51-203, sheet 7. Mounting tray is constructed from 0.040" 2024-T3 aluminum sheet. Tray is mounted using MS24693-10 screws and MS21059L3 nutplates to the aircraft structure between adjacent frames using brackets fabricated from 0.050" 2024-T3 aluminum sheet riveted to the aircraft structure.

Fabricated and installed mounting trays for CDBR-2 on center right lower cabin sidewall F.S. 238 and CDBR-2 on left aft cabin below ledge, F.S. 430 in accordance with K-C Aviation, Inc., structural drawing GIV-23-02-301, sheets 1 & 2. Trays are constructed from 0.040" 2024-T3 aluminum mounted to the aircraft structure with four brackets fabricated from 0.050" 2024-T3 aluminum with rivets and MS hardware.

Fabricated and installed miscellaneous electrical component mounting trays located on left lower forward cabin below ledge F.S. 170 and right forward cabin behind coat closet F.S. 127. Trays are primarily constructed from 0.050" 2024-T3 aluminum sheet mounted to the aircraft structure with MS hardware to 2.75" X 4.5" brackets fabricated from 0.050" 2024-T3 aluminum sheet riveted to frames or stringers as required. Overall dimensions of left trays (2 ea.) at F.S. 170 are 6.5" wide and 16" wide; 3.5" wide and 12.0" long. Overall dimensions of right forward tray F.S. 127 is 9.0" wide and 19.5" long. Trays provide mounting surface for cabin lighting power supplies, terminal strips and entertainment system controllers.

Fabricated and installed new replacement lavatory vanity fluorescent accent light bar, F.S. 502. Unit is constructed from NL610-10111-250 Norlam aluminum honeycomb panel contoured to headliner extending from lavatory door to vanity top. Overall dimensions are 2.125" wide and 58" long. Light bar is mounted to the existing bulkhead using three 1.25" X 1.0" X 0.063" 2024-T3511 extruded aluminum L brackets, TYE threaded inserts potted into bulkhead, MS screws and nutplates. The light bar contains mounting provisions for two fluorescent tubes. Unit constructed using K-C Aviation Process Specification 106 and fasteners installed per Process Specification 105.

Fabricated and installed feed thru behind entertainment cabinet for micellaneous electrical cable routing in accordance with K-C Aviation drawing GIV-25-15-293, sheet 1.

Fabricated and installed replacement left and right life lines only. Lines fabricated in accordance with K-C Aviation emergency equipment and location drawing GIV-25-00-222, revision C, sheet 1. Life lines attach to existing seat tracks below emergency exits and when in use, to existing eye mounts on each wing.

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

Fabricated and installed a new cockpit curtain and track assembly, F.S. 73. Curtain is constructed from 100% wool pleated and sewn to the dimensions of 67.0" high and 24.0" wide. Curtain slides with nylon curtain guides on a curtain track P/N: 9046 fastened to the headliner MS hardware. Curtain is retained in the open position with two straps fabricated from same material as curtain and snaps.

Electrical aspects covered separately.
Cabin interior compartment placards description detailed in K-C Aviation drawing GIV-25-01-218 and layout per drawing GIV-25-04-218.
Fasteners torqued using AC43.13-1A chapter 5 as a guide.
Corrosion protection accomplished using AC 43.13-1A chapter 6 as a guide.
Weight and balance accomplished using AC43.13-1A chapter 13 and the aircraft manufacturer's weight and balance manual as a guide.
Materials used meet the requirements of FAR 25.853.
The aircraft weight and balance manual and equipment list revised.

END

SDNY_GM_02754098

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241020

EFTA01326613

[redacted]

[redacted]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

RECEIVED

JAN – 6 1997

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification GL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: Coca-Cola Enterprises, Inc.	Address *(As shown on registration certificate)*: 2500 Windy Ridge Parkway Atlanta, Georgia 30338

3. For FAA Use Only

THE ALTERATION/REPAIR IDENTIFIED HEREIN COMPLIES WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED FOR THE ABOVE DESCRIBED AIRCRAFT, SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43, SECTION 43.7.

DATE: 12/10/96 SIGNATURE: [signature] 5. Type

FAA MKE FSDO

4. Unit Identification

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C Aviation, Inc. 301 Discovery Drive Appleton, WI 54915	☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certificated Repair Station ☐ Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: DEC 0 9 1996

Signature of Authorized Individual: [signature]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐ FAA Flt. Standards Inspector	☐	Manufacturer	☐	Inspection Authorization	Other *(Specify)*
	☐ FAA Designee	☒	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 1 8 1996	QK2R112L	[signature]

FAA Form 337 (12-88)

SDNY_GM_02754100

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241022

EFTA01326615

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Reworked existing left vestibule entertainment cabinet at F.S. 144 as follows:

Removed the following equipment:
1) Stereo cassette deck, Sony P/N: TC-WR808M
2) Stereo amp, Sony P/N: TA-808M
3) AM/FM tuner, Sony P/N: ST-707RM
4) CD player, Sony P/N: CDP-S107
5) Video switch, ASINC P/N: 912001
6) VCR, Panasonic P/N: F85A30987
7) Video monitor, Sony P/N: PVM-2030
8) Video distribution amp, United P/N: PD-6
9) Removed upper shelf and compartment doors retaining forward and aft bulkheads.
10) Relocated existing data loader P/N: DL-800 from upper cabinet to right vestibule upper crew cabinet.

Fabricated and installed new replacement compartment cabinet to accommodate new entertainment equipment and provide miscellaneous storage. Compartment cabinet peripheral is constructed from NL610-10111-375 aluminum honeycomb panel assembled together in accordance with K-C Aviation Process Specification 116. Overall dimensions of cabinet are 34.5" high, 18.5" wide and 24.125" deep. Cabinet contains two compartments, an upper removable entertainment cabinet fabricated similarly to compartment cabinet using NL610-10111-250 aluminum honeycomb panel. Cabinet dimension are 17.25" high, 18.5" wide and 14.5" deep and contains mounting provisions for the following new equipment:
1) CD magazine or tape storage
3) AM/FM cassette player, Alpine P/N: TDA7552
3) CD changer, Sony P/N: CDX-91
4) CD controller, Sony P/N: RM-X59RF
5) VCR, Panasonic P/N: PV4662

Lower compartment dimensions are 16.0" high, 18.0" wide and 24.125" deep and is used for miscellaneous storage. The overall compartment cabinet is retained to the existing lower compartment structure and bulkheads using MS hardware and threaded inserts installed per K-C Aviation Process Specification 105. Entertainment and miscellaneous storage compartment are closed out with a hinged doors and Actron positive type latches.

Fabricated and installed a new tapes and CD storage drawer in lower compartment. Overall dimensions are 5.0" high, 18.5" wide and 23.0" deep. Door is hinged with Brusso L23 knife hinges and retained in the closed position using an Actron positive type latch P/N: A23060-9.

Entertainment cabinet compartments maximum placarded weights are as follows:
1) Upper CD magazine and tape storage compartment - 5.0 Lbs.
2) Miscellaneous storage compartment - 25.0 Lbs.
3) Fitted tapes/disc storage drawer - 25.0 Lbs.

Electrical aspects covered separately.
All metal fabrication practices per K-C Aviation Process Specification 106.
All threaded fastener installations per K-C Aviation Process Specification 105.
Fabrication of bulkheads, cabinets, drawers and doors per K-C Aviation Process Specification 116.
Cabin interior compartment placards description detailed in K-C Aviation drawing GIV-25-01-218 and layout per drawing GIV-25-04-218.
Fasteners torqued using AC43.13-1A chapter 5 as a guide.
Corrosion protection accomplished using AC 43.13-1A chapter 6 as a guide.
Weight and balance accomplished using AC43.13-1A chapter 13 and the aircraft manufacturer's weight and balance manual as a guide.
Materials used meet the requirements of FAR 25.853.
The aircraft weight and balance manual and equipment list revised.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

US Department of Transportation
Federal Aviation Administration

JAN – 6 1997

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification 62/3

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: GIV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: COCA-COLA ENTERPRISES INC	Address *(As shown on registration certificate)*: 2500 WINDY RIDGE PARKWAY ATLANTA, GA 30338

3. For FAA Use Only

4. Unit Identification				**5. Type**	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C AVIATION INC. 301 DISCOVERY DR. APPLETON, WI 54915	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 16 1996	Donald R Miller

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
	FAA Designee	XX	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 18 1996	QK2R112L	James Fisher

FAA Form 337 (12 88)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed a GTE/Magnavox C-2000 Digital Airborne Telephone System consisting of:

1 Ea. Air Radio Telecommunications Unit (ARTU), P/N 724855-801
1 Ea. ARTU Rack, P/N 724868-802
1 Ea. Duplexer, P/N 620317-1
3 Ea. Cabin Data Bus Repeater (CDBR-1), P/N 724864-801
1 Ea. Cabin Data Bus Repeater (CDBR-2), P/N 902205-803
1 Ea. CAS Unit, P/N 725256-801
1 Ea. Analog Interface Unit (AIU), P/N 724986-801
4 Ea. Phone Assembly, P/N 724866-801WH, -805PL, & -807PL
1 Ea. Antenna, P/N 902131-2

Two Global Wulfsberg Flitefone VI Radio Telephone Systems were removed to facilitate this installation. Removed components consist of:

2 Ea. GWS RT-18D Transceivers, P/N 400-0125-000
2 Ea. GWS WH-10 Flitefone VI Handsets

The newly installed antenna is located on the underside fuselage at FS 100 as per KCA Structural Drawing: Radio Telephone Antenna Installation, 1159-23-01-301, sht. 1, of which the structural aspects are DER approved by M. Lieblich, FAA DER SW-811.

The C-2000 system wiring accomplished as per K-C Aviation Drawing: Radio Telephone, GIV-31085-23-98, of which the electrical/electronic aspects are DER approved by N. Kopesky, CHI-262.

Existing wiring diagrams affected by the above referenced systems are revised to reflect changes in system design or interface to the newly installed or modified systems as appropriate. All new single conductor wire meets MIL 22759/16 and all new multi-conductor shielded wire meets MIL 27500.

All work done IAW AC43.13-2A Chapters 1, 2 & 3 and manufacturers installation data.

Aircraft equipment list and weight & balance manual revised.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

SDNY_GM_02754103

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241025

EFTA01326618

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification ATL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: GIV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: COCA-COLA ENTERPRISES INC	Address *(As shown on registration certificate)*: 2500 WINDY RIDGE PARKWAY ATLANTA, GA 30338

3. For FAA Use Only

4. Unit Identification				**5. Type**	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C AVIATION INC. 301 DISCOVERY DR. APPLETON, WI 54915	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 16 1996	Donald R Miller

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
	FAA Designee	XX	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 18 1996	QK2R112L	James Fisher

FAA Form 337 (12/88)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed an Allied Signal Satellite Data Communications System (SDCS), interfaced to the existing Airborne Flight Information System (AFIS). The AFIS system is integrated with the GAC installed Honeywell Flight Management Systems providing complete flight plan and weather information through self-contained VHF COMM data link with the Global Data Center. The SDCS is interfaced to the AFIS and provides additional cabin/cockpit communication capabilities.

Installed SDCS system components include:

1 Ea. Satellite Comm Unit (SCU), P/N 153-017311-01
1 Ea. SCU Antenna, P/N 121-017537-01 (Sensor P/N S65-8282-101)
1 Ea. HPA/LNA, P/N 153-017310-01

The SCU Antenna is installed as FS 265 in accordance with KCA Dallas structural drawings; 447-5338, of which the structural are DER approved by M. Lieblich, SW-811. The SCU is located in the R/H radio rack extension and the HPA/LNA is located in the R/H cabin sidewall at FS 250 on existing structure.

Refer to KCA Drawing: AFIS/SDCS, GIV-31085-34-63, of which the electrical/electronic aspects are DER approved by N. Kopesky, CHI-262.

Existing wiring diagrams affected by the above referenced systems are revised to reflect changes in system design or interface to the newly installed or modified systems as appropriate. All new single conductor wire meets MIL 22759/16 and all new multi-conductor shielded wire meets MIL 27500.

All work done IAW AC43.13-2A Chapters 1, 2 & 3 and manufacturers installation data.

Aircraft equipment list and weight & balance manual revised.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE 1992–769–012/60157

SDNY_GM_02754105

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241027

EFTA01326620

US Department of Transportation
Federal Aviation Administration

JAN - 6 1997

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification 6213

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: COCA-COLA ENTERPRISES INC.	Address *(As shown on registration certificate)*: 2500 WINDY RIDGE PARKWAY ATLANTA GA. 30338

3. For FAA Use Only

"The data/[redacted] identified herein complies with the applicable airworthiness requirements and is approved for the above discribed aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7".

Date DEC 1 0 1996 FAA Inspector [signature] GL13

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C Aviation, Inc. 301 Discovery Drive Appleton, WI 54915	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 1 0 1996	[signature]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [XX] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector	[ ] Manufacturer	[ ] Inspection Authorization	Other *(Specify)*		
	[ ] FAA Designee	[X] Repair Station	[ ] Person Approved by Transport Canada Airworthiness Group			

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 1 8 1996	QK2R112L	[signature]

FAA Form 337 (12-88)

SDNY_GM_02754106

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241028

EFTA01326621

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Modified the previously installed Galley and Cabin electrical system by removing previously installed equipment and wiring and installing new equipment and associated wiring.

Installed the following equipment:

1ea Nordskog HI Temp Oven P/N: 50231L.
1ea Microswitch Leaf Actuator P/N: JV-26.
1ea Rotron Fan P/N: FS24H3.
1ea Tappan Microwave Oven P/N: TMS083E1SO.
1ea Krups Coffee Maker P/N: Pro-Cafe.
2ea Grimes Light Assembly P/N: 34170-1.
1ea Audio Int. High Current Control P/N: MSM285.
1ea Audio Int. Aft Lav Switch Panel P/N: SPS-4-1-1759.
1ea Audio Int. Aft VIP Switch Panel P/N: SPS-5-3-1761.
1ea Audio Int. FWD VIP Switch Panel P/N: SPS-5-3-1753.
1ea Audio Int. Divan Switch Panel P/N: SPS-4-1-1762.
1ea Audio Int. Divan Switch Panel (Master) P/N: SPS-4-1-1758.
1ea Audio Int. R/H Galley Switch Panel P/N: SPS-6-2-1754.
2ea Audio Int. Credenza PSU Switch Panel P/N: SPS-3-1-1757.
4ea Audio Int. Passenger Service Unit Switch Panel (PSU) P/N: SPS-4-1-1756.
4ea Audio Int. PSU Switch Panel (Master) P/N: SPS-4-1-1755.
1ea Audio Int. Vestibule Switch Panel P/N: SPS-6-1-1760.

Wiring for the newly modified / installed Galley and Cabin electrical systems is per K-C Aviation,Inc electrical drawings: Electrical Power Distribution (Galley Power), GIV-24-1085-100 (Sheets 1 & 2); Galley and Cabin Electrical Interface, GIV-24-1085-110 (Sheets 1 thru 3); Water Drain System, Water/Drain Heaters (Digital Switching), GIV-38-1085-112 (Sheets 1 & 2) and Electrical Switching and Control GIV39-1085-126 (Sheets 1 thru 9).

Structural aspects of the newly installed/modified Galley and Cabin electrical systems are approved separately.

Existing aircraft wiring diagrams affected by the above installation/modification are revised to reflect changes in system design or their interface to newly installed or modified systems as appropriate. All new single conductor wire meets MIL 22759/16 and all new multiconductor shielded wire meets MIL 27500.

All work done IAW AC43.13-2A chapters 1 & 2 and manufacturers installation data.

Aircraft equipment list and Electrical Load Analysis revised. Aircraft reweighed.

----------END----------

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

SDNY_GM_02754107

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241029

EFTA01326622

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

JAN – 6

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification: GL 13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: COCA-COLA ENTERPRISES INC.	Address *(As shown on registration certificate)*: 2500 WINDY RIDGE PARKWAY ATLANTA GA. 30338

3. For FAA Use Only

"The data [redacted] identified herein complies with the applicable airworthiness requirements and is approved for the above discribed aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7".

Date DEC 1 0 1996 FAA Inspector [signature] GL13

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- *(As described in Item 1 above)* ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C Aviation, Inc. 301 Discovery Drive Appleton, WI 54915	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 1 0 1996	[signature]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is XX APPROVED ☐ REJECTED

BY						
	[ ] FAA Flt. Standards Inspector		[ ] Manufacturer		Inspection Authorization	Other *(Specify)*
	[ ] FAA Designee	[X]	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 1 8 1996	QK2R112L	[signature]

FAA Form 337 (12-88)

SDNY_GM_02754108

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241030

EFTA01326623

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed the previously installed cabin and lavatory lighting system and installed a new cabin and lavatory lighting system with Ordinance Signs consisting of the following equipment:

3ea Aerospace Lighting Corp, Lighting Inverter P/N: AL-0581.
18ea ALC Lighting Power Supply P/N: AL-5112.
2ea ALC Lighting Power Supply P/N: AL-2000.
1ea Grimes Light Assembly P/N: B3550.
2ea Grimes Light Assembly P/N: 34170-1.
1ea Luminator Light Assembly P/N: L16256-1.
21ea Wemac Light Assembly P/N: 2520-3.
1ea Bruce Industries Ordinance Sign P/N: BR9206-907.
4ea Wemac Ordinance Sign P/N: 3585.

Wiring for the newly installed cabin and lavatory lighting systems are per K-C Aviation,Inc electrical drawings: Feature Panel Lighting (Digital Switching), GIV-33-1085-111; Overhead Cabin Lighting (Digital Switching), GIV-33-1085-122; Vestibule Dome & Boarding Light, GIV-33-1085-114; Reading and Table Lights (Digital Switching), GIV-33-1085-115; Ordinance Lights, GIV-33-1085-125; Lav Lighting, GIV-33-1085-106; Cabin Aisle Lights, GIV-33-1085-102 and Cabin Terminal Junctions, GIV-39-1085-128.

Structural aspects of the newly installed cabin and lav lighting systems are approved separately.

Existing aircraft wiring diagrams affected by the above installations are revised to reflect changes in system design or their interface to newly installed or modified systems as appropriate. All new single conductor wire meets MIL 22759/16 and all new multiconductor shielded wire meets MIL 27500.

All work done IAW AC43.13-2A chapter 1 & 2 and manufacturers installation data.

Aircraft equipment list revised. Aircraft reweighed.

----------END----------

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754109

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241031

EFTA01326624

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification GL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: COCA-COLA ENTERPRISES INC.	Address *(As shown on registration certificate)*: 2500 WINDY RIDGE PARKWAY ATLANTA GA. 30338

3. For FAA Use Only

"The data/[redacted] identified herein complies with the applicable airworthiness requirements and is approved for the above discribed aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7".

Date DEC 10 1996 FAA Inspector [signature] GL13

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C Aviation, Inc. 301 Discovery Drive Appleton, WI 54915	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 10 1996	[signature]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector		[ ] Manufacturer		[ ] Inspection Authorization	Other *(Specify)*
	[ ] FAA Designee	[X]	Repair Station		[ ] Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 18 1996	QK2R112L	[signature]

FAA Form 337 (12-88)

SDNY_GM_02754110

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241032

EFTA01326625

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed the previously installed cabin audio and entertainment systems in their entirety and installed a new cabin audio and entertainment system consisting of the following equipment:

10ea	Audio International Headphone Control Panel P/N: HSP-037-1.
10ea	Baker Speakers P/N: HF93.
2ea	Quam Speakers P/N: 4C5Z8.
4ea	Baker Subwoofer Speakers P/N: LF91.
1ea	BBE Sonic Maximizer P/N: SM-4012.
1ea	Collins ATR Rack P/N: 622-1196-001.
1ea	Stereo/PA Amplifier P/N: M3070M.
1ea	Archer Amplified Coupler P/N: 151116.
1ea	Audio Int. Video Switcher P/N: VSS04.
1ea	Audio Int. Video Switcher P/N: VSS04T.
1ea	Audio Int. Audio Switching Controller P/N: MSM2804.
4ea	Baker Audio PreAmp/Power Supply P/N: M1084PS.
2ea	Audio Int. Infrared Receiver/Transmitter P/N: IFR9A-A-38.
1ea	Alpine FM/AM Cassette P/N: TDA7552.
2ea	Baker 14" LCD Monitor P/N: 990-4110-002.
2ea	Panasonic VHS Hi-Fi VCR P/N: PV-4662.
1ea	Sony CD Changer P/N: CDX91.
1ea	Sony CD Controller P/N: RMX59RF.
1ea	Airshow Genesys DCU P/N: 920060.
1ea	Airshow Short Mount P/N: 914026.
1ea	Asinc TTD Controller P/N: 911010-2.
1ea	Audio Int. Mouse Switch Panel P/N: SP-450-1.
1ea	Rosen 6.4" LCD Monitor P/N: RLCD64-1-1ACB.
1ea	Rosen Power Converter P/N: RISR-28-12-6.

Wiring for the new cabin audio and entertainment systems is per K-C Aviation,Inc electrical drawings: Cabin Audio, GIV-31085-23-61 (Sheets 1 thru 4); Cabin Entertainment, GIV-31085-23-62 (Sheets 1 thru 9) and Airshow, GIV-31085-31-52 (Sheets 1 & 2).

Structural aspects of the newly installed cabin audio and entertainment systems are approved separately.

Existing aircraft wiring diagrams affected by the above modification/installation are revised to reflect changes in system design or their interface to newly installed or modified systems as appropriate. All new single conductor wire meets MIL 22759/16 and all new multiconductor shielded wire meets MIL 27500.

All work done IAW AC43.13-2A chapter 1 & 2 and manufacturers installation data.

Aircraft equipment list revised. Aircraft reweighed.

----------END----------

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754111

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241033

EFTA01326626

RECEIVED JAN – 6 1997 FAA

US Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification GL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: COCA-COLA ENTERPRISES INC.	Address *(As shown on registration certificate)*: 2500 WINDY RIDGE PARKWAY ATLANTA GA. 30338

3. For FAA Use Only

"The data/[redacted] identified herein complies with the applicable airworthiness requirements and is approved for the above discribed aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7".

Date DEC 1 0 1996 FAA Inspector [signature] GL13

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C Aviation, Inc. 301 Discovery Drive Appleton, WI 54915	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: DEC 1 0 1996 — Signature of Authorized Individual: [signature]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector		[ ] Manufacturer		[ ] Inspection Authorization	Other *(Specify)*
	[ ] FAA Designee	[X]	Repair Station		[ ] Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 1 8 1996	QK2R112L	[signature]

FAA Form 337 (12-88)

SDNY_GM_02754112

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241034

EFTA01326627

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Modified the previously installed 115 VAC 60Hz Converter system by installing new outpu wiring to the existing galley circuit breaker panel and adding (6ea) new 115VAC outlets per K-C Aviation, Inc. electrical drawing: 115VAC 60Hz Converter, GIV-24-1085-147 and Utility Outlets, GIV-24-1085-146.

Structural aspects of the newly modified 115VAC converter system are considered minor.

Existing aircraft wiring diagrams are revised to reflect changes in system design or their interface to newly installed or modified systems as appropriate. All new single conductor wire meets MIL 22759/16 and all new multiconductor shielded wire meets MIL 27500.

All work done IAW AC43.13-2A chapters 1 & 2 and manufacturers installation data.

Aircraft equipment list and weight & balance revised.

----------END----------

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754113

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241035

EFTA01326628

RECEIVED

JAN - 6 1997

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification GL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: COCA-COLA ENTERPRISES INC.	Address *(As shown on registration certificate)*: 2500 WINDY RIDGE PARKWAY ATLANTA GA. 30338

3. For FAA Use Only

"The data/[redacted] identified herein complies with the applicable airworthiness requirements and is approved for the above discribed aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7".

Date DEC 1 0 1996 FAA Inspector [signature] GL13

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C Aviation, Inc. 301 Discovery Drive Appleton, WI 54915	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
DEC 1 0 1996	[signature]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is XXAPPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 1 8 1996	QK2R112L	[signature]

FAA Form 337 (12-88)

SDNY_GM_02754114

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241036

EFTA01326629

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Modified the existing electric toilet system by installing a new Lav Switch Panel P/N: SPS-4-1-1759 per K-C Aviation,Inc electrical drawing: Electric Toilet, GIV-38-1085-101.

Structural aspects of the modified electric toilet are considered minor.

Modified the previously installed electric window shade system by installing new wiring and new passenger Service Unit Switch Panels per K-C Aviation,Inc electrical drawing: Electric Window Shades, GIV-25-1085-127.

Structural aspects of the newly modified electric window shades are considered minor.

Installed wiring for (2ea) new electrical adjusting passenger seats per K-C Aviation, Inc electrical drawing: Electric Chairs, GIV-24-1085-129.

Structural aspects of the new electrical adjusting seats are approved separately.

Existing aircraft wiring diagrams affected by the above modifications or installations are revised to reflect changes in system design or their interface to newly installed or modified systems as appropriate. All new single conductor wire meets MIL 22759/16 and all new multiconductor shielded wire meets MIL 27500.

All work done IAW AC43.13-2A chapter 1 & 2 and manufacturers installation data.

Aircraft equipment list and weight & balance revised.
----------END----------

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754115

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241037

EFTA01326630

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification GL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: COCA-COLA ENTERPRISES INC.	Address *(As shown on registration certificate)*: 2500 WINDY RIDGE PARKWAY ATLANTA GA. 30338

3. For FAA Use Only

"The data/[redacted] identified herein complies with the applicable airworthiness requirements and is approved for the above discribed aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7".

Date DEC 1 0 1996 FAA Inspector [signature] GL13

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C Aviation, Inc. 301 Discovery Drive Appleton, WI 54915	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: DEC 1 0 1996

Signature of Authorized Individual: Donald R Miller

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	Other *(Specify)*
	[ ] FAA Designee	[X]	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 1 8 1996	QK2R112L	[signature]

FAA Form 337 (12-88)

SDNY_GM_02754116

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241038

EFTA01326631

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Modified the previously installed Cabin Call System per K-C Aviation,Inc. electrical drawing: Call System, GIV-33-1085-124.

Structural aspects of the modified Cabin Call System are considered minor.

All work done IAW AC43.13-2A chapter 1 & 2.

Aircraft equipment list, Electrical Wiring Manual revised. Aircraft reweighed.

----------END----------

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754117

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241039

EFTA01326632

RECEIVED
SEP 30 1996

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification GL13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: MELLON FINANCIAL SERVICES CORP #3	Address *(As shown on registration certificate)*: 4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	••••••••••••••••••••• *(As described in Item 1 above)* •••••••••••••••••••••			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
K-C Aviation, Inc. 301 Discovery Drive Appleton, WI 54915	☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certificated Repair Station ☐ Manufacturer	QK2R112L

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
SEP 24 1996	

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐ FAA Flt. Standards Inspector	☐	Manufacturer	☐	Inspection Authorization	Other *(Specify)*
	☐ FAA Designee	☒	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
SEP 24 1996	QK2R112L	

FAA Form 337 (12-88)

SDNY_GM_02754118

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241040

EFTA01326633

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft records. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Repaired left (#2 from outboard) and right outboard flap drive rods and ground existing structure that rod goes through in accordance with Gulfstream Aerospace Standard Repair Drawing SE05807901.

Removed left and right main gear forward trunnion bearings, removed corrosion in trunnion support and plated in accordance with Gulfstream Aerospace Standard Repair - Spherical Bearing - Main Landing Gear - Sponson Rib - Trunnion repair drawing SE45732901.

No weight and balance change.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N88GA	GULFSTREAM / GIV	1085	TRANSPORT

5 AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein
Exceptions
NONE

6 TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date or otherwise established by the Administrator this airworthiness certificate is effective as long as the maintenance, preventative maintenance and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
REPLACEMENT 12/16/88	CLINT AH YOU	VNY FSDO

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS

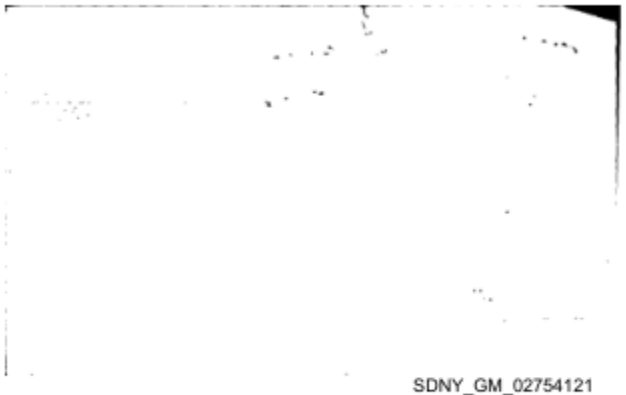
FAA Form 8100-2 (8-82) GPO 692-804

SDNY_GM_02754120

Γ TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15

EFTA_00241042

EFTA01326635



SDNY_GM_02754121

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00241043

FAA

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
WP-07

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): MELLON FINANCIAL SERVICES CORP #3	Address (As shown on registration certificate): 4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 7-10-96

Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
7-10-96	526705494 IA	[signature] Michael Donnelly

FAA Form 337 (07-96)

This is a computer generated form created by Michael Donnelly.

SDNY_GM_02754122

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241044

EFTA01326637

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

In order to provide continuity during future inspections, maintenance or alterations a true copy of this FAA form 337 and all listed Wiring Diagrams must be kept with the aircraft's records as long as the alteration remains in effect.

July 10, 1996. Gulfstream Aerospace Corporation **{GAC}** Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data: 2241.9 hours & 932 landings.

Refer to the following **FAA Approved Data**: GAC Aircraft Service Change **{ASC}** 143 (ATA 24) Alternator Field Current Overcurrent Monitor, dated: October 7, 1994; and FAA Form 8110-3, dated: 7-10-96, Identifying: Drawing No. ASC 143-062096, Titled: TOP DRAWING ASC 143 (ATA 24) Alternator Field Overcurrent Monitor, Original Issue (no revisions), dated: 7-9-96, — the following Wiring Diagrams are listed on the TOP DRAWING:

- Wiring Diagram No. 06209601, Titled: LEFT SIDE DEVIATIONS, dated: JUL 09/96 and
- Wiring Diagram No. 06209602, Titled: RIGHT SIDE DEVIATIONS, dated: JUL 09/96,

as approved data, signed by: John R. Chambless, NM-567, Systems and Equipment (Electrical).

The purpose of this alteration is provide an indication that maintenance personnel can use to determine that an overload condition has occurred in a main engine alternator field circuit.

This alteration adds a current sensor assembly and fault latch indicator to the left and right converter shelves and modifies the aft equipment compartment wiring. The above referred to Wiring Diagrams show deviations that were made to ASC 143 in order to provide a way to disconnect a DC Current Sensor or Alternator Overcurrent indicator display without cutting wires. These deviations also add a shield braid for each existing alternator (+) field wire and bond both DC Current Sensors, eliminating the need to run new wires to the left and right engine disconnect plugs.

Performed all of the modification instructions of ASC 143, except as provided for on the above listed Wiring Diagrams.

All parts were purchased from Gulfstream Aerospace Corporation — Savannah, GA and were new at the time of installation.

Successfully performed — ASC 143 Operational Test in accordance with Paragraph E. of the ASC's instructions and noted no abnormal conditions or unusual operation.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status. No Airplane Flight Manual revisions were required or installed as a result of this alteration.

Incorporation of this alteration adds 0.2 amps to the Essential 28 VDC bus.

The effect of this alteration on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form created by: Michael Donnelly
ASC14388.DOC WORD 7.0 07/10/96 12:39 PM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

WP-07

FAA COPY FSDO

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 7-10-96

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (*Airplane, Radio, Helicopter, etc.*)	NAME OF APPLICANT
GULFSTREAM AEROSPACE	G-IV	AIRPLANE	THE DIAL CORPORATION

LIST OF DATA

IDENTIFICATION	TITLE			
DRAWING NO.	REV	DATE	#SHTS	DRAWING TITLE
ASC-143-062096	N/C	7-9-96	1	TOP DRAWING ASC 143 (ATA-24) ALTERNATOR FIELD OVER CURRENT MONITOR

"THE ABOVE DATA HAS BEEN REVIEWED BY DER CANDIDATE

NAME: Michael Donnelly DATE: 7-9-96

PURPOSE OF DATA TO SHOW COMPLIANCE WITH FEDERAL AIRWORTHINESS REGULATIONS, ON AIRCRAFT MODIFICATION WIRING DIAGRAM ON ANY GULFSTREAM G-IV HAVING ASC-143

APPLICABLE REQUIREMENTS *(List specific sections)*

25.1301(a,b,c,d); 25.1309(b1); 25.1353(a,b); 25.1357(a,c); 25.1431(c)

CERTIFICATION — Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ - NONE - have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
John R. Chambless John R. Chambless	NM-567	Systems & Equipment (Electrical)

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

This is a computer generated form created (09-95) by: Michael Donnelly

07/10/96 09:30 FAX 702 459 5646 JONNA LTD. 002

SDNY_GM_02754124

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

[redacted]

[redacted]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

ASC 143 (ATA 24) Alternator Field
Overcurrent Monitor
LEFT SIDE DEVIATION
The Dial Corp
Aviation Department
WIRING DIAGRAM No. 06209601
Original Issue JUL 09/96

ASC 143 (ATA 24) Alternator Field
Overcurrent Monitor
RIGHT SIDE DEVIATION
The Dial Corp
Aviation Department
WIRING DIAGRAM No. 06209602
Original Issue JUL 09/96

The Dial Corp
Aviation Department
2505 E. Airlane Blvd.
Phoenix, AZ 85034
602-207-5363 voice
602-207-5353 fax

Gulfstream Aerospace Model G-IV
effective all S/N aircraft having
ASC 143 (ATA 24) Alternator Field
Overcurrent Monitor
TOP DRAWING No. ASC143-062096

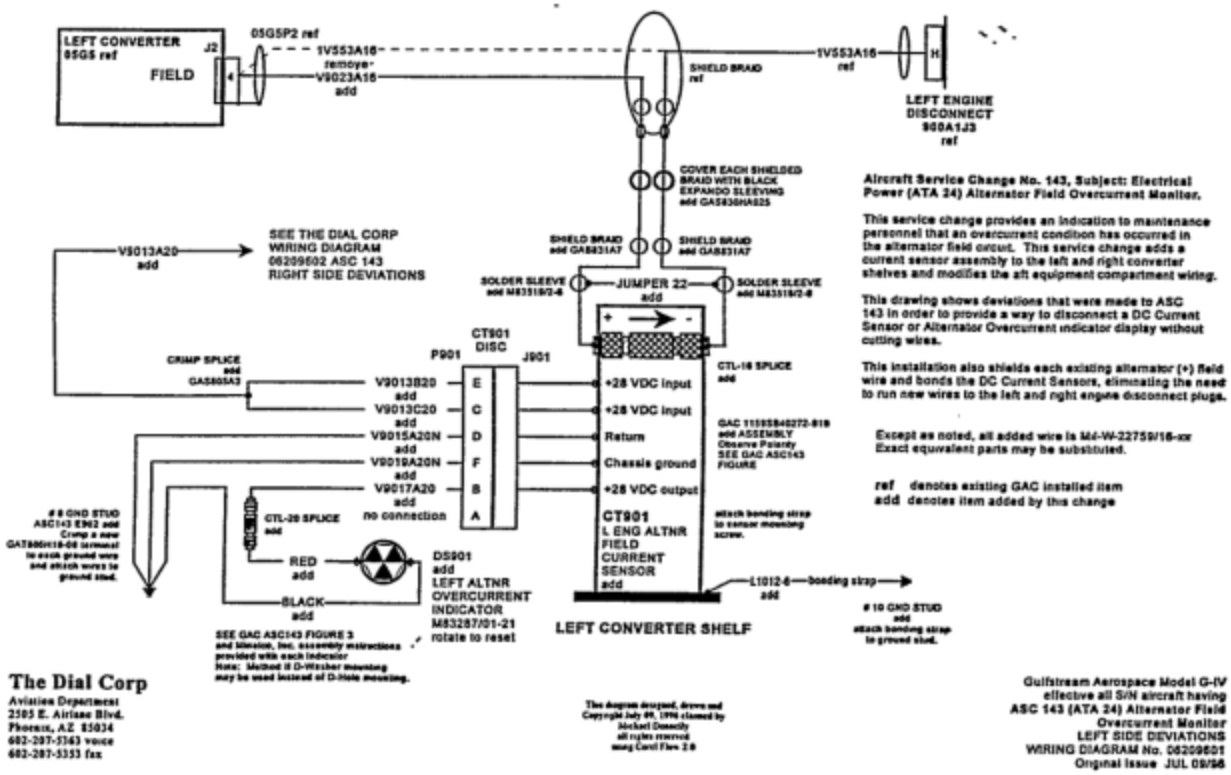
Original Issue JUL 09/96

SDNY_GM_02754126
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17
EFTA_00241048
EFTA01326641

[redacted]

[redacted]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

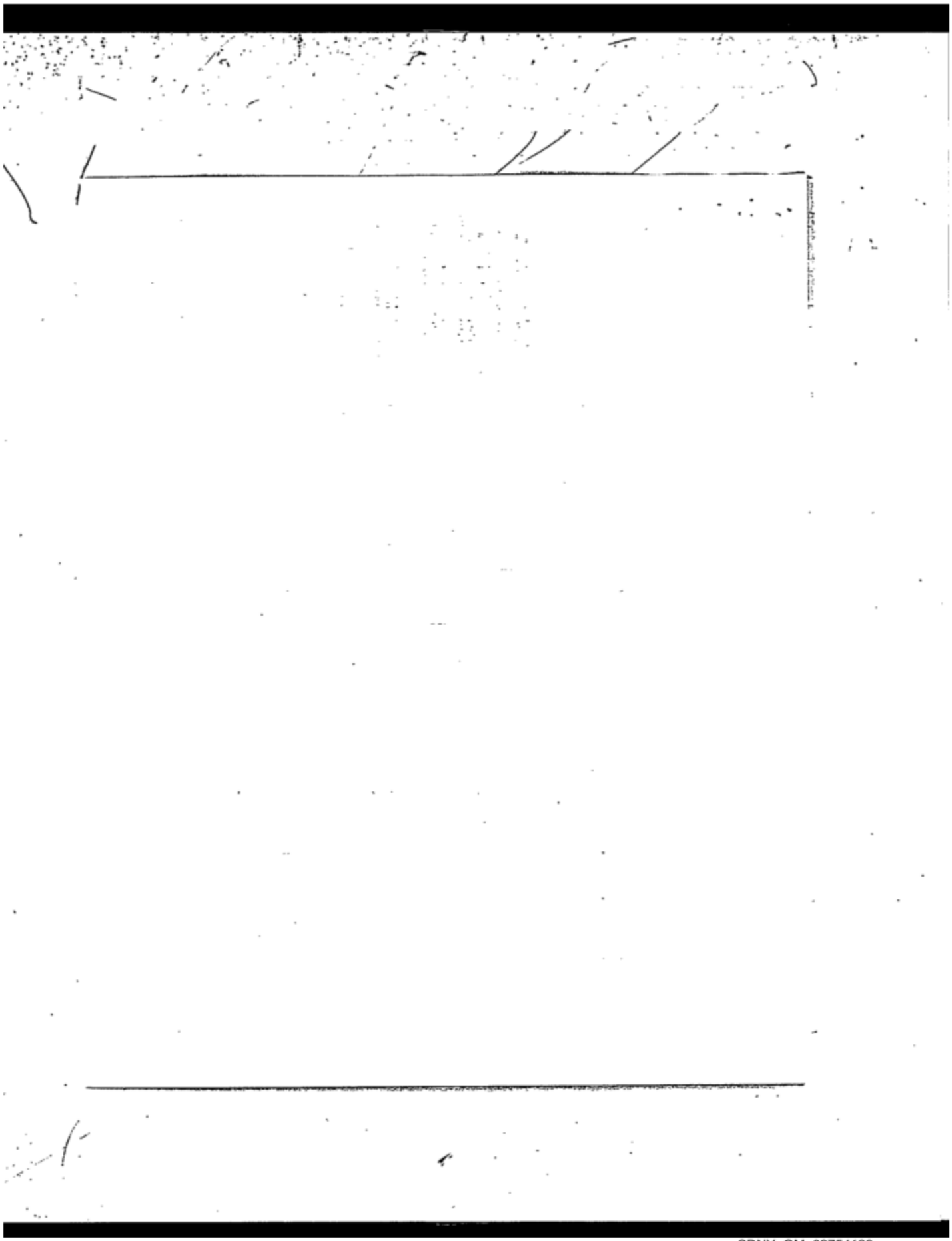


SDNY_GM_02754128

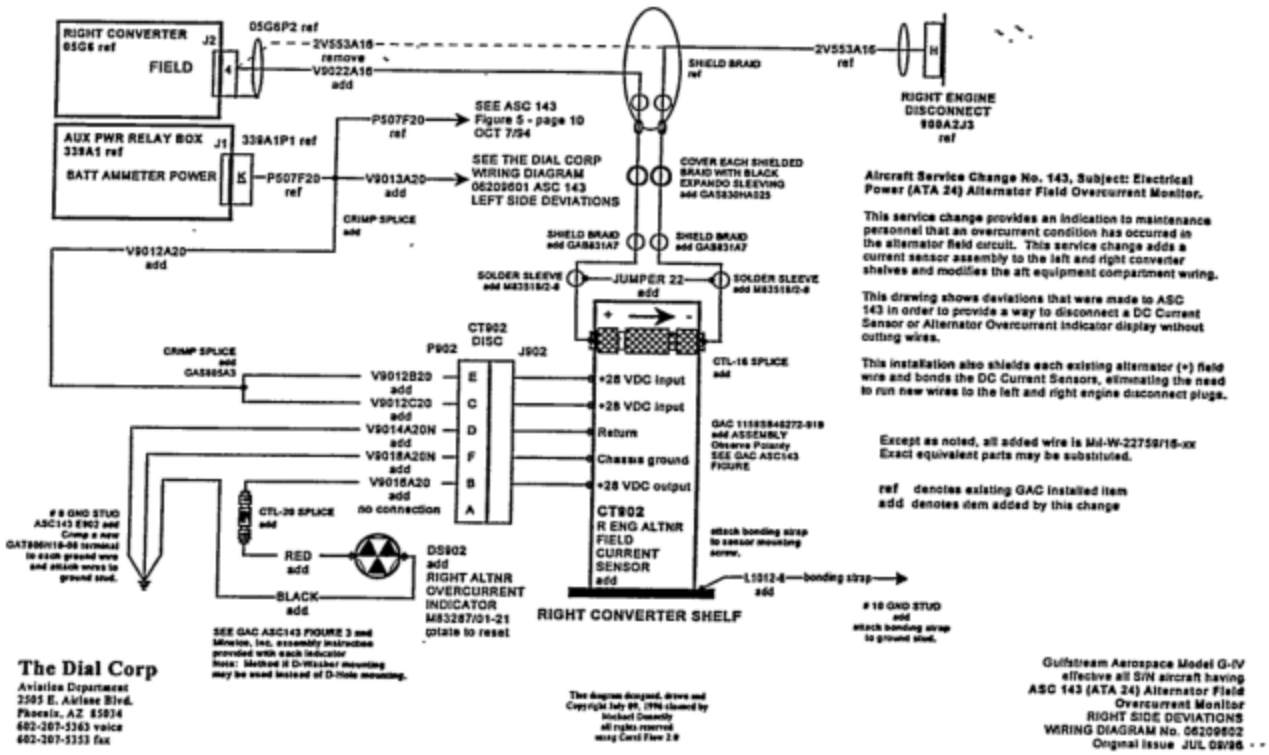
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241050

EFTA01326643



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

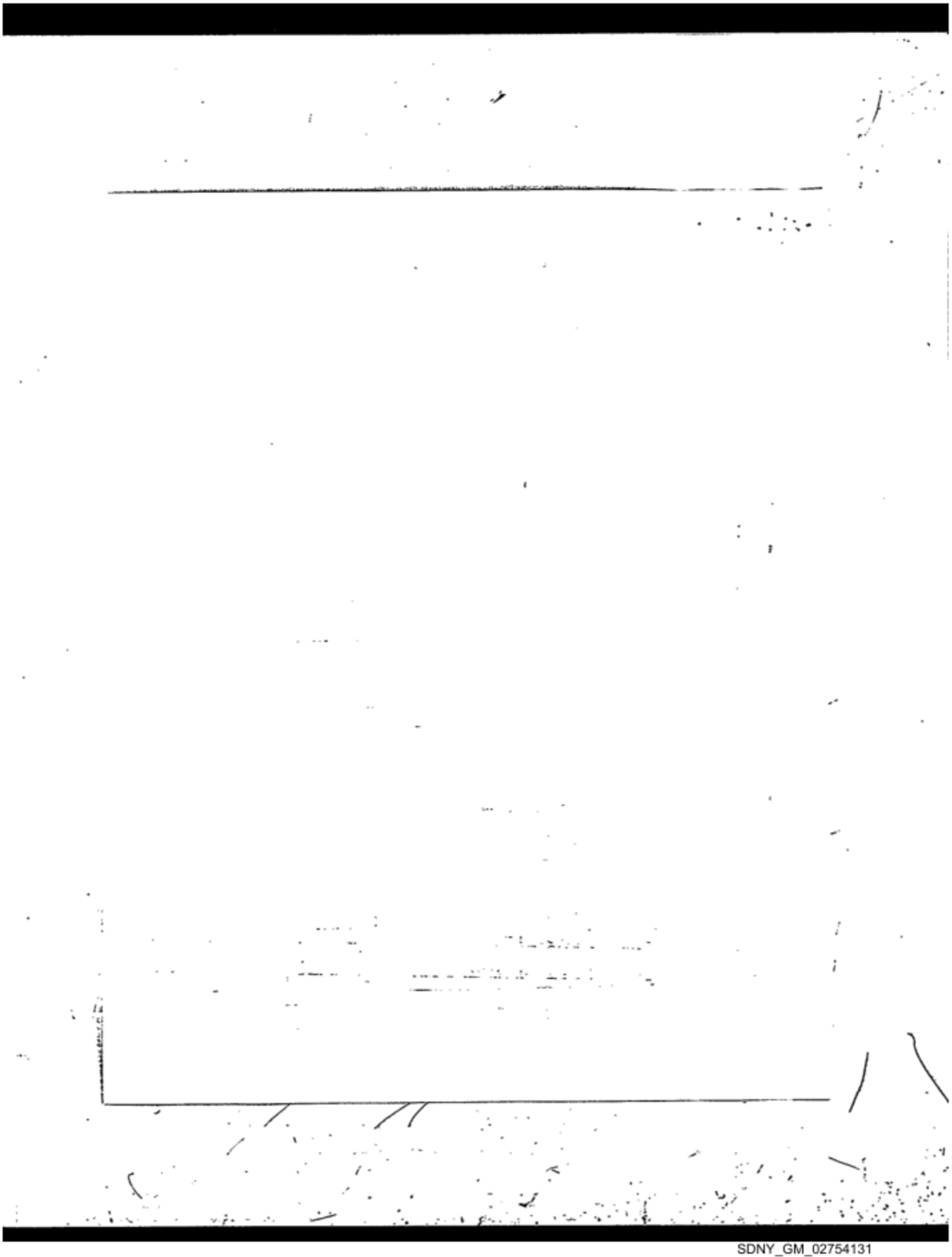


SDNY_GM_02754130

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241052

EFTA01326645



SDNY_GM_02754131

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA

U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification: SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: **Gulfstream Aerospace**	Model: **G-IV**
	Serial No.: **1085**	Nationality and Registration Mark: **N88GA**
2. Owner	Name (As shown on registration certificate): **MELLON FINANCIAL SERVICES CORP #3**	Address (As shown on registration certificate): **4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258**

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. Alteration
Airframe	********** (As described in Item 1 above) **********			X	
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON **8560 E. SAN FELIPE DRIVE** **SCOTTSDALE, AZ 85258**	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	**A P 1 8 6 4 0 4 9**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 6-17-96

Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization
	☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group

Other (Specify):

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
6-18-96	**526705494 IA**	[signature] Michael Donnelly

FAA Form 337 (11-95)

This is a computer generated form created by Michael Donnelly.

SDNY_GM_02754132

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241054

EFTA01326647

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

06/17/96 Gulfstream Aerospace Corporation **{GAC}** Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft time in service: 2234.1 hours and 929 landings.

FAA Approved Data: FAA Form 8110-3 Statement of Compliance with the Federal Aviation Regulations dated 11/01/94 for Gulfstream Model GIVAirplane, listing GAC Drawing No. SE45807901 — REV. A - 10/31/94, effective for S/N 1000-1195, title: *STD REPAIR — BREATHER WING T.E. BOX — F.S.498.00 (MAJOR),* signed by Structures **DER** John G. Wilder, Designation Number SO-483.

The purpose of this repair is to remove the existing GAC P/N 1159W40226-17/-18 (aluminum) breathers that are cracked beyond limits from the aft side of the trailing edge (T.E.) box beam and replace them with new P/N SE45807902-11/-12 (stainless steel) breather on the forward side of the beam as shown on the above referred to drawing.

Removed the existing breathers from the aft side of the left and right wing trailing edge boxes by drilling out the attaching fasteners.

Trimmed the perimeter of the new SE45807902-11/-12 breathers to fit the installation and match drilled 0.164—0.167 inch diameter holes in the breathers to existing aircraft rivet hole locations.

Finished fay surface of SE45807902-11/-12 breathers with two (2) coats of #2012 Epoxy Primer and one (1) coat of 2013 epoxy top coat paint.

Attached the prepared left and right breathers to the forward side of their respective beams using new Hilok fasteners P/N HL 10V5-2 Hi-Lok and P/N HL 70-5 collar at each of the 10 inboard attach points; and new P/N HL 30-5-3 (-4 at the top position only) Hi-Lok and HL 70-5 collar at each of the 6 outboard attach points. Note: All fasteners were installed wet with pro-seal 870 (or equivalent product per MIL-S-81733).

Changes to the aircraft's weight and balance were negligible.

This computer generated form was prepared by: Michael Donnelly.

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

OIFK MIM M10 RECEIVED FAA

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FEB 12 1996
ANY FSDO

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification
VN4-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: **Gulfstream Aerospace Corporation**	Model: **G-IV**
	Serial No.: **1085**	Nationality and Registration Mark: **N88GA**
2. Owner	Name *(As shown on registration certificate)*: **Mellon Financial Services Corp. #3**	Address *(As shown on registration certificate)*: **4444 One Mellon Bank Center, Pittsburgh, PA 15258**

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	********** *(As described in Item 1 above)* **********				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
CFC Aviation Company, L.L.C. **d/b/a The Jet Center** **16300 Daily Drive** **Van Nuys, CA 91406-1283**	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	**C9FR844J Airframe 3,4** **Radio 1, 2 & 3** **Limited Powerplant,** **Instrument & Accessory**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
FEB 9 1996	

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
FEB 9 1996	**C9FR844J**	Jean R. Babcock

FAA Form 337 (12-88)

SDNY_GM_02754134

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

02/09/96
GULFSTREAM AEROSPACE G-IV, SN: 1085, N88GA

This is to amend FAA Form 337 dated 01/26/96 regarding the provisional installation of a Honeywell NZ-2000 FMS Computer modified to software version 4.1 which functions as an independent third navigation system and as a warm spare to replace either FMS-1 or FMS-2 including its aircraft systems interface. An upgrade to previously installed dual Honeywell GPS sensors from PN: HG-2021-AB02 to HG-2021-GD-02 was also incorporated in conjunction with the third FMS.

These modifications were incorporated in accordance with the applicable technical data contained in configurations 13, 15, 16 and 17 of The Jet Center Configuration Control Document 08006005 Rev. D dated 01/20/96, FAA approved 02/02/96 as a later revision to Supplemental Type Certificate No. SA3774NM. Airplane Flight Manual Supplement Document No's. 08015090 Rev. N/C, 08015091 Rev. N/C, 08015009 Rev. A, and 08015011 Rev. B, all of which were FAA approved on 02/02/96, have been provided to the operator.

Minor deviations to the STC with regard to the electrical installation were accomplished in accordance the following Jet Center wiring diagrams which are FAA approved by Sarkis A. Karaguzian, FAA Systems and Equipment DER NM-2128 on FAA Form 8110-3 dated 02/09/96:

08069100 Rev. A dated 01/20/96 - No. 3 FMS
08069324 Rev. A dated 01/20/96 - No. 1 & No. 2 Global Position

The 3rd FMS computer may be installed in the mount provided. The circuit breakers controlling power to the two GPS sensors can be closed. The placard stating **"FMS-3 AND GPS INOP PENDING FAA APPROVAL"** placed on the instrument panel can be removed.

The effect of these modifications upon the aircraft empty weight was reflected in a revision made to the most current weight and balance report. A supplement to the aircraft equipment list and copies of the wiring diagrams listed above have been added to the aircraft records. The work described has been found to be in conformity with the above mentioned approved data and the aircraft continues to meet the airworthiness criteria under which it was originally certificated. Work Order 9042, on file at this agency, covers the above described work.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754135

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241057

EFTA01326650

M-10-DRS

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
VN4-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: **Gulfstream Aerospace Corporation**	Model: **G-IV**
	Serial No.: **1085**	Nationality and Registration Mark: **N88GA**
2. Owner	Name *(As shown on registration certificate)*: **Mellon Financial Services Corp. #3**	Address *(As shown on registration certificate)*: **4444 One Mellon Bank Center, Pittsburgh, PA 15258**

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	***** (As described in Item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
CFC Aviation Company, L.L.C. **d/b/a The Jet Center** **16300 Daily Drive** **Van Nuys, CA 91406-1283**	☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certificated Repair Station ☐ Manufacturer	**C9FR844J Airframe 3,4 Radio 1, 2 & 3 Limited Powerplant, Instrument & Accessory**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
JAN 2 6 1996	

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ APPROVED ☐ REJECTED

BY							
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
JAN 2 6 1996	**C9FR844J**	Jesse R. Babcock

FAA Form 337 (12-88)

SDNY_GM_02754136

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241058

EFTA01326651

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

GULFSTREAM AEROSPACE G-IV, SN: 1085, N88GA, 2,092.0 HOURS, 878 LANDINGS

Removed an existing Honeywell NZ-920 acting as the third Flight Management System Computer with its mount, and the dual Honeywell HG-2021-AB-02 Global Navigation Satellite Sensor Units previously installed per STC #SA3774NM. Flight Manual Supplement Numbers 08015014 and 08015015 "Original" Revisions dated 07/18/91 for FMS-3 and Dual Honeywell Global Positioning Sensor System were removed from the Airplane Flight Manual.

Installed provisions for a third Honeywell NZ-2000 Flight Management System (FMS) computer modified to software version 4.1C along with mounting provision and a configuration module to function as an independent third navigation system and as a warm spare to replace either FMS-1 or FMS-2 including its aircraft systems interface. Electrical provision were also made for dual Honeywell HG-2021-GD-02 Global Navigation Satellite Sensor Units that are installed in conjunction with the third FMS. Parts 1 and 2 of the Type Inspection Authorization for FAA Project No. SA4222LA-T have been satisfactorily completed and issuance of the revision to STC SA3774NM is pending FAA approval.

Electrical provisions were installed in accordance with the following Jet Center Wiring Diagrams which are FAA approved by Sarkis A. Karaguzian, FAA Systems and Equipment DER NM-2128 on FAA Form 8110-3 dated 01/26/96:

08069100 Rev. A dated 01/20/96 - No. 3 FMS
08069324 Rev. A dated 01/20/96 - No. 1 & No. 2 Global Position

The #3 Navigation Computer was installed on an existing avionics shelf located in the right hand avionics bay at Fuselage Station 162.0 (Horizontal Arm 102.0). Both GPS Sensor Units are installed in the existing mount structure used for the removed sensor units beneath floor 15. These installation meet the static load requirements of AC 43.13-2A Chapter 1.

The 3rd FMS computer is not installed in the mount provided. The circuit breakers controlling power to the two GPS sensors are locked open pending FAA approval. A placard stating **"FMS-3 AND GPS INOP PENDING FAA APPROVAL"** is placed on the instrument panel.

The effect of these modifications upon the aircraft empty weight is reflected in a revision made to the most current weight and balance report. A supplement to the aircraft equipment list and copies of the wiring diagrams listed above have been added to the aircraft records. The work described has been found to be in conformity with the above mentioned approved data and the aircraft continues to meet the airworthiness criteria under which it was originally certificated. Work Order 9042, on file at this agency, covers the above described work.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754137

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241059

EFTA01326652

OIL MIMM MIO OK

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
VNY-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: **Gulfstream Aerospace Corporation**	Model: **G-IV**
	Serial No.: **1085**	Nationality and Registration Mark: **N88GA**
2. Owner	Name *(As shown on registration certificate)*: **Mellon Financial Services Corp. #3**	Address *(As shown on registration certificate)*: **4444 One Mellon Bank Center, Pittsburgh, PA 15258**

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	********** *(As described in Item 1 above)* **********				X
POWERPLANT					
PROPELLER			RECEIVED FAA		
APPLIANCE	Type / Manufacturer		JAN 29 1996 VNY FSDO		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
CFC Aviation Company, L.L.C. **d/b/a The Jet Center** **16300 Daily Drive** **Van Nuys, CA 91406-1283**	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	**C9FR844J Airframe 3,4 Radio 1, 2 & 3 Limited Powerplant, Instrument & Accessory**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
JAN 26 1996	

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ APPROVED ☐ REJECTED

BY							Other *(Specify)*
	[ ]	FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	
	[ ]	FAA Designee	[X]	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
JAN 26 1996	**C9FR844J**	Jesse A. Babcock

FAA Form 337 (12-88)

SDNY_GM_02754138

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241060

EFTA01326653

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

GULFSTREAM AEROSPACE G-IV, SN: 1085, N88GA, 2,092.0 HOURS, 878 LANDINGS

The following major Gulfstream Aerospace Aircraft Service Change is incorporated into this aircraft:

ASC No. 349 with Amendment 1 - Navigation (ATA 34) Nav System Upgrade to NZ-2000

The amendment upgrades navigational computers 1 & 2 to software version 4.1. Gulfstream Aerospace Airplane Flight Manual Supplement No. GIV-95-04, FAA approved on Nov. 3, 1995, required with this change, has been inserted into the Airplane Flight Manual.

The effect of these modifications upon the aircraft empty weight is reflected in a revision made to the most current weight and balance report. A supplement to the aircraft equipment list has been added to the aircraft records.

The work described has been found to be in conformity with the above mentioned FAA approved ASCs. The aircraft continues to meet the airworthiness criteria under which it was originally certificated. Work order 9042, on file with this agency, covers the above described work.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754139

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241061

EFTA01326654

M-10-

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
VNY-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: **Gulfstream Aerospace Corporation**	Model: **G-IV**
	Serial No.: **1085**	Nationality and Registration Mark: **N88GA**
2. Owner	Name *(As shown on registration certificate)*: **Mellon Financial Services Corp. #3**	Address *(As shown on registration certificate)*: **4444 One Mellon Bank Center, Pittsburgh, PA 15258**

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	••••••••••••••••••••• *(As described in Item 1 above)* •••••••••••••••••••••				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
CFC Aviation Company, L.L.C. **d/b/a The Jet Center** **16300 Daily Drive** **Van Nuys, CA 91406-1283**	☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic X Certificated Repair Station ☐ Manufacturer	**C9FR844J Airframe 3,4** **Radio 1, 2 & 3** **Limited Powerplant,** **Instrument & Accessory**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
JAN 26 1996	

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ APPROVED ☐ REJECTED

BY							
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
JAN 26 1996	**C9FR844J**	Jesse A. Schenck

FAA Form 337 (12-88)

SDNY_GM_02754140

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241062

EFTA01326655

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

01/26/96
GULFSTREAM AEROSPACE G-IV, SN: 1085, N88GA, 2,092.0 HOURS, 878 LANDINGS

Removed existing Sundstrand Mk. V Ground Proximity Warning Computer PN: 965-0676-006 from this aircraft. Flight Manual Supplement Number 41 349607-04 dated 10/14/87 for Sundstrand Digital Ground Proximity Warning System was removed from the Airplane Flight Manual.

This unit was replaced with Allied Signal Mk. V Ground Proximity Warning Computer PN: 965-0676-010. The new computer was installed in accordance with data contained in Gulfstream Aerospace Index List No. SC41-349836 Rev. C dated Feb. 20, 1095 reference on Supplemental Type Certificate No. ST00714AT issued on March 15, 1995. FAA approved Airplane Flight Manual Supplement SC41 349M36, Rev. "Original" dated March 15, 1995, which is a required part of this STC, has been placed in the Airplane Flight Manual.

Minor deviations regarding the electrical installation of this modification where accomplished using data contained in The Jet Center Wiring Diagram No. 08069434 Rev. N/C dated 10/09/95, "Ground Proximity & Windshear" which is FAA approved by John R. Chambless, FAA Systems and Equipment DER NM-567 on FAA Form 8110-3 dated 01/26/96.

A forward pressure bulkhead feed through at Fuselage Station 85.5 was added to provide wiring access for stall warning computers. This was accomplished using data contained in Engineering Change Order EO043 applied to The Jet Center Drawing No. 08068188 Rev. N/C dated 01/17/96. This drawing is FAA approved by Joseph R. Holton, Jr., Structures DER SW-862 - on FAA Form 8110-3 dated 01/26/96.

The effect of these modifications upon the aircraft empty weight is reflected in a revision made to the most current weight and balance report. A supplement to the aircraft equipment list and copies of the wiring diagram listed above have been added to the aircraft records. The work described has been found to be in conformity with the above mentioned approved data and the aircraft continues to meet the airworthiness criteria under which it was originally certificated. Work Order 9042, on file at this agency, covers the above described work.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

SDNY_GM_02754141

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241063

EFTA01326656

F.88

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
RRL WP07

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: **Gulfstream Aerospace**	Model: **G-IV**
	Serial No.: **1085**	Nationality and Registration Mark: **N88GA**
2. Owner	Name (As shown on registration certificate): **MELLON FINANCIAL SERVICES CORP #3**	Address (As shown on registration certificate): **4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258**

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON **8560 E. SAN FELIPE DRIVE** **SCOTTSDALE, AZ 85258**	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	**AP 1864049**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
1-5-96	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
1-7-96	**526705494 IA**	Michael Donnelly

FAA Form 337 (11-95)

This is a computer generated form created by Michael Donnelly.

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

In order to provide continuity during future inspections, maintenance, or alterations a true copy of this FAA form 337 must be kept with the aircraft's records as long as the alteration remains in effect.

January 05, 1996. Gulfstream Aerospace Corporation **{GAC}** Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 2090.8 hours & 877 landings.

Refer to the following **FAA Approved Data**: FAA Form 8110-3 dated November 17, 1995 identifying Aircraft Alteration Report No. 23-100895 AFIS PRINTER Original Issue ~ no revisions dated October 8, 1995 Pages 1 through 15 as approved data, signed by John R. Chambless NM-567 Systems and Equipment (Electrical).

Refer to the following FAA Acceptable Data: ACCULEX DPP-210/410 THERMAL PRINTERS User's Manual for operator instructions, maintenance, and other information.

The purpose of this alteration is to install a miniature thermal printer that will print Airborne Flight Information System (AFIS) received messages.

This alteration installs a modified ACCULEX model DPP-410 thermal printer in the co-pilot's side console, associated wiring to the existing AFIS Data Management Unit (DMU), and a 1 amp circuit breaker on the co-pilot's circuit breaker panel. The installation requires approximately 24 man-hours to incorporate.

Performed all of modification instructions listed in the above referenced Aircraft Alteration Report.

Printer was modified to -503 status by and purchased from Gulfstream Aerospace Corp. Long Beach, CA.

Successfully performed an AFIS message — Operational Test in accordance with the instructions contained in the above referenced Aircraft Alteration Report.

The aircraft may be dispatched with the AFIS PRINTER in-operative provided the AFIS PRINTER circuit breaker is pulled and an IN-OP placard is placed on the printer.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

Operation is automatic and straight forward and no Airplane Flight Manual revisions were required or installed as a result of this alteration.

The effect of this alteration on the aircraft's electrical load analysis was negligible and no changes were made to the aircraft's electrical load analysis report.

The effect of this alteration on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

this is a computer generated form created by: Michael Donnelly
PRINTER.DOC WORD 6.0a: 01/05/96 7:43 PM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: **Gulfstream Aerospace**	Model: **G-IV**
	Serial No.: **1085**	Nationality and Registration Mark: **N88GA**
2. Owner	Name (As shown on registration certificate): **MELLON FINANCIAL SERVICES CORP #3**	Address (As shown on registration certificate): **4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258**

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON **8560 E. SAN FELIPE DRIVE** **SCOTTSDALE, AZ 85258**	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	**AP 1864049**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
1-8-96	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
1/9/96	**526705494 IA**	Michael Donnelly

FAA Form 337 (11-95)

This is a computer generated form created by Michael Donnelly.

SDNY_GM_02754144

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241066

EFTA01326659

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

January 08, 1996. Gulfstream Aerospace Corporation **{GAC}** Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 2090.8 hours & 877 landings.

Refer to the following **FAA Approved Data**: Gulfstream Aerospace Corporation Aircraft Service Change 364. subject: **DOORS (ATA 52) 12th STAGE AIR SOURCE — DOOR SEAL SYSTEM PRESSURE,** dated September 26, 1995.

The purpose of this alteration is to reduce the potential for door seal deflation by ensuring a constant high pressure and maximum flow output from the door seal regulator. This Service Change installs additional pressure supply lines, one from each engine, routed from a port located in the pylon upstream of the 12th stage H.P. valve to the existing door seal regulator pressure supply lines located in the tail compartment. The existing pressure supply lines are re-routed to separate the water system pressure tap and the total air temperature probe pressure supply form the door seal pressure supply lines. A separate air supply manifold now supplies this circuit.

This Service Change modifies door seal plumbing in the tail compartment and in both nacelles. The installation requires approximately 90 man-hours to incorporate.

Performed all of modification instructions listed in the above referenced Aircraft Service Change.

All parts installed were provided in kit form by Gulfstream Aerospace Corp. Savannah, GA.

Successfully performed a Bleed Air System — Operational Test in accordance with the instructions contained in the above referenced Aircraft Service Change.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

No Airplane Flight Manual revisions were required or installed as a result of this alteration.

Entered a change of + 8.0 pounds at horizontal arm 627.7 (F.S. 609.7) to the aircraft's basic weight and balance report.

this is a computer generated form created by: Michael Donnelly
ASC364.DOC WORD 6.0a; 01/08/96 7:13 PM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EMT

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification: SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: **Gulfstream Aerospace**	Model: **G-IV**
	Serial No.: **1085**	Nationality and Registration Mark: **N88GA**
2. Owner	Name (As shown on registration certificate): **MELLON FINANCIAL SERVICES CORP #3**	Address (As shown on registration certificate): **4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258**

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON **8560 E. SAN FELIPE DRIVE** **SCOTTSDALE, AZ 85258**	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	**AP 1864049**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
11-6-95	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11/6/95	**526705494 IA**	Michael Donnelly

FAA Form 337 (11-95)

This is a computer generated form created by Michael Donnelly.

SDNY_GM_02754146

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241068

EFTA01326661

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

In order to provide continuity during future inspections, maintenance, or alterations a true copy of this FAA form 337 must be kept with the aircraft's records as long as the alteration remains in effect.

November 05, 1995. Gulfstream Aerospace Corporation **{GAC}** Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 2073.2 hours & 869 landings.

Refer to the following **FAA Approved Data**: FAA form 8110-3, dated September 14, 1995 for Gulfstream Aerospace Model G-IV airplane, Identifying: The Dial Corp Aircraft Alteration Report No. ST4502LA-T; Titled: **APU HOUR METER MONITOR** Original Issue, dated September 08, 1995 — No Revisions — Pages: 1 through 14.

The purpose of this alteration is to provide current limiting protection for the Auxiliary Power Unit's **{APU}** Electronic Control Unit **{ECU}** that will prevent a short circuit in the hour meter or associated wiring from affecting the normal operation of the APU. This alteration also provides a visual cue that maintenance personnel can use to monitor the operation of the APU Hour Meter.

Past experience has shown that if the APU Hour Meter or associated wiring short circuits while the APU is running an unwanted APU shut down will occur and normal starting will not be possible. It has also been demonstrated that the ECU can be damaged if repeated start attempts are made with a shorted APU Hour Meter or associated circuitry.

Performed all of instructions listed in the above referenced Aircraft Alteration Report.

Successfully performed an APU operational test using the **FAA Approved** G-IV Airplane Flight Manual and while the APU was running above 95% APU RPM (+ 4 seconds time delay) verified that the APU HOUR METER MONITOR indicator was ON (dim) and pulsed (bright) approximately once every 3 seconds. Shut down the APU and verified that the APU HOUR METER MONITOR indicator was OFF.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

No Airplane Flight Manual revisions were required or installed as a result of this alteration.

The effect of this alteration on the aircraft's electrical load analysis was negligible and no changes were made to the aircraft's electrical load analysis report.

The effect of this alteration on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

HR_MTR.DOC WORD 6.0a; 11/05/95 11:26 AM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: September 14, 1995

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Gulfstream Aerospace	G-IV	Airplane	The Dial Corp

LIST OF DATA

IDENTIFICATION	TITLE
AIRCRAFT ALTERATION REPORT Report No. ST4592LA-T	APU HOUR METER MONITOR ORIGINAL ISSUE ~ dated: September 08, 1995 No Revisions Pages: 1 through 14

Mr. Hennes
For your Ref.!

"THE ABOVE DATA HAS BEEN REVIEWED BY DER CANDIDATE

NAME: Michael Donnelly DATE: September 19, 1995

PURPOSE OF DATA

In support of Supplement Type Certificate (STC) for the Installation of Current Limiting Protection and Monitoring of the Auxiliary Power Unit's Hour Meter in the Gulfstream Aerospace G-IV Aircraft.

APPLICABLE REQUIREMENTS (List specific sections)

25.1301 (a) (b) (c) (d); 25.1309 (b) 1; 25.1353 (a) (b); 25.1357 (a); and 25.1431 (c)

CERTIFICATION — Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered NONE have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I ~~(We)~~ Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
John R Chambless John R. Chambless	NM-567	Systems & Equipment (Electrical)

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

This is a computer generated form created (09-95) by: Michael Donnelly

11/03/95 15:37 FAX 702 459 5646 JONXA LTD. 001

SDNY_GM_02754148

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241070

EFTA01326663

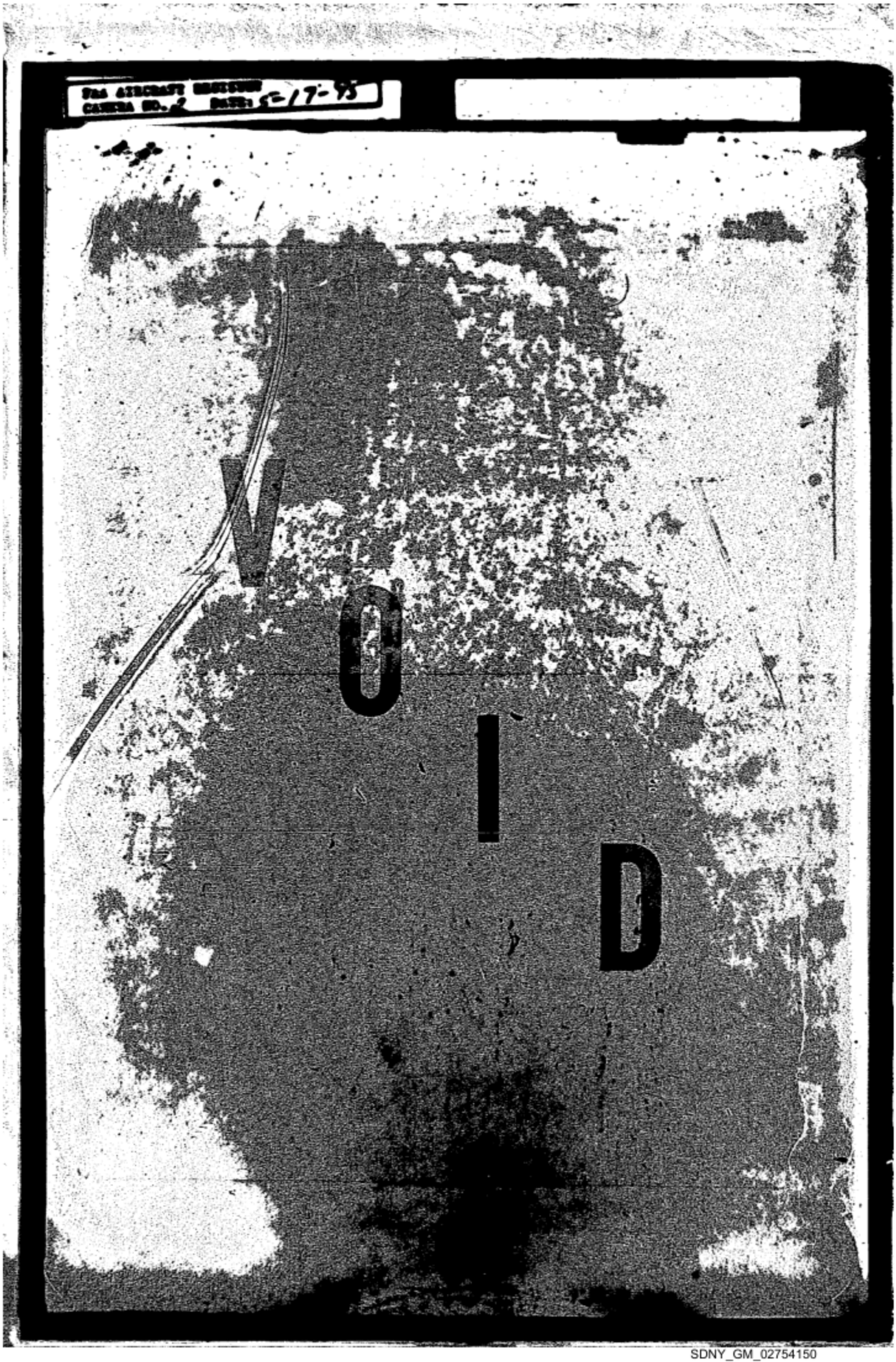
[redacted]

SDNY_GM_02754149

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241071

EFTA01326664



SDNY_GM_02754150

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241072

EFTA01326665

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 5-17-95

FAA

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

U.S. Department of Transportation Federal Aviation Administration

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification: SDX-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): Mellon Financial Services Corp #3	Address (As shown on registration certificate): 4444 One Mellon Bank Center, Pittsburgh, PA 15258

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864049
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
25 MARCH 1995	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐ FAA Flt. Standards Inspector	☐ Manufacturer	X	Inspection Authorization	Other (Specify)
	☐ FAA Designee	☐ Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
3/25/95	526705494 IA	Michael Donnelly

FAA Form 337 (03-94)

SDNY_GM_02754151

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241073

EFTA01326666

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 5-17-95

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

In order to provide continuity during future inspections, maintenance and alterations a true copy of this FAA Form 337 is required to be kept on board the aircraft as long as the alteration remains in effect.

March 24, 1995. Gulfstream Aerospace Corporation {GAC} Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1896.4 hours & 784 landings.

Refer to the following **FAA Approved Data**: Gulfstream Aerospace Corp. Model G-IV {GAC} Aircraft Service Change {ASC} 234 *SUBJECT: ELECTRICAL POWER (ATA 24) ESSENTIAL BUS FEEDERS — REROUTE* dated December 16, 1993.

Refer to the following **FAA Acceptable Data**: Gulfstream IV Computerized Maintenance Program {CMP} Revision 26, dated September 30, 1994; <###### > denotes applicable work code.

The purpose of this alteration is to separate electrical feeder cables and remove unnecessary wire connections.

Modified the Left Cockpit Junction Panel (305A1) as follows: (see figure 2 of the above listed ASC)
Removed and discarded the following wires from connectors 305A1J2 and 305A1J12: 1X560D16A, 1X561D16B, and 1X562D16C.
Removed the following wires from connector 305A1P2: 1X560E16A, 1X561E16B, and 1X562E16C.
Removed the following wires from connector 305A1P12: 1X560A16A, 1X561A16B, and 1X562A16C.
Using a GAC P/N GAS805A4 blue splice connected the following pairs together near the 305A1 bottom plug connectors: 1X560E16A & 1X560A16A; 1X561E16B & 1X561A16B; and 1X562E16C & 1X562A16C.

Modified the Right Cockpit Junction Panel (306A1) as follows: (see figure 1 of the above listed ASC)
Removed and discarded the following wires from connectors 306A1J6 and 305A1J13: 2X560D16A, 2X561D16B, and 2X562D16C.
Removed the following wires from connector 306A1P6: 2X560E16A, 2X561E16B, and 2X562E16C.
Removed the following wires from connector 305A1P13: 2X560A16A, 2X561A16B, and 2X562A16C.
Using a GAC P/N GAS805A4 blue splice connected the following pairs together near the 306A1 bottom plug connectors: 2X560E16A & 2X560A16A; 2X561E16B & 2X561A16B; and 2X562E16C & 2X562A16C.

Modified the aircraft wiring as follows: (refer to the above listed acceptable data)
Removed and installed Power Distribution Box in accordance with <245050>. Removed and installed Transformer Rectifier Unit in accordance with <243025>. Separated (from each other) the existing pilot's electrical feeder cables from the existing copilot's electrical feeder cables that run from the Power Distribution Box (05A2) to the pilot's (315A1) and to the copilot's (314A1) circuit breaker panels. After reviewing the existing approved configurations it was determined that due to limited wire-run space and possible interference with existing avionics and electrical installations it was not practical to comply with the ASC's purpose of separating the left, right, and essential bus feeders (from each other). Performed AC Power (26 Volt) System - Operational Test; <244045> and AC / DC Power Distribution - Function Test; <245051>.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

No changes to the aircraft's electrical load analysis resulted from this alteration.

The effect of this change on the aircraft's weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0a; 03/24/95 11:48 AM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 5-17-95

FAA

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): Mellon Financial Services Corp #3	Address (As shown on registration certificate): 4444 One Mellon Bank Center Pittsburgh, PA 15258

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
25 MARCH 1995	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
3/25/95	526705494 IA	Michael Donnelly

FAA Form 337 (03-94)

SDNY_GM_02754153

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241075

EFTA01326668

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 5-17-95

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

March 24, 1995. Gulfstream Aerospace Corporation **{GAC}** Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1896.4 hours & 784 landings.

Refer to the following **FAA Approved Data**: FAA Form 8110-3 dated 11-22-93 for Gulfstream Model G-IV identifying GAC drawing number 1159ODL40140 REV C (dated 11-17-93), *AXLE FITTING ASSY MAIN LANDING GEAR - (five sheets)*, as **FAA Approved data** signed by John G. Wilder Structures DER SO-483.

Refer to the following **FAA Acceptable Data**: Gulfstream IV Computerized Maintenance Program **{CMP}** Revision 26, dated September 30, 1994; **<# # # # # #>** denotes applicable work code.

The purpose of this alteration is to install bushings into the holes for both main landing gear **{MLG}** axle fitting locking pins.

In accordance with the above listed acceptable data: Jacked the aircraft; <323001>. Removed four MLG wheel assemblies; <324011> <324012> <324013> <324014>. Removed four MLG brake assemblies; <324104> <324105> <324106> <324107>. Removed four MLG wheel speed sensors; <324187> <324188> <324189> <324190>. Removed the left and right GAC P/N 1159LM40140-11 MLG axle fitting assemblies.

In accordance with the above listed approved data: Modified both MLG axle fitting locking pin holes. Cadmium plating was done by: Able Metallic Services - FAA repair station UMBR 624K - Job # 13253. Fabricated 2 each -11 and -13 bushings (see Table 1) and installed a -11 and a -13 bushing into each MLG axle fitting assembly. Prepared, painted, and installed both MLG axle fitting assemblies; Left S/N CPT 5102 HSM and Right S/N CPT 5221 HSM. Changed identification of both MLG axle fittings by lining out existing GAC P/N 1159LM40140-11 and adding identifying mark 1159ODL40140-1. Note: Installed a new GAC P/N 1159LM20151-11 main gear axle fitting locking pin (no S/N) and a new GAC P/N 1159LM40148-13 main gear axle fitting attach pin; Left S/N CPT 6128 JOM and Right S/N CPT 6152 JOM, into each MLG assembly.

Restored the following equipment to original configuration in accordance with the above listed acceptable data: Installed four MLG wheel speed sensors; <324187> <324188> <324189> <324190>. Installed four MLG brake assemblies; <324104> <324105> <324106> <324107>. Inspected and packed all MLG wheel bearings; <324051> <324052> <324053> <324054>. Installed four MLG wheel assemblies; <324011> <324012> <324013> <324014>.

Performed Left, Right, and Emergency Brake Bleed and Service; <324125> <324126> <324127>. Performed Wheel Brake and Anti-Skid System Function Tests <324101> <324103>. Note: Anti-Skid System Function Test includes landing gear retraction and extension. Checked Left and Right Nutcracker Switch Adjustment; <326021> & <326022>. Removed aircraft from jacks; <323001>.

An appropriately rated pilot performed an aircraft taxi operational test and determined that ground handling and braking operations were satisfactory. Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

The effect of this change on the aircraft's weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0c 03/24/95 5:45 AM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SDNY_GM_02754154

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241076

EFTA01326669

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 5-17-95

MAR-10-1995 14:02 FROM GULFSTREAM TECHNICAL OPS TO 9160220753S3 P.01

TO-TUT 2220

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 11-22-93

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
GULFSTREAM	GIV	AIRPLANE	GULFSTREAM AEROSPACE CORP.

LIST OF DATA

IDENTIFICATION	TITLE
1159001-40140 REV "C"	AXLE FITTING ASSY MAIN LANDING GEAR

PURPOSE OF DATA: ADDED REQUIREMENTS FOR NEW COMPONENT

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.303-.307

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (For) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)
John G. Wilder	JOHN G. WILDER	SO-483	STRUCTURES

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02754155

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 5-17-95

Ms Hewines
I am not sure
if you req. a copy
of the 8110-3 for
your records
No need to recheck
if you don't

SDNY_GM_02754156

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4/14/95

FAA

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
SOL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): Mellon Financial Services Corp #3	Address (As shown on registration certificate): 4444 One Mellon Bank Center, Pittsburgh, PA 15258

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864049
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
12 Feb 1995	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
16 Feb 95	526705494 IA	Michael Donnelly

FAA Form 337 (03-94)

SDNY_GM_02754157

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241079

EFTA01326672

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4/14/95

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

February 8, 1995. Gulfstream Aerospace Corporation {GAC} Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1881.0 hours & 775 landings.

Refer to the following **FAA Approved Data**: FAA Form 8110-3 date 02-01-95 for Gulfstream Model G-IV identifying Gulfstream Aerospace Corporation drawing number 1159SB20470 REV C *REWORK VERT FIN COVERS - ACCESS - ATTACH FTGS (five sheets)*, as **FAA Approved data** signed by John G. Wilder Structures DER SO-483; and Gulfstream Aerospace Corp. **{GAC}** Aircraft Service Change **{ASC}** 230 *SUBJECT: STABILIZERS (ATA 55) VERTICAL STABILIZER ACCESS COVERS — INSTALLATION OF* prototype copy dated January 20, 1994 <CMP CODE 972300>

The purpose of this alteration is to install removable access panels on the vertical stabilizer to improve the accessibility for corrosion inspection of the vertical stabilizer/fuselage fitting and attaching hardware (interior of stabilizer). It also provides a means for inspection of the hardware that attaches the tie strap to vertical stabilizer/fuselage attach fittings (three bolts per side).

Modified the aircraft in accordance with the instructions and data contained on the above referred to drawing. Installed parts were furnished in kit form by GAC product support Savannah, GA.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

The effect of this change on the aircraft's weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0a 02/08/95 7:01 PM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 2-24-95

FAA

U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020
For FAA Use Only
Office Identification SOL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): Mellon Financial Services Corp #3	Address (As shown on registration certificate): 4444 One Mellon Bank Center Pittsburgh, PA 15258

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above)		**********		X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864049
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 12-28-94 | Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY					
	☐ FAA Flt. Standards Inspector	☐ Manufacturer	X Inspection Authorization	Other (Specify)
	☐ FAA Designee	☐ Repair Station	☐ Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection: 1-11-95 | Certificate or Designation No.: 526705494 IA | Signature of Authorized Individual: [signature] Michael Donnelly

FAA Form 337 (03-94)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 2-24-95

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

In order to provide continuity during future inspections, maintenance, and alterations a copy of this FAA Form 337 Major Repair and Alteration is required to be kept on board the aircraft as long as the alteration remains in effect.

December 27, 1994. Gulfstream Aerospace Corporation {GAC} Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1856.3 hours & 763 landings.

Refer to the following **FAA Approved Data:** Gulfstream Aerospace {ASC} 239 *SUBJECT: ICE AND RAIN PROTECTION (ATA 30) WINDSHIELD HEAT — DUAL CONTROL SWITCHES* dated August 25, 1994. <CMP CODE 972390>; and Gulfstream Aerospace GIV Airplane Flight Manual Section 5 - SYSTEMS, page 5-40 *WINDSHIELD HEAT* **FAA APPROVED** 4 February 1994.

The purpose of this alteration is to provide independent windshield heat control for the left front-right side and right front-left side windows. This service change adds a switch and modifies the windshield heat system wiring.

Performed all of ASC-239's modification instructions effective for aircraft S/N 1085, except for the following minor deviations: (see - figure 2, page 9)

- Wire 2H537A20N was changed to 2H537A22N in order to fit into ground block E4 position "S";
- Wire 2H538A20N was changed to 2H538A22N in order to fit into ground block E2 position "Y";
- Wire 2H110B22 was inserted into 318A1P10 position "N" because position small "K" was not available; and
- Wire 2H464A22 was inserted into 318A1P10 position "M" because position small "M" was not available.

Installed parts are listed on page 4 of ASC 239 and were furnished in kit form by GAC product support Savannah, GA.

Successfully performed Windshield Heat – Operational Test in accordance with paragraph C. page 3 of ASC- 239's instructions.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status. Information on the dual switch system will be contained in Section 5 - SYSTEMS of the GIV Airplane Flight Manual, revision dated 12 July 1991 or later issue.

The effect of this change on the aircraft's electrical loading is negligible and no changes were made to the aircraft's electrical load analysis report.

The effect of this change on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0a 01/02/95 3:49 PM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 2-24-95

FAA

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

U.S. Department of Transportation Federal Aviation Administration

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification: SDL-FDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): Mellon Financial Services Corp #3	Address (As shown on registration certificate): 4444 One Mellon Bank Center Pittsburgh, PA 15258

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864049
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
12-29-94	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
1-11-95	526705494 IA	Michael Donnelly

FAA Form 337 (03-94)

SDNY_GM_02754161

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241083

EFTA01326676

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 2-24-95

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

December 28, 1994. Gulfstream Aerospace Corporation {GAC} Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1856.3 hours & 763 landings.

Refer to the following FAA Approved Data: Gulfstream Aerospace Corp. {GAC} Aircraft Service Change {ASC} 263 *SUBJECT: FLIGHT CONTROLS (ATA 27) ELEVATOR BALLAST WEIGHT COVER — REMOVAL* dated May 11, 1994 <CMP CODE 972390>; GAC ASC-263AM1 *SUBJECT: FLIGHT CONTROLS (ATA 27) ELEVATOR BALLAST WEIGHT COVER — REMOVAL* dated July 15, 1994 <CMP CODE 972391>; and GAC ASC-263AM2 *SUBJECT: FLIGHT CONTROLS (ATA 27) ELEVATOR BALLAST WEIGHT COVER — REMOVAL* dated August 26, 1994 <CMP CODE 972392>. Note: ASC263 AM2 cancels and supersedes ASC-263 AM1.

The purpose of this Aircraft Service Change(s) is to remove ballast weight covers from the left and right elevators and rework the existing ballast weights. Removal of these covers will provide easier access to the ballast weights for inspection purposes, thereby helping to detect and prevent the chance of corrosion in the future.

Removed left and right elevators from the aircraft in accordance with the GAC Computerized Maintenance Program {CMP} work codes 273007 and 273008, respectively.

	LEFT ELEVATOR	RIGHT ELEVATOR
DATE CODE	11-88	11-88
old PART No.	1159CS20002-S9	1159CS20002-S10
new PART No.	1159SB40518-1	1159SB40518-2
SERIAL No.	1086	1086
BALANCE DATA		
BEFORE ASC-263	0.0 IN/LBS NOSE HEAVY	0.0 IN/LBS NOSE HEAVY
AFTER ASC-263	17.6 IN/LBS NOSE HEAVY	14.6 IN/LBS NOSE HEAVY

Performed all of ASC-263's modification instructions effective for aircraft S/N 1085. Installed parts are listed in ASC 263 pages 8 and 9 for Kit 1 and were furnished by GAC product support Savannah, GA. Performed required inspection of both elevators and did not find any corrosion. Checked and balanced both elevators in accordance with instructions in G-IV Maintenance Manual Chapter 27.

Installed the left and right elevators in accordance with GAC CMP codes 273007 and 273008 to their proper positions on the aircraft. Performed elevator control rigging check in accordance with GAC CMP code 273005 and performed gust lock system function test in accordance with GAC CMP code 277015.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

A weight change of + 10.0 pounds at horizontal arm 939 was made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0c; 01/02/95 3:03 PM

NO ADDITIONAL SHEETS ARE ATTACHED. "END"

☐ Additional Sheets Are Attached

SDNY_GM_02754162

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241084

EFTA01326677

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 2-24-95

FAA

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

U.S. Department of Transportation
Federal Aviation Administration

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
SOA FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): Mellon Financial Services Corp #3	Address (As shown on registration certificate): 4444 One Mellon Bank Center, Pittsburgh, PA 15258

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. Alteration
Airframe	********** (As described in Item 1 above) **********			X	
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864049
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
12-28-94	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization
	☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group

Other (Specify):

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
1-11-95	526705494 IA	Michael Donnelly

FAA Form 337 (03-94)

SDNY_GM_02754163

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241085

EFTA01326678

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 2-24-95

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

December 28, 1994. Gulfstream Aerospace Corporation {GAC} Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1856.3 hours & 763 landings.

Refer to the following **FAA Approved Data**: FAA Form 8110-3 date 12-3-93 for Gulfstream Model G-IV identifying Gulfstream Aerospace Corporation drawing number SE25201105 *REPAIR, BLKHD FS793.75 RH (MAJOR)* including E.O. A1 dated 12/2/93, as **FAA Approved data** signed by John G. Wilder Structures DER SO-483.

The purpose of this project is to repair damage to the Fuselage Station 793.75 bulkhead that was caused by improper engagement of the GUST LOCK system.

Repaired the "-901 BLKHEAD" FS 793.75 to conform with the above listed drawing. Replaced GAC 1159C20509-26 bracket (located at Water Line 110) using MS20470AD5 rivets and optional HL18-5 hylock fasteners as required.

Performed gust lock system function test in accordance with GAC CMP code 277015.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

The effect of this change on the aircraft's weight and balance is negligible and no changes were made to aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0a; 01/02/95 1:34 PM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 2-24-95

FAA

Form Approved
OMB No. 2120-0020

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

U.S. Department of Transportation
Federal Aviation Administration

For FAA Use Only

Office Identification: SDCFSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): Mellon Financial Services Corp #3	Address (As shown on registration certificate): 4444 One Mellon Bank Center, Pittsburgh, PA 15258

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********			X	
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ. 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 12-24-94

Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
1-11-95	526705494 IA	[signature] Michael Donnelly

FAA Form 337 (05-92)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 2-24-95

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

November 30, 1994 Gulfstream Aerospace Corporation **{GAC}** Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1856.3 hours and 763 landings.

Refer to the following FAA Approved Data: FAA Form 8110-3 date 12-22-93 for Gulfstream Model G-IV identifying Gulfstream Aerospace Corp drawing number SE05813101 *CORROSION REPAIR BALANCE WEIGHT INSTL AILERON* as FAA Approved data signed by John G. Wilder, Structures DER SO-483.

The purpose of this project is to inspect and (if necessary) repair all balance weights and holding straps of the LH and RH ailerons. This inspection/repair involves: **A.** The removal of the left and right aileron from the aircraft; **B.** Removing and identifying the straps and ballast weights to gain access to the balance beam assembly; **C.** Inspecting the weights, straps, balance beam, and attaching hardware for corrosion; **D.** If corrosion is found, the removal, preparation and/or treatment of the affected areas; and **E.** The proper re-assembly, balancing, and attachment of the aileron control surfaces to the aircraft.

In accordance with the GAC Computerized Maintenance Program **{CMP}** codes 271013 and 271014 removed left and right ailerons from the aircraft.

Removed the 1159CS20602 straps and balance weights from both ailerons. Identified all straps and ballast weights for proper re-assembly and inspected balance beam assemblies. Performed inspection of both aileron assemblies and attaching parts in accordance with the above referred to GAC Repair Dwg. The inspection revealed: balance weight straps had no corrosion and balance weights had corrosion.

Performed REPAIR PROCEDURES of above referred GAC Repair Dwg. step 4. for BALANCE WEIGHTS, including instructions contained on Engineering Order A1 for the drawing SE05813101, dated 11/21/94. Using the original 1159CS20602 straps, installed the treated aileron ballast weights to their original position with new attaching hardware.

In accordance with the GAC Maintenance Manual Chapter 27-0, Flight Control Systems, check the balance of both ailerons; LH aileron 20.05 in./lbs. NOSE HEAVY and RH aileron 21.89 in./lbs. NOSE HEAVY (tolerance 0-32 in/lbs.) In accordance with GAC CMP codes 271013 and 271014 re-installed the left and right ailerons to their proper positions on the aircraft. Performed aileron control rigging check in accordance with GAC CMP code 271005, Performed aileron manual and power system operational tests in accordance with GAC CMP codes 271001 and 271002 respectively; and performed gust lock system function test in accordance with GAC CMP code 277015.

The aircraft was test flown by two appropriately rated pilots and it was determined that the repair did not change the flight characteristics or substantially affect the flight operation of the aircraft.

Recorded compliance with this FAA form 337 in the aircraft's mairttenance records and returned the aircraft to flight status.

No changes to the aircraft's weight and balance resulted from this repair.

This is a computer generated form prepared by: Michael Donnelly; Word 6.0c; 01/10/95 3:23 PM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 12-7-94

FAA

U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020
For FAA Use Only
Office Identification: SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): MELLON FINANCIAL SERVICES CORP #3	Address (As shown on registration certificate): 4444 ONE MELLON BANK CENTER PITTSBURGH PA 15258

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864049
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 8-27-94

Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization	Other (Specify)
	☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
8-27-94	526705494 IA	[signature] Michael Donnelly

FAA Form 337 (03-94)

SDNY_GM_02754167

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241089

EFTA01326682

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 12-7-94

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

In order to provide continuity during future inspections, maintenance, and alterations a true copy of this FAA Form 337 is required to be kept on board the aircraft as long as the alteration remain in effect.

AUGUST 26, 1994. Gulfstream Aerospace Corporation {GAC} Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1786.6 hours & 736 landings.

Refer to the following **FAA Approved Data:** FAA Form 8110-3 DATE 7-18-94, MAKE Gulfstream, MODEL GIV, TYPE Airplane, NAME OF APPLICANT Gulfstream Aerospace Corporation, LIST OF DATA IDENTIFICATION 1159SB41296 (Engineering Order A1), TITLE BRAKE ENHANCEMENTS, DER- *R. IVERSON*- SO761, SYSTEMS & EQUIP; and GAC Aircraft Service Change 296, Part II Drawing 1159H30036 EO G3 Ground Spoiler Restrictor and Part III Drawing 1159SB40560 Brake Bungee.

The purpose of this alteration is to improve '***brake-by-wire***' operation by installing restrictors in series with the ground spoiler actuator input pressure ports to alleviate hydraulic demand *and* modifying the brake pedal bungee's to obtain increased tension.

Performed all of modification instructions for Part II and Part III of GIV ASC 296 <CMP 972960>. All parts were installed new and obtained from Gulfstream Aerospace Product Support, Savannah, GA.

Removed four each P/N MS21916J6-4 union fittings from the pressure input ports (P1 and P2) of the two ground spoiler actuators and installed four each P/N JEHX0515900BA Restrictor fittings with new "O" ring packings, 1159H20011-06 in accordance with the instructions contained on GAC Drawing 1159H30036.

Reworked 4 each GAC P/N 1159C40040-x Brake Pedal Bungee's to P/N 1159SB40560-x configuration in accordance with the instructions contained on GAC Drawing 1159SB40503, *GIV BRAKE PEDAL BUNGEE BRAKEOUT & KNEE FORCE ADJUSTMENT* Sheets 1, 2, & 3 of 3. Installed the Brake Pedal Bungee's as follows:

POSITION	P/N	S/N	INITIAL TENSION	KNEE POINT	CMP CODE
Pilot's Left	1159SB40560-1	0211	24.1 LBS.	43.5 LBS:	324171
Pilot's Right	1159SB40560-2	0339	24.2 LBS.	43.6 LBS.	324172
Co-pilot's Left	1159SB40560-1	0319	24.4 LBS.	43.5 LBS.	324173
Co-pilot's Right	1159SB40560-2	0337	24.3 LBS.	43.4 LBS.	324174

Successfully performed GAC <CMP 276001> Ground Spoiler System Operational-Test; <CMP 324101> Wheel Brake System-Function Test; and <CMP 324103> Anti-Skid System-Function Test.

A Ground Taxi operational test was conducted by two appropriately rated pilots. The pilots tested for proper brake response at normal taxi speeds from pilot and co-pilot positions while operating wing flaps, ground spoilers, and nose wheel steering. No abnormal conditions were noticed.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

The effect of this change on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0a 08/26/94 7:45 PM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SDNY_GM_02754168

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241090

EFTA01326683

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 12-7-94

FAA

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

U.S. Department of Transportation
Federal Aviation Administration

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
SDC-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): MELLON FINANCIAL SERVICES CORP #3	Address (As shown on registration certificate): 4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864049
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 8-27-94

Signature of Authorized Individual:

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
8-27-94	526705494 IA	Michael Donnelly

FAA Form 337 (03-94)

SDNY_GM_02754169

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241091

EFTA01326684

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 12-7-94

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

In order to provide continuity during future inspections, maintenance, and alterations a true copy of this FAA Form 337 is required to be kept on board the aircraft as long as the alteration remain in effect.

AUGUST 26, 1994. Gulfstream Aerospace Corporation **{GAC}** Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1786.6 hours & 736 landings.

Refer to the following **FAA Approved Data**: GAC Aircraft Service Change **{ASC}** 232, SUBJECT: ICE AND RAIN PROTECTION (ATA 30) WING TEMPERATURE LOW MESSAGE – PROVISIONS, dated December 17, 1993.

The purpose of this alteration is to activate the "WING TEMP LOW" message (Amber) on the Engine Instruments Crew Alerting System **{EICAS}** and audible alert if the wing has not reached 100 degrees Fahrenheit after two minutes from being selected ON.

Performed all of ASC 232's modification instructions effective for A/C 1085 except for the following minor deviations:

Cockpit Overhead Panel: Existing wires 1H151D20, 1E126A20, 2H151C20, and 2E126A20 were replaced with new Mil-W-22759/16-22 to fit GAC835ML22D/S contacts provided with new wing anti-ice switches.

Avionics Shelf Assemblies: All added wire connections to the Fault Warning Computer(s) and Data Acquisition Unit(s) were made directly to the rack connector(s) instead of through the shelf disconnects.

Main Junction and Relay Panel: Wires 1H152F22 and 1H152X22 were remove from TJ13M positions H and G respectively and spliced together. Wires 2H152X22 and 2H152F22 were removed from TJ2U positions G and K respectively and spliced together. Wire H9076B22 was splice to wire 1H152Y22 near Data Acquisition Unit #1, 95A4P1B pin 17. Wire H9077B22 was spliced to wire 2H152Y22 near Data Acquisition Unit #2, 95A5P1B pin 17. Wires H9078A22 and H9078AA22 were spliced together with wire 1H187D22 near connector 29A1P1C pin 89. Wires H9079A22 and H9079AA22 were spliced together with wire 2H187D22 near connector 29A1P1C pin 91.

All of the deviations that were made to the approved design were necessary to provide for compatibility with existing approved configurations. It has been determined that the deviations made did not alter the intent or operation of the approved aircraft service change.

All parts were provided in kit form and obtained from Gulfstream Aerospace Product Support, Savannah, GA.

Successfully performed ASC 232's operational test.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

The effect of this change on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0a 08/26/94 9:22 PM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 12-7-94

FAA

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
SOL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): MELLON FINANCIAL SERVICES CORP #3	Address (As shown on registration certificate): 4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 8-27-94

Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐ FAA Flt. Standards Inspector	☐ Manufacturer	X	Inspection Authorization	Other (Specify)
	☐ FAA Designee	☐ Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
8-27-94	526705494 IA	[signature] Michael Donnelly

FAA Form 337 (03-94)

SDNY_GM_02754171

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241093

EFTA01326686

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 12-7-94

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

In order to provide continuity during future inspections, maintenance, and alterations a true copy of this FAA Form 337 is required to be kept on board the aircraft as long as the alteration remain in effect.

AUGUST 26, 1994. Gulfstream Aerospace Corporation **{GAC}** Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1786.6 hours & 736 landings.

Refer to the following **FAA Approved Data**: GAC Aircraft Service Change **{ASC}** 255, SUBJECT: INSTRUMENTS (ATA 31) SNAPSHOT SWITCH INSTALLATION, dated May 5, 1994.

The purpose of this alteration is to provide the crew with a switch that records engine parameters in both Fault Warning Computer's **{FWC}** non volatile memory.

Performed all of ASC 255's modification instructions effective for A/C 1085 except for the following minor deviations:

Cockpit Overhead Panel: Installed "SNAPSHOT" switch ASC255DS1 on overhead panel in the *spare vacant* position adjacent to APU fire test switch. Connected ASC255XDS1 switch socket wiring as follows: Pin 1 wire FD9030A22N to ground block E2 pin W; Pin 2 wire FD9028A22 to 318A1P7 pin small U; Pin 3 wire Jumper 22 to Pin 12; Pin 4 wire FD9030B22 to ground block E2 pin T; Pins 5, 7, 9, & 11 no connections; Pin 6 wire W528MD22 to TJ2N pin D; Pin 8 wire FD9029A22 to connector 318A1P7 pin small V; and Pin 10 wire FD9031A22 to connector 318A1P7 pin small W.

Avionics Shelf Assemblies: Connected wires from **318A1P7J1** as follows: Pin small U wire FD9028B22 to Annunciator lights Dim and Test Box - 29A1P2C pin 11; Pin small V wire FD9029B22 spliced to wires FD9029C22 and FD9029D22 connected to FWC # 1 - 95A1P1A pin 81 and FWC # 2 - 95A2P1A pin 81, respectively; and Pin small W wire FD9031B22 to Annunciator Dim and Test Box - 29A1P2C pin 64. All added wire connections to the Fault Warning Computer(s) and Annunciator Lights Dim and Test Box were made directly to the rack connector(s) instead of through the shelf disconnects.

All of the deviations that were made to the approved design were necessary to provide for compatibility with existing approved configurations and allow both pilots access to the "SNAPSHOT" switch. It has been determined that the deviations made did not alter the intent or operation of the approved aircraft service change.

All parts were purchased from Gulfstream Aerospace Product Support, Savannah, GA.

Successfully performed ASC 255's operational test.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

The effect of this change on the aircraft's electrical load analysis will be negligible. Power for the "SNAPSHOT" switch indicator is from the O'HEAD LTS PWR #2 circuit breaker. "SNAPSHOT" indicator lamp current draw (when snapshot switch is pressed or during warning lights test) is less than 0.1 amps in bright and 0.05 amps in dim.

The effect of this change on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0a 08/26/94 10:17 PM

NO ADDITIONAL SHEETS ARE ATTACHED. "END"

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 12-7-94

FAA

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification GSLCF10

INSTRUCTIONS: Print or type all entries. See FAR 43.9; FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): MELLON FINANCIAL SERVICES CORP #3	Address (As shown on registration certificate): 4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864049
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 8/15/94 — Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐ FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization	Other (Specify)
	☐ FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
8-15-94	526705494 IA	[signature] Michael Donnelly

FAA Form 337 (03-94)

SDNY_GM_02754173

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241095

EFTA01326688

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 12-7-94

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

In order to provide continuity during future inspections, maintenance, and alterations a true copy of this FAA Form 337 is required to be kept on board the aircraft as long as the alteration remain in effect.

AUGUST 14, 1994. Gulfstream Aerospace Corporation **{GAC}** Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1786.6 hours & 736 landings.

Refer to the following **FAA Approved Data**: Gulfstream Aerospace Corporation Aircraft Service Change **{ASC}** 295 *SUBJECT: AIR CONDITIONING (ATA 21) CABIN PRESSURE MANUAL CONTROL -- INSTALLATION* **dated JULY 22, 1994.** <CMP CODE 972950>

The purpose of this alteration is to allow the cabin air pressure control to revert to manual operation in the event 115 VAC power to the pressurization system is lost. Presently, if 115 VAC power is lost, the air pressure transducer and the outflow valve will fail.

325A1K10 MODIFICATION: Prior to performing ASC-295's modification instructions modified the existing 325A1 Relay & Junction panel to provide for expansion. Removed & discarded existing relay 325A1K10, Deutsch P/N E410-1385; Extracted all of the wires from socket 325A1XK10; and Removed & discarded relay socket 325A1XK10, Deutsch P/N 65009-004-513. Installed a new Deutsch P/N 65009-001-513 relay socket at rail position 325A1XK10 & connected existing wires as follows: W133D22 - A1; W132F22 - A2; H9014A20 - B1; H9015A20N - B2; H9013A20 - B3; G9056A20 - X1; & G52A20N - X2.

ASC 295 DEVIATIONS: Installed a new Deutsch P/N 65009-008-513 relay socket adjacent to rail position 325A1XK10 (see above) and identified as ASC295XK1 instead of the relay, socket and bracket listed in ASC 295. Performed all of the wiring changes shown on Figure 4 of ASC 295's instructions, except wires D101BB20V and D101CC20V were inserted into 326A1P200 and 326A1J200 (respectively) position **P** instead of small **T**. After completing wiring and ring out, installed a new Leach P/N JA-W4F-005 (a.k.a. GAR835SV1) into socket ASC295XK1. All of the installed parts were purchased from GAC Product Support Savannah, GA.

Successfully performed the installation checkout listed in Paragraph E pages 4, 5, and 6 of ASC 295 instructions.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to: Any modifications or deviations made did not alter the intent of the approved aircraft service change; When performing it's intended functions the operation is automatic; No flight manual supplements are required; and the installation is compatible with all previous alterations assuring continuous conformity with the applicable airworthiness requirements.

The effect of this change on the aircraft's electrical loading will be 0.03 amps added to the CABIN PRESS 115V circuit breaker, essential 115 VAC bus.

The effect of this change on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0a 08/14/94 5:06 PM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SDNY_GM_02754174

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241096

EFTA01326689

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 12-7-94

FAA

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
SOC-FSX

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): MELLON FINANCIAL SERVICES CORP #3	Address (As shown on registration certificate): 4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864049
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 8-15-94 — Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization	Other (Specify)
	☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
8/15/94	526705494 IA	[signature] Michael Donnelly

FAA Form 337 (03-94)

SDNY_GM_02754175

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241097

EFTA01326690

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 12-7-94

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

In order to provide continuity during future inspections, maintenance, and alterations a true copy of this FAA Form 337 is required to be kept on board the aircraft as long as the alteration remain in effect.

AUGUST 14, 1994. Gulfstream Aerospace Corporation **{GAC}** Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1786.6 hours & 736 landings.

Refer to the following **FAA Approved Data:** Gulfstream Aerospace Corporation Aircraft Service Change **{ASC}** 313 *SUBJECT: PNEUMATICS (ATA 36) CABIN PRESSURIZATION STABILIZATION* dated DECEMBER 17, 1994. <CMP CODE 973130>

The purpose of this alteration is to reduce the cabin pressure rate changes that occur during rapid power lever reductions at high altitude. This alteration provides an electrical circuit to reset bleed air pressure regulation from 18 PSIG to 30 PSIG when the power levers are retarded below pedestal quadrant angle. In a retarded power lever descent, without ANTI-ICE on, manifold pressure is maintained above 20 PSIG. This circuit is routed through the 2500 FT AGL horn mute relay, disabling the circuit when this relay is activated. Selection of any ANTI-ICE function also disables this circuit.

ASC 313 INSTALLATION AND DEVIATIONS: Installed a new Deutsch P/N 65009-001-513 relay socket into a vacant rail position near 325A1XK8B and identified the socket as ASC313XK1 instead of the relay, socket and bracket listed in ASC 313. Performed all of the wiring changes shown on Figures 5 and 6 of ASC 313's instructions, except for the following deviations: Wires D9002B20 and D9002A20 were inserted into 326A1P200 and 326A1J200 (respectively) position **S** instead of small **S**; Wires D9004A20 and D9004B20 were inserted into 326A1P200 and 326A1J200 (respectively) position **R** instead of small **R**; Wires D9004B20, D9004C20, and H428C20 were inserted into 326A1TJ16 M positions K, L, & M (respectively); Wire D9007A22N was inserted into ground block E2 position M instead of E11 position M. After completing wiring and ring out, installed a new Leach P/N J-W4N-005 relay (a.k.a. GAR835NK1) into socket ASC313XK1. All of the installed parts were purchased from GAC Product Support Savannah, GA.

Successfully performed the installation checkout listed in Paragraph E page 5 of ASC 313's instructions. Note: Allied Signal Service Bulletin Number 3399022-36-1646 has been previously complied with. Valves 54L1 and 54L2 are accessible by removing UPPER pylon panel 2 on the respective side.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to: Any modifications or deviations made did not alter the intent of the approved aircraft service change; When performing it's intended functions the operation is automatic; No flight manual supplements are required; and the installation is compatible with all previous alterations assuring continuous conformity with the applicable airworthiness requirements.

The effect of this change on the aircraft's electrical loading will be 1.75 amps added to the essential dc bus (0.875 amps to CB 242 SPEED BRAKE/FLAP ALARM and 0.875 to CB 262 SINGLE PACK).

The effect of this change on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0a; 08/14/94 6:29 PM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SDNY_GM_02754176

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 12-7-94

FAA

U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020
For FAA Use Only
Office Identification: SOL-FS10

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): ELLON FINANCIAL SERVICES CORP #3	Address (As shown on registration certificate): 4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258

3. For FAA Use Only

4. Identification

Unit	Make	Model	Serial No.	5. Type Repair	5. Type Alteration
Airframe	**********	as described in Item 1 above)	**********		X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

VOID

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	A [illegible]
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on [illegible] revised or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 8-27-94

Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY					
	FAA Flt. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection: 8-27-94

Certificate or Designation No.: 526705494 IA

Signature of Authorized Individual: [signature]

Michael Donnelly

FAA Form 337 (03-94)

SDNY_GM_02754177

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241099

EFTA01326692

FAA AIRCRAFT REGISTRY DATE: 6-1-14
CAMERA NO. 2N DATE: 12-1-94

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and data work completed.)

In order to provide continuity during future inspections, maintenance, and alterations a true copy of this FAA Form 337 is required to be kept on board the aircraft as long as the alteration remain in effect.

AUGUST 26, 1994 Gulfstream Aerospace Corporation {GAC} Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1786.6 hours & 736 landings.

Refer to the following FAA Approved Data: FAA Form 8110-3 DATE 7-18-94, MAKE Gulfstream, MODEL GIV, TYPE Airplane, NAME OF APPLICANT Gulfstream Aerospace Corporation, LIST OF DATA IDENTIFICATION 1159SB41296 (Engineering Order A1), TITLE BRAKE ENHANCEMENTS, DER- *R. IVERSON* 80761, SYSTEMS & EQUIP; and GAC Aircraft Service Change 296, Part II Drawing 1159H30036 EO [illegible] Ground Spoiler Restrictor and Part III Drawing 1159SB40560 Brake Bungee.

The purpose of this alteration is to improve '*brake-by-wire*' operation by installing restrictors in series with the ground spoiler actuator input pressure ports to alleviate hydraulic demand *and* modifying the brake pedal bungee's to obtain increased tension.

Performed all of modification instructions for Part II and Part III of GIV ASC 296 <CMP 972960>. All parts were installed new and obtained from Gulfstream Aerospace Product Support, Savannah, GA.

Removed four each P/N MS21916J6-4 union fittings from the pressure inlet ports (P1 and P2) of the two ground spoiler actuators and installed four each P/N JEHX0515900BA Restrictor fittings with new [illegible] ring packings, 1159H20011-06 in accordance with the instructions contained on GAC Drawing 1159H30036.

Reworked 4 each GAC P/N 1159C40040-x Brake Pedal Bungee's to P/N [illegible]SB40560-x configuration in accordance with the instructions contained on GAC Drawing 1159SB40503, *GIV BRAKE PEDAL BUNGEE BRAKEOUT & KNEE FORCE ADJUSTMENT* Sheets 1, 2, & 3 of 3. Installed the Brake Pedal Bungee's as follows:

POSITION	P/N	S/N	INITIAL TENSION	KNEE POINT	CMP CODE
Pilot's Left	1159SB40560-1	0211	24.1 LBS.	43.5 LBS	[illegible]24171
Pilot's Right	1159SB40560-2	0339	24.2 LBS.	43.6 LBS	[illegible]172
Co-pilot's Left	1159SB40560-1	0319	24.4 LBS.	43.5 LBS	[illegible]173
Co-pilot's Right	1159SB40560-2	0337	24.3 LBS.	43.4 LBS	[illegible]174

Successfully performed GAC <CMP 276001> Ground Spoiler System Operational-Test; <CMP 324103> Wheel Brake System-Function Test; and <CMP 324103> Anti-Skid System-Function Test.

A Ground Taxi operational test was conducted by two appropriately rated pilots. The pilots tested for proper brake response at normal taxi speeds from pilot and co-pilot positions while operating wing flaps, ground spoilers, and nose wheel steering. No abnormal conditions were noticed.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

The effect of this change on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0a 08/26/94 7:45 PM

NO ADDITIONAL SHEETS ARE ATTACHED. "END"
☐ Additional Sheets Are Attached

SDNY_GM_02754178

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241100

EFTA01326693

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 12-7-94

FAA

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

U.S. Department of Transportation Federal Aviation Administration

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): MELLON FINANCIAL SERVICES CORP #3	Address (As shown on registration certificate): 4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258

3. For FAA Use Only

4. Item Identification

Unit	Make	Model	Serial No.	5. Type Repair	5. Type Alteration
Airframe	•••••••••••••••••	(As described in Item 1 above)	•••••••••••••••••		X
Powerplant					
Propeller					
Appliance	Type:				
	Manufacturer:				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	A•••••••
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
8-27-94	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐ FAA Flt. Standards Inspector	☐ Manufacturer	X	Inspection Authorization	Other (Specify)
	☐ FAA Designee	☐ Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
8-27-94	526765494 IA	Michael Donnelly

FAA Form 337 (03-94)

SDNY_GM_02754179

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241101

EFTA01326694

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 12-7-94

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

In order to provide continuity during future inspections, maintenance, and alterations a true copy of this FAA Form 337 is required to be kept on board the aircraft as long as the alteration remain in effect.

AUGUST 26, 1994. Gulfstream Aerospace Corporation {GAC} Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1786.6 hours & 736 landings.

Refer to the following FAA Approved Data: GAC Aircraft Service Change {ASC} 232, SUBJECT: ICE AND RAIN PROTECTION (ATA 30) WING TEMPERATURE LOW MESSAGE – PROVISIONS, dated December 17, 1993.

The purpose of this alteration is to activate the "WING TEMP LOW" message (Amber) on the Engine Instruments Crew Alerting System {EICAS} and audible alert if the wing has not reached 100 degrees Fahrenheit after two minutes from being selected ON.

Performed all of ASC 232's modification instructions effective for A/C 1085 except for the following minor deviations:

Cockpit Overhead Panel: Existing wires 1H152D20, 2E126A20, 2H151C20, and 2E126A20 were replaced with new Mil-W-22759/16-22 to fit GAC835ML22D/S contacts provided with new wing anti-ice switches.

Avionics Shelf Assemblies: All added wire connections to the Fault Warning Computer(s) and Data Acquisition Unit(s) were made directly to the rack connector(s) instead of the shelf disconnects.

Main Junction and Relay Panel: Wires 1H152P22 and 1H152X22 were removed from TJ13M positions H and G respectively and spliced together. Wires 2H152X22 and 2H152F22 were removed from TJ2[illegible] positions G and K respectively and spliced together. Wire H9076B22 was splice to wire 1H152Y22 near Data Acquisition Unit #1, 95A4P1B pin 17. Wire H9077B22 was spliced to wire 2H152Y22 near Data Acquisition Unit #2, 95A5P1B pin 17. Wires H9078A22 and H9078AA22 were spliced together with wire 1H187D22 near connector 29A1P1C pin 89. Wires H9079A22 and H9079AA22 were spliced together with wire 2H187D22 near connector 29A1P1C pin 91.

All of the deviations that were made to the approved design were necessary to provide for compatibility with existing approved configurations. It has been determined that the deviations made did not alter the intent of the approved aircraft service change.

All parts were provided in kit form and obtained from Gulfstream Aerospace Product Support, Savannah, GA.

Successfully performed ASC 232's operational test.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned aircraft to flight status.

The effect of this change on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0a 08/26/94 9:22 PM

NO ADDITIONAL SHEETS ARE ATTACHED. "END"

☐ Additional Sheets Are Attached

VOID

SDNY_GM_02754180

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241102

EFTA01326695

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 12-7-94

FAA

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification: SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): MELLON FINANCIAL SERVICES CORP #3	Address (As shown on registration certificate): 4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258

3. For FAA Use Only

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type Repair	5. Type Alteration
Airframe	**********	(As described in Item 1 above)	**********		X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 186[illegible]
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 8-27-94

Signature of Authorized Individual:

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY					
	FAA Flt. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
8-27-94	526785494 IA	Michael Donnelly

FAA Form 337 (03-94)

VOID

SDNY_GM_02754181

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241103

EFTA01326696

CAMERA AIRCRAFT REGISTRATION 8-7-94
CAMERA NO. 2N DATE: 12-7-94

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

In order to provide continuity during future inspections, maintenance, and alterations a true copy of this FAA Form 337 is required to be kept on board the aircraft as long as the alteration remain in effect.

AUGUST 26, 1994. Gulfstream Aerospace Corporation {GAC} Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1786.6 hours & 736 landings.

Refer to the following FAA Approved Data: GAC Aircraft Service Change {ASC} 255, SUBJECT: INSTRUMENTS (ATA 31) SNAPSHOT SWITCH INSTALLATION, dated May 5, 1994.

The purpose of this alteration is to provide the crew with a switch that records engine parameters in both Fault Warning Computer {FWC} non volatile memory.

Performed all of ASC 255's modification instructions effective for A/C 1085 except for the following minor deviations:

Cockpit Overhead Panel: Installed "SNAPSHOT" switch ASC255DS1 on overhead panel in the *spare vacant* position adjacent to APU fire test switch. Connected ASC255DS1 switch socket wiring as follows: Pin 1 wire FD9030A22N to ground block E2 pin W; Pin 2 wire FD9028A22 to 318A1P7 pin small U; Pin 3 wire Jumper 22 to Pin 12; Pin 4 wire FD9030B22 to ground block E2 pin T; Pins 5, 7, 9, & 11 no connections; Pin 6 wire W528MD22 to TJ2N pin D; Pin 8 wire FD9029A22 to connector 318A1P7 pin small V; and Pin 10 wire FD9030A22 to connector 318A1P7 pin small W.

Avionics Shelf Assemblies: Connected wires from 318A1P7J1 as follows: Pin small U wire FD9028B22 to Annunciator lights Dim and Test Box - 29A1P2C pin 11; Pin small V wire FD9029B22 spliced to wires FD9029C22 and FD9029D22 connected to FWC # 1 - 95A1P1A pin 81 and FWC # 2 - 95A2P1A pin 81, respectively; and Pin small W wire FD9031B22 to Annunciator Dim and Test Box - 29A1P2C pin 64. All added wire connections to the Fault Warning Computer(s) and Annunciator Lights Dim and Test Box were made directly to the rack connector(s) instead of through the shelf disconnects.

All of the deviations that were made to the approved design were necessary to provide for compatibility with existing approved configurations and allow both pilots access to the "SNAPSHOT" switch. It has been determined that the deviations made did not alter the intent or operation of the approved aircraft service change.

All parts were purchased from Gulfstream Aerospace Product Support, Savannah, GA.

Successfully performed ASC 255's operational test.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

The effect of this change on the aircraft's electrical load analysis will be negligible. Power for the "SNAPSHOT" switch indicator is from the O'HEAD LTS PWR #2 circuit breaker. "SNAPSHOT" indicator lamp current draw (when snapshot switch is pressed or during warning lights test) is less than 0.1 amps in bright and 0.05 amps in dim.

The effect of this change on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0a 08/26/94 10:17 PM

NO ADDITIONAL SHEETS ARE ATTACHED. "END"

☐ Additional Sheets Are Attached

VOID

SDNY_GM_02754182

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

CAMERA AIRCRAFT REGISTRATION 12-7-94
CAMERA NO. 2N DATE: 12-7-94

FAA

U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification GSLCFJ0

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): [illegible] FINANCIAL SERVICES CORP #3	Address (As shown on registration certificate): 4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258

3. For FAA Use Only

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type Repair	5. Type Alteration
Airframe	••••••••••••••••••••••••• (as described in Item 1 above) •••••••••••••••••••				X
Powerplant					
Propeller					
Appliance	Type:				
	Manufacturer:				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	[illegible]

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and the information furnished herein is true and correct to the best of my knowledge.

Date: 8/15/94

Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
8-15-94	526785494 IA	[signature] Michael Donnelly

FAA Form 337 (83-94)

VOID

SDNY_GM_02754183

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241105

EFTA01326698

CAMERA AND AIRCRAFT REGISTRATION 12-7-94
CAMERA NO. 2N DATE: 12-7-94

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

In order to provide continuity during future inspections, maintenance, and alterations a true copy of this FAA Form 337 is required to be kept on board the aircraft as long as the alteration remain in effect.

AUGUST 14, 1994. Gulfstream Aerospace Corporation {GAC} Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1786.6 hours & 736 landings.

Refer to the following **FAA Approved Data: Gulfstream Aerospace Corporation Aircraft Service Change {ASC} 295** *SUBJECT: AIR CONDITIONING (ATA 21) CABIN PRESSURE MANUAL CONTROL -- INSTALLATION* dated JULY 22, 1994. <CMP CODE 972950>

The purpose of this modification is to allow the cabin air pressure control to revert to manual operation in the event 115 VAC power to the pressurization system is lost. Presently, if 115 VAC power is lost, the air pressure transducer and the outflow valve will fail.

325A1K10 MODIFICATION: Prior to performing ASC-295's modification instructions modified the existing 325A1 Relay & Junction panel to provide for expansion. Removed & discarded existing relay 325A1K10, Deutsch P/N E410-1385; Extracted all of the wires from socket 325A1XK10; and Removed & discarded relay socket 325A1XK10, Deutsch P/N 65009-004-513. Installed a new Deutsch P/N 65009-001-513 relay socket at rail position 325A1XK10 & connected existing wires as follows: W133D22 - A1; W132F22 - A2; H9014A20 - [illegible] H9015A20N - B2; H9013A20 - B3; G9056A20 - X1; & G52A20N - X2.

ASC 295 DEVIATIONS: Installed a new Deutsch P/N 65009-008-513 relay socket adjacent to rail position 325A1XK10 (see above) and identified as ASC295XK1 instead of [illegible]y, socket and bracket listed in ASC 295. Performed all of the wiring changes shown on Figure 4 of ASC 295's instructions, except wires D101[illegible]0V and D101CC20V were inserted into 326A1P200 and 326A1J200 (respectively) position P instead of small T. After completing wiring and ring out, installed a new Leach P/N JA-W4F-005 (a.k.a. GARR35SV1) into socket ASC295XK1. All the installed parts were purchased from GAC Product Support Savannah, GA.

Successfully performed the installation checkout listed in Paragraph [illegible] pages 4, 5, and 6 of ASC 295 instructions.

Recorded compliance with this FAA form 337 in the aircraft's maintenance [illegible]rds and returned the aircraft to flight status.

It has been determined that the interrelationship between this change and any previously approved co[illegible] will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to: Any modifications or deviations made did not alter the intent of the approved aircraft service change; When perform[illegible] it's intended functions the operation is automatic; No flight manual supplements are required; and the installation is compatible with all previous alterations assuring continuous conformity with the applicable airworthiness requirements.

The effect of this change on the aircraft's electrical loading will be 0.03 amps added to the CABIN PRESS 115V circuit breaker, essential 115 VAC bus.

The effect of this change on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0a; 09/14/94 5:05 PM

NO ADDITIONAL SHEETS ARE ATTACHED. "END"

☐ Additional Sheets Are Attached

VOID

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

CAMERA AIRCRAFT REGISTRY DATE: 12-7-94
CAMERA NO. 2N DATE: 12-7-94

FAA

U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020
For FAA Use Only
Office Identification: SOC-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): MELLON FINANCIAL SERVICES CORP #3	Address (As shown on registration certificate): 4444 ONE MELLON BANK CENTER PITTSBURGH, PA 15258

3. For FAA Use Only

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type Repair	5. Type Alteration
Airframe	••••••••••••••••••• (As described in Item 1 above) •••••••••••••••••••				X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 8-15-94

Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY					
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group
					Other (Specify)

Date of Approval or Rejection: 8/15/94

Certificate or Designation No.: 526705494 IA

Signature of Authorized Individual: [signature] Michael Donnelly

FAA Form 337 (03-94)

SDNY_GM_02754185

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241107

EFTA01326700

CAMERA AIRCRAFT REGISTRATION: N88GA DATE: 12-7-94
CAMERA NO. 2N DATE: 12-7-94

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

In order to provide continuity during future inspections, maintenance, and alterations a true copy of this FAA Form 337 is required to be kept on board the aircraft as long as the alteration remain in effect.

AUGUST 14, 1994. Gulfstream Aerospace Corporation {GAC} Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1786.6 hours & 736 landings.

Refer to the following FAA Approved Data: Gulfstream Aerospace Corporation Aircraft Service Change {ASC} 313 *SUBJECT: PNEUMATICS (ATA 36) CABIN PRESSURIZATION STABILIZATION* dated DECEMBER 17, 1993 <CMP CODE 973130>

The purpose of this alteration is to reduce the cabin pressure rate changes that occur during rapid power lever reductions at high altitude. This alteration provides an electrical circuit to reset bleed air pressure regulation from 18 PSIG to 30 PSIG when the power levers are retarded below pedestal quadrant angle. In a retarded power lever descent, without ANTI-ICE on, manifold pressure is maintained above 20 PSIG. This circuit is routed through the 2500 FT AGL horn mute relay, disabling this circuit when this relay is activated. Selection of any ANTI-ICE function also disables this circuit.

ASC 313 INSTALLATION AND DEVIATIONS: Installed a new Deutsch P/N 65009-001-513 relay socket into a vacant rail position near 325A1XK8B and identified the socket as ASC313XK1 instead of the relay, socket and bracket listed in ASC 313. Performed all of the wiring changes shown on Figures 3 and 6 of ASC 313's instructions, except for the following deviations: Wires D9002B20 and D9002A20 were inserted into 326A1P200 and 326A1J200 (respectively) position S instead of small S; Wires D9004A20 and D9004B20 were inserted into 326A1P200 and 326A1J200 (respectively) position R instead of small R; Wires D9004B20, D9004C20, and H428C20 were inserted into 326A1TJ1 positions K, L, & M (respectively); Wire D9007A22N was inserted into ground block E2 position M instead of E11 position M. After completing wiring and ring out, installed a new Leach P/N J-W4N-005 relay (a.k.a. GAR83SNK1) into socket ASC313XK1. All of the installed parts were purchased from GAC Product Support Savannah, GA.

Successfully performed the installation checkout listed in Paragraph E page of ASC 313's instructions. Note: Allied Signal Service Bulletin Number 3399022-36-1646 has been previously complied with. Valves 54L1 and 54L2 are accessible by removing UPPER pylon panel 2 on the respective side.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to: Any modifications or deviations made did not alter the intent of the approved aircraft service change; When performing it's intended functions the operation is automatic; No flight manual supplements are required; and the installation is compatible with all previous alterations assuring continuous conformity with the applicable airworthiness requirements.

The effect of this change on the aircraft's electrical loading will be 1.75 amps added to the essential do[illegible] (0.875 amps to CB 242 SPEED BRAKE/FLAP ALARM and 0.875 to CB 262 SINGLE PACK).

The effect of this change on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is a computer generated form prepared by: Michael Donnelly. WORD 6.0a; 08/14/94 6:39 PM

NO ADDITIONAL SHEETS ARE ATTACHED. "END"

☐ Additional Sheets Are Attached

SDNY_GM_02754186

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241108

EFTA01326701

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 7-8-94

FAA

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): ACTIUM LEASING CORP	Address (As shown on registration certificate): FOUR EMBARCADERO CTR SAN FRANCISCO, CA 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above)		**********		X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864849

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
3-19-94	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization	Other (Specify)
	☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
4/5/94	526705494 IA	Michael Donnelly

FAA Form 337 (03-94)

SDNY_GM_02754187

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241109

EFTA01326702

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 7-8-94

NOTICE
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

March 18, 1994. Gulfstream Aerospace Corporation {GAC} Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1629.9 hours & 669 landings.

Refer to the following **FAA Approved Data**: Gulfstream Aerospace Corporation Aircraft Service Change **{ASC}** 298 *SUBJECT: PNEUMATICS (ATA 36) BLEED AIR ISOLATION VALVE RELAY — POWER SOURCE MODIFICATION* dated February 16, 1994. <CMP CODE 972980>

The purpose of this alteration is to separate the power source for the bleed air isolation valve control relay from the bleed air isolation valve relay. Presently, both relays are powered from the same 28 VDC circuit breaker. This ASC installs an 'AC' control relay for the valve control relay which will eliminate the possibility of a single fault causing a false cockpit indication.

Performed all of ASC-298's modification instructions effective for aircraft S/N 1085. Installed parts are listed in ASC 225 page 8 and were furnished in kit form by GAC product support Savannah, GA.

Successfully performed GAC CMP code 361064 Bleed Air Isolation Shut Off Valve operational tests. Using the **FAA Approved** G-IV Aircraft Flight Manual operated the Auxiliary Power Unit and started both main engines and verified that the APU AIR LOAD, ENGINE START or CRANK, and the ISOLATION VALVE cockpit switches performed their intended functions.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

The effect of this change on the aircraft's electrical loading is negligible and no changes were made to the aircraft's electrical load analysis report.

The effect of this change on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is computer generated form prepared by: Michael Donnelly. WORD 6.0; 03/19/94 10:28 AM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. /N DATE: 4-25-94

FAA

SC

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020
For FAA Use Only
Office Identification: SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): ACTIUM LEASING CORP	Address (As shown on registration certificate): FOUR EMBARCADERO CTR SAN FRANCISCO, CA 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X	U.S. Certificated Mechanic	AP 1864049
		Foreign Certificated Mechanic	
		Certificated Repair Station	
		Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 2-10-94 | Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization
	☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group

Other (Specify):

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
2-14-94	526705494 IA	[signature] Michael Donnelly

FAA Form 337 (05-97)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. /N DATE: 4-25-94

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

February 12, 1994 Gulfstream Aerospace Corporation {GAC} Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1611.7 hours & 661 landings.

Refer to the following **FAA Approved Data**: Aircraft Service Change {ASC} 225 *SUBJECT: LIGHTS (ATA 33) NOSE GEAR TAXI LIGHTS -- MODIFICATION* dated November 1, 1993. <CMP CODE 972250>

The purpose of this alteration is to modify the nose gear taxi light mounting bracketry to provide optimum visibility. It also changes the center taxi light from a spot light to a flood light which will eliminate shadows. This service change also replaces an existing circuit breaker and taxi light housing assemblies.

Performed all of ASC-225's modification instructions effective for aircraft S/N 1085. Installed parts are listed in ASC 225 page 4 and were furnished in kit form by GAC product support Savannah, GA.

Performed all of the steps listed in paragraph "C. Perform nose landing gear retraction to ensure clearance of taxi lights" and noted an interference problem between the GAC P/N 1159EL20064 Wire Bundle Support Bracket, refer to Page 6 Figure 2 View A-A and the Nose Landing Gear Trunion assembly. Corrected problem by trimming the leading edge of the bracket to provide proper clearance and noted no other abnormal or unusual conditions.

Successfully performed all of the steps listed in paragraph "D. Perform operational test as follows:" and noted no abnormal or unusual results. In addition, checked taxi light operation individually and collectively to verify proper circuit breaker configuration; and Checked the operation of the Nose Wheel Steering System with taxi lights ON and OFF and noted no abnormal or unusual results.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

The effect of this change on the aircraft's electrical loading is +150 VA (watts) added to the Right Main AC BUS during taxi light operation. Note: Taxi light operation is inhibited if the landing gear is not down and locked; See ASC 131 <CMP code 971310> TAXI LT POSITIVE CONTROL for details.

The effect of this change on the aircraft's basic weight and balance was negligible and no changes were made to the aircraft's basic weight and balance report.

This is computer generated form prepared by: Michael Donnelly. WORD 6.0; 02/12/94 3:32 AM

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SDNY_GM_02754190

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241112

EFTA01326705

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 3-3-94

FAA

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020
For FAA Use Only
Office Identification: SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): B A Leasing & Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, Ca 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type: / Manufacturer:				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: Sept 7, 1993 — Signature of Authorized Individual:

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
Sept 7 1993	526705494 IA	Michael Donnelly

FAA Form 337 (05-92)

SDNY_GM_02754191

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241113

EFTA01326706

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 3-3-94

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

September 7, 1993, Gulfstream Aerospace Corporation {GAC} Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA, Revision 18. Aircraft total time in service 1493.6 hours and 608 landings.

Refer to: **FAA Approved** GAC G-IV Aircraft Service Change {**ASC**} No. 176 Subject: LANDING GEAR (ATA 32) NOSE WHEEL STEERING FAILURE - ANNUNCIATION dated February 23, 1993. Effective for Aircraft serial numbers 1000-1214.

The purpose of this alteration is to add a pressure switch and circuitry to alert the crew of a problem in the nose wheel steering system prior to takeoff and/or landing. The pressure switch and additional circuitry allow additional parameters to be monitored. The amber ***STEER BY WIRE FAIL*** message will be displayed on the Engine Instrument Crew Alerting System when one of the following conditions exist: (a) Nose wheel nutcracker switch stuck in the ground mode; (b) Nose wheel steering shutoff valve(s) stuck in the open position; (c) Nose wheel steering system inoperative due to loss of power; (d) Improperly installed steer-by-wire ECU or ECU connectors.

Using the instructions and parts provided with the GAC ASC 176 Kit, performed all of the instructions applicable for aircraft S/N 1085, except (see Figure 5, Page 13) installed a GAC P/N 1159SB20223-11 BRACKET in place of the GAC P/N 1159F41094-39 BRACKET furnished with the kit. This minor deviation allows the Relay Bracket to be removed for maintenance without having to drill attaching rivets.

Successfully performed ASC 176 installation checkout (Paragraph H. Pages 6 and 7) and noted no abnormal or unusual conditions.

Returned the aircraft to flight status and recorded compliance with this FAA Form 337 in the aircraft's maintenance records.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to: There are no changes to the operational limitations; The existing aircraft flight manual provides information for dealing with the ***STEER BY WIRE FAIL*** EICAS message; and the change is compatible with all previous configurations assuring continuous conformity with the applicable airworthiness requirements.

The effect of this change on the aircraft's electrical load analysis and weight and balance data is negligible.

This is a computer generator form filed as ASC176.DOC: 5984 Characters. prepared by: Michael Donnelly

NO ADDITIONAL SHEETS ARE ATTACHED. "END"

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 3-3-94

FAA

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

U.S. Department of Transportation Federal Aviation Administration

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification: SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): B A Leasing & Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, Ca 94111

3. For FAA Use Only

The alteration/data identified below is applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, section 43.7

FAA INSPECTOR _____ DATE 8-20-93

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 8-12-93 — Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐ FAA Flt. Standards Inspector	☐ Manufacturer	X	Inspection Authorization	Other (Specify)
	☐ FAA Designee	☐ Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
1/3/94	526705494 IA	[signature] Michael Donnelly

FAA Form 337 (05-92)

SDNY_GM_02754193

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 3-3-94

NOTICE
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

August 11, 1993, Gulfstream Aerospace Corporation {GAC} Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA.

This change requires FAA Field Approval.

The purpose of this change is to update this aircraft's fuel booster pump vent hose system to the current production standard. This modification will eliminate the need for two different part number hoses in spare stock and provide for a neater and more logical installation.

Modified the **LEFT and RIGHT Main and Alternate Fuel Booster Pump Vent System** by: Removing and discarding the existing four each vent hoses that connect each fuel booster pump to a wing tank; Removing and discarding the number 6 AN Fitting and 'O' ring packing installed in each of the four booster pump vent ports; Installing a new MS29512-06 'O' ring packing on four each new AN815-6D Union Fittings and installing one fitting ('O' ring packing side toward the booster pump vent port) into each of the four booster pump vent ports; and Installing a new Gulfstream Aerospace Part Number 115H40200-143 Vent Hose between each new booster pump vent port and the closest existing wing tank port. Secured all newly installed ports and hose fittings by torquing to the current maintenance manual torque value and identified with torque stripe.

All parts were new when installed and purchased from GAC Product Support Savannah, GA 31402.

Performed a leak check visual inspection of all four fuel booster pumps and attaching hoses while doing FUEL CONTROL SYSTEM FUNCTION TEST in accordance with CMP maintenance code 280005 (card 28-01) and noted no leakage or abnormal operation.

Returned the aircraft to flight status and recorded compliance with this FAA Form 337 in the aircraft's maintenance records.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to: When performing it's intended functions the operation is automatic; There are no changes to the operational limitations; No flight manual supplements are required; and the installation is compatible with current production standards and all previous alterations assuring continuous conformity with the applicable airworthiness requirements.

The effect of this change on the aircraft's weight and balance data is negligible.

This computer generator form filed as VENTHOSE.doc; 5999 Characters. Prepared by: Michael Donnelly
NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 3-3-94

FAA

U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020
For FAA Use Only
Office Identification: SDC-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): B A Leasing & Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, Ca 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: Sept 7, 1993 — Signature of Authorized Individual:

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
Sept 7 1993	526705494 IA	Michael Donnelly

FAA Form 337 (05-92)

SDNY_GM_02754195

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241117

EFTA01326710

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 3-3-94

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

September 7, 1993, Gulfstream Aerospace Corporation {**GAC**} Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA, Revision 18. Aircraft total time in service 1493.6 hours and 608 landings.

Refer to: **FAA Approved** GAC G-IV Aircraft Service Change {**ASC**} No. 3 Amendment 2 Subject: ICE AND RAIN PROTECTION (ATA 30) WINDSHIELD HEAT - TEMPERATURE SENSOR TEST SWITCH - INSTALLATION dated February 26, 1993. Effective for Aircraft serial numbers 1000-1155 having ASC 3.

The purpose of this alteration is to modify the wiring to the windshield heat temperature sensor test circuits installed by GAC ASC 3 so that both temperature sensors of each cockpit window can be tested.

Using the instructions and parts provided with the GAC ASC 3 Amendment 2 Kit, performed all of the instructions applicable for aircraft S/N 1085.

Successfully performed ASC 3 Amendment 2 operation test (Paragraph C. Page 3) and noted no abnormal or unusual conditions.

Returned the aircraft to flight status and recorded compliance with this FAA Form 337 in the aircraft's maintenance records.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to: There are no changes to the operational limitations; No changes to the aircraft flight manual are required; and the change is compatible with all previous configurations assuring continuous conformity with the applicable airworthiness requirements.

The effect of this change on the aircraft's electrical load analysis and weight and balance data is negligible.

This is a computer generator form filed as ASC3AM2.DOC: 5267 Characters. prepared by: Michael Donnelly

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 9-21-93

FAA

U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification SOL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): B A Leasing & Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, Ca 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********			X	
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
8-1-93	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐ FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization	Other (Specify)
	☐ FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
8/12/93	526705494 IA	Michael Donnelly

FAA Form 337 (05-92)

SDNY_GM_02754197

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241119

EFTA01326712

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 9-21-93

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. **Description of Work Accomplished**
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

August 11, 1993, Gulfstream Aerospace Corporation **(GAC)** Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA, Revision 18. Aircraft total time in service 1481.6 hours and 600 landings.

Refer to: **FAA DER Approved** GAC *Repair* Drawing Number SE05201903 REV. A, **STANDARD REPAIR - SPHERICAL BEARING, N.L.G., FS 119., BL 0.0** Sheets 1 and 2 of 2, dated 5-5-92, Effective for this aircraft and signed by John G. Wilder, FAA Structures DER SO-483.

The purpose of this repair is to prevent torsional movement of the Nose Landing Gear Brace Assembly (GAC P/N 1159L40801-5) and the Nose Landing Gear Drag Brace Assembly (GAC P/N 1159LM40588-11) that causes the loosening of the existing bearing (P/N GB14G-10) in the Drag Brace Fitting at fuselage station 119.0.

Removed the Nose Landing Gear Assembly from the aircraft. Performed removal of existing bearing P/N GB14G-10. Inspected and reworked existing Drag Brace Fitting, P/N 159B10053 per GAC Drawing Number SE05201903-901, Standard Installation. Installed new KP10-3 Bearing Assembly and torqued to 110 in. lbs.

Installed Nose Landing Gear, Drag Brace and Downlock Assemblies per GAC Gulfstream IV Maintenance Manual, Chapter 32-2-0, page 204, para 3.

Successfully performed Landing Gear Normal Function Test in accordance with GAC Gulfstream IV Maintenance Manual, Chapter 32-0, page 201, para 2 and Nose Wheel Steering Function Check in accordance with GAC Gulfstream IV Maintenance Manual, Chapter 32-500, page 201, para 1.

Returned the aircraft to flight status and recorded compliance with this FAA Form 337 in the aircraft's maintenance records.

It has been determined that the interrelationship between this repair and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to: There are no changes to the operational limitations; No flight manual supplements are required; and the repair is compatible with all previous configurations assuring continuous conformity with the applicable airworthiness requirements.

The effect of this change on the aircraft's weight and balance data is negligible.

This is a computer generator form filed as NOSEGEAR.DOC: 5769 Characters. prepared by: Michael Donnelly
NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-9-93

FAA

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

US Department of Transportation
Federal Aviation Administration

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification
SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N886A
2. Owner	Name (As shown on registration certificate): BA LEASING & CAPITAL CORP.	Address (As shown on registration certificate): TWO EMBARCADERO CENTER SAN FRANCISCO, CA 94111

3. For FAA Use Only

The ~~unit~~ data identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, section 43.7.

FAA INSPECTOR — DATE: 4-22-93

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 EAST SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: APRIL 20, 1993 — Signature of Authorized Individual

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is X APPROVED ☐ REJECTED

BY					
	FAA Fit. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No:	Signature of Authorized Individual
4/23/93	526705499IA	Michael Donnelly

FAA Form 337 4-87

SDNY_GM_02754199

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241121

EFTA01326714

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-9-93

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

04/20/93 Gulfstream Aerospace Corporation **(GAC)** Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA, Revision 18.

FAA Approved Data: FAA Form 8110-3 Statement of Compliance with the Federal Aviation Regulations dated 2/3/92 for Gulfstream Model GIV, 1159, & 1159A; listing GAC Repair Dwg. 1159SB30189 REV. C title *CORROSION REPAIR/BALLAST INSTL., CONT. SURF., ELEVATOR* signed by Structures **DER** John G. Wilcer, Designation Number SO-483.

FAA Acceptable Data: GAC Production Dwg. 1159CS20002 REV. E, sheets 1 and 2, including through Engineering Order **(EO)** R12, dated 11/3/92, these drawings approved for *production* by FAA form 8110-3 dated 11/18/92 for Gulfstream G-IV Airplane by Frank Simmons SO-784 Structures DER; GAC G-IV Maintenance Manual **(M/M)** Interim Revision 16-1, dated 30 March 1992; GAC G-IV M/M Vol. 1, REVISION 16 dated 6 DECEMBER 1991; GAC Production Dwg. 1159CS20434, titled *SKIN INSTL CONTROL SURF-ELEV-STA 13.00 to 168.78 LE*, sh 1 & 2 of 2, REV G dated 12-10-91; and GAC Production Dwg. 1159CS20443, titled *BALLAST INSTL CONTROL SURFACE - ELEVATOR*, sh 1 & 2 of 2 REV F dated 10/28/88.

The purpose of this repair is to replace a de-laminated inboard trailing edge assembly on the left elevator. This repair involves: **A.** The removal of the left elevator from the aircraft; **B.** The removal of a inboard trailing edge riveted assembly; **C.** The installation of a new inboard trailing edge riveted assembly; **D.** The removal of a section of the leading edge riveted skin to gain access to the balance trim weight attach points; **E.** Assembly, painting, balancing, and attachment of the elevator control surface to the aircraft.

In accordance with the GAC Computerized Maintenance Program **(CMP)** code 273007 removed the left elevator, GAC P/N 1159CS20002-S9, S/N 1086, dated 11/88, from the aircraft.

Removed the inboard trailing edge assembly, GAC P/N 1159CSH20400, S/N 1113, dated Aug 23, 1988, from the left elevator by drilling out the attaching rivets. Installed a new inboard trailing edge assembly, GAC P/N 1159CSH20400-89/E2/01, S/N 1400, dated Jan 18, 1993, onto the elevator by riveting in accordance with the applicable instructions contained on GAC drawing 1159CS20002.

Removed leading edge skin at the balance trim weight attach points by drilling out rivets to gain access to the balance trim weight attach points and added 1 each GAC P/N 1159CS20443-51 (0.5 pound) weight and -53 doubler in accordance with data contained on GAC Dwg. 1159CS20443, REV F, sheets 1 and 2, dated 10/11/88, *BALLAST (WEIGHT) INSTL CONTROL SURFACE-ELEVATOR*.

In accordance with the above referred to GAC Production Dwg. detailing *SKIN INSTL* installed original elevator leading edge skin by riveting. Treated, sealed, primed and painted to match all bare metal.

In accordance with the GAC M/M ATA 27-0 Flight Control Systems checked balanced elevator; final balance data after painting: LH elevator 0.0 in./lbs. NOSE HEAVY.

In accordance with GAC CMP codes 273007 installed the repaired left elevator, GAC P/N 1159CS20002-S9, S/N 1086, dated 11/88, to the proper position on the aircraft.

The aircraft was not test flown because it was determined that the repair that was done would not change the flight characteristics or substantially affect the flight operation of the aircraft. This determination included, but was not limited to, consideration that the repaired elevator assembly's balance, shape, strength and original type certificate design was not changed.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status. Aircraft Total Time: 1382.6 hours. Aircraft Cycles 547 landings.

Changes to the aircraft's weight and balance were negligible.

This computer generated form was prepared by: Michael Doherty using HPPM486/50; filed as: \N88GA\042093EL.DOC; 7555 Characters.

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SDNY_GM_02754200

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-9-93

FAA

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

U.S. Department of Transportation Federal Aviation Administration

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification SDI 4F3120

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): B A Leasing & Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, Ca 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864049
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
4-21-93	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
4/22/93	526705494 IA	Michael Donnelly

FAA Form 337 (05-92)

SDNY_GM_02754201

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241123

EFTA01326716

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-9-93

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

April 20, 1993, Gulfstream Aerospace Corporation (GAC) Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA, Revision 18.

FAA Approved Data: FAA Airworthiness Directive, AD 93-04-02 Rockwell International/Collins Aviation Division TDR-94D Mode S Transponders; FAA DER approved form 8110-3, dated April 16, 1993, Identification of Drawing Number(s) 08069197 and 08069198, dated 09/01/92, Revision A, Wiring Diagram: No. 1 and No. 2 Transponder (MOD), John R. Chambless NM-476 Systems & Equipment DER; and Western Commander Incorporated FAA STC No. SA5044NM, as approved February 6, 1991.

The purpose of this change is to modify this aircraft's wiring to correct wiring discrepancies between the TCAS and the Mode S transponder systems. Wiring discrepancies were discovered after both TDR-94D Mode S transponders were modified to Collins P/N 622-9210-003 status; required by the above listed AD. Prior to complying with the AD this aircraft was equipped with Collins P/N 622-9210-002 status transponders installed in accordance with the above listed STC and utilized discrete wiring to the TCAS control head from each transponder. The -003 modification status transponders utilize ARINC 429 data and require removing the discrete wiring for "STBY", "TEST", "ALT PORT '2' OUT", and "REMOTE IDENT IN".

Modified this aircraft's wiring to conform to the above listed drawings. Minor deviations to the approved data with regard to the "REMOTE IDENT" and "TEST" were done as follows:

(a) Wire 1SX22B22 was removed from #1 transponder R/T P2-55 and inserted into #1 transponder R/T P1-16;
(b) Wire 2SX22B22 was removed from #2 transponder R/T P2-55 and inserted into #2 transponder R/T P1-16;
(c) Wire 1SX21A22 and Wire 1SX22A22 were spliced together near TCAS control panel P1;
(d) Wire 2SX21A22 and Wire 2SX22A22 were spliced together near TCAS control panel P2;
(e) Wire 1SX23A22 had been previously removed from #1 transponder control panel Pin E and capped and stowed; and
(f) Wire 2SX23A22 had been previously removed from #2 transponder control panel Pin E and capped and stowed.

Duncan Aviation (FAA CRS JGV5194F) performed an integrated systems test per FAR 91.411 and both transponder systems were found to comply with Part 43 Appendix E (c). Work Order No. 2237R, dated 4/15/93. Ramp testing revealed that the antenna co-ax connectors were reversed between the #1 and #2 systems at the TDR-94D racks; corrected co-ax connections to conform with the above listed drawings. Note: Transponder ramp testing was done using IFR L-band antenna "HAT" shields to prevent false alerts in airborne TCAS equipped aircraft.

Returned the aircraft to flight status and recorded compliance with this FAA Form 337 in the aircraft's maintenance records. Aircraft Total Time: 1382.6 hours; Aircraft Cycles: 547 landings.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to: The minor deviations (a) through (d) above accomplished the intent of the approved data; No changes to the aircraft's electrical load analysis data were made; There are no changes to the operational limitations; No flight manual supplements are required; and the installation is compatible with all previous alterations assuring continuous conformity with the applicable airworthiness requirements.

The effect of this change on the aircraft's weight and balance data is negligible.

This computer generated form was done using FIABC486/33; WORD 2.0; AD930402.DOC; 7216 Characters; prep. by: Michael Donnelly.

NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SDNY_GM_02754202

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241124

EFTA01326717

FAA AIRCRAFT REGISTRY
CAMERA NO. IN DATE: 4-2-93

FAA

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0023

For FAA Use Only

Office Identification
SOL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): B A Leasing & Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, Ca 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type: / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864049
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
2-20-93	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
2-20-93	526705494 IA	Michael Donnelly

FAA Form 337 (05-92)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. IN DATE: 4-2-93

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. **Description of Work Accomplished**
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

February 20, 1993, Gulfstream Aerospace Corporation {GAC} Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA.

Refer to: GAC **FAA Approved** Aircraft Service Change {ASC} Number 231, *SUBJECT: ELECTRICAL POWER (ATA 24) "E" BUS ALTERNATE POWER - MODIFICATION:* dated JULY 31, 1992 and GAC **FAA DER Approved** Wiring Diagram LE41 466032-01 rev none, ASC 231 Deviation, date 02-05-93.

The purpose of this change is to replace four wires that were removed during the installation of ASC 231. This alteration restores the FWD and AFT Emergency Battery "CHARGE INHIBIT" circuits to the original production configuration.

Modified the **L CKPT JCT PNL** [305A1] as follows:
Stamp identified a new Mil-W-22759/16-20 wire 2PU1103H20, stripped the insulation from a free end, crimp installed a new Deutsch CTS-20/20 socket contact onto the wire, inserted the wire assembly into TJ1S - B. Routed the free end along existing wire runs toward TJ1E, cut the wire to length, stripped the insulation from the free end, crimp installed a new Deutsch CTS-20/20 socket contact onto the wire, inserted the wire assembly into TJ1E - K.

Modified the **R CKPT JCT PNL** [306A1] as follows:
Stamp identified a new Mil-W-22759/16-20 wire 1PU1103G20, stripped the insulation from a free end, crimp installed a new Deutsch CTS-20/20 socket contact onto the wire, inserted the wire assembly into TJ2M - C. Routed the free end along existing wire runs toward TJ4A, cut the wire to length, stripped the insulation from the free end, crimp installed a new Deutsch CTS-20/20 socket contact onto the wire, inserted the wire assembly into TJ4A - F. Secured all areas disturbed during alteration.

Modified the **FWD EMERGENCY BATTERY WIRING** [68A1] as follows:
Removed wire 1PU9010A20N connected between 68A1P1A - 1 and aircraft ground. Removed the end cap from existing wire 1PU1112B20, stripped the insulation from the free end, crimp installed a new GAC835MN20S socket contact onto the wire, inserted the wire assembly into 68A1P1A - 1. Secured all areas disturbed during alteration.

Modified the **AFT EMERGENCY BATTERY WIRING** [68A2] as follows:
Removed wire 2PU9010A20N connected between 68A2P1A - 1 and aircraft ground. Removed the end cap from existing wire 2PU1112A20, stripped the insulation from the free end, crimp installed a new GAC835MN20S socket contact onto the wire, inserted the wire assembly into 68A2P1A - 1. Secured all areas disturbed during alteration.

Performed installation checkout in accordance with ASC 231 all parts of paragraph P and noted no abnormal operation.

Returned the aircraft to flight status and recorded compliance with this FAA Form 337 in the aircraft's maintenance records.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to: The change to the aircraft's electrical load analysis data is negligible; When performing it's intended functions the operation is automatic; There are no changes to the operational limitations; No flight manual supplements are required; and the installation is compatible with all previous alterations assuring continuous conformity with the applicable airworthiness requirements.

The effect of this change on the aircraft's weight and balance data is negligible.

This computer generator form was done on ☒CAF386/20; using WORD 2.0; filed as C:\ASC23102.doc; prepared by: Michael Donnelly.
NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 3-15-93

FAA

U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification SOL-ASDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): B A Leasing & Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, Ca 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type:				
	Manufacturer:				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864049
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: Feb 1, 1993

Signature of Authorized Individual: L. G. Matteson

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐	FAA Flt. Standards Inspector	☐ Manufacturer	X	Inspection Authorization	Other (Specify)
	☐	FAA Designee	☐ Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
Feb 2, 1993	526705494 IA	Michael Donnelly

FAA Form 337 (05-92)

SDNY_GM_02754205

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241127

EFTA01326720

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 3-15-93

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

January 31, 1993, Gulfstream Aerospace Corporation **{GAC}** Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA.

Refer to: GAC **FAA Approved** Aircraft Service Change **{ASC}** Number 207, *SUBJECT: Auxiliary Power Unit* **{APU}** *Electronic Control Unit* **{ECU}** *FAULT SIGNAL - IMPROVEMENT;* dated: JUNE 1, 1992. Related **FAA Approved** document: GAC ASC 8A Auxiliary Power (ATA 49) APU FIRE TEST - IMPROVEMENT; dated: March 30, 1989.

The purpose of this change is to prevent the Data Acquisition Unit **{DAU}** "*miscompare*" message from being displayed on the Engine Instrument Crew Alerting System **{EICAS}** when the APU overspeed shutdown is selected. With the present design it is possible to receive a false DAU MISCOMPARE EICAS message because of an out of tolerance signal generated by the APU ECU.

Performed all of ASC 207's MODIFICATION INSTRUCTIONS listed as effective for all Gulfstream IV aircraft. Note: The effectivitiy of the service change should be Aircraft 1001, 1006 through 1155; not all Gulfstream IV aircraft.

Aircraft Service Change 231 was purchased in kit form from GAC Product Support Savannah, Ga. 31402.

Performed installation checkout in accordance with ASC procedures paragraph C all parts and noted no abnormal operation.

Returned the aircraft to flight status and recorded compliance with this FAA Form 337 in the aircraft's maintenance records.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to: The change to the aircraft's electrical load analysis data [0.02 amps added to the APU control CB236 during fault condition test] does not cause any exceedance in the normal or emergency power sources; When performing it's intended functions the operation is automatic; There are no changes to the operational limitations; No flight manual supplements are required; and the installation is compatible with all previous alterations assuring continuous conformity with the applicable airworthiness requirements.

The effect of this change on the aircraft's weight and balance data is negligible.

This computer generator form was done on IBPFM486/50; using WORD 2.0; filed as C:\ASC207.doc; prepared by: Michael Donnelly.
NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 2-9-93

FAA

U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification: SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): B A Leasing & Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, Ca 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864049
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: Jan 2, 1993

Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization	Other (Specify)
	☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
JAN 2, 1993	526705494 IA	Michael Donnelly

FAA Form 337 (05-92)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 2-9-93

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

January 2, 1993, Gulfstream Aerospace Corporation {GAC} Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA.

Refer to: GAC **FAA Approved** Aircraft Service Change {ASC} Number 231, *SUBJECT: ELECTRICAL POWER (ATA 24) "E" BUS ALTERNATE POWER - MODIFICATION;* dated JULY 31, 1992.

The purpose of this change is to provide an alternate source of power to prevent the loss of critical systems in the event an E-Battery {E-Batt} fails during normal operation. The present design has many systems powered only by an E-Batt. Should an E-Batt fail during normal operation all of the systems powered by that battery would be lost. This service change provides Essential {ESS} dc bus power that will serve automatically as an alternate power source to the E-Buses should an E-Batt fail during normal operation.

Performed all of ASC 231's MODIFICATION INSTRUCTIONS listed as effective for aircraft 1001, 1060-1211, except for the following deviations: {see Figure 4} Wire Number 1PU9005A14 and 2PU9005A14 were not installed; instead two new 10 gauge wires were stamp identified 1PU9005A10 and 2PU9005A10 and connected as follows: wire 1PU9005A10 was connected between the Line side of CB238 and the Line side of ASC231CB1; wire 2PU9005A10 was connected as shown {Figure 4} in place of 2PU9005A14. Raychem solder splices were used to make all three way connections. All installed wires that required crimp installation were fitted to the proper size contact or terminal. Note: The listed deviations were required to maintain conformity with previously approved configurations and did not alter the intended function of the approved ASC 231.

Note: Figure 8 "Simplified Schematic Diagram" is not correct (see Figure 3 for CB identification): ASC231CB1 should be labeled F E-BAT ALT PWR and connected to PILOTS #1 ESS 28VDC BUS; and ASC231CB2 should be labeled A E-BAT ALT PWR and connected to PILOTS #2 ESS 28VDC BUS.

ASC 231 Kit was purchased from GAC Product Support Savannah, Ga. 31402.

Performed installation checkout in accordance with ASC procedures paragraph P all parts and noted no abnormal operation.

Returned the aircraft to flight status and recorded compliance with this FAA Form 337 in the aircraft's maintenance records.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to: The change to the aircraft's electrical load analysis data is negligible; When performing it's intended functions the operation is automatic; There are no changes to the operational limitations; No flight manual supplements are required; and the installation is compatible with all previous alterations assuring continuous conformity with the applicable airworthiness requirements.

The effect of this change on the aircraft's weight and balance data is negligible.

This computer generator form was done on IBPFM486/50; using WORD 2.0; filed as C:\ASC231.doc; prepared by: Michcal Donnelly.
NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 12-30-92

FAA

U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): B A Leasing & Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, Ca 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864049
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: Nov 23, 1992 — Signature of Authorized Individual

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization
	☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group

Other (Specify):

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11-23-92	526705494 IA	Michael Donnelly

FAA Form 337 (05-92)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 12-30-92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

November 23, 1992, Gulfstream Aerospace Corporation {GAC} Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA.

Refer to: AEROSPACE LIGHTING CORPORATION {ALC} FAA Approved Information Bulletin No. 92-001, titled *UPGRADING SERIES "66" FLUORESCENT LIGHTING SYSTEMS WITH AL -"12" SERIES LAMPS,* original release dated October 15, 1992.

The purpose of this change is to upgrade this aircraft's Cabin Fluorescent Lighting System by removing the existing ALC Series "66" Fluorescent Lamps and Connectors and installing the ALC Series "12" Fluorescent Lamps and Connectors. The installation upgrade to the AL -"12" Series Fluorescent Lamps on this aircraft eliminates the requirement of having to comply with Airworthiness Directive 90-14-06.

Removed the existing 14 each ALC P/N 6635-1220-2S cabin fluorescent lamps and 28 each ALC P/N 31.85.1A lamp end connectors and installed (in the existing mounting clips) 14 each new ALC P/N AL-1235-1220 lamps and 28 each new ALC P/N AL-5113 lamp end connectors in accordance with the applicable INSTRUCTIONS in the above referred to ALC Information Bulletin.

All installed parts are FAA/PMA approved and were purchased new from Aerospace Lighting Corporation; 101-8 Colin Drive; Holbrook, N.Y. 11741; telephone 516-563-6400 and 516-563-8781 fax.

Performed System INSPECTION and CHECKOUT in accordance with paragraph 5.0 of the above referred to ALC Information Bulletin and noted no abnormal operation of any of the cabin Fluorescent Lamps.

Returned the aircraft to flight status and recorded compliance with this FAA Form 337 in the aircraft's maintenance records.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to, consideration that the FAA New York Aircraft Certification Office has reviewed the information and procedures contained in the IB 92-001 and considers the AL "12" Series Lamps and AL-5113 Lamp Connectors to be acceptable; and there is an FAA approved Power Protected Unit installed at each Fluorescent Lamp circuit that will automatically disconnect power should a malfunction occur.

The effect of this change on the aircraft's electrical load analysis data is negligible.

The effect of this change on the aircraft's weight and balance data is negligible.

This computer generator form was done on ☒ 486/50; using WORD 2.0; filed as C:\ALCLTS.doc; prepared by: Michael Donnelly.
NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10-19-92

FAA

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
SDCF300

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): B A Leasing & Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, Ca 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
Aug 21, 1992	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
8/31/92	526705494 IA	Michael Donnelly

FAA Form 337 (05-92)

SDNY_GM_02754211

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241133

EFTA01326726

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10-19-92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
August 31, 1992, Gulfstream Aerospace Corp. Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA.

FAA APPROVED DATA: FAA form 337 dated August 2, 1991 for this aircraft; FAA form 8110-3, Statement of Compliance with the Federal Aviation Regulations, dated 4-6-90, for Gulfstream G-IV Airplane, GAC, List of Data - Identification - drawing 1159SB41039 REV A dated 4-6-90, effective for aircraft 1000-1130, titled APU SILENCER GARRETT GTCP36-100G PEP 39 (G-IV) TOP DRAWING; and FAA from 337 dated December 27, 1989 for this aircraft detailing STC No. SA111NE, dated November 24, 1982, covering the installation of PATS P/N 43206-9 FAA/PMA louver assembly.

The purpose of this change is to remove the Gulfstream Aerospace Corporation modification to the Auxiliary Power Unit's [APU] Accessory Cooling System installed by PEP 39 and re-install the previously approved configuration that uses the PATS, Inc. APU Accessory Cooling Louver.

Removed the GAC P/N 1159B21419-93 panel (APU inboard enclosure wall) and re-installed this aircraft's original GAC production P/N 1159B21419-79, Rev. M1 (date code 0887) panel. Re-installed the PATS, Inc. FAA/PMA approved P/N 43206-9 Accessory Cooling Louver and attaching hardware onto the 1159B21419-79 panel. Attachment of the Accessory Cooling Louver is detailed in the above referenced STC SA111NE and was accomplished with 5 each NAS1103-3 bolts; 5 each AN960C10L washers; 5 each MS21059-L3 nutplates that were attached to the panel with 10 each MS20427M3-3 rivets.

Performed operational check of the Auxiliary Power Unit, including electrical and pneumatic loading, using applicable procedures contained in the Gulfstream Aerospace G-IV FAA Approved Aircraft Flight Manual and noted no abnormal or unusual operation before, during or after the operational check.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records, and returned the aircraft to flight status. No flight manual revisions or supplements were required or installed as a result of this alteration. No changes to the aircraft's continued Airworthiness inspection schedule resulted from this alteration.

It has been determined that the interrelationship between this change and any previously approved configuration will introduce no adverse effect upon the Airworthiness of the aircraft. This determination includes, but is not limited to, consideration that: there will be no cockpit procedural changes; the modification is not related to any safety or Airworthiness condition; the design of the APU compartment and accessory cooling arrangement will not allow fire migration to other areas of the aircraft; and this alteration was previously installed on this aircraft (and other similar model aircraft) with satisfactory performance.

No changes to the aircraft's electrical load analysis or aircraft's weight and balance report were required as a result of this modification.

This computer generated form prepared by: Michael Donnelly using ☒ FM486/50; filed as: c:\word2.0\N88GA\083192LO.DOC.
NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SDNY_GM_02754212

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241134

EFTA01326727

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 8/17/92

FAA

U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification SOL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): B A Leasing & Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, Ca 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********			X	
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic	AP 1864849
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 7-3-92 — Signature of Authorized Individual: Lance A. Matteson

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐ FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization	Other (Specify)
	☐ FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
7-9-92	526705494 IA	Michael Donnelly

FAA Form 337 (05-92)

SDNY_GM_02754213

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241135

EFTA01326728

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 8/17/92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

07/04/92 Gulfstream Aerospace Corporation **{GAC}** Model G-IV, Serial Number 1085, N88GA, FAA Aircraft Type Certificate Data Sheet A12EA. Aircraft in-service data = 1116.5 hours and 449 landings.

Refer to the following **FAA Approved Data**: FAA Form 8110-3 Statement of Compliance with the Federal Aviation Regulations dated 2/3/92 for Gulfstream Model GIV, 1159, & 1159A; listing GAC Repair Dwg. 1159SB30189 REV. C title *CORROSION REPAIR/BALLAST INSTL., CONT. SURF., ELEVATOR* signed by Structures **DER** John G. Wilder, Designation Number SO-483.

Refer to the following FAA Acceptable Data: FAR 43 Appendix A; FAR 91.407 (b); GAC G-IV Maintenance Manual **{M/M}** Interim Revision 16-1, dated 30 March 1992; GAC G-IV M/M Vol. 1, REVISION 16 dated 6 DECEMBER 1991; GAC Production Dwg. 1159CS20434, titled *SKIN INSTL CONTROL SURF-ELEV-STA 13.00 to 168.78 LE*, sh 1 & 2 of 2, REV G dated 12-10-91; and GAC Production Dwg. 1159CS20443, titled *BALLAST INSTL CONTROL SURFACE - ELEVATOR*, sh 1 & 2 of 2 REV F dated 10/28/88.

The purpose of this repair is to inspect for and remove any corrosion that has occurred on this aircraft's elevator control surface in the area where the elevator ballast weights are attached. This inspection/repair involves: **A.** The removal of the left and right elevators from the aircraft; **B.** The removal of the leading edge riveted skins to gain access to the ballast weight assemblies and adjacent structure; **C.** Identifying the ballast weights, removing the ballast weights and inspecting the weights and attaching hardware for corrosion; **D.** Inspecting the balance beam assemblies for corrosion; **E.** If corrosion is found, the removal, preparation and/or treatment of the affected areas; and **F.** The proper re-assembly, balancing, and attachment of the elevator control surfaces to the aircraft.

In accordance with the GAC Computerized Maintenance Program **{CMP}** codes 273007 and 273008 removed left and right elevators from the aircraft.

Removed the leading edge skins of both elevators. Identified all ballast weights for proper re-assembly, removed the ballast weights, and gained access to the balance beam assemblies. Performed inspection of both elevator assemblies and attaching parts in accordance with the above referred to GAC Repair Dwg. The inspection revealed *corrosion exists and cad plating was not intact* on both elevators.

Performed CORROSION REPAIR PROCEDURES FOR LEFT AND RIGHT ELEVATOR LEADING EDGE ASSEMBLIES, in accordance with the above referred to GAC Repair Dwg. Note: NO interim rework was performed. Re-assembled the treated elevator ballast weights in their original position using new hardware purchased from GAC in accordance with above referred to GAC Production Dwg. detailing *BALLAST (WEIGHT) INSTL CONTROL SURFACE-ELEVATOR*.

In accordance with the above referred to GAC Production Dwg. detailing *SKIN INSTL* installed original leading edge skin (which was within limits) after proper preparation and treatment. Treated, sealed, primed and painted to match all bare metal. In accordance with the GAC M/M ATA 27-0 Flight Control Systems balanced both elevators (LH elevator 0.0 in./lbs. NOSE HEAVY and RH elevator 0.0 in./lbs. NOSE HEAVY). In accordance with GAC CMP codes 273007 and 273008 re-installed the left and right elevators to their proper positions on the aircraft. Performed elevator control rigging check in accordance with GAC CMP code 273005 and performed gust lock system function test in accordance with GAC CMP code 277015.

The aircraft was not test flown because it was determined that the repair that was done did not change the flight characteristics or substantially affect the flight operation of the aircraft. This determination included, but was not limited to, consideration that the elevator assembly's weight, balance, shape, strength or original type certificate design was not changed.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records and returned the aircraft to flight status.

No changes to the aircraft's weight and balance resulted from this repair.

This computer generated form prepared by: Michael Donnelly using WPFM386/16; filed as: c:\word2.0\N88GA\07049ZEL.DOC.
NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 8/17/92

FAA

Form Approved
OMB No. 2120-0020

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

For FAA Use Only

Office Identification
SDL-FSID

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1 Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): B A Leasing &Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, Ca 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 6-23-92 | Signature of Authorized Individual

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
7-9-92	526705494 IA	Michael Donnelly

FAA Form 337 (05-92)

SDNY_GM_02754215

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241137

EFTA01326730

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 8/17/92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

June 23, 1992, Gulfstream Aerospace Corporation {GAC} Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA.

Refer to: GAC **FAA Approved** Aircraft Service Change {ASC} Number 175 A, *SUBJECT: POWER PLANT (ATA 71) ADDITION OF FIRE SHIELD TO ACCESS DOOR HINGES*, dated: APRIL 10, 1992 respectively.

The purpose of this service change is to improve the fire resistance of the engine component access doors located on the engine cowling. This alteration replaces one aluminum hinge assembly, attaching engine component access doors to engine cowling, with a stainless steel assembly. This change in conjunction with the two existing fireproof latches, will provide a sturdy three point support for the engine component access doors should the remaining aluminum hinge burn through. The purpose for this revision to ASC 175 is to update the hardware callout on Figure 1 and change the location of the 1159P41270-25 and -26 hinge halves on Figures 1 and 2. It also updates the text on Pages 2 through 4.

Performed all of the MODIFICATION INSTRUCTIONS listed in the ASC 175A for aircraft 1000-1137.

All installed parts were purchased in Kit Form from GAC Product Support Savannah, Ga. 31402.

Returned the aircraft to flight status and recorded compliance with this FAA Form 337 in the aircraft's maintenance records.

Filled out the ASC 175 A compliance card and returned it to Gulfstream Aerospace Corporation.

There was no change to the electrical load analysis data.

The effect of this change on the aircraft's weight and balance data is negligible.

This computer generator form was done on ☒PFM386/16, using WORD 2.0; filed as C:\ASC175A.doc; prepared by: Michael Donnelly.
NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 8/17/92

FAA

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): B A Leasing &Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, Ca 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
6-23-92	Lance G'Matteson

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐ FAA Flt. Standards Inspector	☐ Manufacturer	X	Inspection Authorization	Other (Specify)
	☐ FAA Designee	☐ Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
7-9-92	526705494 IA	Michael Donnelly

FAA Form 337 (05-92)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 8/17/92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

June 23, 1992, Gulfstream Aerospace Corporation {GAC} Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA.

Refer to: GAC FAA Approved Aircraft Service Change {ASC} Number 175, *SUBJECT: POWER PLANT (ATA 71) ADDITION OF FIRE SHIELD TO ACCESS DOOR HINGES.*, dated NOVEMBER 15, 1991.

The purpose of this change is to improve the fire resistance of the engine component access doors located on the engine cowling. This change replaces one aluminum hinge assembly, attaching engine component access doors to engine cowling, with a stainless steel assembly. This change, in conjunction with the two existing fireproof latches, will provide a sturdy three point support for the engine component access doors should the remaining aluminum hinge burn through.

Prepared the aircraft for safe maintenance and performed all of the MODIFICATION INSTRUCTIONS listed in the ASC 175 on the above listed aircraft.

All installed parts were purchased in Kit Form from GAC Product Support Savannah, Ga. 31402.

Returned the aircraft to flight status and recorded compliance with this FAA Form 337 in the aircraft's maintenance records.

Completed the ASC-175 compliance card and returned it to GAC.

There was no change to the electrical load analysis data.

The effect of this change on the aircraft's weight and balance data is negligible.

This computer generator form was done on ☐PFM386/16; using WORD 2.0; filed as C:\ASC175.doc; prepared by: Michael Donnelly.
NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 7-23-92

FAA

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

U.S. Department of Transportation Federal Aviation Administration

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification: SOL-FS00

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): B A Leasing & Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, Ca 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. Alteration
Airframe	********** (As described in Item 1 above) **********				X
Powerplant					
Propeller					
Appliance	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 2560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 5-28-92 — Signature of Authorized Individual: [signature]

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY					
	FAA Flt. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
5/29/92	526705494 IA	[signature] Michael Donnelly

FAA Form 337 (05-92)

SDNY_GM_02754219

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241141

EFTA01326734

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 7-23-92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

May 28, 1992, Gulfstream Aerospace Corporation {GAC} Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA.

Refer to: GAC **FAA Approved** Aircraft Service Change {**ASC**} Number 187, *SUBJECT: ICE AND RAIN (ATA 30) PITOT HEAT INDICATION - MODIFICATION.*, dated AUGUST 3, 1991.

The purpose of this change is to provide annunciation for the pitot heat system which will better reflect when power is applied to the heaters. Presently, it is possible to get an OFF light in the pitot heat system when one of the heaters is not working and one is working. This ASC will eliminate the misleading indication. This change reroutes wiring in the relay and junction panel (326A1) and will require approximately 15 man-hours to complete on the above listed aircraft.

Performed all of the MODIFICATION INSTRUCTIONS listed in the ASC 187 for aircraft 1001, 1006-1143. Note: removed the 326A1 panel from the aircraft to do the modification. Noted the following errors in ASC 187: Wire Number F217A20 should be removed from Deutsch Ground Terminal Block "E24-B" and discarded and Page 7, Figure 3, Triangle 2 should read "ACFT G-IV S/N 1001, 1006-1143" instead of "ACFT G-IV S/N 1001, 1006-1043". Note: it was not necessary to use the wire number F214A20 or the GAS805A3 Splice to extend the existing wire.

All installed parts were purchased in Kit Form from GAC Product Support Savannah, Ga. 31402.

Performed Operational Test in accordance with ASC test procedures paragraph F all parts and noted no abnormal operation.

Returned the aircraft to flight status and recorded compliance with this FAA Form 337 in the aircraft's maintenance records.

The effect of this change on the aircraft's electrical load analysis data is negligible.

The effect of this change on the aircraft's weight and balance data is negligible.

This computer generator form was done on PFM386/16; using WORD 2.0; filed as C:\ASC187.doc; prepared by: Michael Donnelly.
NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 7-23-92

FAA

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification SDL-125 00

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make GULFSTREAM AEROSPACE	Model G-IV
	Serial No. 1085	Nationality and Registration Mark N88GA
2. Owner	Name *(As shown on registration certificate)* BA LEASING & CAPITAL CORP	Address *(As shown on registration certificate)* TWO EMBARCADERO CENTER SAN FRANCISCO, CA 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- *(As described in Item 1 above)* ----------			✓	XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 EAST SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
5-14-92	

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is X APPROVED ☐ REJECTED

BY						Other *(Specify)*
	☐ FAA Flt. Standards Inspector		☐ Manufacturer	X	Inspection Authorization	
	☐ FAA Designee		☐ Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
5/26/92	526705494 IA	MICHAEL DONNELLY

FAA Form 337 (12 88)

SDNY_GM_02754221

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241143

EFTA01326736

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 7-23-92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

May 14, 1992, Gulfstream Aerospace Corp. Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA.

Refer to: Gulfstream Aerospace Corporation **FAA Approved** Aircraft Service Change Number 157 *SUBJECT:* FIRE PROTECTION (ATA 26) SMOKE EVACUATION VALVE INSTALLATION - BAGGAGE COMPARTMENT, **dated** March 27, 1992; Gulfstream Aerospace Corporation **FAA Approved** Aircraft Flight Manual Supplement 89-03 Rev B 16 January 1991; and FAR 25.857 (b).

The purpose of this change is to install a system designed to assist in smoke and fume evacuation from the baggage compartment aft lavatory and aft galley areas. The system allows the baggage door seal to be deflated and allows cabin pressure to evacuate smoke overboard past the seal. A two position manual selector valve is installed above the cabin entrance to the baggage compartment. The valve positions are labeled EVAC SMOKE (deflates the door seal) and NORMAL OPS (normal control of door seal). An access panel will need to be designed on installation to match cabin interior. This panel should be designed so it cannot be closed when valve is not in the NORMAL OPS position.

Performed all of the applicable effectivity installation instructions detailed in the above referred to ASC 94 installation instructions. Fabricated SMOKE EVACUATION VALVE access panel cover to match existing interior scheme and so that it cannot be installed when the valve is not in the NORMAL OPS position.

Performed installation check out by complying with ASC 157, paragraph C, Perform installation check-out as follows: all steps.

Verified that the aircraft's flight manual has the above referred to flight manual supplement installed that details specific EMERGENCY PROCEDURES dealing with SMOKE AND FUMES EVACUATION and SMOKE IN BAGGAGE COMPARTMENT, AFT GALLEY OR LAVATORY.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records, and returned the aircraft to flight status with SMOKE EVACUATION VALVE in the NORMAL OPS position and the access cover installed.

It has been determined that the interrelationship between this change and any previously approved modification will introduce no adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to, consideration that the cockpit procedural changes are included in the aircraft's FAA approved aircraft flight manual.

No changes to the aircraft's electrical load analysis or aircraft's weight and balance report were required as a result of this modification.

pfm486/50; WORD 2.0; C:\ASC157.doc; prepared by: Michael Donnelly. NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

*U.S.GPO:1989-0-663-171

SDNY_GM_02754222

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241144

EFTA01326737

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 6-30-92

FAA

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA LEASING & CAPITAL CORP	Address (As shown on registration certificate): TWO EMBARCADERO CENTER SAN FRANCISCO, CA 94111

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 EAST SAN FELIPE DRIVE SCOTTSDALE, AZ 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
5-14-92	

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is X APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
5/15/92	526705494 IA	MICHAEL DONNELLY

FAA Form 337 (12 88)

SDNY_GM_02754223

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241145

EFTA01326738

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 6-30-92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

May 14, 1992, Gulfstream Aerospace Corp. Model G-IV, S/N 1085, N88GA, FAA Type Certificate Data Sheet A12EA.

Refer to: Gulfstream Aerospace Corporation **FAA Approved** Aircraft Service Change Number 94 *SUBJECT:* FLIGHT CONTROLS (ATA 27) GROUND SPOILER FAULT DETECTION FUNCTION TEST - MODIFICATION, dated July 31, 1991.

The purpose of this change is to eliminate removing the interior to gain access to the relay and junction boxes in order to perform the required tests during the 18 month inspection. This is accomplished by relocating the Ground Spoiler test plugs from the relay and junction box to the left hand avionics shelf. Added jumper connectors will simulate relay removal required during Fault Detection tests.

Performed all of the applicable effectivity installation instructions detailed in the above referred to ASC 94 installation instructions. This change adds 4 test plugs on the top left hand avionics shelf and modifies associated wiring. The installation required approximately 69 man hours to complete. Replaced connectors 07L2P1 and 07L2P2 with new Aero Electric P/N AE559L10SL3S-B connectors.

Noted the following errors in the installation instructions: Step E, Page 5, ASC94K901B and ASC94K902B should read ASC94P901B and ASC94P902B; Step E, Page 6, ASC94K903B should read ASC94P903B; Parts Required, Page 6, item GAC800PT18-32PN Plug CHECK delete the word CHECK; item GAC800PT18-32SN is not required; Figure 5, Page 12, Wire G165D20 was/is connected between TJ1T-D; Figure 7, Page 14, Wire G173A20 was/is connected to TJ2U-F even though effectivity is listed for 1096-subq., Wire W143G20 connects to TJ4U-K even though effectivity is listed for 1096-subq., Wire G188C22 was/is G188C20.

Performed installation check out by complying with Gulfstream Aerospace GIV Computerized Maintenance Program Code 276004, Ground Spoiler Fault Detection System - Functional Test and Code 276001 Ground Spoiler System - Functional Test and noted no abnormal operation. Note: Disconnecting ASC94P901B is the same as removing NUTCRACKER RELAY #1; Disconnecting ASC94P902B is the same as removing NUTCRACKER RELAY #6; Disconnecting ASC94P903B is the same as removing POWER LEVER IDLE RELAY #2; and ASC94J60B has the same jumper points as 325A1J60.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records, and returned the aircraft to flight status with ASC94P901B, ASC94P902B, and ASC94P903B connectors installed.

It has been determined that the interrelationship between this change and any previously approved modification will introduce no adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to, consideration that there will be no cockpit procedural changes and the modification is not related to any safety or airworthiness condition.

No changes to the aircraft's electrical load analysis or aircraft's weight and balance report were required as a result of this modification.

pfm486/50; WORD 2.0; C:\ASC94.doc; prepared by: Michael Donnelly. NO ADDITIONAL SHEETS ARE ATTACHED. *END*

☐ Additional Sheets Are Attached

* U.S.G.P.O. 1989-0-663-171

SDNY_GM_02754224

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241146

EFTA01326739

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 3-20-92

M10 1424

RECEIVED FAA JAN 30 1992 VNY FSDO

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification 40-01

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA Leasing and Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, CA 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	RA3R808L Airframe 3, 4 Radio 1, 2 & 3 Limited Powerplant, Instrument & Accessory

D. I certify that the repair and/or alteration made to the unit(s) identified in Item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: January 27, 1992 — Signature of Authorized Individual:

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in Item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
JAN 27 1992	RA3R808L	

FAA Form 337 (12-88)

SDNY_GM_02754225

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 3-20-92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Honeywell Traffic Alert and Collision Avoidance System (TCAS II), as previously installed with minor deviations to Gulfstream Aerospace provisional Supplemental Type Certificate #SA3033SO issued December 6, 1991, has been FAA Approved for placement into service by authority of Gulfstream Aerospace Corporation STC #SA3033SO, amended on January 17, 1992. Reference FAA Form 337 dated December 12, 1991, covering the provisional installations.

The TCAS Receiver/Transmitter unit has been installed into its mounting rack, the circuit breaker previously pulled and locked out has been activated and the placard installed adjacent to the TCAS control stating: "TCAS INOP PENDING STC APPROVAL" has been removed.

Gulfstream Aerospace Ground Test Plan/Report #SC41 129G02 for Honeywell (TCAS) Systems has been accomplished to verify the installation and operation of the systems as installed in this aircraft; test results have been recorded and are on file with this facility.

FAA Approved Airplane Flight Manual Supplement, GAC Document #SC41 129M02, dated January 14, 1992 and FAA Approved on January 17, 1992, is required for this alteration and has been provided. The effects to the aircraft's basic weight and balance has been calculated to reflect the above mentioned alterations. The aircraft equipment list has been amended to reflect the new or modified equipment installed. The installation as described, nas been found to be in conformity with the above mentioned approved data and continues to meet the airworthiness criteria under which it was originally certificated.

END

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1 - 24 - 92

AJM

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
ANY-FSDO-1

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: BA Leasing and Capital Corp.	Address *(As shown on registration certificate)*: Two Embarcadero Center, San Francisco, CA 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- *(As described in Item 1 above)* ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	RA3R808L Airframe 3, 4 Radio 1, 2 & 3 Limited Powerplant, Instrument & Accessory

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
December 12, 1991	Bally J. Fahrner

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ APPROVED ☐ REJECTED

BY					
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group

Other *(Specify)*

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 12 1991	RA3R808L	Jesse R. Bohrend

FAA Form 337 (12-86)

SDNY_GM_02754227

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241149

EFTA01326742

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1 - 24 - 92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

This supersedes that portion of FAA Form 337 dated September 7, 1989 regarding installation of an auxiliary radio rack in this aircraft per Elsinore Aerospace Systems, Inc. Engineering Report #1-23.

Elsinore Aerospace Systems Report #1-23 referenced on the original FAA Form 337 covering this installation does not represent the nature of the actual rack that is installed in this aircraft.

The auxiliary R/H forward radio rack as installed in this aircraft conforms to the configuration of that found in Elsinore Aerospace Systems, Inc. Engineering Report 1-52 dated 1/18/89, entitled "SUBSTANTIATION - RH FWD AVIONICS RACK". This report has been FAA approved by Robert E. Poteet, FAA Structures DER #NM-494, with FAA Form 8110-3 dated 12/05/91.

The effects to the aircraft's basic weight and balance has not changed as a result of this correction to the records pertaining the above referenced installation in this aircraft. The installation as described, has been found to be in conformity with the above mentioned approved data and continues to meet the airworthiness criteria under which it was originally certificated.

END

☐ Additional Sheets Are Attached

SDNY_GM_02754228

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241150

EFTA01326743

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1 - 24 - 92

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification
WP-FSDO-1

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA Leasing and Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, CA 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	RA3R808L Airframe 3, 4 Radio 1, 2 & 3 Limited Powerplant, Instrument & Accessory

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
December 12, 1991	Billy J. Palmer

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						Other (Specify)
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 12 1991	RA3R808L	Jesse R. Babcock

FAA Form 337 (12-88)

SDNY_GM_02754229

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1 - 24 - 92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

The following structural modification has been incorporated into this aircraft in accordance with data approved by Schwartz Engineering Company:

1. Upper L-Band Phone Antenna Installation - WCI Drawing #08068088 Rev. IR, dated 11/15/91.

This drawing has been FAA approved for installation on this aircraft only by Peter A. Schwartz, FAA Structures DER #SW-586, with FAA Form 8110-3 dated 12/11/91.

The aircraft's basic weight and balance has been revised to reflect the above listed modification. The work described, has been found to be in conformity with the above mentioned approved data, and continues to meet the airworthiness criteria under which it was originally certificated. Work order 6719, on file at this agency, covers the above described work.

END

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1 - 24 - 92

1451

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
4001

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA Leasing and Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, CA 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	RA3R808L Airframe 3, 4 Radio 1, 2 & 3 Limited Powerplant, Instrument & Accessory

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
December 12, 1991	Bobby J. Johnson

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: ☒ APPROVED ☐ REJECTED

BY						Other (Specify)
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 12 1991	RA3R808L	Jesse R. Babcock

FAA Form 337 (12-88)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1 - 24 - 92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

The following major Gulfstream Aerospace Aircraft Service Change has been incorporated:

ASC #178 - Instruments (ATA 31) Electronic Checklist - Installation

NOTE: An airplane change that makes the electronic check-list incompatible with the required crew procedure in a manner that could be hazardously misleading will require the corresponding change to be made to the checklist or the display to be disabled entirely. This determination is to be made by the operator at the time that such changes are incorporated.

Airplane Flight Manual Supplement Number GIV-89-03 Revision C has been inserted into the current copy of the Airplane Flight Manual to reflect this change.

The effects of this change to the aircraft's basic weight and balance and the aircraft's electrical loading is negligible. Work order 6764, on file at this agency, covers the above described work.

END

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1 - 24 - 92

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification
4-001

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA Leasing and Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, CA 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	RA3R808L Airframe 3, 4 Radio 1, 2 & 3 Limited Powerplant, Instrument & Accessory

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
December 12, 1991	Billy T. Palmer

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ APPROVED ☐ REJECTED

BY						Other (Specify)
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 12 1991	RA3R808L	Jesse A. Black

FAA Form 337 (12-88)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1 - 24 - 92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installation of provisions for a Honeywell Traffic Alert and Collision Avoidance System (TCAS II) has been accomplished in accordance with Gulfstream Aerospace Corporation Supplemental Type Certificate Number SA3033SO issued on December 6, 1991 per Gulfstream Index List SC 41 129802 Revision C, dated December 4, 1991.

Minor electrical wiring deviations to the above referenced STC have been accomplished in accordance with those diagrams listed on FAA Form 8110-3, dated 12/11/91 as approved by John R. Chambless, FAA DER NM-476, Systems and Equipment Engineer.

The TCAS antenna provisions have been installed in accordance with Western Commander, Inc. Installation Drawings #08068090 Rev. IR, dated 11-21-91 (Upper TCAS Antenna Installation), #08068079 Rev. IR, dated 8-28-91 (Lower TCAS Antenna Installation), and #07068179 Rev. IR, dated 7/30/91 (TCAS Antenna Curvature Adapter [Honeywell]. These drawings have been FAA approved for installation on this aircraft only by Peter A. Schwartz, FAA Structures DER #SW-586, with FAA Form 8110-3 dated 12/11/91.

Software modifications to the following components are reflected by part number changes as listed below and has been accomplished by Honeywell - Avionics Division as approved under the above referenced STC:

3 each SG-884 Symbol Generator (from P/N 7008570-903 to -904),
2 each DC-884 Display Controller (from P/N 7007540-932 to -942),
2 each FC-880 Fault Warning Computer (from P/N 7007484-904 to -905).

As instructed on Engineering Order C1 of Gulfstream Aerospace Drawing SC41 129002-01, the TCAS computer has been removed from its mounting rack and the circuit breaker has been pulled and locked out. A placard, installed adjacent to the TCAS control states: "TCAS INOP PENDING STC APPROVAL".

The aircraft's basic weight and balance has been revised to reflect the above listed modifications. The work described, has been found to be in conformity with the above mentioned approved data, and continues to meet the airworthiness criteria under which it was originally certificated. Work order 6719, on file at this agency, covers the above described work.

END

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1 - 24 - 92

RECEIVED FAA
DEC 16 199
VNY FSDO

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
4001

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA Leasing and Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, CA 94111

3. For FAA Use Only

4. Unit Identification / 5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	RA3R808L Airframe 3, 4 Radio 1, 2 & 3 Limited Powerplant, Instrument & Accessory

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
December 12, 1991	Billy J. Lahmon

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ APPROVED ☐ REJECTED

BY						Other (Specify)
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 12 1991	RA3R808L	Jesse R. Babcock

FAA Form 337 (12-88)

SDNY_GM_02754235

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241157

EFTA01326750

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1 - 24 - 92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

This supersedes that portion of FAA Form 337 dated September 7, 1989 regarding installation of a third Honeywell Flight Management System, a third Honeywell Inertial Reference System (IRS) and a Single Honeywell VLF/OMEGA Sensor as previously installed per Western Commander, Inc. (WCI) Supplemental Type Certificate SA3774NM.

Previous installations approved under WCI STC NM3774NM have been modified or upgraded in the following manner: Installation of a third Honeywell Flight Management System has been updated by incorporation of a third FMS computer (modified to Part Number 7004402-976), a Single Honeywell VLF/OMEGA Sensor System has been removed and a Dual Global Positioning System (blended) utilizing Honeywell receiver processors (Part Number HG-2021-AB-02) has been installed. These systems have been installed in accordance with option 6 of WCI sealed Top Drawing 08000004 Revision F dated 5/08/91, as approved on 7/18/91. This installation conforms to pages 7 and 12 of Western Commander, Inc. Configuration Control Document 08006005 Revision B dated 5/03/91 and FAA approved on 7/18/91 under WCI STC SA3774NM. The Airplane Flight Manual Supplements that were previously provided for the above listed systems, have been removed and replaced with the following Airplane Flight Manual Supplement Documents (dated July 18, 1991): 08015011 Rev. A (AFIS), and 08015014 Rev. N/C (FMS 3) and 08015015 Rev. N/C (GPS).

Minor deviations to the above referenced approved data with regards to the installation of both Global Positioning System antennas has been accomplished in accordance with Western Commander, Inc. Drawing #08068080 Rev. IR dated 8/27/91. This drawing has been FAA approved by Peter A. Schwartz, FAA Structures DER #SW-586, with FAA Form 8110-3 dated 12/11/91.

The effects to the aircraft's basic weight and balance has been calculated to reflect the above mentioned alterations. The installation as described, has been found to be in conformity with the above mentioned approved data and continues to meet the airworthiness criteria under which it was originally certificated. Work order 6719, on file at this agency, covers the above described work.

END

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1 - 24 - 92

1429

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
4005

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Gulfstream Aerospace	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name *(As shown on registration certificate)*: BA Leasing and Capital Corp.	Address *(As shown on registration certificate)*: Two Embarcadero Center San Francisco, CA 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- *(As described in Item 1 above)* ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	RA3R808L Airframe 3, 4 Radio 1, 2 & 3 Limited Powerplant, Instrument & Accessory

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
December 12, 1991	Billy J. Salmon

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						Other *(Specify)*
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
DEC 12 1991	RA3R808L	Jesse R. Babcock

FAA Form 337 (12-88)

SDNY_GM_02754237

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241159

EFTA01326752

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1 - 24 - 92

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed existing Collins TDR-90 Mode C Transponder System and installed Collins TDR-94D/Mode S Transponder System in accordance with FAA approved Western Commander Installation Top Drawing 08006006 revision A dated January 18, 1991, as listed on Supplemental Type Certificate #SA5044NM, as approved on February 6, 1991.

Minor deviations to the above referenced approved data with regards to antenna mounting has been accomplished in accordance with Western Commander, Inc. Drawings 08068091 revision N/C, dated 11/20/91 (Top ATC #1 antenna), 08068087 revision N/C, dated 11/15/91 (Top ATC #2 antenna), and 08068092 revision N/C, dated 12/02/91 (Bottom ATC #2 antenna). These drawings have been FAA approved by Robert E. Poteet, FAA Structures DER #NM-494, with FAA Form 8110-3 dated 12/05/91.

Transponder system ground test requirements of FAR Part 91.411 (a)(b) were accomplished with IFR Ramp Test Set Model ATC-601, in accordance with Appendix F of FAR Part 43; Mode-S testing requirements addressed in FAA Notice N8300.99 including verification of ICAO address code (N88GA - Octal Code 53016023) were satisfied. Altitude reporting test requirements of FAR Part 91.217 (b), were accomplished in accordance with procedures contained in A.C. 43-6A, Para. 8, to 45,000 feet. Pitot static re-connect check requirements per FAR Part 91.411 (a)(1) were accomplished with Barfield Pitot/Static Tester Model 1811H 162, in accordance with Appendix E of FAR Part 43, Para. (a) and was found to be within tolerances established by FAR Part 25.1325. System operation was found to be satisfactory for return to service.

The effects to the aircraft's basic weight and balance has been calculated to reflect the above mentioned alterations. The installation as described, has been found to be in conformity with the above mentioned approved data and continues to meet the airworthiness criteria under which it was originally certificated. Work order 6719, on file at this agency, covers the above described work.

END

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. | DATE: 11-4-91

MSRs

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR F.A.A. USE ONLY
OFFICE IDENTIFICATION
WP-FSDO 1

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Gulfstream Aerospace	MODEL: GIV
	SERIAL NO.: 1085	NATIONALITY AND REGISTRATION MARK: USA N88GA
2. OWNER	NAME (As shown on registration certificate): BA Leasing and Capital Corp.	ADDRESS (As shown on registration certificate): Two Embarcadero Center, San Francisco, CA 94111

3. FOR FAA USE ONLY

RECEIVED FAA
SEP 10 1991
VNY FSDO

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	********** (As described in item 1 above) **********				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	RA3R808L Airframe 3, 4 Radio 1, 2, & 3 Limited Powerplant Instr. & access.

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE: AUG 21 1991

SIGNATURE OF AUTHORIZED INDIVIDUAL: [signature]

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
8/21/91	RA3R808L	Jesse R. Schrock

FAA Form 337 (7-67)

(8320)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. | DATE: 11-4-91

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

The items listed were installed in accordance with Gulfstream Aerospace Report #1159C-GER-023, Revision #2, dated November 14, 1988 and the following reports as listed in Consulting Aerospace Engineers, Inc. and Arora Associates reports approved by DER NM-442 and DER NM-1362.

The following major components installed per the reports and specifications as listed:

1. Service Ladder Installation — CAE AIN-GIV-10
2. Service Tow Bar Installation — AA 103-8

Aircraft Weight and Balance corrections computated and Equipment List revised.

All workmanship accomplished according to A.C. 43-13-1A, Chapter 2, Section 3.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AC 72-4906

U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40260

SDNY_GM_02754240

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241162

EFTA01326755

FAA AIRCRAFT REGISTRY
CAMERA NO. | DATE: 11-4-91

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: Dec. 12, 1989

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Gulfstream	G-IV	Airplane	AERO INTERIORS, INC.

LIST OF DATA

IDENTIFICATION	TITLE
Report: AIN-GIV (Section 1 thru 15 covered by Rev. K)	"Structural Substantiation Of Various Cabin Interior Modifications That Are Applicable To All G-IV Aircraft" STRUCTURAL APPROVAL ONLY 1. This approval requires that Aero Interior verify that the footman (Item -2 Section 3.0 and 5.0) is a forged or machined part. 2. Approval is subject to Aero Interiors inspection of installation and components fabrication per sketches in report AIN-G-IV. 3. This approval is applicable to only the data contained in report AIN-GIV. The installation of all items requires the approval of an FAA inspector.

PURPOSE OF DATA: To structurally substantiate installation of components in a Gulfstream G-IV.

APPLICABLE REQUIREMENTS *(List specific sections)*

FAR 25 Subparts C & D

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered NONE have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Michael Kaplan	DER NM 442	Structures

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02754241

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241163

EFTA01326756

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 11-4-91

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 16 AUGUST 1991

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
GULF STREAM AMERICAN	G-IV	AIRPLANE	AERO INTERIORS

LIST OF DATA

IDENTIFICATION	TITLE
AA REPORT NO.103 SECT. 8.0	TOW BAR INSTALLATION

PURPOSE OF DATA TO STRUCTURALLY SUBSTANTIATE THE ABOVE MENTIONED INSTALLATION AND ITS SUPPORT STRUCTURE

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.301 .307 .601
.303 .333 .603
.305 .561 .605
.607 AND .609

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered N/A have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data. ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
S. K. Arora	NM-1362	STRUCTURES
SATISH K. ARORA		

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02754242

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241164

EFTA01326757

FAA AIRCRAFT REGISTRY
CAMERA NO. | DATE: 11-4-91

FAA COPY

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
WP07

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE CORP.	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA LEASING & CAPITAL CORP	Address (As shown on registration certificate): TWO EMBARCADERO CENTER SAN FRANCISCO, CA. 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DRIVE SCOTTSDALE, AZ. 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 8-5-91 | Signature of Authorized Individual: [signature]

7. Approval for Return To Service Supt. of Maintenance

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is XX APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	XX	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
8-6-91	526705494	[signature]

FAA Form 337 (12 88) 8/5/91 7:33 PM 1085FACE.WPS Michael Donnelly

SDNY_GM_02754243

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241165

EFTA01326758

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 11-4-91

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

8/5/91 7:24 PM Gulfstream Aerospace Corp. (GAC) Model G-IV, Serial No. 1085, N88GA, Aircraft Type Certificate Data Sheet A12EA.

FAA APPROVED DATA: GAC Recommended Aircraft Service Change (ASC) 134, Subject: FUEL (ATA 28) FUEL BOOST PUMP CONTROL-MODIFICATION, dated April 28, 1991; and GAC ASC 134 Amendment 1, dated June 1991.

The purpose of this alteration is to add a 500 millisecond turn on time delay relay to each of the Main fuel boost pump control circuits. The time delay relays (2 each), located in the fuel pump control junction box (Right Main Landing Gear Wheel Well), will prevent boost pump failures that can occur during electrical bus transfers (power interruptions).

Installed the parts of ASC-134 kit in accordance with the instructions contained in the above referred to ASC and Amendment 1, except, instead of using a GAS805A4 splices (see instructions Figure 3, Page 8, triangle 2) installed a new Deutsch p/n DCR-1A-02, plastic rail Terminal Junction (354A1TJ1) forward of relay 354A1K1 and installed two each new Deutsch p/n CTJ120E01B terminal junction blocks in the rail at position "K" & "L". Prepared the following wires for installation into the newly installed 354A1TJ1 assembly by striping the insulation from the wire, crimp installing a new Deutsch CTS S20/20 contact onto each properly prepared wire with a M22520/7-01 basic tool and M22520/7-12 positioner and inserting each wire/contact assembly as follows: (see Figure 3, page 8 of the above referred to ASC for details) Wire No. 2Q9000A20 to TJ1L-A; 2Q9000B20 to TJ1L-B; Q59H20 to TJ1L-C; 1Q9000A20 to TJ1K-A; 1Q9000B20 to TJ1K-B; and Q64H20 to TJ1K-C.

Removed the existing 354A1 CR1, CR2, CR3, and CR4; p/n 1N4006 diodes. Installed a new Motorola p/n 1N6284A Transorb transient spike suppressor in place of the diodes that were removed across each relay (354A1K1, K2, K3, & K4). Torqued and torque striped all 1/4 inch stud nuts to 25 inch pounds and all 6/32 stud nuts to 8 inch pounds.

All added parts and equipment were purchased new for this installation and meet the requirements of the applicable parts of FAR 21.303 (b)(1)(2)(3)or(4).

Successfully performed the operational check out of the ASC-134's instructions and the Computerized Maintenance Program's Fuel Boost Pump Auto-change operational test. Measured each boost pumps current draw (without any engines running) to be 32 amps ± 2 amps. Verified that the correct pump operated with respect to the cockpit switch selection and boost pump circuit breaker function.

No changes were made to the aircraft's flight manual, inspection schedule, electrical load analysis, or continued airworhtiness inspection program as a result of this alteration.

Recorded compliance with this FAA form 337 in the aircraft's maintenance records.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to, consideration that all normal, essential, and back-up systems will be able to function as they were intended and there were no unique installations that might interface with this modification or require deviations to this ASC that change the original intent of the FAA APPROVED design change.

The effect upon the aircraft's electrical load analysis and weight and balance were negligible and no changes were made to either report as a result of this alteration.

END OF THIS SHEET NO ADDITIONAL SHEETS ARE ATTACHED

8/5/91 7:24 PM ASC134.WPS Michael Donnelly

☐ Additional Sheets Are Attached

*U.S.GPO.1989-0-653-171

SDNY_GM_02754244

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 9 - 20 - 91

FAA

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
SOL-F500

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE CORP.	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA LEASING & CAPITAL CORP.	Address (As shown on registration certificate): TWO EMBARCADERO CENTER SAN FRANCISCO CA. 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8560 E. SAN FELIPE DR. SCOTTSDALE, AZ. 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 8-2-91 — Signature of Authorized Individual: [signature]

7. Approval for Return To Service Supt. of Maintenance

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
8-2-91	526705494	[signature] Michael Donnelly

FAA Form 337 (12-88)

SDNY_GM_02754245

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241167

EFTA01326760

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 9 - 20 - 91

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

August 2, 1991. Gulfstream Aerospace Corp. **(GAC)** Model G-IV, s/n 1085, N88GA, Aircraft Type Certificate Data Sheet A12EA.

Refer to: **FAA FORM 8110-3**, Statement of Compliance with Federal Aviation Regulations, dated 4-6-90, for Gulfstream G-IV Airplane, GAC, List of Data - Identification - drawing 1159B41039 REV A dated 4-6-90, effective for aircraft 1000 - 1130, titled **APU SILENCER GARRETT GTCP36-100G PEP 39 (G-IV) TOP DRAWING.** The engineering data for PEP 39 is contained on the following drawings:

1159B21638-145	Rev G.	Muffler
1159AC20752-4	BD 14	Muffler Installation
1159BCAC011-15	Rev B & C1	Surge Tube
1159B21419-119	BD N1 & N2	Alternator Cooling Installation

The purpose of this alteration is to install the GAC Product Enhancement Program **(PEP)** PEP39-1 APU Alternator Cooling Modification.

Removed the existing **FAUS FAA/FAA** p/n 43206-9 Louver Assembly, attaching hardware, and the GAC p/n 1159B21419-79, Rev. M1 (date code 0887) panel, from the APU enclosure. Installed a new GAC p/n 1159B21419-93 panel (APU enclosure inboard wall) using MS20615-4MP3 & MS20615-4MP4 rivets as detailed on the above referred to drawing for Alternator Cooling Installation.

Removed the existing APU tail pipe, attaching hardware, and the APU Surge Valve connecting hose, from the aircraft. Installed a new GAC p/n 1159B21638-147 APU tail pipe (a.k.a. silencer or muffler), attaching hardware and surge tube, as detailed on the above referred to drawings for Muffler, Muffler Installation, and Surge Tube.

Retained the installation of the existing #304 Stainless Steel (.040) blanking plate as a cover for the p/n 3708913-101 flame arrestor (see FAA Form 337 for this aircraft dated 12-27-89).

All parts that were installed as a result of this change were new at the time of installation and furnished by GAC with the PEP39-1 Kit.

Secured the APU compartment and performed a complete operational test of the APU using the procedures contained in this aircraft's **FAA APPROVED** Aircraft Flight Manual and noted no abnormal or unusual operation before, during, or after the test.

Returned the aircraft to flight status, recorded compliance with this FAA form 337 and PEP39-1 in the aircraft's maintenance records.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination included, but was not limited to, consideration that the changes to the design of the APU compartment and accessory cooling arrangement will not allow fire migration into other areas of the aircraft; and all installed materials and parts have been **FAA DER** approved for installation on this aircraft.

Weight changes have been noted in the aircraft's Weight and Balance Report.

**********END OF THIS SHEET**********NO ADDITIONAL SHEETS ARE ATTACHED**********08-02-91/mcf**********

☐ Additional Sheets Are Attached

*U.S.GPO:1989-0-663-171

SDNY_GM_02754246

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241168

EFTA01326761

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 9 - 20 - 91

FAA

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
WP-67

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE CORP.	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA LEASING & CAPITAL CORP.	Address (As shown on registration certificate): TWO EMBARCADERO CENTER SAN FRANCISCO CA. 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8650 E. SAN FELIPE DR. SCOTTSDALE, AZ. 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 04/20/91 — Signature of Authorized Individual: [signature] Supt. of Maintenance

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is X APPROVED ☐ REJECTED

BY						Other (Specify)
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	X Inspection Authorization	
	☐	FAA Designee	☐	Repair Station	☐ Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection: 4-21-91 — Certificate or Designation No.: 526705494 — Signature of Authorized Individual: [signature] Michael Donnelly

FAA Form 337 (12 88)

SDNY_GM_02754247

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241169

EFTA01326762

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 9 - 20 - 91

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

April 20, 1991. Gulfstream Aerospace Corp. Model G-IV, s/n 1085, N88GA, Aircraft Type Certificate Data Sheet A12EA.

Refer to: **FAA APPROVED** Gulfstream Aerospace Corp. **(GAC)** MANDATORY Aircraft Service Change **(ASC)** No. 186 subject: COMMUNICATIONS (ATA 23) COCKPIT VOICE RECORDER/AUDIO - IMPROVEMENTS, dated January 17, 1991.

This alteration modifies the cockpit voice recorder system to comply with the requirements of **FAR 91.609 (d)(e)** and **FAR 25.1457.** This installation adds an underwater locating beacon, provides required audio recording of the cockpit flight crew and ensures that the system is powered from the most reliable electrical bus. The change also revises the audible tone generator and audio control panels to the latest production configuration.

Complied with Part One and Part Two of ASC 186 referred to above. The Fairchild Model 93-A100-10 Cockpit Voice Recorder, s/n 53674, DOM 8/88 was modified to a Model 93-A100-30 (underwater locating beacon and reflective tape) by The Jet Center Van Nuys, Ca. 91406; the Baker Electronics, Inc. Model M1045-F284-HGH3 (Pilot's) Audio Control System, s/n 8608104, was modified to a Model M1045-F330-HGH3, Mod 11 by Baker Electronics, Sarasota, Fl 34234; the Baker Electronics, Inc. Model M1045-F284-HGH3 (Co-Pilot's) Audio Control System, s/n 881067, was modified to a Model M1045-F330-HGH3, Mod 11 status, by Baker Electronics, Sarasota, Fl 34234.

All parts that were installed as a result of this change were new at the time of installation and furnished with the ASC 186 kit.

Successfully performed the ASC's operational test.

Returned the aircraft to flight status, recorded compliance with this FAA form 337 and ASC in the aircraft's maintenance records, returned completed compliance card to GAC.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination included, but was not limited to, consideration that the changes to the aircraft's electrical system (Electrical Load Analysis) would not jeopardize service to essential or emergency loads.

The effect upon the electrical load analysis was a decrease of 20VA to the ESSENTIAL 115 VAC PHASE C electrical bus and a increase of 20VA to the ESSENTIAL 115 VAC PHASE A electrical bus.

The effect of this change on the aircraft's basic weight and balance report was negligible.

**********END**********

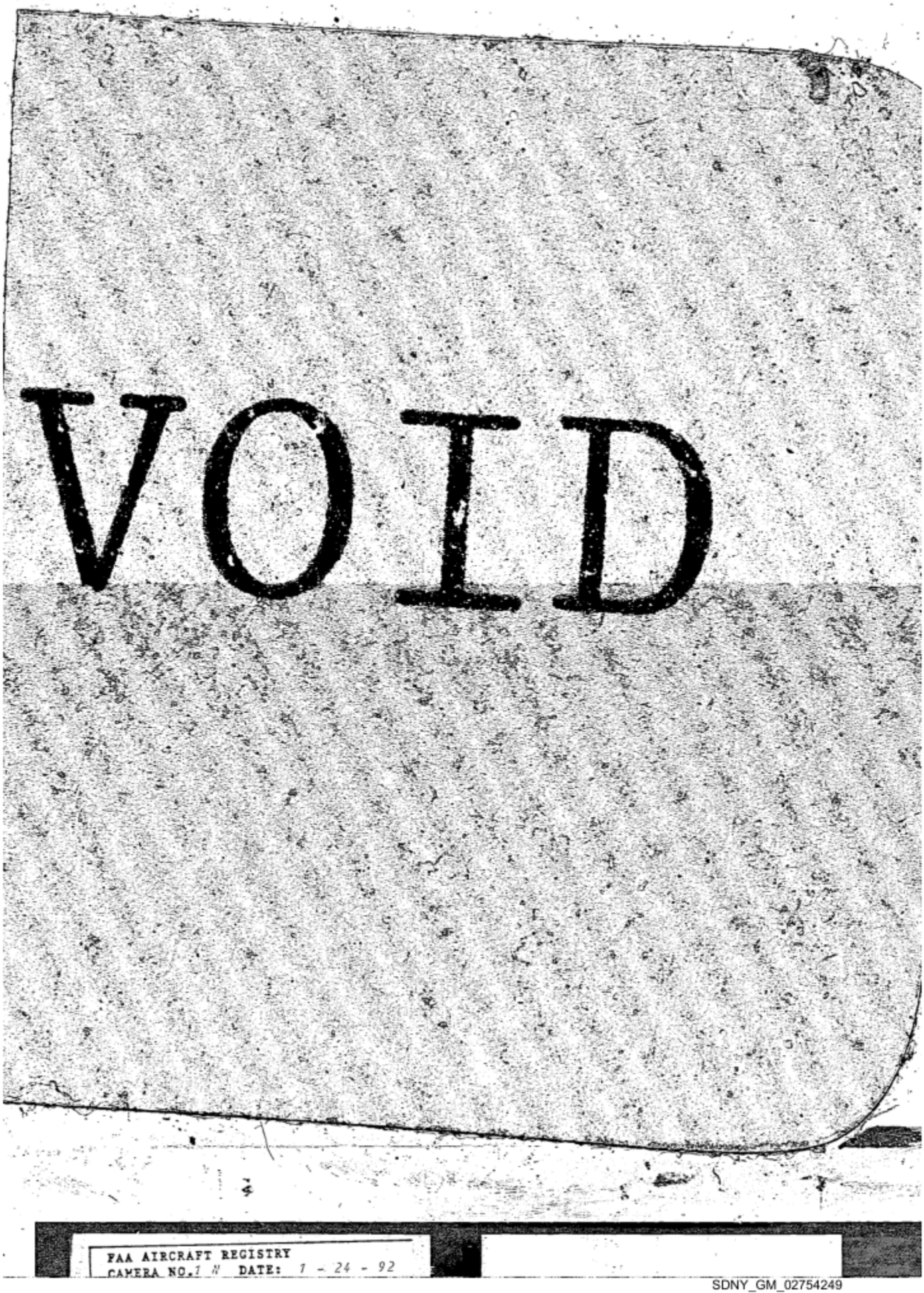
☐ Additional Sheets Are Attached

SDNY_GM_02754248

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241170

EFTA01326763



SDNY_GM_02754249

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 6-18-91

FAX

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

US Department of Transportation
Federal Aviation Administration

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification SDL- FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE CORP.	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA LEASING & CAPITAL CORP.	Address (As shown on registration certificate): TWO EMBARCADERO CENTER SAN FRANCISCO CA. 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				XX
POWERPLANT					-
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 8650 E. SAN FELIPE DR. SCOTTSDALE, AZ. 85258	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 4-21-91

Signature of Authorized Individual: [signature]

7. Approval for Return To Service Supt. of Maintenance

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						Other (Specify)
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	X Inspection Authorization	
	☐	FAA Designee	☐	Repair Station	☐ Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
4-22-91	526705494	[signature] Michael Donnelly

FAA Form 337

SDNY_GM_02754250

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241172

EFTA01326765

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 6-18-91

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

April 21, 1991. Gulfstream Aerospace Corp. Model G-IV, s/n 1085, N88GA, Aircraft Type Certificate Data Sheet A12EA.

Refer to: **FAA APPROVED** Gulfstream Aerospace Corp. **(GAC)** RECOMMENDED Aircraft Service Change **(ASC)** No. 198 subject: AIR CONDITIONING (ATA 21) ACM (AIR CYCLE MACHINE) BYPASS SHUTOFF VALVE - ACTIVATION, dated November 19, 1990.

This alteration modifies the air conditioning system to prevent the **"COOLING TURBINE HOT"** message on the EICAS (Engine Instruments and Crew Alerting System) from annunciating when the aircraft is below 42,000 feet and wing or cowl anti-ice is selected. Additional circuitry is added to ensure the air cycle machine bypass shutoff valve opens when the aircraft is below 42,000 feet and wing or cowl anti-ice is selected.

Complied with installation instruction of ASC 198 referred to above. In addition, provided positive locking to the 8 screws that are required to attach the relay rail to the tail junction box (see figure 1).

All parts that were installed as a result of this change were new at the time of installation and furnished with the ASC 198 kit that was purchased from Gulfstream Aerospace Corp. or comply with FAR 21.303 (b)(2)(4).

Successfully performed the ASC's installation checkout test.

Returned the aircraft to flight status, recorded compliance with this FAA form 337 and ASC 198 in the aircraft's maintenance records, returned completed compliance card to GAC.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination included, but was not limited to, consideration that the alteration was done in a manner that will not interfere with or adversely affect the safe operation of the aircraft.

The effect upon the electrical load analysis was negligible.

The effect of this change on the aircraft's basic weight and balance report was negligible.

**********END**********

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3-7-91

RECEIVED FAA/NW MS RPT

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FEB 05 1991
VNY FSDO

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
4-0-01

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: USA N88GA
2. Owner	Name (As shown on registration certificate): BA Leasing and Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, CA 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	RA3R808L Airframe 3, 4 Radio 1, 2 & 3 Limited Powerplant, Instrument & Accessory

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
February 1, 1991	Rolly F. Palmer

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ APPROVED ☐ REJECTED

BY							Other (Specify)
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization		
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group		

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
2/01/91	RA3R808L	Jesse R. Gilbert

FAA Form 337 (12-88)

SDNY_GM_02754252

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241174

EFTA01326767

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3-7-91

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed Sensor Systems, Inc. L-Band Antenna, PN: S65-5366-2L, Serial No. 5712, at Horizontal Arm 151.0, in accordance Installation Drawing 1653-04 (-513 antenna installation) as substantiated by applicable portions of Elsinore Aerospace Systems Inc. engineering report 1-175, dated 12-11-90, approved by Robert E. Poteet, FAA Structures DER #494.

All workmanship has been accomplished in accordance with applicable portions of Advisory Circulars 43.13-1A, Chapter 2, and 43.13-2A, Chapter 3 and 13. The Aircraft Weight and Balance Report and Equipment List has been revised to reflect this installation.

The work described has been found to be in conformity with the above data, and continues to meet the airworthiness criteria under which it was originally certificated.

END

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3-7-91

RECEIVED FAA MS HRI
FEB 05
VNY FSDO

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification 4-0-01

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: USA N88GA
2. Owner	Name (As shown on registration certificate): BA Leasing and Capital Corp.	Address (As shown on registration certificate): Two Embarcadero Center, San Francisco, CA 94111

3. For FAA Use Only

4. Unit Identification / 5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. Certificated Mechanic	RA3R808L Airframe 3, 4 Radio 1, 2 & 3 Limited Powerplant, Instrument & Accessory
	Foreign Certificated Mechanic	
	X Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
February 1, 1991	Bobby T. Palmer

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						Other (Specify)
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
2/01/91	RA3R808L	Jesse R. Cabrit

FAA Form 337 (12-88)

SDNY_GM_02754254

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241176

EFTA01326769

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3-7-91

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1. Incorporated G-IV Phase II Product Enhancement Modification per Gulfstream Aerospace Document #1159SB42116, Revision A. Revision to the Aircraft Weight & Balance Report has been provided. Flight Manual Supplement 89-03 has been provided for incorporation into the Aircraft Flight Manual.

2. The following major Gulfstream Aerospace Aircraft Service Changes have been incorporated:

ASC #59A - Autopilot/Flight Director CRS Sync - Wiring Modification
ASC #156 - Angle of Attack Self Test/Stall Barrier - Modification

END

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 2-13-91.

FAA

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
SDL-FS20

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE CORP.	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA LEASING & CAPITAL CORP.	Address (As shown on registration certificate): TWO EMBARCADERO CENTER SAN FRANCISCO CA. 94111

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 3015 NORTH HAYDEN ROAD SCOTTSDALE, AZ. 85251	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: Nov 9, 1990

Signature of Authorized Individual: Lance A. Matteson

7. Approval for Return To Service: Supt. of Maintenance

Pursuant to the authority given persons specified below the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						Other (Specify)
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11-9-90	526705494	Michael Donnelly

FAA Form 337 (12-88)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 2-13-91

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

November 9, 1990. Gulfstream Aerospace Corp. Model G-IV, s/n 1085, N88GA, Aircraft Type Certificate Data Sheet A12EA.

Refer to: **FAA APPROVED** Gulfstream Aerospace Corp. **(GAC)** optional Aircraft Service Change **(ASC)** No. 166 subject: EXHAUST (ATA-78), THRUST REVERSER SECONDARY LOCK AND WHEEL SPIN UP - MODIFICATION dated August 17, 1990; GAC G-IV Wiring Diagram Manual drawing 1159AV40137, Landing Gear Indicator System (sheet 1 of 1) **32-6-1**, Page 3, dated January 19/90; GAC G-IV Wiring Diagram Manual drawing 1159AV40108, Thrust Reverser System (Sheet 2 of 2), page 3 dated August 31/87; and GAC G-IV Maintenance Manual 24-0-1 Page 5, dated August 8/86 para 10 Bolted Electrical Connections - Torque Values.

This ASC adds circuitry which ensures prompt thrust reverser deployment with wheel spin up. In addition, it adds a time delay relay to each thrust reverser's secondary lock solenoid circuit to prevent burning out solenoids due to exceeding the duty cycle.

Complied with all of the applicable instructions contained in the ASC.

All installed parts were installed new and comply with the appropriate parts of FAR 21.303 (b)(1)(2)(4).

Successfully performed the ASC's operational test.

Returned the aircraft to flight status, recorded compliance with this FAA form 337 and ASC in the aircraft's maintenance records, returned completed compliance card to GAC.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination included, but was not limited to; consideration that the workmanship that was done, the materials that were used, and the condition of the aircraft after this alteration were equal to or better than original certified condition.

The effect upon the electrical load analysis was an increase of 0.3 AMPS added to the ESSENTIAL DC BUS (during Thrust Reverser Deployment).

The effect of this change on the aircraft's basic weight and balance report was negligible.

**********END**********

☐ Additional Sheets Are Attached

SDNY_GM_02754257

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241179

EFTA01326772

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 2-13-91

RECEIVED FAA

OCT 2 3 199

VNY FSDO

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: GULFSTREAM AEROSPACE	MODEL: G-IV
	SERIAL NO.: 1085	NATIONALITY AND REGISTRATION MARK: U.S.A. N88GA
2. OWNER	NAME (As shown on registration certificate): BA Leasing and Capital Corp.	ADDRESS (As shown on registration certificate): Two Embarcadero Center San Francisco, CA 94111

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. CERTIFICATED MECHANIC	Repair Station No. RA3R808L A3&4, R1, 2, & 3 L1, A&P
	FOREIGN CERTIFICATED MECHANIC	
	X CERTIFICATED REPAIR STATION	
	MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE: October 24, 1990

SIGNATURE OF AUTHORIZED INDIVIDUAL: Timothy J. Lenahan

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY					
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
October 24, 1990	CRS #RA3R808L	Jesse R. Gabriel

FAA Form 337 (7-67)

(8320)

SDNY_GM_02754258

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241180

EFTA01326773

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 2-13-91

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Installed Remote Heading/Course Controls on pilot and copilot control wheels in accordance with Supplemental Type Certificate #SA5001NM, dated August 31, 1990. Flight Manual Supplement #08015004 N/C, dated August 30, 1990, has been provided.

The effect of this installation on aircraft basic weight and balance is negligible. This aircraft continues to meet all airworthiness requirements of original certification.

---------- END ----------

☐ ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 72-4906

☆U.S. GOVERNMENT PRINTING OFFICE 1986—639-121/40260

SDNY_GM_02754259

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241181

EFTA01326774

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 2-13-91

RECEIVED FAA
AUG 29 1990
VNY FSDO

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: GULFSTREAM AEROSPACE	MODEL: GIV
	SERIAL NO.: 1085	NATIONALITY AND REGISTRATION MARK: U.S.A. N88GA
2. OWNER	NAME (As shown on registration certificate): BA Leasing and Capital Corporation	ADDRESS (As shown on registration certificate): Two Embarcadero Center, San Francisco, CA 94111

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. REPAIR	5. ALTERATION
AIRFRAME	••••••••••••••••••••• (As described in item 1 above) •••••••••••••••••••••				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
WESTERN COMMANDER, INC. 16300 Daily Drive Van Nuys, CA 91406	U.S. CERTIFICATED MECHANIC	Repair Station No. RA3R808L A3 & 4, R1, 2, & 3 L1, A & P
	FOREIGN CERTIFICATED MECHANIC	
	X CERTIFICATED REPAIR STATION	
	MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
August 24, 1990	Bobby F. Palmer

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
August 24, 1990	RS #RA3R808L	Jesse R Babcock

FAA Form 337 (7-67) (8320)

SDNY_GM_02754260

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241182

EFTA01326775

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 2-13-91

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

The following major Gulfstream Aerospace Aircraft Service Changes have been incorporated:

ASC #135 - ECS Pack Sequencing During Engine Start
ASC #137 - G-IV HBCM Dedicated Hydraulic Filter - Installation

The effect of these changes on the aircraft's basic weight and balance are negligible.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 72-6906

☆ U.S. GPO: 1981 - 775-332/47

SDNY_GM_02754261

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241183

EFTA01326776

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 2-13-91

RECEIVED FAA
AUG 29 1990
MY FSDO

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
4021

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Gulfstream Aerospace Corp.	MODEL: G-IV
	SERIAL NO.: 1085	NATIONALITY AND REGISTRATION MARK: USA N88GA
2. OWNER	NAME (As shown on registration certificate): BA Leasing and Capital Corporation	ADDRESS (As shown on registration certificate): Two Embarcadero Center San Francisco, CA 94111

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	********** (As described in item 1 above) **********				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE: Cockpit Voice Recorder MANUFACTURER: Fairchild	A100	53674		X

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	RA3R808L AFR. 3. 4 Radio 1, 2 & 3. Limited Powerplant, Instrument & Acc.

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE: 8-28-90

SIGNATURE OF AUTHORIZED INDIVIDUAL: [signature]

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
8-28-90	RA3R808L	[signature]

FAA Form 337 (7-67) GPO : 1972 O - 475-520 (83201)

SDNY_GM_02754262

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241184

EFTA01326777

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 2-13-91.

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Added Underwater Locating Device to Fairchild Model A100 Cockpit Voice Recorder, Serial Number 53674, by complying with Loral Data Systems, Fairchild Aviation Recorders, Field Service Bulletin Number CVR-150. Modification 7 has been marked on the Modification Plate.

- The Voice Recorder installation in this airplane meets the requirements of, and complies with FAR 91.609 (d1) and (e); FAR 25.1457 (a1),(a2),(b),(c),(d),(e), (f) and (g).

END

☐ ADDITIONAL SHEETS ARE ATTACHED

RECEIVED

SDNY_GM_02754263

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241185

EFTA01326778

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 2-13-91.

FAA

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE CORP.	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA LEASING & CAPITAL CORP.	Address (As shown on registration certificate): TWO EMBARCADERO CENTER SAN FRANCISCO CA. 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 3015 NORTH HAYDEN ROAD SCOTTSDALE, AZ. 85251	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: Aug 10, 1990

Signature of Authorized Individual: [signature] Supt. of Maintenance

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☐ APPROVED ☐ REJECTED

BY						
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization
	☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group

Other (Specify)

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
Aug 10, 1990	526705494	[signature] Michael Donnelly

FAA Form 337 (12/88)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 2-13-91

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Aug. 08, 1990. Gulfstream Aerospace Corp. Model G-IV, s/n 1085, N88GA, Aircraft Type Certificate Data Sheet A12EA.

Refer to: **FAA FORM 337** dated 1-15-90, for the above referred to aircraft.

The purpose of this alteration is to remove the changes that were incorporated to the Auxiliary Power Unit **(APU)** Surge Valve Control circuits, as detailed on the above referred to FAA FORM 337, and return the Surge Valve's circuit to it's original certificated configuration.

In the Aux Power Relay and Junction box (39A1) performed the following wiring changes:

Removed wire H70C20 from relay 339A1XK15 position B2, routed the wire along existing wire runs to 339A1TJ1N position C, cut the wire to length, stripped the insulation from the free end, crimp installed a new CTS-S20/20 contact onto the prepared wire and inserted the wire/contact into TJ1N position C;

Removed and discarded wire H77MF22 from 339A1XK15 B1 and 339A1TJK position E;

Inserted a new CTS-S16/16 contact into 339A1XK15 position B2 and position B1;

Secured all of the wiring, components, and access of the 339A1 Aux Power Relay Junction Box.

All installed parts were purchased new and comply with the appropriate parts of FAR 21.303 (b)(1)(2)(4).

Tested the alteration by using the FAA Approved aircraft flight manual procedures for starting, running, and stopping the APU and noted no abnormal operation, indication or performance.

Returned the aircraft to flight status, recorded compliance with this FAA FORM 337 in the aircraft's maintenance records.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft.

The effect upon the electrical load analysis and the weight and balance of this aircraft as a result of this change was negligible and no changes to either report were made.

**********END**********08/08/90*med/69mf****

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 7 N DATE: 12 - 20-90

FAA

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification WP01

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE CORP.	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA LEASING & CAPITAL CORP.	Address (As shown on registration certificate): TWO EMBARCADERO CENTER SAN FRANCISCO CA. 94111

3. For FAA Use Only

4. Unit Identification / 5. Type

Unit	Make	Model	Serial No.	5. Repair	5. Alteration
AIRFRAME	(As described in Item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address: LANCE A. MATTESON, 3015 NORTH HAYDEN ROAD, SCOTTSDALE, AZ. 85251

B. Kind of Agency: X U.S.

C. Certificate No.: AP 1864049

D. I certify that the repair and/or alteration made to the unit have been made in accordance with the requirements c ...bed on the reverse or attachments hereto furnished herein is true and correct to the best of my kr ...regulations and that the information

Date: 6-28-90

7. Approval for ...pt. of Maintenance

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is X APPROVED ☐ REJECTED

BY					
	FAA Civil Aviation Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
6-28-90	526705494	Michael Donnelly

FAA Form 337 (12-88)

SDNY_GM_02754266

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 12 - 20-90

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

June 28, 1990. Gulfstream Aerospace Corp. Model G-IV, s/n 1085, N88GA, Aircraft Type Certificate Data Sheet A12EA.

Refer to: **FAA APPROVED** Gulfstream Aerospace Corp. **(GAC)** optional Aircraft Service Change **(ASC)** No. 131 subject: LIGHTING (ATA-33), TAXI LIGHT POSITIVE CONTROL-MODIFICATION, dated February 26, 1990. sheet 1 of 3) 33-1-3, page 3, dated January 23/88.

This ASC modifies the taxi light circuitry to ensure the taxi lights go off whenever the landing gear is raised.

Complied with all of the instructions contained in the ASC, except as noted herein: (Refer to figure 2, page 7 of the instructions) instead of the in-line diode module part number 1159SCAV-903 utilized an existing spare rail mount diode assembly Deutsch part number CTJ420E011 and connected the wires as follows:
(a) Wire L9001A20 to position A; Wire L9000A20 to position B; Wire G86AA20 to position F; and wire L9000B20 to position G. Note the existing rail mounted diode assembly has identical ratings as the in-line diode furnished with the ASC and, in addition, offers a more secure mount, spare parts commonalty, and a neater installation,
(b) Figure 2 shows 326A1J4 and 324A1P4 incorrectly, wire number L9000D20 is connected to 326A1P4 position small P and wire number L9000C20 is connected to 326A1J4 position small P. Note 326A1 is part of MAIN JCT AND RELAY PANEL #2.
(c) Wire L540A20N was removed from E23 position H, the drawing and text list E15 position H.

All installed parts were purchased from GAC and comply with the appropriate parts of FAR 21.303 (b)(1)(2)(4).

Successfully performed the ASC's operational check after replacing the defective left taxi light with a new GE 4587 lamp, returned the aircraft to flight status, recorded compliance with this ASC in the aircraft's maintenance records, and returned the completed ASC compliance card to GAC.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination included, but was not limited to, consideration that any deviations to the original ASC would not change the intent, operation, or test procedures.

The effect upon the electrical load analysis and the weight and balance of this aircraft as a result of this change was negligible and no changes to either report were made.

**********END**********

☐ Additional Sheets Are Attached

SDNY_GM_02754267

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241189

EFTA01326782

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 12 - 29-90

FAA

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification WP07

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE CORP.	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA LEASING & CAPITAL CORP.	Address (As shown on registration certificate): TWO EMBARCADERO CENTER SAN FRANCISCO CA. 94111

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 3015 NORTH HAYDEN ROAD SCOTTSDALE, AZ. 85251	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
June 27, 1990	[signature]

7. Approval for Return To Service — Supt. of Maintenance

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
6-28-90	526705494	[signature] Michael Donnelly

FAA Form 337 (12-88)

SDNY_GM_02754268

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241190

EFTA01326783

FAA AIRCRAFT REGISTRY
CAMERA NO. 7 A DATE: 12 - 20-9

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

June 28, 1990. Gulfstream Aerospace Corp. Model G-IV, s/n 1085, N88GA, Aircraft Type Certificate Data Sheet A12EA.

Refer to: **FAA APPROVED** Gulfstream Aerospace Corp. **(GAC)** recommended Aircraft Service Change **(ASC)** No. 130 subject: ELECTRICAL (ATA-24), Provisions for Standby Engine Instrument Signal Conditioner (Watch Dog Timer) Test Circuit-Installation, dated January 30, 1990; G-IV Wiring Diagram Manual drawing 1159AV40192, Standby Engine Instrument Indicator (sheet 1 of 1) 77-3-1, Page 2, dated January 19/90; and G-IV Wiring Diagram Manual drawing 1159AV40129 Annunciator Lights dim and test (sheet 1 of 3) 33-1-3, page 3, dated January 23/88.

This ASC adds **PROVISIONS** for a test circuit for the standby engine instrument signal conditioner. The 1159SCF412-17 signal conditioner will be replaced through attrition. This ASC may be accomplished in its entirety and the 1159SCF412-17 signal conditioner may be replaced at a later date.

Complied with all of the instructions contained in the ASC, except as noted herein: (Refer to figure 2, page 7 of the instructions) utilized the existing GAC835MR20S contact for the connection to the Standby Engine Signal Conditioner (92A1) connector 92A1P1 position 53. Note triangle 5 lists an incorrect part number for this contact; utilized spare position V instead of A for the connection of wires W888A20 and W888B20 at connectors 325A1J51 and 325A1P51 because position A was occupied by an existing wire. Note the effectivity listed on the figure for the connection at P51 is incorrect (a/c 1006-1054). The correct effectivity is (a/c 1006-1095) as listed in triangle note 2 of the G-IV Wiring Diagram Manual 1159AV40192 referred to above.

All installed parts were purchased from GAC and comply with the appropriate parts of FAR 21.303 (b)(1)(2)(4).

Successfully performed the ASC's continuity test, returned the aircraft to flight status with STANDBY ENGINE INSTRUMENT SIGNAL CONDITIONER Part No. GAC 1159SCF412-13 s/n 0589102B installed in rack 92A1, recorded compliance with this ASC in the aircraft's maintenance records, and returned the completed ASC compliance card to GAC.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination included, but was not limited to, consideration that any deviations to the original ASC would not change the intent, operation, or test procedures.

The effect upon the electrical load analysis and the weight and balance of this aircraft as a result of this change was negligible and no changes to either report were made.

**********END**********

☐ Additional Sheets Are Attached

SDNY_GM_02754269

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241191

EFTA01326784

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 12 - 20-90

FAA

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification WP07

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft
- Make: GULFSTREAM AEROSPACE CORP.
- Model: G-IV
- Serial No.: 1085
- Nationality and Registration Mark: N88GA

2. Owner
- Name (As shown on registration certificate): BA LEASING & CAPITAL CORP.
- Address (As shown on registration certificate): TWO EMBARCADERO CENTER SAN FRANCISCO CA. 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Type: Repair	5. Type: Alteration
AIRFRAME	(As described in item 1 above)				
POWERPLANT					XX
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address:
LANCE A. MATTESON
3015 NORTH HAYDEN ROAD
SCOTTSDALE, AZ. 85251

B. Kind of Agency:
- X U.S. Certificated Mechanic
- Foreign Certificated Mechanic
- Certificated Repair Station
- Manufacturer

C. Certificate No.: AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: June 27, 1990

Signature of Authorized Individual: [signature] Supt. of Maintenance

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☐ APPROVED ☐ REJECTED

BY
- ☐ FAA FIL Standards Inspector
- ☐ FAA Designee
- ☐ Manufacturer
- ☐ Repair Station
- X Inspection Authorization
- ☐ Person Approved by Transport Canada Airworthiness Group
- ☐ Other (Specify)

Date of Approval or Rejection: 6-27-90

Certificate or Designation No.: 526705494

Signature of Authorized Individual: [signature]
Michael Donnelly

FAA Form 337 (12 88)

SDNY_GM_02754270

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 12 - 20-90

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

June 27, 1990. Gulfstream Aerospace Corp. Model G-IV, s/n 1085, N88GA, Aircraft Type Certificate Data Sheet A12EA.

Refer to: **FAA APPROVED** Gulfstream Aerospace Corp. **(GAC)** recommended Aircraft Service Change **(ASC)** No. 170 sub: AIR-CONDITIONING (ATA-21), Cockpit/Cabin Temperature sensor power source-rebus, dated March 30, 1990; GAC G-IV Wiring Diagram Manual drawing 1159AV40103, DC POWER DISTRIBUTION, (sheet 1 of 2) **24-5-1**, Page 3, dated January 19/90; Military Standard MS35338; and MS51957.

This ASC moves the power source of cabin and cockpit temperature control system from the right main 28 Volt DC Bus to the essential 28 Volt DC bus.

Complied with all of the instructions contained in the ASC, except as noted herein: Wire P615AB14 was removed from the aircraft and discarded, a new wire was stamped and identified P602AF10 and connected between CB212 and CB292 and a MS51957-43 screw was installed at CB292 connecting the wire, bus bar and circuit breaker together properly; Wire P603AD10 was removed from the aircraft and discarded, a new wire was stamped and identified P600AG10 and connected between CB214 and CB256 and a MS51957-43 screw was installed at CB256 connecting the wire, bus bar and circuit breaker together properly; Wire P615AA12 and Wire P615Z14 were not removed from the aircraft. These deviations from the original ASC were done to conform to production changes that have been incorporated in aircraft s/n 1120 and subsequent and provide for proper wire/circuit breaker matching; see: **FAA AC 43.13-1A** para 429 a., b., c.

All installed parts were installed new and comply with the appropriate parts of FAR 21.303 (b)(1)(2)(4).

Successfully performed the ASC's operational test, returned the aircraft to flight status, recorded compliance with this ASC in the aircraft's maintenance records, returned completed compliance card to GAC.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination included, but was not limited to; (a) consideration that any deviations to the original ASC would not change the intent, operation, or test procedures, (b) Aircraft quality wire was used that was the correct size for the current requirements, operating temperatures, and environmental conditions, and (c) the installed equipment will function in a manner that will not interfere with or adversely effect the safe operation of the aircraft.

The effect upon the electrical load analysis and the weight and balance of this aircraft as a result of this change was negligible and no changes to either report were made.

**********END**********

☐ Additional Sheets Are Attached

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NC. 3 N DATE: 10-23-90

FAA

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification
SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE CORP.	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA LEASING & CAPITAL CORP.	Address (As shown on registration certificate): TWO EMBARCADERO CENTER SAN FRANCISCO CA. 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 2407 EAST SHEA BLVD. PHOENIX, ARIZONA 85028	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
12/27/89	Lance A. Matteson

7. Approval for Return To Service Supt. of Maintenance

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is X APPROVED ☐ REJECTED

BY	FAA Flt. Standards Inspector	Manufacturer X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12-27-89	526705494	Michael Donnelly

FAA Form 337 (6-88)

SDNY_GM_02754272

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241194

EFTA01326787

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

DECEMBER 27, 1989, GULFSTREAM AEROSPACE CORP. [GAC] MODEL G-IV, s/n 1085 N88GA, Aircraft Type Certificate Data Sheet A12EA.

REFER TO: FAA APPROVED STC No. SA111NE, dated November 24, 1982; GAC Maintenance Manual ATA Chapter 49; Garrett Turbine Engine Company, INSTALLATION HANDBOOK AIRBORNE AUXILIARY POWER UNITS, TURBINES 31-0261A Second Edition.

The purpose of this alteration is to provide a separate source of cooling air inlet that is entirely separate from the compressor inlet, thus precluding the possibility of cooling system starvation and any interaction between cooling airflow and compressor airflow.

Installed A new PATS FAA PMA p/n 430206-9 LOUVER assembly onto the APU's inboard enclosure wall. Attachment was accomplished with 5 each NAS1103-3 bolts; 5 each AN960C10L washers; 5 each MS21059-L3 nutplates that were attached with 10 each MS20427M3-3 rivets.

Fabricated a blanking plate using #304 Stainless Steel 0.040 inches thick that will cover the existing p/n 3708913-101 flame arrester. Installed the blanking plate to cover the original compartment inlet source using existing hardware.

Secured APU compartment.

Performed operational test of Auxiliary Power Unit using the procedures contained in the aircraft's FAA approved Aircraft Flight Manual and noted no abnormal or unusual operation before, during or after the operational test.

Returned the aircraft to flight status. No flight manual revisions or supplements were required or installed as a result of this alteration.

It has been determined that the interrelationship between this change and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. This determination includes, but is not limited to, consideration that the design of the APU compartment and accessory cooling arrangement will not allow fire migration into other areas of the aircraft thru the use of a fireproof check valve and an identical louver has operated satisfactorily since 1982 on a G1159 aircraft and since 1984 on a G1159A VSCF aircraft.

The effect on the aircraft's weight and balance report is negligible.

**********END OF THIS SHEET****no additional sheets are attached******

☐ Additional Sheets Are Attached

SDNY_GM_02754273

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241195

EFTA01326788

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

FAA

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
SoFSDO-11

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE CORPORATION	Model: GIV
	Serial No.: 1085	Nationality and Registration Mark: N449GA
2. Owner	Name (As shown on registration certificate): BA LEASING AND CAPITAL CORPORATION	Address (As shown on registration certificate): TWO EMBARCADERO CENTER SAN FRANCISCO CA 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

RECEIVED
JAN 04 1990
MID-SOUTH FSDO
ATLANTA, GA.

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
GULFSTREAM AEROSPACE CORPORATION P.O. BOX 2206 - TRAVIS FIELD SAVANNAH, GA 31402-2206	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	GR4R216M

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
12/01/89	PATRICK J. LYNCH Patrick J. Lynch

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is X APPROVED ☐ REJECTED

BY						Other (Specify)
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12/01/89	GR4R216M	PATRICK J. LYNCH Patrick J. Lynch

FAA Form 337 (12-88)

SDNY_GM_02754274

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241196

EFTA01326789

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. **Description of Work Accomplished**
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

ACTT: 153 HOURS
ACTL: 93 LANDINGS
REFERENCE: GULFSTREAM AEROSPACE CORPORATION WORK ORDER NO. C04-1085-089-4486.

1. INCORPORATED GULFSTREAM AEROSPACE CORPORATION AIRCRAFT SERVICE CHANGES LISTED.

A.S.C. NO.	SUBJECT
65	NOSE GEAR DOWNLOCK SWITCH BRACKET (RECOMMENDED) 1000-1059
111	GROUND SPOILER HYDRAULIC PLUMBING MODI 1000-1109 EXCEPT 1039
117	A/C - WATER SEPARATOR DISCHARGE - TUBE INSTLN
136 & A1	LG/NLG & WHEEL WELL COMPONENTS-REWORK/REMOVAL (PT 1 - 6)

0002. MODIFIED NGS FEED BACK MANIFOLD, 5150-3 TO 5150-5, UNIT PER DOWTY ROTOL BP #5100 AND GAC DWG # 1159L40400, EO D1 AND D2 PER MOD., ALSO MODIFIED NOSE WHEEL STEERING UNIT, 1159SCL200-41 TO 1159SCL200-43.

-END-

☐ Additional Sheets Are Attached

SDNY_GM_02754275

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241197

EFTA01326790

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N88GA	GULFSTREAM / GIV	1085	TRANSPORT

5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions

NONE

6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
REPLACEMENT 12/16/88	CLINT AH-YOU	YNY PSDO

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS

FAA Form 8100-2 (9-82)

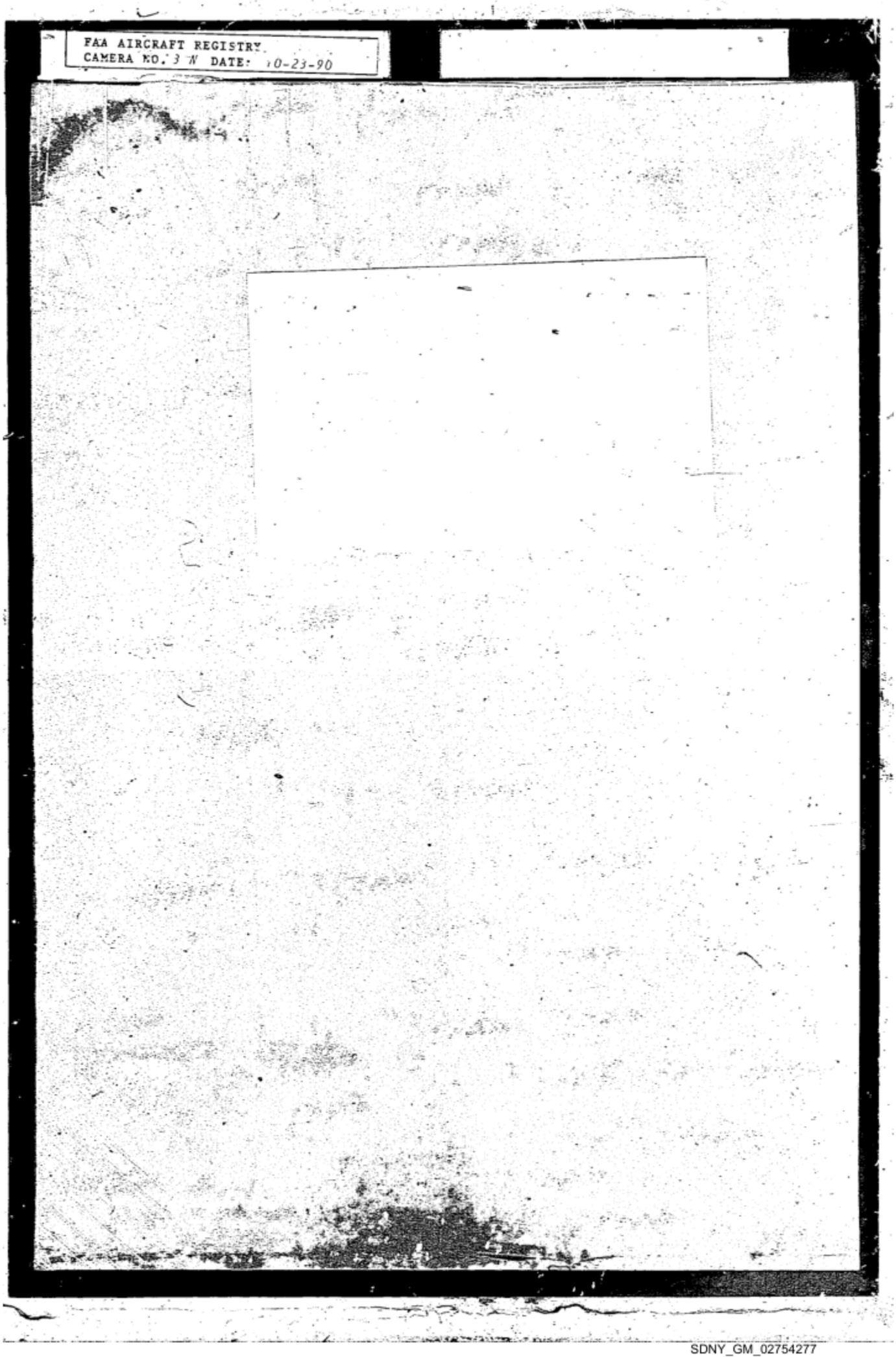
GPO 592-804

SDNY_GM_02754276

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241198

EFTA01326791



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N449GA	GULFSTREAM / GIV	1085	TRANSPORT

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

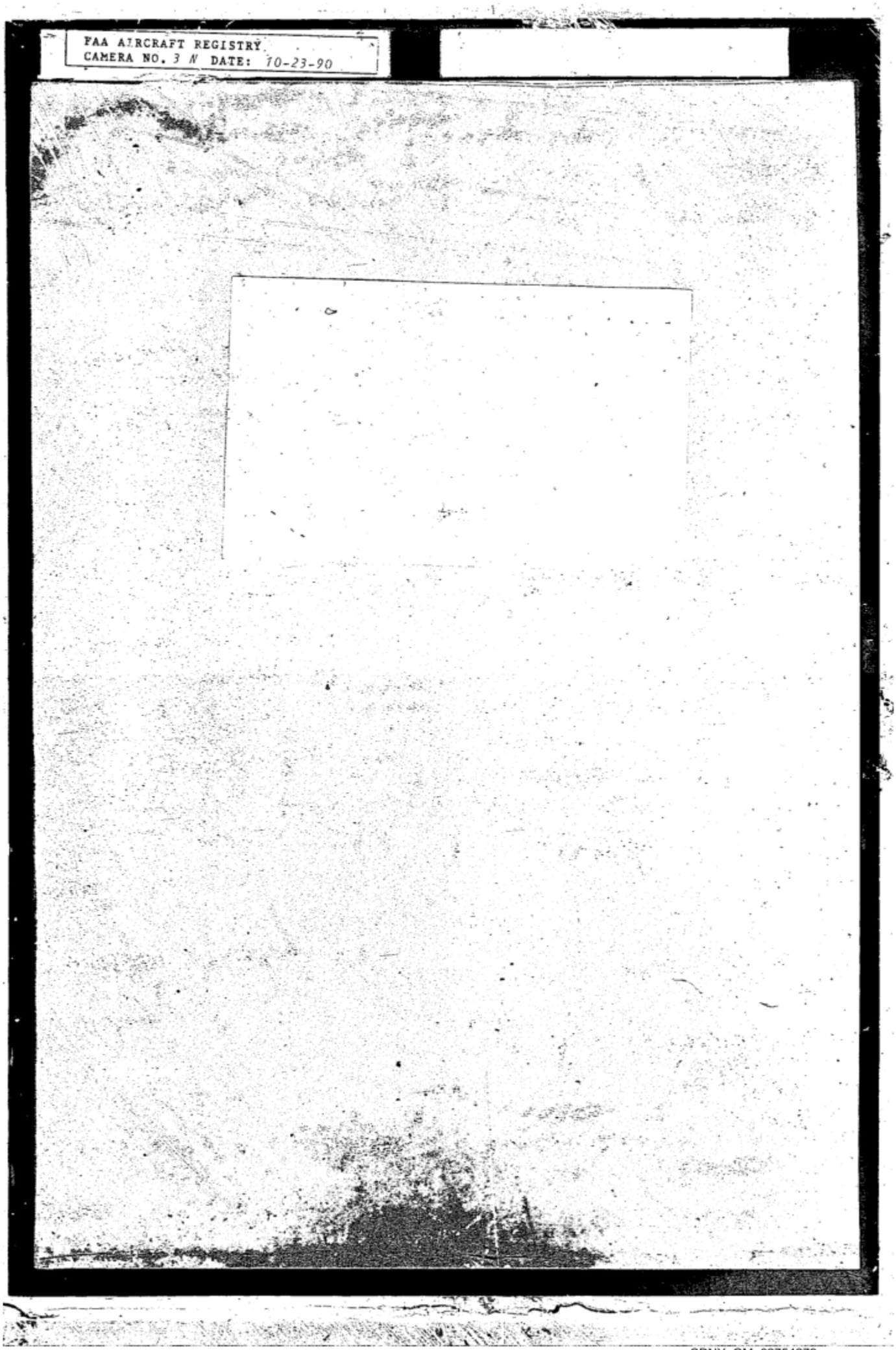
DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
16 DEC 88	MELVIN F. L'EVANGIE, JR.	DMIR ACE 1052

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82) GPO 892-504

SDNY_GM_02754278

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



SDNY_GM_02754279

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

FAA

TAH

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
SDL-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GULFSTREAM AEROSPACE CORP.	Model: G-IV
	Serial No.: 1085	Nationality and Registration Mark: N88GA
2. Owner	Name (As shown on registration certificate): BA LEASING & CAPITAL CORP.	Address (As shown on registration certificate): TWO EMBARCADERO CENTER SAN FRANCISCO CA. 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	---------- (As described in Item 1 above) ----------				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type:				
	Manufacturer:				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LANCE A. MATTESON 2407 EAST SHEA BLVD. PHOENIX, ARIZONA 85028	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 1864049

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
11-10-89	Supt. of Maintenance

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is XX APPROVED ☐ REJECTED

BY					Other (Specify)
	FAA Flt. Standards Inspector	Manufacturer XX	Inspection Authorization		
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group		

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11-10-89	526705494	Michael Donnelly

FAA Form 337 (4-87)

SDNY_GM_02754280

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241202

EFTA01326795

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

GULFSTREAM AEROSPACE CORP. MODEL G-IV, s/n 1085, N88GA, TC A12EA.

refer to: Gulfstream Aerospace Corp. **[GAC]**, **FAA APPROVED**, Optional Aircraft Service Change **[ASC]** Number 87, subject: AIR-CONDITIONING (ATA 21) Cockpit Display Unit **[CDU]** - Modification, dated October 5, 1989; GAC G-IV Wiring Diagram Manual, Drawing number 1159AV4001-9-effective for A/C 1060 & Subsequent, 30-2-1 Page 3, titled ENGINE COWL ANTI ICE SYSTEM; note: this aircraft has GAC ASC 49 installed.

The purpose of this alteration is to modify the Display Unit **[DU]** fan circuitry to disable the fans when the pilot's, co-pilot's, and Engine Instrument/Crew Alerting System **[EICAS]** display master switches are all in the off position. This change also modifies the power circuitry for the display controllers **[DC]** so that they will not come on when the above switches are all in the off position. This modification's design is only capable of disengaging the DU fans and shutting off the display controllers during ground operation. When the aircraft is airborne ASC 87's circuitry is locked out and the fans and display controllers perform their intended functions.

Removed wire No. 2H31A22 from 318A1P10 n which is spliced to wire No. 2H28E22 and then removed wire No. 2H28E22 from 318A1P4 X.
Removed wire No. 1H31A22 from 318A1P9 GG which is spliced to wire No. 1H28E22 and then removed wire No. 1H28E22 from 318A1P3 H.
Removed wire No. 2H31B22 from 318A1J10 n and wire No. 2H28D20 from 318A1J4 X and connected them together with a crimp butt splice.
Removed wire No. 1H31B22 from 318A1J9 GG and wire No. 1H28D20 from 318A1J3 H and connected them together with a crimp butt splice.
The above wiring changes to the engine cowl anti-ice circuits were done to remove unnecessary wire, connections and spices from the overhead console electrical assembly and free up electrical connections for ASC 87.

Performed all of the applicable modification instructions contained in the above referred to ASC, steps A thru E and tested the ASC in accordance with the instructions contained in steps F1 thru F20.

Returned the aircraft to flight status by recording compliance with this FAA form 337 in the aircraft's maintenance records, computerized maintenance program and returning the ASC compliance card to GAC.

All parts that were installed were new and purchased from GAC Product Support.

There will be no cockpit procedural changes due to the incorporation of this alteration. There are no changes to the aircraft's electrical load analysis.

The effect of this change on the aircraft's basic weight and balance is negligible.

end of this sheet no other sheets are attached *** 11/10/89 med

☐ Additional Sheets Are Attached

SDNY_GM_02754281

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241203

EFTA01326796

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

N5RW

RECEIVED FAA
SEP 18 1989
OKC FSDO

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
WP-FSDO-1

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Gulfstream Aerospace	MODEL: G-IV
	SERIAL NO.: 1095	NATIONALITY AND REGISTRATION MARK: N88GA
2. OWNER	NAME (As shown on registration certificate): BA Leasing and Capital Corp.	ADDRESS (As shown on registration certificate): Two Embarcadero Ctr, 10th Floor San Francisco, CA 94111

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	********** (As described in item 1 above) **********				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	REPAIR STATION #4221 A-3 & 4, R-1, 2, & 3 L-1, A & P

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE: September 8, 1989

SIGNATURE OF AUTHORIZED INDIVIDUAL: [signature]

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY					
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	XX	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9-8-1989	#4221	Danny C. Farnham Danny C. Farnham, Chief Inspector

FAA Form 337 (7-67) (8320)

SDNY_GM_02754282

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241204

EFTA01326797

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Custom interior installed in accordance with Gulfstream Aerospace Report #1159C-GER-023, Revision #2 dated November 14, 1988 and the following reports as listed in Consulting Aerospace Engineers, Inc. reports approved by DER #NM-442 and Aero Interiors, Inc., Drawing #AI-G-1085 dated August 28, 1989.

The following major components installed per the reports and specifications as listed:

1.	L/H Bar Installation	CAE AIN-52-2
2.	R/H Galley Installation	CAE AIN-52-3
3.	R/H Fed Crew Galley	CAE AIN-18-3
4.	T.V. Entertainment Installation	CAE AIN-38-8
5.	Vanity Cabinet Installation	CAE AIN-41-4
6.	L/H & R/H Stereo/ Storage Cabinet Installation	CAE AIN-41-8
7.	Bulkhead Installation	CAE AIN-38-26
8.	539.75 Bulkhead Reinforcement & Net Inst.	CAE AIN-GIV-1
9.	Aft Toilet Service Panel Installation	CAE AIN-GIV-2
10.	Floorboard Replacement	CAE AIN-GIV-4
11.	Water containers & Pedistal Installation	CAE AIN-GIV-6
12.	Aft Baggage Shelves and Net INstallation	CAE AIN-GIV-8
13.	Drain Mast Installation	CAE AIN-GIV-9
14.	Service Ladder Instalation	CAE AIN-GIV-10
15.	Aft Toilet Installation	CAE AIN-GIV-12
16.	Service Tool Box Installation	CAE AIN-GIV-13
17.	Seat Track Installation	CAE AIN-GIV-14

Insullation and covering materials meet the requirements of FAR 25.853 Appendix F part 1 paragraph (a) through (d) as stated in Aero Interiors, Inc Report #AI-1085-FR-45 dated September 7, 1989 and substantiated by John Caleo, Inc. FAA DER #NM-682.

Aircraft weighed on jacks upon completion of outfitting.

Equipment list and weight and balance reports revised.

All workmanship accomplished according to A.C. 43-13-1A Chapters 5, 6, & 7 and A.C. 43-13-2A Chapters 1, 9, 12 & 13.

---------- END ----------

☐ ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 72-4906 ☆U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40250

SDNY_GM_02754283

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241205

EFTA01326798

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

RECEIVED FAA

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY
OFFICE IDENTIFICATION 4001

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Gulfstream Aerospace	MODEL: G-IV
	SERIAL NO.: 1085	NATIONALITY AND REGISTRATION MARK: N88GA
2. OWNER	NAME (As shown on registration certificate): BA Leasing and Capital Corp.	ADDRESS (As shown on registration certificate): Two Embarcadero Ctr, 10th Floor San Francisco, CA 94111

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. REPAIR	5. ALTERATION
AIRFRAME	••••••••••••••••••••••• (As described in item 1 above) •••••••••••••••••••••••				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	REPAIR STATION #4221 A-3 & 4, R-1, 2, & 3 : L-1, A & P

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE: September 7, 1989

SIGNATURE OF AUTHORIZED INDIVIDUAL: Danny C. Farnham

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9-7-89	#4221	Danny C. Farnham Danny C. Farnham, Chief Inspector

FAA Form 337 (7-67) (8320)

SDNY_GM_02754284

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241206

EFTA01326799

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Installed Cabin Entertainment System according to WCI Dwg. #08069137 N/C dated 8-20-88, approved by DER #NM-476. Video Monitor unit located at Horiz. Arm 142.0; other system components installed in cabinet at Horiz. Arm 172.0.

System installation and operation meet requirements of and complies with FAR 25.1309 Para. (b), (d), and (g), Far 25.1431, FAR 25.1309 Para. (a), (b), (c), and (d).

Radio frequency interference check accomplished. System operation causes no interference with aircraft communication or navigation equipment.

Television picture tube meets requirements of U.L. Report #1418.

Aircraft Weight and Balance Report and Equipment Lists amended.

All workmanship accomplished according to A.C. 43.13-1A Chapter 5, 11, 13, and 15 and A.C. 43.13-2A Chapters 1 and 2.

----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AC 72-4504

*U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40160

SDNY_GM_02754285

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241207

EFTA01326800

FAA AIRCRAFT REGISTRY
CAMERA NO: 3 N DATE: 10-23-90

RECEIVED FAA

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: August 17, 1989

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Gulfstream	G-IV	Airplane	Western Commander, Inc.

LIST OF DATA

IDENTIFICATION	TITLE
Drawing Number #08069137 NC Dated 8-20-88	Wiring Diagram - Cabin Entertainment System.

PURPOSE OF DATA
To substantiate Cabin Entertainment System Installation in Gulfstream Aerospace G-IV, S/N 1085.

APPLICABLE REQUIREMENTS (List specific sections)
FAR 25.1301, 25.1309, 25.2353, 25.1357, 25.1359, 25.1431

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (XXX) Therefore ☐ Recommend approval of these data ☒ Approve these data

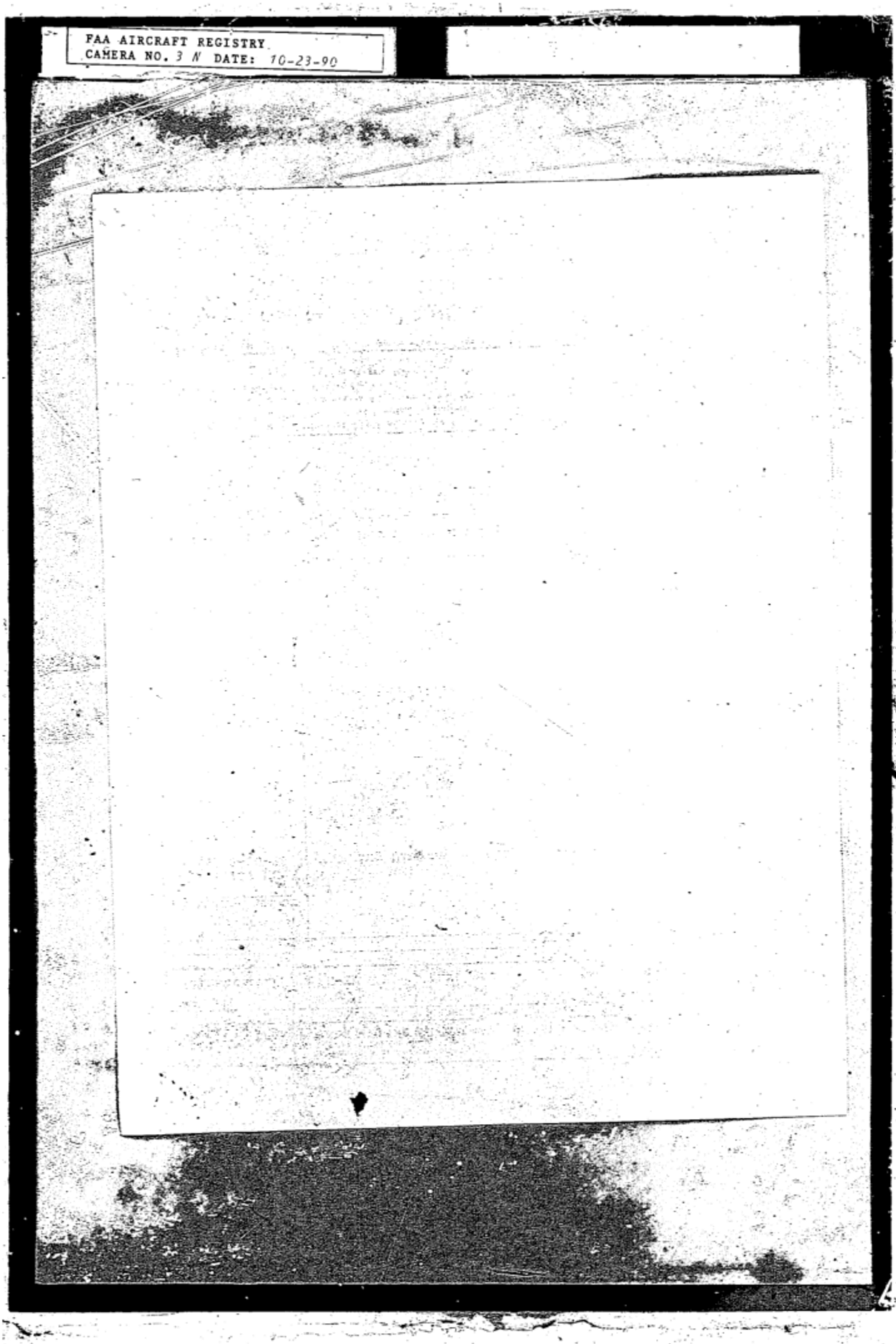
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
John R. Chambless	NM-476	Systems & Equipment
John R. Chambless		

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

GPO 901-613

SDNY_GM_02754286

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION 4-0-01

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Gulfstream Aerospace	MODEL G-IV
	SERIAL NO. 1085	NATIONALITY AND REGISTRATION MARK N88GA
2. OWNER	NAME (As shown on registration certificate) BA Leasing and Capital Corp.	ADDRESS (As shown on registration certificate) Two Embarcadero Ctr, 10th Floor San Francisco, CA 94111

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	REPAIR STATION #4221 A-3 & 4, R-1, 2, & 3 L-1, A & P

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE: September 7, 1989

SIGNATURE OF AUTHORIZED INDIVIDUAL: Danny C. Farnham

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION: 9-7-89

CERTIFICATE OR DESIGNATION NO.: #4221

SIGNATURE OF AUTHORIZED INDIVIDUAL: Danny C. Farnham, Chief Inspector

FAA Form 337 (7-67) (8320)

SDNY_GM_02754288

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Avionic and Electrical modifications installed per drawings listed on Western Commander Top Drawing #08000012 N/C dated 8-8-88 and approved by DER #NM-476.

Installed Sundstrand Mark V Ground Proximity Warning System per data approved by STC SA2188SO. Minor deviations performed per Western Commander drawing #08069091 N/C dated 2-8-88 approved by DER #NM-476.

Installed Honeywell LSZ-850 Lightning Sensor System in accordance with data approved by STC SA2388SO and Western Commadner Drawing No. 08069157 N/C dated 11-14-88, approved by DER #NM-476.

Installed De Vore Logo Lights per data approved by STC SA4749SW Rev. #3 dated 1-21-88.

Installed a third Honeywell Inertial Reference System (IRS), a third Honeywell Flight Management System, NZ910 Navigation Computers (3), and a Single Honeywell VLF/OMEGA Sensor in accordance with data approved by STC SA3774NM.

Flight Manual supplements provided and Equipment List revised. Aircraft weight and balance report revised.

----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AC 78-4004 ☆U.S. GOVERNMENT PRINTING OFFICE: 1985-659-121/40260

SDNY_GM_02754289

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241211

EFTA01326804

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-25-90

RECEIVED FAA

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: August 17, 1989

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Gulfstream	G-IV	Airplane	Western Commander, Inc.

LIST OF DATA

IDENTIFICATION	TITLE
Drawing Number #08000012 NC Dated 8-8-88	Top Drawing G-IV S/N 1085

PURPOSE OF DATA
To substantiate electrical and avionics modification in G-IV Aircraft, S/N 1085 only.

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.1301, 25.1309, 25.1353, 25.1357, 25.1359, 25.1431

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

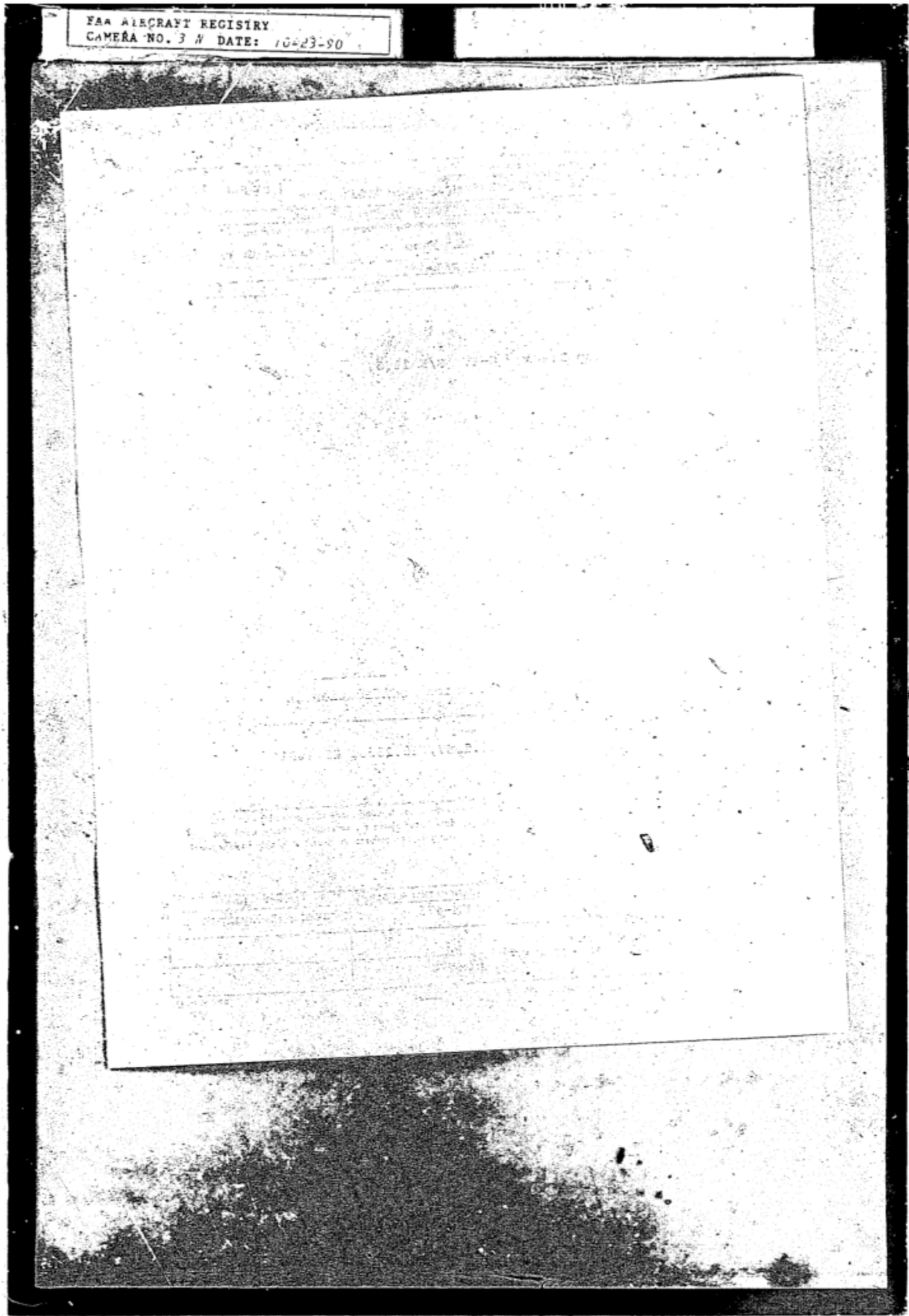
I (We) Therefore ☐ Recommend approval of these data ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
John R. Chambless	NM-476	Systems & Equipment
John R. Chambless		

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

GPO 901-813

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

RECEIVED FAA

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

VNY FSDO

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
4-001

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Gulfstream Aerospace	MODEL: G-IV
	SERIAL NO.: 1085	NATIONALITY AND REGISTRATION MARK: N88GA
2. OWNER	NAME (As shown on registration certificate): BA Leasing and Capital Corp.	ADDRESS (As shown on registration certificate): Two Embarcadero Ctr, 10th Floor San Francisco, CA 94111

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	•••••••••••••••••••• (As described in item 1 above) ••••••••••••••••••••				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	REPAIR STATION #4221 A-3 & 4, R-1, 2, & 3 L-1, A & P

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE: September 7, 1989

SIGNATURE OF AUTHORIZED INDIVIDUAL: Danny C. Farnham

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	FAA RT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9-7-89	#4221	Danny C. Farnham Danny C. Farnham, Chief Inspector

FAA Form 337 (7-67) (8320)

SDNY_GM_02754292

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241214

EFTA01326807

FAA AIRCRAFT REGISTRY
CAMERA NO: [illegible] DATE: 10-23-90

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

The following modifications were performed in accordance with Elsinore Aerospace Systems, Inc., engineering reports as listed below:

1. Skyphone Antenna Installations Report #1-24 dated 10-26-87
2. #3 Comm Antenna Installation Report #1-19 dated 07-28-87
3. Pressure Bulkhead Feed-through Doubler Installation - F.S. 85.5 and F.S. 596.0 Report #1-22 dated 09-16-87
4. Auxiliary Radio Rack Installation Report #1-23 dated 09-09-87
5. Ice Detector Mounting Installation Report #1-14 dated 02-07-87

Above reports approved by FAA DER #NM-492 and #NM-494.

Weight and Balance Report revised after completion of modification.

----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

C ' FAA AC 72-4996

*U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40260

SDNY_GM_02754293

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241215

EFTA01326808

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

RECEIVED FAA

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 19 JULY 1989

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
VNY FSDO GULFSTREAM	G-IV	AIRPLANE	WESTERN COMMANDER, INC.

LIST OF DATA

IDENTIFICATION	TITLE
ELSINORE DOCUMENTS:	
DOC. 1-14 REV. A	STRESS ANALYSIS OF ICE PROBE MOUNTING INSTALLATION
DOC. 1-22 REV. NC	SUBSTANTIATION - PRESSURE BULKHEAD DOUBLER INSTL 08068007 - 08068008
DOC. 1-36 REV. NC	SUBSTANTIATION - NO. 3 VHF ANTENNA INSTALLATION
DOC. 1-66 REV. NC	SUBSTANTIATION - PEDESTAL MODIFICATION INSTALLATION
	(DETAIL DESIGN AND STRUCTURAL APPROVAL ONLY)

PURPOSE OF DATA: TO SUBSTANTIATE INSTALLATIONS IN LISTED DOCUMENTS FOR G-IV AIRCRAFT S/N 1085

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.303, 25.305, 25.307, 25.561, 25.603, 25.607, 25.609, 25.615, 25.789

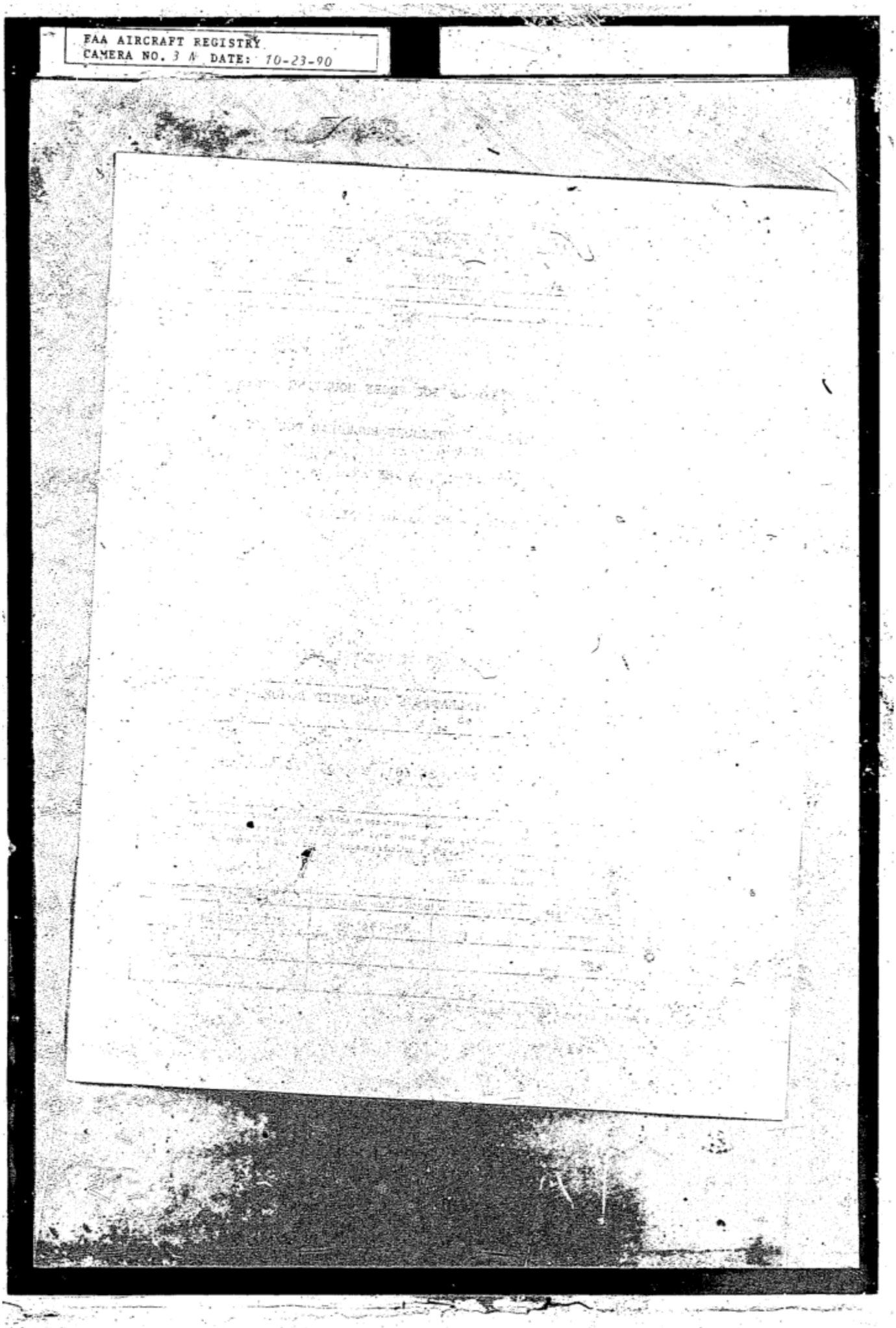
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore [ ] Recommend approval of these data [X] Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Robert E. Poteet	NM-494	STRUCTURES
ROBERT E. POTEET		

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-25-90

M8 MV

RECEIVED FAA

SEP 12 1989

VNY FSDO

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY

OFFICE IDENTIFICATION
WP-FSDO-1

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Gulfstream Aerospace	MODEL: G-IV
	SERIAL NO.: 1085	NATIONALITY AND REGISTRATION MARK: N88GA
2. OWNER	NAME (As shown on registration certificate): BA Leasing and Capital Corp.	ADDRESS (As shown on registration certificate): Two Embarcadero Ctr, 10th Floor San Francisco, CA 94111

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	********** (As described in item 1 above) **********				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	REPAIR STATION #4221 A-3 & 4, R-1, 2, & 3 L-1, A & P

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE: September 7, 1989

SIGNATURE OF AUTHORIZED INDIVIDUAL: Danny C. Farnham

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9-7-89	#4221	Danny C. Farnham Danny C. Farnham, Chief Inspector

FAA Form 337 (7-67) (8320)

SDNY_GM_02754296

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241218

EFTA01326811

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Repositioned Emergency Park Brake Control and Flight Control Power Shut off Valve Control in pedestal. General location remains the same, (forward, left hand side).

All of the GAC Park Brake Installation remains the same, with the exception of the cable being routed in a different manner at the pedestal.

The GAC Flight Control Power Shut off Valve installation remains the same, with the exception of:

1. Factory handle (PN1159F40386-1) replaced with a modified handle made of stainless steel material.
2. Connecting Rod Assy (handle to lower control arm) P/N 1159F20780-11 replaced with modified rod made of stainless steel.

Both handle and rod replace original parts made of aluminum, and have been modified to allow handle to be pulled up and aft instead of up and forward.

Both Emergency Brake and Flight Control Shut off systems function and operation remains the same. Rigging and system functional checks performed in accordance with Gulfstream Maintenance Manual, Chapters 27-0-2 and 32-4-1.

All workmanship performed in accordance with AC 43.13-1A Chapter 4 section 1 & 2, Chapter 5 & 7 Section 1.

This modification has no effect on aircraft weight and balance.

----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

C ● FAA AC 72-4906

● U.S. GOVERNMENT PRINTING OFFICE: 1986 459-121/40260

SDNY_GM_02754297

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241219

EFTA01326812

FAA AIRCRAFT REGISTRY
AMRA NO. 3 N DATE: 10-23-90

RECEIVED FAA

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
WP-FSDO-1

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Gulfstream Aerospace	MODEL: G-IV
	SERIAL NO.: 1085	NATIONALITY AND REGISTRATION MARK: N88GA
2. OWNER	NAME (As shown on registration certificate): BA Leasing and Capital Corp.	ADDRESS (As shown on registration certificate): Two Embarcadero Ctr, 10th Floor San Francisco, CA 94111

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE ALTERATION
AIRFRAME	********** (As described in item 1 above) **********				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. CERTIFICATED MECHANIC	REPAIR STATION #4221 A-3 & 4, R-1, 2, & 3 L-1, A & P
	FOREIGN CERTIFICATED MECHANIC	
	X CERTIFICATED REPAIR STATION	
	MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE: September 7, 1989

SIGNATURE OF AUTHORIZED INDIVIDUAL: Danny C. Farnham

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY					
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9-7-89	#4221	Danny C. Farnham Danny C. Farnham, Chief Inspector

FAA Form 337 (7-67)

(8320)

SDNY_GM_02754298

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 A DATE: 10-23-90

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Complied with the following Gulfstream Aerospace Customer Bulletins:

Alert CB #4 - AOA Stall Warn Computer P/N 965-0041-034.
Alert CB #5 - Engine Fire Extinguisher Systems Check.
Alert CB #6 - N/L/G Forward Truss Brace Assy. A/N 1159LM40802-1
Customer Bulletin #6 - Brake by Wire EBCU P/N 6004903-2.
Customer Bulletin #8A1 - PDB Terminal Lug Inspection.
Customer Bulletin #10 - Inspect Outfitter Flourescent Lighting

Incorporated the following Gulfstream Aerospace Aircraft Service Changes:
ASC #3 Windshield Heat - Temp Sensor Test Switch - Install
#8A Aux Power - APU Fire Test - Improvement
#13 APU Starter Drop-out Light
#49 Cockpit Display & Nose Compartment Fans - Replace
#97 Air Cond. - Cockpit Temp. Sensor Replace/Relocate
#110 Elect. Display Controller #1 & #2 Wiring Modification
#119 APU Shut-down Modification
#122 Take off Range Warning Ind. Switches - Adjust
#132 E Battery Wiring Modification

Installed Phase 2 Wiring per GAC Dwg. #1159SB42038 Rev. A dated 4-10-89.
----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 7E-4504

*U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40260

SDNY_GM_02754299

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241221

EFTA01326814

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-23-90

WR019000232 MSR

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY
OFFICE IDENTIFICATION: WP-FSDO-1

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Gulfstream Aerospace	MODEL: G-IV
	SERIAL NO.: 1085	NATIONALITY AND REGISTRATION MARK: N88GA
2. OWNER	NAME (As shown on registration certificate): BA Leasing and Capital Corp.	ADDRESS (As shown on registration certificate): Two Embarcadero Ctr, 10th Floor San Francisco, CA 94111

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	••••••••••••••••••••••• (As described in item 1 above) •••••••••••••••••••••••				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE:				
	MANUFACTURER:				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	REPAIR STATION #4221 A-3 & 4, R-1, 2, & 3 I-1, A & P

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE: September 7, 1989

SIGNATURE OF AUTHORIZED INDIVIDUAL: Danny C. Farnham

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9-7-89	#4221	Danny C. Farnham Danny C. Farnham, Chief Inspector

FAA Form 337 (7-67) (8320)

V

SDNY_GM_02754300

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241222

EFTA01326815

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Installed Smith Industries Standby Altimeter/Airspeed Indicator, P/N WLM101AMS-1, TSO C10b and C2b.

This indicator replaces the factory (GAC) installed Aero Mechanism Standby Altimeter and Airspeed Indicators and is connected to the same standby static source. This installation conforms to Gulfstream G-IV Outfitting Interface Specifications, Rev. 2, dated 11-14-88, Section 7 and FAR Part 25 Sections 25.1323 and 15.1325.

Aircraft equipment list revised.

----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 72-4904 U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40260

SDNY_GM_02754301

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241223

EFTA01326816

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-23-90

M6 Rev

RECEIVED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY

OFFICE IDENTIFICATION
WP-FSDO-T

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Gulfstream Aerospace	MODEL: G-IV
	SERIAL NO.: 1085	NATIONALITY AND REGISTRATION MARK: N88GA
2. OWNER	NAME (As shown on registration certificate): BA Leasing and Capital Corp.	ADDRESS (As shown on registration certificate): Two Embarcadero Ctr, 10th Floor San Francisco, CA 94111

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Western Commander, Inc. 16300 Daily Drive Van Nuys, CA 91406	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	REPAIR STATION #4221 A-3 & 4, R-1, 2, & 3 L-1, A & P

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE: September 7, 1989

SIGNATURE OF AUTHORIZED INDIVIDUAL: Danny C. Farnham

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9-7-89	#4221	Danny C. Farnham Danny C. Farnham, Chief Inspector

FAA Form 337 (7-67) (8320)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 A DATE: 10-23-90

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. Any alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Installed Oxygen System in accordance with data approved by STC #SA4416NM amended 11-13-87.

Top Drawing #AI-G-328-02-005 Rev. D dated 11-16-87.

Operational Test Performed, Weight & Balance and Equipment List amended.

Flight Manual Supplement #AI-GIV-1012-02-001, dated 11-13-87, provided.

All workmanship accomplished according to A.C. 43.13-1A chapters 2, 5, 6, 7, 11, 13 and A.C. 43.13-2A chapters 1 and 16.

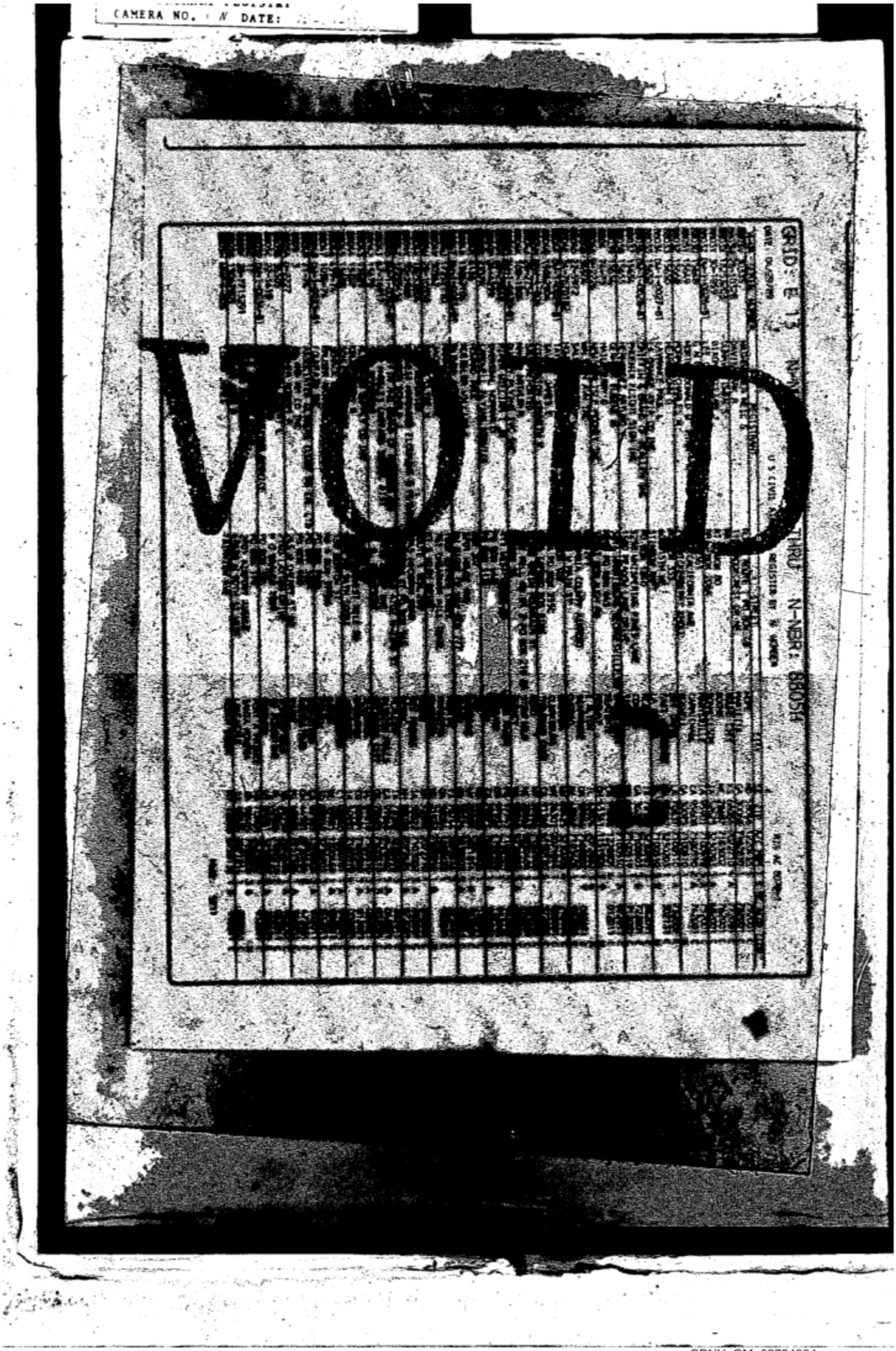
----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AC 72-4906

U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40260

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



SDNY_GM_02754304

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241226

EFTA01326819

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3-25-89

Form Approved
O.M.B. No 2120-0018

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR	FAA CODING
N449GA	GULFSTREAM	GIV	1988	3980115
5. AIRCRAFT SERIAL NO	**6. ENGINE BUILDER'S NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		54556
1085	ROLLS ROYCE	TAY MK 611-8		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
TWO (2)	N/A	N/A	IMPORT	

4

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A 1 [X] STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) — [ ] NORMAL [ ] UTILITY [ ] ACROBATIC [X] TRANSPORT [ ] GLIDER [ ] BALLOON

B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)

- 1 [ ] LIMITED
- 2 [ ] PROVISIONAL (Indicate class) — 1 [ ] CLASS I; 2 [ ] CLASS II
- 3 [ ] RESTRICTED (Indicate operation(s) to be conducted) — 1 [ ] AGRICULTURE AND PEST CONTROL; 2 [ ] AERIAL SURVEYING; 3 [ ] AERIAL ADVERTISING; 4 [ ] FOREST (Wildlife conservation); 5 [ ] PATROLLING; 6 [ ] WEATHER CONTROL; 7 [ ] CARRIAGE OF CARGO; 8 [ ] OTHER (Specify)
- 4 [ ] EXPERIMENTAL (Indicate operation(s) to be conducted) — 1 [ ] RESEARCH AND DEVELOPMENT; 2 [ ] AMATEUR BUILT; 3 [ ] EXHIBITION; 4 [ ] RACING; 5 [ ] CREW TRAINING; 6 [ ] MKT. SURVEY; 9 [ ] TO SHOW COMPLIANCE WITH FAR
- 5 [ ] SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side) — 1 [ ] FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE; 2 [ ] EVACUATE FROM AREA OF IMPENDING DANGER; 3 [ ] OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT; 4 [ ] DELIVERING OR EXPORT; 5 [ ] PRODUCTION FLIGHT TESTING; 6 [ ] CUSTOMER DEMONSTRATION FLIGHTS

C 8 [ ] MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on certificate of aircraft registration)

NAME	ADDRESS	IF DEALER, CHECK HERE →
GULFSTREAM AEROSPACE CORPORATION	P.O. BOX 2206 SAVANNAH, GA 31402	[X]

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

[X]	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.): A12EA REV. #17	[X]	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.): 88-24-16
[ ]	AIRCRAFT LISTING (Give page number(s)): N/A	[ ]	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated): N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

[X]	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173	TOTAL AIRFRAME HOURS: 5:03	9	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed): N/A	

D. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
16 DEC 88	JAMES D. WEST AGENT	James D. West

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183(d) applies)

3	FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	5	CERTIFICATED MECHANIC (Give Certificate No.)	6	CERTIFICATED REPAIR STATION (Give Certificate No.)
4	AIRCRAFT MANUFACTURER (Give name of firm)				

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks in items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for: [X] THE CERTIFICATE REQUESTED; 4 [ ] AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE

B. Inspection for a special flight permit under Section VII was conducted by: FAA INSPECTOR [ ]; FAA DESIGNEE [ ]; CERTIFICATE HOLDER UNDER: FAR 65 [ ]; FAR 121, 127 or 135 [ ]; FAR 145 [ ]

DATE	DISTRICT OFFICE	4 DESIGNEE'S SIGNATURE AND NO.	1 FAA INSPECTOR'S SIGNATURE
16 DEC 88	SAV-MISO-CE42	MELVIN F. LEVANGIE, JR. DMIR ACE 1052	

FAA Form 8130-6 (5-86) SUPERSEDES PREVIOUS EDITION

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-25-89

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS (Check applicable item)

- ☐ PRODUCTION CERTIFICATE (Give production certificate number)
- ☐ TYPE CERTIFICATE ONLY
- ☐ APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER (Make)	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS ☐ (Check if applicable)

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

☐ PILOT ☐ CO-PILOT ☐ NAVIGATOR ☐ OTHER (Specify)

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary)

F. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE (Print or type)	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 8130-9 (Attach when required)
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)
	C. Data, Drawings, Photographs, etc. (Attach when required)		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAB _____ (Original Attached)
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 (Attach when required)	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(a) (Copy attached)
X	F. This Inspection Recorded in Aircraft Records		

☆ U.S. Government Printing Office: 1989—481-818/53357

SDNY_GM_02754306

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241228

EFTA01326821

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3-25-89

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N449GA	GULFSTREAM / GIV	1085	TRANSPORT

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions

NONE

6 TERMS AND CONDITIONS

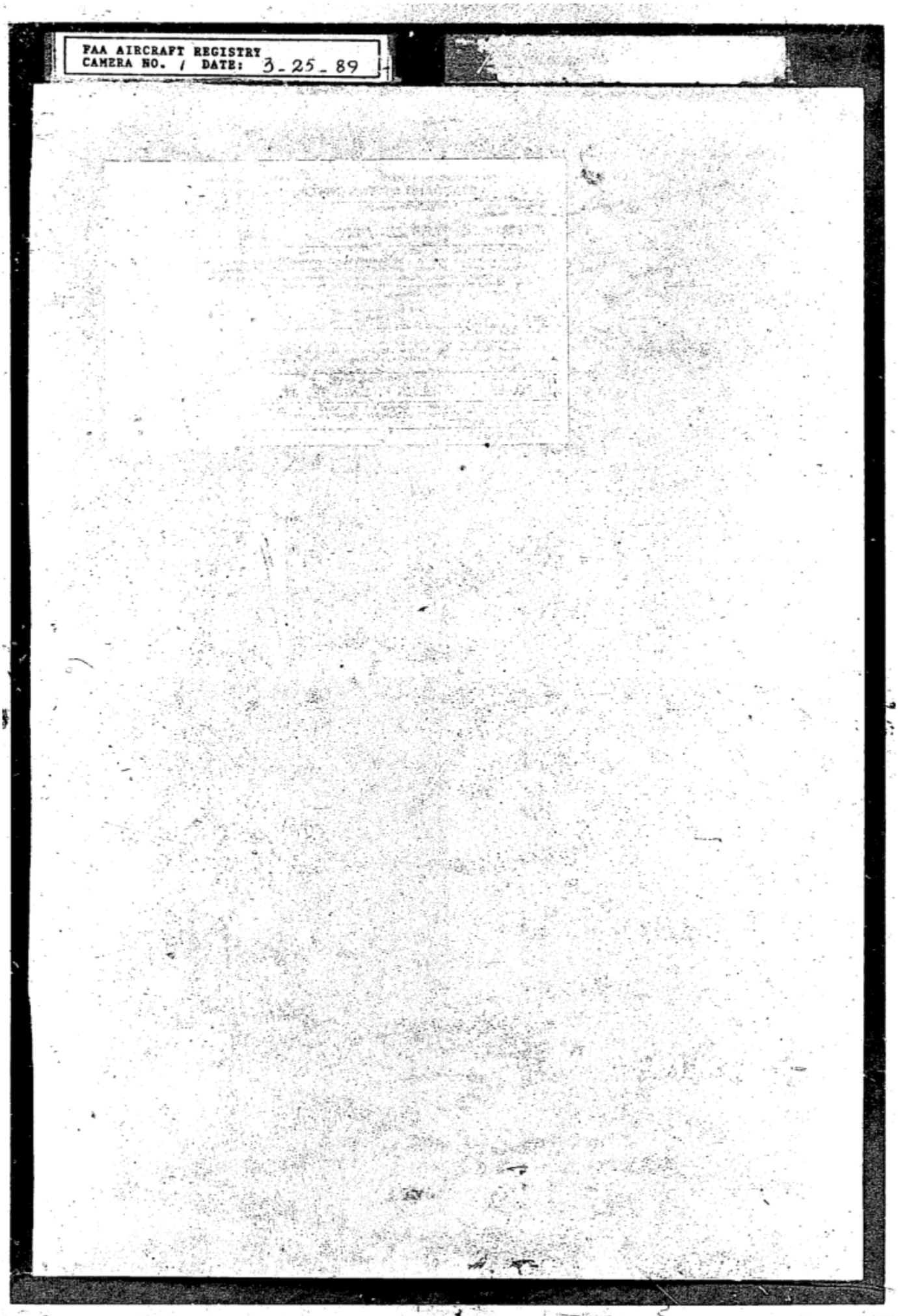
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States

DATE OF ISSUANCE	AUTHORIZED REPRESENTATIVE	DESIGNATION NUMBER
16 DEC 88	MELVIN F. LEVANGIE, JR.	DMIR ACE 1052

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82) GPO 852-804

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17