

SUNJET AVIATION, INC.  
 1604 HANGAR ROAD, BLDG. 333  
 SANFORD, FL. 32773  
 (407) 328-8440  
 (407) 328-8442

Invoice #: 5829  
 Account : McMILLIN AIRCRAFT, INC.  
 S/N: 3142

Page 3  
 Date Printed: 4/21/99

Freight : 12.91  
 Total This Discrepancy : 585.41

Discrepancy: 10

Problem: Door actuator motor inoperable.

A/T -> Troubleshoot system and found actuator motor to be inoperable.  
 Removed and installed new motor of same P/N6600233-1 S/N 2832.  
 Operations check OK. All work performed in accordance with Lear 35  
 series maintenance manual section 52-11-02.

Charges This Item:		4.50 hrs @ 50.00:	225.00
Quantity	Part Number	Description	Unit Price      Extended
1	6600233-01	ACTUATOR, DOOR MOTOR	1500.00      1,500.00
	S/N: 0832		

Freight : 11.95  
 Total This Discrepancy : 1,736.95

Discrepancy: 11

Problem: Install flight indicator.

A/T -> Removed loaner unit and installed overhauled unit P/N 622-0836-003  
 S/N 1780. Operations checked OK. All work performed in accordance  
 with Lear 35 series maintenance manual section 34-23-00..

Charges This Item: 1.00 hrs @ 50.00: 50.00  
 Total This Discrepancy : 50.00

Discrepancy: 12

Problem: Windsheild ice detect lights inoperable.

A/T -> Troubleshoot system and found right side light loose and left side  
 bulb burnt out. Replaced left side with same P/N 683AS25.  
 Operations checked OK. All work performed in accordance with Lear  
 35 series maintenance manual section 30-80-01.

Charges This Item:		1.00 hrs @ 50.00:	50.00
Quantity	Part Number	Description	Unit Price      Extended
1	6838	LIGHT BULB	6.99      6.99
Total This Discrepancy :			56.99

Discrepancy: 13

Problem: Check A/C for service.

A/T -> Check A/C system and found to be OK All work performed in  
 accordance with Lear 35 series maintenance manual section  
 20-00-00.

Charges This Item: 1.00 hrs @ 50.00: 50.00  
 Total This Discrepancy : 50.00

Discrepancy: 14

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Invoice #: 5829  
Account : McMILLIN AIRCRAFT, INC.

Page 1  
Date Printed: 4/21/99

Sold To: McMILLIN AIRCRAFT, INC.  
1000 GENIUS DRIVE  
WINTER PARK FL 32789

Account # : MCMIA  
Date Opened: 3/30/99  
Date Closed: 4/19/99

=====  
Aircraft Number: N47BA  
Type : Lear 35  
Serial # : 060

Tach Time: Unknown  
Cycles:

Engine Serial #: Time:

=====  
Discrepancy: 1

Problem: Finish 135 conformity inspection.

A/T -> Performed 135 conformity inspection All work performed in  
accordance with FAA 135 conformity checklist.

Charges This Item: 4.00 hrs @ 50.00: 200.00

Outside Repair-Labor : 575.82

Quantity	Part Number	Description	Unit Price	Extended
1	RE1013-102C	FIRST AID KIT (6-25)	133.28	133.28
4	MS27130-A93	RIVNUT	1.63	6.52
Total This Discrepancy :				915.62

-----  
Discrepancy: 2

Problem: Left and right landing lights inoperable.

A/T -> Removed and replaced left and right landing light with new of same  
P/N GE4580. Operations checked good. All work performed in  
accordance with lear 35 series maintenance manual section  
33-40-01.

Charges This Item: 1.00 hrs @ 50.00: 50.00

Quantity	Part Number	Description	Unit Price	Extended
2	GE4580	LIGHT BULB	34.51	69.02
Total This Discrepancy :				119.02

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Discrepancy: 3

Problem: Seat rail replacement.

A/T -> Transferred to Work order #5836.

No labor charges for this item.

Total This Discrepancy : 0.00

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Discrepancy: 4

Problem: Main landing gear axle washer replacement.

A/T -> Removed and installed new axle washers of same P/N 2631513-5 due  
to pitting. All work performed in accordance with Lear 35 series

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Account : McMILLIN AIRCRAFT, INC.

Date Printed: 4/21/99

maintenance manual section 32-42-00..

Charges This Item:	2.50 hrs @ 50.00:	125.00
	Total This Discrepancy :	125.00

Discrepancy: 5

Problem: Check copilot instrument lighting.

A/T -> Troubleshoot system and found defective dimmer box. Removed and installed new dimmer box. All work performed in accordance with Lear 35 series maintenance manual section 33-13-00. Operations checked OK.

Charges This Item:	2.00 hrs @ 50.00:	100.00
	Total This Discrepancy :	100.00

Discrepancy: 6

Problem: Service emergency air.

A/T -> Serviced emergency air. All work performed in accordance with Lear 35 series maintenance manual section 12-10-07.

Charges This Item:	.50 hrs @ 50.00:	25.00
	Total This Discrepancy :	25.00

Discrepancy: 7

Problem: DME inoperable.

A/T -> CE Avionics repaired.

Charges This Item:	Outside Repair-Labor :	448.50
	Total This Discrepancy :	448.50

Discrepancy: 8

Problem: Pedestal light inoperable.

A/T -> Troubleshoot system and found defective dimmer box of same P/N 1977-1 S/N2918. Operations checked OK. All work performed in accordance with Lear 35 series maintenance manual section 33-13-00.

Charges This Item:	2.00 hrs @ 50.00:	100.00
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Quantity	Part Number	Description	Unit Price	Extended
1	6608096-4	DIMMER BOX	572.50	572.50
	S/N: 2918			

	Freight :	12.91
	Total This Discrepancy :	685.41

Discrepancy: 9

Problem: Co-pilot instruments lights inoperable.

A/T -> See previous squak #5.

No labor charges for this item.

Quantity	Part Number	Description	Unit Price	Extended
1	6608096-4	DIMMER BOX	572.50	572.50

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Account : McMILLIN AIRCRAFT, INC. Date Printed: 4/21/99

Problem: Weigh and visual inspection cabin and cockpit fire extinguishers.

A/T -> Performed weight and visual inspection on cabin and cockpit fire extinguishers All work performed in accordance with manufacturers instructions. Both checked OK.

Charges This Item: .50 hrs @ 50.00: 25.00  
Total This Discrepancy : 25.00

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Discrepancy: 15

Problem: Both engines require 150 hour inspections.

A/T -> Performed 150 hour inspection and serviced on left and right hand engine All work performed in accordance with Allied Signal checklist maintenance manual section 72-00-00. Performed SOAP sample on left and right engines.

Charges This Item: 8.50 hrs @ 50.00: 425.00

Quantity	Part Number	Description	Unit Price	Extended
2	SKYWATCH-731-MSP	KIT, SOAP 731 MSP	138.60	277.20
			Total This Discrepancy :	702.20

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Discrepancy: 16

Problem: Repair flight phone.

A/T -> Removed cockpit control and repaired associated wiring and fabricated hand set latch. Re-installed and operations check good.

Charges This Item: 1.50 hrs @ 50.00: 75.00  
Total This Discrepancy : 75.00

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Discrepancy: 17

Problem: Static ports require polishing to proper dimensions.

A/T -> Evaluated left and right static ports. Removed paint and polished static ports. All work performed in accordance with Lear series maintenance manual section 36-34-4.

Charges This Item: 2.00 hrs @ 50.00: 100.00  
Total This Discrepancy : 100.00

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Discrepancy: 18

Problem: Compass requires a swing radios on.

A/T -> Performs compass swing with radios on and placarded aircraft.

Charges This Item: 2.00 hrs @ 50.00: 100.00  
Total This Discrepancy : 100.00

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Discrepancy: 19

Problem: CVR ULB due ping test.

A/T -> Complied with ping test using a dukane PL-3 operational tester. All work performed Dukane manual 03-TM-0037. Battery good through Oct 2003.



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 Account : McMILLIN AIRCRAFT, INC. Date Printed: 4/21/99  
 Charges This Item: 1.00 hrs @ 50.00: 50.00  
Total This Discrepancy : 50.00

Discrepancy: 20  
 Problem: Install CL 102A pilot checklist in flight compartment.  
 A/T -> Installed CL102A pilot checklist in flight compartment.  
 Charges This Item: .50 hrs @ 50.00: 25.00

Quantity	Part Number	Description	Unit Price	Extended
1	CL-102A	CHECKLIST	131.25	131.25
			Total This Discrepancy :	156.25

Discrepancy: 21  
 Problem: Stab trim actuator coming due.  
 A/T -> Transferred to new work order.  
 No labor charges for this item.

Quantity	Part Number	Description	Unit Price	Extended
1	2332540-213	ACT STAB.	4147.50	4,147.50
		S/N: 023		
			Total This Discrepancy :	4,147.50

Discrepancy: 22  
 Problem: Rebuild whiskey compass.  
 A/T -> Removed and sent out to CE Avionics for rebuild. Installed back into aircraft. All work performed in accordance with Lear 35 series maintenance manual section 34-26-00.

Charges This Item:	1.00 hrs @ 50.00:	50.00
	Outside Repair-Labor :	127.32
	Total This Discrepancy :	177.32

Discrepancy: 23  
 Problem: Service O2.  
 A/T -> Serviced O2 system to 1850 psi. All work performed in accordance with maintenance manual section 12-10-09.

Charges This Item:	.50 hrs @ 50.00:	25.00
	Total This Discrepancy :	25.00

Quantity	Part Number	Description	Unit Price	Extended
1	112145A	REGULATOR, OXYGEN	937.50	937.50
		S/N: 226		

MISCELLANEOUS CHARGES:

Consumables	:	340.68
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SUMMARY OF CHARGES

Outside Repair-Labor :	1,151.64	Freight Charges	:	37.77
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Account : McMILLIN AIRCRAFT, INC.

Date Printed: 4/21/99

Labor- 37.00 Hours: 1,850.00 Consumables :

340.68

Parts : 8,354.26

=====  
Subtotal : 11,734.35

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Total Due : 11,734.35  
=====

PAYMENT IS DUE ON RECEIPT. INVOICE TOTAL WILL BE  
SUBJECT TO A 1.5% FINANCE CHARGE IF PAYMENT IS  
NOT RECEIVED BY THE 10TH OF THE MONTH.

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Page 1  
 Date Printed: 4/20/99

Sold To: McMILLIN AIRCRAFT, INC.  
 1000 GENIUS DRIVE  
 WINTER PARK FL 32789

Account # : MCMIA  
 Date Opened: 3/30/99  
 Date Closed: 4/19/99

Aircraft Number: N47BA  
 Type : Lear 35  
 Serial # : 060

Tach Time: Unknown  
 Cycles:

Engine Serial #: Time:

Discrepancy: 1

Problem: Finish 135 conformity inspection.

A/T -> Performed 135 conformity inspection All work performed in accordance with FAA 135 conformity checklist.

Charges This Item: 4.00 hrs @ 50.00: 200.00

Outside Repair-Labor : 575.82

Quantity	Part Number	Description	Unit Price	Extended
1	RE1013-102C	FIRST AID KIT (6-25)	133.28	133.28
4	MS27130-A93	RIVNUT	1.63	6.52
			Total This Discrepancy :	915.62

Discrepancy: 2

Problem: Left and right landing lights inoperable.

A/T -> Removed and replaced left and right landing light with new of same P/N GE4580. Operations checked good. All work performed in accordance with lear 35 series maintenance manual section 33-40-01.

Charges This Item: 1.00 hrs @ 50.00: 50.00

Quantity	Part Number	Description	Unit Price	Extended
2	GE4580	LIGHT BULB	34.51	69.02
			Total This Discrepancy :	119.02

Discrepancy: 3

Problem: Seat rail replacement.

A/T -> Transferred to Work order #5836.

No labor charges for this item.

Total This Discrepancy : 0.00

Discrepancy: 4

Problem: Main landing gear axle washer replacement.

A/T -> Removed and installed new axle washers of same P/N 2631513-5 due to pitting. All work performed in accordance with Lear 35 series

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maintenance manual section 32-42-00..  
 Charges This Item: 2.50 hrs @ 50.00: 125.00  
 Total This Discrepancy : 125.00

*Price for washes P/N 2631513-5*

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 Discrepancy: 5  
 Problem: Check copilot instrument lighting.  
 A/T -> Troubleshoot system and found defective dimmer box. Removed and installed new dimmer box. All work performed in accordance with Lear 35 series maintenance manual section 33-13-00. Operations checked OK.  
 Charges This Item: 2.00 hrs @ 50.00: 100.00  
 Total This Discrepancy : 100.00

-----  
 Discrepancy: 6  
 Problem: Service emergency air.  
 A/T -> Serviced emergency air. All work performed in accordance with Lear 35 series maintenance manual section 12-10-07.  
 Charges This Item: .50 hrs @ 50.00: 25.00  
 Total This Discrepancy : 25.00

-----  
 Discrepancy: 7  
 Problem: DME inoperable.  
 A/T -> CE Avionics repaired.  
 No labor charges for this item.  
 Total This Discrepancy : 0.00

*CE charges 448.50*

-----  
 Discrepancy: 8  
 Problem: Pedestal light inoperable.  
 A/T -> Troubleshoot system and found defective dimmer box of same P/N 1977-1 S/N2918. Operations checked OK. All work performed in accordance with Lear 35 series maintenance manual section 33-13-00.  
 Charges This Item: 2.00 hrs @ 50.00: 100.00

Quantity	Part Number	Description	Unit Price	Extended
1	6608096-4	DIMMER BOX	572.50	572.50
	S/N: 2918			
		Freight :		12.91
		Total This Discrepancy :		685.41

-----  
 Discrepancy: 9  
 Problem: Co-pilot instruments lights inoperable.  
 A/T -> See previous squak #5.  
 No labor charges for this item.

Quantity	Part Number	Description	Unit Price	Extended
1	6608096-4	DIMMER BOX	572.50	572.50

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Page 3  
Date Printed: 4/20/99

Freight : 12.91  
Total This Discrepancy : 585.41

-----  
Discrepancy: 10

Problem: Door actuator motor inoperable.

A/T -> Troubleshoot system and found actuator motor to be inoperable.  
Removed and installed new motor of same P/N6600233-1 S/N 2832.  
Operations check OK. All work performed in accordance with Lear 35  
series maintenance manual section 52-11-02.

Charges This Item:		4.50 hrs @ 50.00:	225.00	
Quantity	Part Number	Description	Unit Price	Extended
1	6600233-01	ACTUATOR, DOOR MOTOR	1500.00	1,500.00
S/N: 0832				

Freight : 11.95  
Total This Discrepancy : 1,736.95

-----  
Discrepancy: 11

Problem: Install flight indicator.

A/T -> Removed loaner unit and installed overhauled unit P/N 622-0836-003  
S/N 1780. Operations checked OK. All work performed in accordance  
with Lear 35 series maintenance manual section 34-23-00..

Charges This Item:		1.00 hrs @ 50.00:	50.00
		Total This Discrepancy :	50.00

-----  
Discrepancy: 12

Problem: Windsheild ice detect lights inoperable.

A/T -> Troubleshoot system and found right side light loose and left side  
bulb burnt out. Replaced left side with same P/N 683AS25.  
Operations checked OK. All work performed in accordance with Lear  
35 series maintenance manual section 30-80-01.

Charges This Item:		1.00 hrs @ 50.00:	50.00	
Quantity	Part Number	Description	Unit Price	Extended
1	6838	LIGHT BULB	6.99	6.99
		Total This Discrepancy :		56.99

-----  
Discrepancy: 13

Problem: Check A/C for service.

A/T -> Check A/C system and found to be OK All work performed in  
accordance with Lear 35 series maintenance manual section  
20-00-00.

Charges This Item:		1.00 hrs @ 50.00:	50.00
		Total This Discrepancy :	50.00

-----  
Discrepancy: 14

SUNJET AVIATION, INC.  
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Invoice #: 5829 Page 4

Account : McMILLIN AIRCRAFT, INC. Date Printed: 4/20/99

Problem: Weigh and visual inspection cabin and cockpit fire extinguishers.  
A/T -> Performed weight and visual inspection on cabin and cockpit fire extinguishers All work performed in accordance with manufacturers instructions. Both checked OK.

Charges This Item: .50 hrs @ 50.00: 25.00  
Total This Discrepancy : 25.00

-----  
Discrepancy: 15

Problem: Both engines require 150 hour inspections.

A/T -> Performed 150 hour inspection and serviced on left and right hand engine All work performed in accordance with Allied Signal checklist maintenance manual section 72-00-00. Performed SOAP sample on left and right engines.

Charges This Item: 8.50 hrs @ 50.00: 425.00

Quantity	Part Number	Description	Unit Price	Extended
2	SKYWATCH-731-MSP	KIT, SOAP 731 MSP	138.60	277.20
			Total This Discrepancy :	702.20

-----  
Discrepancy: 16

Problem: Repair flight phone.

A/T -> Removed cockpit control and repaired associated wiring and fabricated hand set latch. Re-installed and operations check good.

Charges This Item: 1.50 hrs @ 50.00: 75.00  
Total This Discrepancy : 75.00

-----  
Discrepancy: 17

Problem: Static ports require polishing to proper dimensions.

A/T -> Evaluated left and right static ports. Removed paint and polished static ports. All work performed in accordance with Lear series maintenance manual section 36-34-4.

Charges This Item: 2.00 hrs @ 50.00: 100.00  
Total This Discrepancy : 100.00

-----  
Discrepancy: 18

Problem: Compass requires a swing radios on.

A/T -> Performs compass swing with radios on and placarded aircraft.

Charges This Item: 2.00 hrs @ 50.00: 100.00  
Total This Discrepancy : 100.00

-----  
Discrepancy: 19

Problem: CVR ULB due ping test.

A/T -> Complied with ping test using a dukane PL-3 operational tester. All work performed Dukane manual 03-TM-0037. Battery good through Oct 2003.

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Invoice #: 5829 Page 5  
 Account : McMILLIN AIRCRAFT, INC. Date Printed: 4/20/99  
 Charges This Item: 1.00 hrs @ 50.00: 50.00  
Total This Discrepancy : 50.00

Discrepancy: 20  
 Problem: Install CL 102A pilot checklist in flight compartment.  
 A/T -> Installed CL102A pilot checklist in flight compartment.  
 Charges This Item: .50 hrs @ 50.00: 25.00

Quantity	Part Number	Description	Unit Price	Extended
1	CL-102A	CHECKLIST	131.25	131.25
			Total This Discrepancy :	156.25

Discrepancy: 21  
 Problem: Stab trim actuator coming due.  
 A/T -> Transferrred to new work order.  
 No labor charges for this item.

Quantity	Part Number	Description	Unit Price	Extended
1	2332540-213	ACT STAB.	4147.50	4,147.50
		S/N: 023		
			Total This Discrepancy :	4,147.50

Discrepancy: 22  
 Problem: Rebuild whiskey compass.  
 A/T -> Removed and sent out to CE Avionics for rebuild. Installed back into aircraft. All work performed in accordance with Lear 35 series maintenance manual section 34-26-00.

Charges This Item:	1.00 hrs @ 50.00:	50.00
		Total This Discrepancy : 50.00

*(CE. Charges 127.32)*

Discrepancy: 23  
 Problem: Service O2.  
 A/T -> Serviced O2 system to 1850 psi. All work performed in accordance with maintenance manual section 12-10-09.

Charges This Item:	.50 hrs @ 50.00:	25.00
		Total This Discrepancy : 25.00

Discrepancy: 24  
 Problem: This Discrepancy created automatically by Receiving Operation.  
 A/T ->  
 Sublet Service: DUNCAN AVIATION  
 Date Completed: 4/16/99  
 Charges : 0.00  
 No labor charges for this item.

Quantity	Part Number	Description	Unit Price	Extended
1	112145A	REGULATOR, OXYGEN	937.50	937.50
		S/N: 226		

*(? Desc. #)*

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Total This Discrepancy : 937.50

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MISCELLANEOUS CHARGES:

Consumables : 323.40

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SUMMARY OF CHARGES

Outside Repair-Labor :	575.82	Freight Charges :	37.77
Labor- 37.00 Hours:	1,850.00	Consumables :	323.40
Parts :	8,354.26		

=====

Subtotal : 11,141.25

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Total Due : 11,141.25

=====

PAYMENT IS DUE ON RECEIPT. INVOICE TOTAL WILL BE  
SUBJECT TO A 1.5% FINANCE CHARGE IF PAYMENT IS  
NOT RECEIVED BY THE 10TH OF THE MONTH.



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Page 1  
 Date Printed: 4/19/99

Sold To: McMILLIN AIRCRAFT, INC.  
 1000 GENIUS DRIVE  
 WINTER PARK FL 32789

Account # : MCMIA  
 Date Opened: 3/30/99  
 Date Closed: 4/19/99

=====  
 Aircraft Number: N47BA  
 Type : Lear 35  
 Serial # : 060

Engine Serial #: Time: Tach Time: Unknown  
 Cycles:

=====  
 Discrepancy: 1

Problem: Finish 135 conformity inspection.

A/T -> Performed 135 conformity inspection All work performed in  
 accordance with FAA 135 conformity checklist.

Sublet Service: CE AVIONICS, INC.

Date Completed: 4/19/99

Charges : 448.50

Sublet Service: CE AVIONICS, INC.

Date Completed: 4/19/99

Charges : 127.32

Charges This Item: 4.00 hrs @ 50.00: 200.00  
 Outside Repair-Labor : 575.82

Quantity	Part Number	Description	Unit Price	Extended
1	RE1013-102C	FIRST AID KIT (6-25)	133.28	133.28
4	MS27130-A93	RIVNUT	1.63	6.52
Total This Discrepancy :				915.62

-----  
 Discrepancy: 2

Problem: Left and right landing lights operable.

A/T -> Removed and replaced left and right landing light with new of same  
 P/N GE4580. Operations checked good. All work performed in  
 accordance with lear 35 series maintenance manual section  
 33-40-01.

Charges This Item: 1.00 hrs @ 50.00: 50.00

Quantity	Part Number	Description	Unit Price	Extended
2	GE4580	LIGHT BULB	34.51	69.02
Total This Discrepancy :				119.02

-----  
 Discrepancy: 3

Problem: Seat rail replacement.

A/T -> Transferred to Work order #5836.

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 No labor charges for this item.

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 Date Printed: 4/19/99

Total This Discrepancy : 0.00

Discrepancy: 4

Problem: Main landing gear axle washer replacement.

A/T -> Removed and installed new axle washers of same P/N 2631513-5 due to pitting. All work performed in accordance with Lear 35 series maintenance manual section 32-42-00..

Charges This Item: 2.50 hrs @ 50.00: 125.00  
 Total This Discrepancy : 125.00

*Cost for washers?*

Discrepancy: 5

Problem: Check copilot instrument lighting.

A/T -> Troubleshoot system and found defective dimmer box. Removed and installed new dimmer box. All work performed in accordance with Lear 35 series maintenance manual section 33-13-00. Operations checked OK.

Charges This Item: 2.00 hrs @ 50.00: 100.00  
 Total This Discrepancy : 100.00

Discrepancy: 6

Problem: Service emergency air.

A/T -> Serviced emergency air. All work performed in accordance with Lear 35 series maintenance manual section 12-10-07.

Charges This Item: .50 hrs @ 50.00: 25.00  
 Total This Discrepancy : 25.00

Discrepancy: 7

Problem: DME inoperable.

A/T -> CE Avionics repaired.

No labor charges for this item.

*Charges? 448.50*

Total This Discrepancy : 0.00

Discrepancy: 8

Problem: Pedestal light inoperable.

A/T -> Troubleshoot system and found defective dimmer box of same P/N 1977-1 S/N2918. Operations checked OK. All work performed in accordance with Lear 35 series maintenance manual section 33-13-00.

Charges This Item: 2.00 hrs @ 50.00: 100.00

Quantity	Part Number	Description	Unit Price	Extended
1	6608096-4	DIMMER BOX	572.50	572.50
	S/N: 2918			

Freight : 12.91  
 Total This Discrepancy : 685.41

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Discrepancy: 9  
 Problem: Co-pilot instruments lights inoperable.  
 A/T -> See previous squak #5.  
 No labor charges for this item.

Quantity	Part Number	Description	Unit Price	Extended
1	6608096-4 S/N: 3142	DIMMER BOX	572.50	572.50
			Freight :	12.91
			Total This Discrepancy :	585.41

Discrepancy: 10  
 Problem: Door actuator motor inoperable.  
 A/T -> Troubleshoot system and found actuator motor to be inoperable.  
 Removed and installed new motor of same P/N6600233-1 S/N 2832.  
 Operations check OK. All work performed in accordance with Lear 35 series maintenance manual section 52-11-02.

Charges This Item:		4.50 hrs @ 50.00:	225.00	
Quantity	Part Number	Description	Unit Price	Extended
1	6600233-01 S/N: 0832	ACTUATOR, DOOR MOTOR	1500.00	1,500.00
			Freight :	11.95
			Total This Discrepancy :	1,736.95

Discrepancy: 11  
 Problem: Install flight indicator.  
 A/T -> Removed loaner unit and installed overhauled unit P/N 622-0836-003 S/N 1780. Operations checked OK. All work performed in accordance with Lear 35 series maintenance manual section 34-23-00..

Charges This Item:		1.00 hrs @ 50.00:	50.00	
			Total This Discrepancy :	50.00

Discrepancy: 12  
 Problem: Windsheild ice detect lights inoperable.  
 A/T -> Troubleshoot system and found right side light loose and left side bulb burnt out. Replaced left side with same P/N 683AS25.  
 Operations checked OK. All work performed in accordance with Lear 35 series maintenance manual section 30-80-01.

Charges This Item:		1.00 hrs @ 50.00:	50.00	
Quantity	Part Number	Description	Unit Price	Extended
1	6838	LIGHT BULB	6.99	6.99
			Total This Discrepancy :	56.99

Discrepancy: 13  
 Problem: Check A/C for service.

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A/T -> Check A/C system and found to be OK All work performed in accordance with Lear 35 series maintenance manual section 20-00-00.

Charges This Item: 1.00 hrs @ 50.00: 50.00  
Total This Discrepancy : 50.00

Discrepancy: 14  
 Problem: Weigh and visual inspection cabin and cockpit fire extinguishers.  
 A/T -> Performed weight and visual inspection on cabin and cockpit fire extinguishers All work performed in accordance with manufacturers instructions. Both checked OK.

Charges This Item: .50 hrs @ 50.00: 25.00  
Total This Discrepancy : 25.00

Discrepancy: 15  
 Problem: Both engines require 150 hour inspections.  
 A/T -> Performed 150 hour inspection and serviced on left and right hand engine All work performed in accordance with Allied Signal checklist maintenance manual section 72-00-00. Performed SOAP sample on left and right engines.

Charges This Item: 8.50 hrs @ 50.00: 425.00

Quantity	Part Number	Description	Unit Price	Extended
2	SKYWATCH-731-MSP	KIT, SOAP 731 MSP ?	138.60	277.20
			Total This Discrepancy :	702.20

Discrepancy: 16  
 Problem: Repair flight phone.  
 A/T -> Removed cockpit control and repaired associated wiring and fabricated hand set latch. Re-installed and operations check good.

Charges This Item: 1.50 hrs @ 50.00: 75.00  
Total This Discrepancy : 75.00

Discrepancy: 17  
 Problem: Static ports require polishing to proper dimensions.  
 A/T -> Evaluated left and right static ports. Removed paint and polished static ports All work performed in accordance with Lear series maintenance manual section 36-34-4.

Charges This Item: 2.00 hrs @ 50.00: 100.00  
Total This Discrepancy : 100.00

Discrepancy: 18  
 Problem: Compass requires a swing radios on.  
 A/T -> Performs compass swing with radios on and placarded aircraft.

Charges This Item: 2.00 hrs @ 50.00: 100.00

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Total This Discrepancy : 100.00

-----  
Discrepancy: 19

Problem: CVR ULB due ping test.

A/T -> Complied with ping test using a dukane PL-3 operational tester.  
All work performed Dukane manual 03-TM-0037. Battery good through  
Oct 2003.

Charges This Item: 1.00 hrs @ 50.00: 50.00  
Total This Discrepancy : 50.00

-----  
Discrepancy: 20

Problem: Install CL 102A pilot checklist in flight compartment.

A/T -> Installed CL102A pilot checklist in flight compartment.

Charges This Item: .50 hrs @ 50.00: 25.00

Quantity	Part Number	Description	Unit Price	Extended
1	CL-102A	CHECKLIST	131.25	131.25
			Total This Discrepancy :	156.25

-----  
Discrepancy: 21

Problem: Stab trim actuator coming due.

A/T -> Transferrred to new work order.

No labor charges for this item.

Quantity	Part Number	Description	Unit Price	Extended
1	2332540-213 S/N: 023	ACT STAB.	4147.50	4,147.50
			Total This Discrepancy :	4,147.50

-----  
Discrepancy: 22

Problem: Rebuild whiskey compass.

A/T -> Removed and sent out to CE Avionics for rebuild. Installed back  
into aircraft. All work performed in accordance with Lear 35  
series maintenance manual section 34-26-00.

Charges This Item: 127.32 1.00 hrs @ 50.00: 50.00  
Total This Discrepancy : 50.00

-----  
Discrepancy: 23

Problem: Service O2.


A/T -> Serviced O2 system to <sup>1850psi</sup> ~~limit~~ All work performed in accordance with  
maintenance manual section 12-10-09.

Charges This Item: .50 hrs @ 50.00: 25.00  
Total This Discrepancy : 25.00

-----  
Discrepancy: 24

Problem: This Discrepancy created automatically by Receiving Operation.

A/T ->



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Date Completed: 4/16/99

Charges : 0.00

No labor charges for this item.

Quantity	Part Number	Description	Unit Price	Extended
1	112145A	REGULATOR, OXYGEN	937.50	937.50
	S/N: 226			

Total This Discrepancy : 937.50

MISCELLANEOUS CHARGES:

Consumables : 323.40

SUMMARY OF CHARGES

Outside Repair-Labor :	575.82	Freight Charges :	37.77
Labor- 37.00 Hours:	1,850.00	Consumables :	323.40
Parts :	8,354.26		

Subtotal : 11,141.25

Total Due : 11,141.25

PAYMENT IS DUE ON RECEIPT. INVOICE TOTAL WILL BE  
 SUBJECT TO A 1.5% FINANCE CHARGE IF PAYMENT IS  
 NOT RECEIVED BY THE 10TH OF THE MONTH.

*RH*

*[Handwritten signature]*

*P-74264C*

Table 603. [2-1C, 2-2B, 2-3B, 2C] Routine Periodic Inspection Requirements

**\*NOTE:** The 600 - 800 hour and the 1000 - 1400 hour intervals were created in order that the routine periodic inspection interval could be adjusted to closely align with the major periodic inspection interval

Nature of Inspection	Each 150 hr	Each 300 hr	*Each 600 - 800 hr	*Each 1000 - 1400 hr
Oil and Filter Analysis				
<p><b>*NOTE:</b> An oil and filter analysis is required at 25 engine operating hours following any of the following maintenance actions: Oil fill at engine installation, oil change, major periodic inspection, or unscheduled maintenance of the fan gearbox. This check establishes a baseline for subsequent oil filter checks. Refer to Servicing for oil change requirements.</p>				
[2-1C, 2-2B, 2C-2B] Chip Detector - Inspect for contamination. (Refer to 79-20-03, Routine Periodic Inspection of Chip Detector.) (Not required for aircraft modified per Learjet AAK82-4.)			X	
		<i>N/A</i>		
[2-1C, Pre SB 72-3124] Starter/Generator Drive Splines on Accessory Drive Gearbox - Check for wear. (Refer to 72-60-01.)			(See NOTE)	
[2-2B, 2C-2B] Generator Drive Splines on Accessory Drive gearbox - Check for wear. (Refer to 72-60-01.)			(See NOTE)	
<p><b>*NOTE:</b> [2-2B, 2C-2B] If Learjet AMK 78-8, SSK 956, or AMK 79-7 has been incorporated, inspect at Major Periodic Inspection.</p> <p>Servicing/Inspection requirements for the accessory drive splines are dependent on the type of accessory being driven and the power requirement. As a result, the inspection interval (to achieve maximum spline/adaptor life) should be based on experience. Initially this interval should be 150 hours or less until adequate experience level has been established. Subsequently this interval may be adjusted, as experience dictates, up to the 300 hour inspection interval.</p>				
[2-2B with DEEC, 2-3B] DEEC Bite Check. (Refer to Troubleshooting)			X	

Table 603. [2-1C, 2-2B, 2-3B, 2C] Routine Periodic Inspection Requirements (Cont)

Nature of Inspection	Each 150 hr	Each 300 hr	*Each 600 - 800 hr	*Each 1000 - 1400 hr
<b>[2-1C, Pre SB 72-3128]</b> Alternator Drive Splines on Accessory Drive Gearbox - Check for wear. (Refer to 72-60-01.)	(See NOTE)			
<p><b>NOTE:</b> Servicing/inspection requirements for the accessory drive splines are dependent on the type of accessory being driven and the power requirement. As a result, the inspection interval (to achieve maximum spline/adaptor life) should be based on experience. Initially this interval should be 150 hours or less until adequate experience level has been established. Subsequently this interval may be adjusted, as experience dictates, up to the 300 hour inspection interval.</p>				
Electrical Wiring and Connections - Check for security and damage.			X	
Fan Rotor Assembly Blades - Inspect for foreign object damage. (Refer to Fan Rotor Assembly Blades Inspection.)		X		
Fuel Filter Element - Remove and replace. (Refer to 73-21-02.)		X		
Plumbing Lines and Connections - Check for security, leaks, cracks, cuts, or rubbing.			X	



Table 603. [2-1C, 2-2B, 2-3B, 2C] Routine Periodic Inspection Requirements (Cont)

Nature of Inspection	Each 150 hr	Each 300 hr	*Each 600 - 800 hr	*Each 1000 - 1400 hr
<b>[Pre SB 74-3006]</b> Igniter Plugs and Igniter Lead Terminals - Remove igniter plugs and visually inspect igniter plugs and igniter lead terminals. (Refer to 74-00-01, Removal/Installation and Inspection/Check.)			X	
<b>[Post SB 74-3006]</b> Igniter Plugs and Igniter Lead Terminals - Remove igniter plugs and visually inspect igniter plugs and igniter lead terminals. (Refer to 74-00-01, Removal/Installation and Inspection/Check.)				X
<b>[Pre SB 74-3006]</b> Ignition System - Perform System Operation Check. (Refer to 74-00-01.)			X	
<b>[Post SB 74-3006]</b> Ignition System - Perform System Operation Check. (Refer to 74-00-01.)				X

Table 604. [2-1C, 2-2B, 2-3B, 2C] Routine Periodic Inspection Record Form

AIRCRAFT SERIAL NO. \_\_\_\_\_ DATE \_\_\_\_\_

ENGINE SERIAL NO. \_\_\_\_\_ TOTAL ENGINE OPERATING HOURS \_\_\_\_\_

**150 HOUR INSPECTION**

(Refer to *Table 603*)

Oil and Filter Analysis

[2-1C, 2-2B, 2C-2B] Chip Detector (Not required for aircraft modified per Learjet AAK82-4)

[Pre SB 72-3124] Starter/Generator Drive Splines

[Pre SB 72-3128] Alternator Drive Splines

[2-2B, 2C-2B] Generator Drive Splines

MECHANIC

INSPECTOR

**300 HOUR INSPECTION**

(Refer to *Table 603*)

[Pre SB 72-3124] Starter/Generator Drive Splines

[2-2B with N2 DEEC, 2-3B] DEEC Bite check

[Pre SB 72-3128] Alternator Drive Splines

[2-2B, 2C-2B] Generator Drive Splines

Fan Rotor Assembly Blades

Fuel Filter Element

**600 - 800 HOUR INSPECTION**

(Refer to *Table 603*)

Electrical Wiring Connectors

Plumbing Lines, Connections

[Pre SB 74-3006] Igniter Plugs and Lead Terminals

[Pre SB 74-3006] Ignition System

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Table 604. [2-1C, 2-2B, 2-3B, 2C] Routine Periodic Inspection Record Form (Cont)

**800 HOUR INSPECTION**

(Refer to *Table 603*)

Electrical Wiring Connectors

Plumbing Lines, Connections

[Pre SB 74-3006] Igniter Plugs and Lead  
Terminals

[Pre SB 74-3006] Ignition System

**1000 - 1400 HOUR INSPECTION**

(Refer to *Table 603*)

[Post SB 74-3006] Igniter Plugs and Lead  
Terminals

[Post SB 74-3006] Ignition System

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

**NOTE:** Periodic servicing requirements, such as oil changing, are not included in this section. Refer to Servicing.

17. [2-2J, 2-2L, 2-2N] Routine Periodic Inspection

Inspections are recommended at intervals of engine operating hours specified in *Table 605*. Specified inspection intervals should not be exceeded by more than 10 hours of engine operation.

Upon completion of these inspections, make engine log book entry noting engine operating time. Also, maintain inspection records (forms, data sheets, work sheets, etc) with engine maintenance (station/facility repair) records. (Refer to *Table 606* for sample form.)

Items normally replaced during these inspections are contained in Routine Periodic Inspection Kit, Part No. 658523-1. The kit may be procured from any AlliedSignal authorized service center.

R/H

Table 604. [2-1C, 2-2B, 2-3B, 2C] Routine Periodic Inspection Record Form

AIRCRAFT SERIAL NO. 060 DATE 4-8-99

ENGINE SERIAL NO. P-74264-C TOTAL ENGINE OPERATING HOURS \_\_\_\_\_

**150 HOUR INSPECTION**  
(Refer to *Table 603*)

MECHANIC

INSPECTOR

Oil and Filter Analysis



[2-1C, 2-2B, 2C-2B] Chip Detector (Not required for aircraft modified per Learjet AAK82-4)

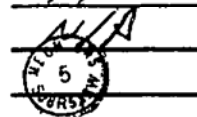
N/A

[Pre SB 72-3124] Starter/Generator Drive Splines

N/A

[Pre SB 72-3128] Alternator Drive Splines

[2-2B, 2C-2B] Generator Drive Splines



**300 HOUR INSPECTION**  
(Refer to *Table 603*)

[Pre SB 72-3124] Starter/Generator Drive Splines

[2-2B with N2 DEEC, 2-3B] DEEC Bite check

[Pre SB 72-3128] Alternator Drive Splines

[2-2B, 2C-2B] Generator Drive Splines

Fan Rotor Assembly Blades

Fuel Filter Element

**600 - 800 HOUR INSPECTION**  
(Refer to *Table 603*)

Electrical Wiring Connectors

Plumbing Lines, Connections

[Pre SB 74-3006] Igniter Plugs and Lead Terminals

[Pre SB 74-3006] Ignition System

Table 604. [2-1C, 2-2B, 2-3B, 2C] Routine Periodic Inspection Record Form (Cont)

**800 HOUR INSPECTION**

(Refer to Table 603)

Electrical Wiring Connectors

Plumbing Lines, Connections

[Pre SB 74-3006] Igniter Plugs and Lead  
Terminals

[Pre SB 74-3006] Ignition System

**1000 - 1400 HOUR INSPECTION**

(Refer to Table 603)

[Post SB 74-3006] Igniter Plugs and Lead  
Terminals

[Post SB 74-3006] Ignition System

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

**NOTE:** Periodic servicing requirements, such as oil changing, are not included in this section. Refer to Servicing.

17. [2-2J, 2-2L, 2-2N] Routine Periodic Inspection

Inspections are recommended at intervals of engine operating hours specified in Table 605. Specified inspection intervals should not be exceeded by more than 10 hours of engine operation.

Upon completion of these inspections, make engine log book entry noting engine operating time. Also, maintain inspection records (forms, data sheets, work sheets, etc) with engine maintenance (station/facility repair) records. (Refer to Table 606 for sample form.)

Items normally replaced during these inspections are contained in Routine Periodic Inspection Kit, Part No. 658523-1. The kit may be procured from any AlliedSignal authorized service center.

LH

P-74265

Table 603. [2-1C, 2-2B, 2-3B, 2C] Routine Periodic Inspection Requirements

**\*NOTE:** The 600 - 800 hour and the 1000 - 1400 hour intervals were created in order that the routine periodic inspection interval could be adjusted to closely align with the major periodic inspection interval

Nature of Inspection	Each 150 hr	Each 300 hr	*Each 600 - 800 hr	*Each 1000 - 1400 hr
Oil and Filter Analysis	X			
<p><b>*NOTE:</b> An oil and filter analysis is required at 25 engine operating hours following any of the following maintenance actions: Oil fill at engine installation, oil change, major periodic inspection, or unscheduled maintenance of the fan gearbox. This check establishes a baseline for subsequent oil filter checks. Refer to Servicing for oil change requirements.</p>				
[2-1C, 2-2B, 2C-2B] Chip Detector - Inspect for contamination. (Refer to 79-20-03, Routine Periodic Inspection of Chip Detector.) (Not required for aircraft modified per Learjet AAK82-4.)	X <i>NS</i>			
[2-1C, Pre SB 72-3124] Starter/Generator Drive Splines on Accessory Drive Gearbox - Check for wear. (Refer to 72-60-01.)	(See NOTE)			
[2-2B, 2C-2B] Generator Drive Splines on Accessory Drive gearbox - Check for wear. (Refer to 72-60-01.)	(See NOTE)			
<p><b>*NOTE:</b> [2-2B, 2C-2B] If Learjet AMK 78-8, SSK 956, or AMK 79-7 has been incorporated, inspect at Major Periodic Inspection.</p> <p>Servicing/Inspection requirements for the accessory drive splines are dependent on the type of accessory being driven and the power requirement. As a result, the inspection interval (to achieve maximum spline/adaptor life) should be based on experience. Initially this interval should be 150 hours or less until adequate experience level has been established. Subsequently this interval may be adjusted, as experience dictates, up to the 300 hour inspection interval.</p>				
[2-2B with DEEC, 2-3B] DEEC Bite Check. (Refer to Troubleshooting)	X			

Table 603. [2-1C, 2-2B, 2-3B, 2C] Routine Periodic Inspection Requirements (Cont)

Nature of Inspection	Each 150 hr	Each 300 hr	*Each 600 - 800 hr	*Each 1000 - 1400 hr
[2-1C, Pre SB 72-3128] Alternator Drive Splines on Accessory Drive Gearbox - Check for wear. (Refer to 72-60-01.)	(See NOTE)			
<p><b>NOTE:</b> Servicing/Inspection requirements for the accessory drive splines are dependent on the type of accessory being driven and the power requirement. As a result, the inspection interval (to achieve maximum spline/adaptor life) should be based on experience. Initially this interval should be 150 hours or less until adequate experience level has been established. Subsequently this interval may be adjusted, as experience dictates, up to the 300 hour inspection interval.</p>				
Electrical Wiring and Connections - Check for security and damage.			X	
Fan Rotor Assembly Blades - Inspect for foreign object damage. (Refer to Fan Rotor Assembly Blades Inspection.)		X		
Fuel Filter Element - Remove and replace. (Refer to 73-21-02.)		X		
Plumbing Lines and Connections - Check for security, leaks, cracks, cuts, or rubbing.			X	

Table 603. [2-1C, 2-2B, 2-3B, 2C] Routine Periodic Inspection Requirements (Cont)

Nature of Inspection	Each 150 hr	Each 300 hr	*Each 600 - 800 hr	*Each 1000 - 1400 hr
<b>[Pre SB 74-3006]</b> Igniter Plugs and Igniter Lead Terminals - Remove igniter plugs and visually inspect igniter plugs and igniter lead terminals. (Refer to 74-00-01, Removal/Installation and Inspection/Check.)			X	
<b>[Post SB 74-3006]</b> Igniter Plugs and Igniter Lead Terminals - Remove igniter plugs and visually inspect igniter plugs and igniter lead terminals. (Refer to 74-00-01, Removal/Installation and Inspection/Check.)				X
<b>[Pre SB 74-3006]</b> Ignition System - Perform System Operation Check. (Refer to 74-00-01.)			X	
<b>[Post SB 74-3006]</b> Ignition System - Perform System Operation Check. (Refer to 74-00-01.)				X



Table 604. [2-1C, 2-2B, 2-3B, 2C] Routine Periodic Inspection Record Form (Cont)

**800 HOUR INSPECTION**

(Refer to *Table 603*)

Electrical Wiring Connectors \_\_\_\_\_

Plumbing Lines, Connections \_\_\_\_\_

[Pre SB 74-3006] Igniter Plugs and Lead  
Terminals \_\_\_\_\_

[Pre SB 74-3006] Ignition System \_\_\_\_\_

**1000 - 1400 HOUR INSPECTION**

(Refer to *Table 603*)

[Post SB 74-3006] Igniter Plugs and Lead  
Terminals \_\_\_\_\_

[Post SB 74-3006] Ignition System \_\_\_\_\_

**NOTE:** Periodic servicing requirements, such as oil changing, are not included in this section. Refer to Servicing.

17. **[2-2J, 2-2L, 2-2N] Routine Periodic Inspection**

Inspections are recommended at intervals of engine operating hours specified in *Table 605*. Specified inspection intervals should not be exceeded by more than 10 hours of engine operation.

Upon completion of these inspections, make engine log book entry noting engine operating time. Also, maintain inspection records (forms, data sheets, work sheets, etc) with engine maintenance (station/facility repair) records. (Refer to *Table 606* for sample form.)

Items normally replaced during these inspections are contained in Routine Periodic Inspection Kit, Part No. 658523-1. The kit may be procured from any AlliedSignal authorized service center.

G/H

Table 604. [2-1C, 2-2B, 2-3B, 2C] Routine Periodic Inspection Record Form

AIRCRAFT SERIAL NO. 060 DATE 4-8-99

ENGINE SERIAL NO. P-74265 TOTAL ENGINE OPERATING HOURS \_\_\_\_\_

**150 HOUR INSPECTION**

**MECHANIC**

**INSPECTOR**

(Refer to Table 603)

Oil and Filter Analysis



[2-1C, 2-2B, 2C-2B] Chip Detector (Not required for aircraft modified per Learjet AAK82-4)

N/A

[Pre SB 72-3124] Starter/Generator Drive Splines

N/A

[Pre SB 72-3128] Alternator Drive Splines

N/A

[2-2B, 2C-2B] Generator Drive Splines



**300 HOUR INSPECTION**

(Refer to Table 603)

[Pre SB 72-3124] Starter/Generator Drive Splines

[2-2B with N2 DEEC, 2-3B] DEEC Bite check

[Pre SB 72-3128] Alternator Drive Splines

[2-2B, 2C-2B] Generator Drive Splines

Fan Rotor Assembly Blades

Fuel Filter Element

**600 - 800 HOUR INSPECTION**

(Refer to Table 603)

Electrical Wiring Connectors

Plumbing Lines, Connections

[Pre SB 74-3006] Igniter Plugs and Lead Terminals

[Pre SB 74-3006] Ignition System



SUNJET AVIATION, INC.

DATE: 3-30-99		W.O #: 5829		CARD CONTROL		PAGE 1 OF 1	
CUSTOMER:		MAKE & MODEL: Lear 35		TOTAL TIME:		MSP:	
ADDRESS:		SERIAL #: 60		TACH TIME:		HIDDEN DAMAGE:	
CITY/STATE/ZIP:		REGISTRATION #: N47BA		HOUR METER:		PRELIMINARY:	
ENG #1 TIME:		#2:		#3:		#4:	
ENG #1 CYC.:		#2:		#3:		#4:	
DATE IN:		DATE OUT:		TOTAL LOGS:		FINAL REVIEW:	
APU:		APU:		APU:		APU:	
CARD #	DESCRIPTION	DATE CLOSED	CLOSED BY				
1	Finish 135 Insp.	4-7-99	[MECH CRT 5] [SERVISEN]				
2	LT & RT Landing lts insp	4-5-99	[MECH CRT 5] [SERVISEN]				
3	Seat Rail replacement	Transferred	5830				
4	MLG Axle washer replacement	4-8-99	[MECH CRT 5] [SERVISEN]				
5	Co-pilot inst. lightning	4-8-99	[MECH CRT 5] [SERVISEN]				
6	Service emergency Air	4-6-99	[MECH CRT 5] [SERVISEN]				
7	DME Insp	4-6-99	CE Avionics [MECH CRT 5] [SERVISEN]				
8	Redistal lights insp	4-8-99	[MECH CRT 5] [SERVISEN]				
9	Co-pilot Inst lights insp	See Above	squawk #5				
10	Door latch motor insp	4-8-99	[MECH CRT 5] [SERVISEN]				
11	Instal Flight indicator	4-6-99	[MECH CRT 5] [SERVISEN]				
12	W/S Detect light insp	4-6-99	[MECH CRT 5] [SERVISEN]				
13	OK A/C S/H/S + E/W	4-6-99	[MECH CRT 5] [SERVISEN]				
14	Wingt Electrical Insp Cabin & cockpit fire extinguishers	4-8-99	[MECH CRT 5] [SERVISEN]				
15	Both engines need 150hr Insp	4-8-99	[MECH CRT 5] [SERVISEN]				
16	Repair Flight Phone	4-14-99	[MECH CRT 2] [SERVISEN]				
17	Polish static ports	4-8-99	[MECH CRT 7] [SERVISEN]				
18	Swing Compass with Radars ON	4-10-99	[MECH CRT 15] [SERVISEN]				
19	CUR ULB Due Ping TEST	4-8-99	[MECH CRT 16] [SERVISEN]				

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Page \_\_\_\_ of \_\_\_\_  
Aircraft S/N \_\_\_\_  
Registration # \_\_\_\_

WORK ORDER DISCREPANCY SHEET


WO # 5829 / ~~5824~~ Written By: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy # 1 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: Finish 135 inspection

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: \_\_\_\_\_

Corrective Action: Performed 135 conformity inspection in accordance with EDD 135 conformity checklist.

By: 



Part Removal Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Part Installation Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Additional Parts Information :

Corrected By :  4-7-99 Inspected By :  4-7-99



Page \_\_\_\_\_ of \_\_\_\_\_  
Aircraft S/N 60  
Registration # N4201A

WORK ORDER DISCREPANCY SHEET

WO # 5829 ~~5824~~ Written By: RLO Date: \_\_\_\_\_

Discrepancy # 282 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: Check CO-Pilot seat lighting  
LT-RT landing lights inop

Functional Test/Test Flight Required? Yes:  No: \_\_\_\_\_

Corrective Action: Removed & replaced LT landing  
light with new of same P/N GE4580  
all's checked good. All work performed  
in accordance with 102-70 Series  
maintenance Manual section 33-40-01.

By:

Part Removal Information:

Name (2) Lamp P/N: GE4580 S/N:   
Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_  
Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_

Part Installation Information:

Name (2) Lamp P/N: GE4580 S/N:   
Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_  
Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_

Additional Parts Information:

Corrected By: 4-5-99 Inspected By: 4-5-99



Page \_\_\_\_\_ of \_\_\_\_\_  
Aircraft S/N \_\_\_\_\_  
Registration # \_\_\_\_\_

WORK ORDER DISCREPANCY SHEET

WO # 5829 Written By: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy # 3 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: Seat Rail replacement.

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Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: \_\_\_\_\_

Corrective Action: Transferred to WO 5836

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Part Removal Information :

Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Part Installation Information :

Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Additional Parts Information :

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Corrected By : \_\_\_\_\_ Inspected By : Ren



Page \_\_\_\_\_ of \_\_\_\_\_  
Aircraft S/N \_\_\_\_\_  
Registration # \_\_\_\_\_

WORK ORDER DISCREPANCY SHEET


WO # 5829 Written By: RCJ Date: \_\_\_\_\_

Discrepancy # 4 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: Main Landing gear axle washers replacement

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: \_\_\_\_\_

Corrective Action: Removed & installed new axle washers of same P/N 2631513-5, due to pitting. All work performed in accordance with Lear 35 Series Maintenance Manual section 32-42-00.

By: 



Part Removal Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Part Installation Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Additional Parts Information :

Corrected By:  4-8-99 Inspected By:  4-8-99





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Aircraft S/N 00  
Registration # N476A

WORK ORDER DISCREPANCY SHEET

WO # 5829 Written By: RLD Date: \_\_\_\_\_

Discrepancy # 25 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: Both landing light bulbs  
check co-pilot inst. lighting

Functional Test/Test Flight Required? Yes:  No: \_\_\_\_\_

Corrective Action: Troubleshoot system & found defective  
dimmer box. removed & installed new  
dimmer box in accordance with boar 35 series  
A/M 35-13-00. Ops checked OK.

By: \_\_\_\_\_

Part Removal Information:



Name: <u>Landing Light R/W SP</u>	P/N: <u>GE4589</u>	S/N: _____
Name: <u>Landing Light L/W</u>	P/N: <u>GE4589</u>	S/N: _____
Name: <u>Dimmer Assy.</u>	P/N: <u>1977-1</u>	S/N: <u>357</u>

Part Installation Information:

Name: <u>Dimmer Assy.</u>	P/N: <u>1977-1</u>	S/N: <u>3142</u>
Name: _____	P/N: _____	S/N: _____
Name: _____	P/N: _____	S/N: _____

Additional Parts Information:

\_\_\_\_\_

Corrected By:  4-8-99 Inspected By:  4-8-99



Page \_\_\_\_\_ of \_\_\_\_\_  
Aircraft S/N 637  
Registration # N77BA

WORK ORDER DISCREPANCY SHEET


WO # 5829 Written By: Steve Date: 4-5-99

Discrepancy # 6 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: Service emergency AIR

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: \_\_\_\_\_

Corrective Action: Service emergency AIR in accordance with Part 35 series Maintenance Manual section 12-10-07.

By: \_\_\_\_\_ 



Part Removal Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Part Installation Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Additional Parts Information :

Corrected By:  4-6-99 Inspected By:  4-6-99



Page \_\_\_\_\_ of \_\_\_\_\_  
Aircraft S/N 100  
Registration # N476A

WORK ORDER DISCREPANCY SHEET

WO # 5829 Written By: Steve Date: 4-6-99

Discrepancy # 7 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: DME Inop

Functional Test/Test Flight Required? Yes:  No: \_\_\_\_\_

Corrective Action: CE Avionics repaired

By: \_\_\_\_\_

Part Removal Information :

Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Part Installation Information :

Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Additional Parts Information :

Corrected By : \_\_\_\_\_ Inspected By : \_\_\_\_\_



4-6-99



4.6.99



Page \_\_\_\_\_ of \_\_\_\_\_  
Aircraft S/N 060  
Registration # 11478A

WORK ORDER DISCREPANCY SHEET

WO # 5829 Written By: Steve Date: 4-6-99

Discrepancy # 8 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: Pedestal lights inop

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: POD

Corrective Action: Troubleshoot system & find  
Defective dimmer box. Removed  
& installed new dimmer box of same  
P/N 1977-1 S/N 2918. Ops checked  
out. All work performed in accordance  
with Lear 35 Series maintenance manual  
Section 33-13-00

By: \_\_\_\_\_



Part Removal Information :

Name: <u>Dimmer Ass'y</u>	P/N: <u>1977-1</u>	S/N: <u>1402</u>
Name: _____	P/N: _____	S/N: _____
Name: _____	P/N: _____	S/N: _____

Part Installation Information :

Name: <u>Dimmer Ass'y</u>	P/N: <u>1977-1</u>	S/N: <u>2918</u>
Name: _____	P/N: _____	S/N: _____
Name: _____	P/N: _____	S/N: _____

Additional Parts Information :

Corrected By:  4-8-99 Inspected By:  4-8-99



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Aircraft S/N 260  
Registration # N478A

WORK ORDER DISCREPANCY SHEET

WO # 5829 Written By: Steve Date: 4-6-99

Discrepancy # 9 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: Co-pilot Instruments lights inop

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: \_\_\_\_\_

Corrective Action: See previous work # 5

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_ By: \_\_\_\_\_

Part Removal Information :

Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Part Installation Information :

Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Additional Parts Information :

\_\_\_\_\_  
\_\_\_\_\_

Corrected By : \_\_\_\_\_ Inspected By : RS



Page \_\_\_\_\_ of \_\_\_\_\_  
Aircraft S/N 960  
Registration # N476X

WORK ORDER DISCREPANCY SHEET

WO # 5829 Written By: Steve Date: 4-6-99

Discrepancy # 11 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: Install flight indicator  
(PILOTS ADE)

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: \_\_\_\_\_

Corrective Action: Removed master unit & installed  
overhauled unit P/N 622-0836-003, S/N  
1780. OPS checked OK. All work performed  
in accordance with Lear 35 series Maintenance  
manual section 34-23-00.

By: \_\_\_\_\_

Part Removal Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Part Installation Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Additional Parts Information :

Corrected By :  4-6-99 Inspected By :  4-6-99



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Aircraft S/N 060  
Registration # N476A

WORK ORDER DISCREPANCY SHEET


WO # 5829 Written By: Steve Date: 4-6-99

Discrepancy # 12 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: w. windshield ice detect lights inop.

Functional Test/Test Flight Required? Yes:  No: \_\_\_\_\_

Corrective Action: Troubleshoot system & found  
Rt side light mask & Lt side bulb  
burnt out. Replaced Lt side with  
same P/N 6838A525. Ops check  
OK. All work performed in accordance  
with Lear 35 Series Maintenance Manual  
Section 30-80-01.

By: 



Part Removal Information:

Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_  
Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_  
Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_

Part Installation Information:

Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_  
Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_  
Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_

Additional Parts Information:

Corrected By:  4-6-99 Inspected By:  4-6-99



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Aircraft S/N 060  
Registration # N478A

WORK ORDER DISCREPANCY SHEET

WO # 5829 Written By: FL Date: 4-7-99

Discrepancy # 13 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: OK A/C FOR SERVICE

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: \_\_\_\_\_

Corrective Action: CHECK A/C SYSTEM FOUND TO BE  
OK A/C LEAK REPAIR 20.00.00

By: \_\_\_\_\_

Part Removal Information :

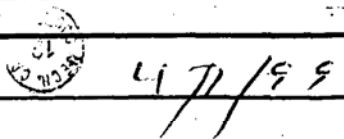
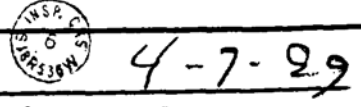
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Part Installation Information :

Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Additional Parts Information :

\_\_\_\_\_

Corrected By :  Inspected By : 





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Aircraft S/N \_\_\_\_\_  
Registration # 47B0

WORK ORDER DISCREPANCY SHEET

WO # 5829 Written By: Steve Date: 4-7-99

Discrepancy # 14 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: weight & visual insp cabin & cockpit fire extinguishers.

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: \_\_\_\_\_

Corrective Action: Performed weight & visual inspection on cabin & cockpit fire extinguishers in accordance with manufacturer's instructions. Both checked OK.



By: \_\_\_\_\_

Part Removal Information :



Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Part Installation Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Additional Parts Information :

\_\_\_\_\_

Corrected By :  4-8-99 Inspected By :  4-8-99



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Aircraft S/N 960  
Registration # N47BX

WORK ORDER DISCREPANCY SHEET

WO # 5029 Written By: \_\_\_\_\_ Date: 4-8-99

Discrepancy # 15 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: Both engines require 150 hr. inspections

Functional Test/Test Flight Required? Yes:  No:

Corrective Action: Performed 150 hr. inspection & service on L/H & R/H engines in accordance with Allied Signal checklist section 72-00-00. Performed SODP sample on L & R engines.

By: 



Part Removal Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Part Installation Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Additional Parts Information :

Corrected By:  4-8-99 Inspected By:  4-8-99



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Aircraft S/N \_\_\_\_\_  
Registration # \_\_\_\_\_

WORK ORDER DISCREPANCY SHEET

WO # 5829 Written By: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy # 16 Authorization: \_\_\_\_\_ Date: 4-14-99

Discrepancy: Repair Flight Phone

Functional Test/Test Flight Required? Yes:  No: \_\_\_\_\_

Corrective Action: Removed Cockpit Control REPAIRED ASSOCIATED WIRING + FABRICATED HANDSET LATCH. RE-INSTALLED + OPS CHECK GOOD

By: \_\_\_\_\_

Part Removal Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Part Installation Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Additional Parts Information :

Corrected By: \_\_\_\_\_ (Stamp: 2) Inspected By: \_\_\_\_\_ (Stamp: 6) 4-14-99



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Aircraft S/N 060  
Registration # N478N

WORK ORDER DISCREPANCY SHEET

WO # 5829 Written By: Steve Date: 4-6-99

Discrepancy # 10 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: Door Actuator motor inop

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: POD

Corrective Action: Troubleshoot system & find actuator motor to be inoperative. Removed & installed new motor of same P/N (66-00233-1 S/N 0832. ops checked o.k. All work performed in accordance with 1027 35 Series M/A Section 52-11-02.



By: \_\_\_\_\_



Part Removal Information:

Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_  
Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_  
Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_

Part Installation Information:

Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_  
Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_  
Name: \_\_\_\_\_ P/N: \_\_\_\_\_ S/N: \_\_\_\_\_

Additional Parts Information:

Corrected By:  4-8-99 Inspected By:  4-8-99



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Aircraft S/N \_\_\_\_\_  
Registration # \_\_\_\_\_

WORK ORDER DISCREPANCY SHEET

WO # 5829 Written By: \_\_\_\_\_ Date: 4-8-99

Discrepancy # 17 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: STATIC PARTS REQUIRE POLISHING TO PROPER DIMENSIONS

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: \_\_\_\_\_

Corrective Action: Evaluated LH and RH static ports. Removed paint and polished static ports J.A.W Learjet BR 35/36-34-4.

By: \_\_\_\_\_

Part Removal Information :

Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Part Installation Information :

Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Additional Parts Information :

Corrected By : \_\_\_\_\_



4-8-99

Inspected By : \_\_\_\_\_



4-8-99



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Aircraft S/N \_\_\_\_\_  
Registration # \_\_\_\_\_

WORK ORDER DISCREPANCY SHEET


WO # 5829 Written By: \_\_\_\_\_ Date: 4-8-99

Discrepancy # 18 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: COMPASS REQUIRES A SWING WITH RADIOS ON

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: \_\_\_\_\_

Corrective Action: Performed compass swing with radios on and placarded aircraft.

By: \_\_\_\_\_ 



Part Removal Information :

Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Part Installation Information :

Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Additional Parts Information :

Corrected By: 4-10-99  Inspected By: 4-10-99 



Page \_\_\_\_\_ of \_\_\_\_\_  
Aircraft S/N \_\_\_\_\_  
Registration # \_\_\_\_\_

WORK ORDER DISCREPANCY SHEET

WO # 5829 Written By: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy # 19 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: OPR ULB DUE PING TEST

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: \_\_\_\_\_

Corrective Action: CW ULB PING TEST USING A DEKANE PL-3 OPERATIONAL TESTER. ALL WORK ACCOMPLISHED IAW DEKANE MANUAL O3-TM-00.37. BATT GOOD THROUGH OCT 2003

By: \_\_\_\_\_

Part Removal Information :

Name : <u>ULB</u>	P/N : <u>DK100</u>	S/N : <u>DM6882</u>
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Part Installation Information :

Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Additional Parts Information :

Corrected By :  4-8-99 Inspected By :  4-8-99



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Aircraft S/N 060  
Registration # N478A

WORK ORDER DISCREPANCY SHEET


WO # 5829 Written By: Steve Date: 4-8-99

Discrepancy # 20 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: Install CL102A pilot checklist  
in flight compartment

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No:

Corrective Action: Installed CL102A pilot checklist  
in flight compartment.

By: 



Part Removal Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Part Installation Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Additional Parts Information :

Corrected By:  4-8-99 Inspected By:  4-8-99





Page \_\_\_\_\_ of \_\_\_\_\_  
Aircraft S/N \_\_\_\_\_  
Registration # \_\_\_\_\_

WORK ORDER DISCREPANCY SHEET

WO # 5820 Written By: Purt Date: 4-8-99

Discrepancy # 21 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: Sfab Trim Actuator Coming due

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: \_\_\_\_\_

Corrective Action: transferred to new wo.

By: \_\_\_\_\_

Part Removal Information :

Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Part Installation Information :

Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____
Name : _____	P/N : _____	S/N : _____

Additional Parts Information :

Corrected By : \_\_\_\_\_ Inspected By : Purt



Page      of       
Aircraft S/N 060  
Registration # N476A

WORK ORDER DISCREPANCY SHEET

WO # 5829 Written By: Steve Date: 4-9-99

Discrepancy # 22 Authorization:                      Date:             

Discrepancy: Rebuild Whiskey Compass

Functional Test/Test Flight Required? Yes:      No:     

Corrective Action: Removed & sent out to CF Numb. 25  
for rebuild. Installed back into  
aircraft. All work performed in  
accordance with tear 55 series  
M/M section 54-26-00.

By: 


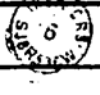
Part Removal Information :

Name :                                      P/N :                                      S/N :                                       
Name :                                      P/N :                                      S/N :                                       
Name :                                      P/N :                                      S/N :                                     

Part Installation Information :

Name :                                      P/N :                                      S/N :                                       
Name :                                      P/N :                                      S/N :                                       
Name :                                      P/N :                                      S/N :                                     

Additional Parts Information :

Corrected By:  4-9-99 Inspected By:  4-9-99



Page \_\_\_\_\_ of \_\_\_\_\_  
Aircraft S/N \_\_\_\_\_  
Registration # \_\_\_\_\_

WORK ORDER DISCREPANCY SHEET

WO # 5829 Written By: R. Brown Date: 4-9-99

Discrepancy # 23 Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Discrepancy: \_\_\_\_\_

SERVICE O<sub>2</sub>

Functional Test/Test Flight Required? Yes: \_\_\_\_\_ No: \_\_\_\_\_

Corrective Action: \_\_\_\_\_

SERVICED O<sub>2</sub> Sys To Limit  
TAW MM 12-10-09

By:  4/9/99



Part Removal Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Part Installation Information :

Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_  
Name : \_\_\_\_\_ P/N : \_\_\_\_\_ S/N : \_\_\_\_\_

Additional Parts Information :

Corrected By:  4/9/99 Inspected By:  4-9-99

Learjet 35  
S/N 35-060

N47BA  
4/13/99

A/C T.T.: 10,233.1  
Total Landings: 7814

I certify that this airframe was inspected and repaired in accordance with current Federal Aviation Regulations and is placed on Sunjet Aviation, Inc. FAR Part 135 Certificate Number SJ8A536W and Sunjet Aviation, Inc. AAIP Program in accordance with F.A.R. Parts 91.409 & 135.419 and Sunjet Aviation, Inc. FAR 135 Ops. Specs.

Sunjet Aviation Inc.  
1604 Hangar Rd. Building 333  
Sanford, FL. 32773

FAA CRS SJ8R536W

Date: 04/13/99 Authorized Signature: 

-----  
END  
-----

Learjet 35  
S/N 35-060

N47BA  
4/9/99

A/C T.T.: 10224.8  
Total Landings: 7806

**Complied with the following maintenance items:**

- 1) Complied with Learjet SB 35/36-34-4 by polishing of static ports.
- 2) Magnetic Compass repaired and inspected by CE Avionics WO 35379. Installed back in aircraft and performed compass swing with radio's on. Placarded aircraft.
- 3) Added CVR test information to before start checklist.
- 4) Installed new CL102A checklist in aircraft.
- 5) Relocated cabin fire extinguisher to floor under left front seat to ease removal.  
Installation done L.A.W. SRM-4 CH 51-40-01 and 02. Located at same station.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.

1604 Hangar Rd. Building 333

Sanford, FL. 32773

WO# 5829

Date: 04/9/99 Authorized Signature:

FAA CRS SJ8R536W

END

Learjet 35  
S/N 35-060

N47BA  
4-10-99

AFTT 10224.8  
Landings 7806

#1 Engine TFE-731-2-2B S/N P-74265 Engine TT: 9850.8 Engine TC: 7668

Complied the following items.

- 1) Performed 150 hr. engine inspection L.A.W. 72-00-00.
- 2) Retrieved SOAP sample and sent for analysis.
- 3) Engine run and leak checked normal.

I certify that this engine was inspected in accordance with current Federal Aviation Regulations and is approved for return to service.

Sunjet Aviation Inc.  
1604 Hangar Rd. Bldg. 333  
Sanford, FL. 32773

Sunjet Work Order # 5829  
Authorized Signature   
FAA CRS SJ8R536W 4-10-99

END

Learjet 35  
S/N 35-060

N47BA  
4-10-99

AFTT 10224.8  
Landings 7806


#2 Engine TFE-731-2-2B S/N P-74264 Engine TT: 9873.8 Engine TC: 7965

Complied the following items.

- 1) Performed 150 hr. engine inspection L.A.W. 72-00-00.
- 2) Retrieved SOAP sample and sent for analysis.
- 3) Engine run and leak checked normal.

I certify that this engine was inspected in accordance with current Federal Aviation Regulations and is approved for return to service.

Sunjet Aviation Inc.  
1604 Hangar Rd. Bldg. 333  
Sanford, FL. 32773

Sunjet Work Order # 5829  
Authorized Signature   
FAA CRS SJ8R536W 4-10-99

END

Learjet 35  
S/N 35-060

N47BA  
4-10-99


AFTT 10224.8  
Landings 7806

Complied the following items for FAR Part 135 Compliance.

- 1) Replaced left and right landing light P/N GE-4580 L.A.W. 33-40-01. Ops. checked OK.
- 2) Removed and replaced all main gear axle washers P/N 2631513-5 L.A.W. 32-42-00.
- 3) Replaced co-pilot dimmer box P/N 1977-1 S/N 354 with newly overhauled unit P/N 1977-1 S/N 3142. L.A.W. Ch 33-13-00. Ops. checked OK.
- 4) Serviced emergency air L.A.W. 12-10-07.
- 5) Replaced pedestal dimmer box P/N 1977-1 S/N 1402 with newly overhauled unit P/N 1977-1 S/N 2918. L.A.W. Ch 33-13-00. Ops. checked OK.
- 6) Installed repaired lower cabin door actuator P/N 6600233-1 S/N 0832 L.A.W. 52-11-02. Ops. OK.
- 7) Removed loaner pilot side ADI and installed overhauled unit P/N 622-0836-003 S/N 1780 L.A.W. 34-23-00. Ops. checked normal.
- 8) Repaired windshield ice detect lights by installing new P/N 6838AS25 on left side and reseating bulb on right side. Work done in accordance with 30-80-01. Ops. OK.
- 9) Performed visual inspection and weight check of cabin fire extinguisher per manufactures specs.
- 10) Performed 150 hr. engine inspections of #1 and #2 engines L.A.W. 72-00-00. Retrieved SOAP's.
- 11) Performed ULB ping test using Dukane PL-3 operational tester L.A.W. Dukane MM 03-TM-0037.
- 12) Serviced oxygen L.A.W. 12-10-09.

I certify that this airframe was repaired in accordance with current Federal Aviation Regulations and is approved for return to service.

Sunjet Aviation Inc.  
1604 Hangar Rd. Bldg. 333  
Sanford, FL. 32773

Sunjet Work Order # 5829  
Authorized Signature   
FAA CRS SJ8R536W 4-10-99

END

~~3/19/99 to 4/10/99~~

Learjet 35  
S/N 35-060

N47BA  
4/9/99

A/C T.T.: 10224.8  
Total Landings: 7806

**Complied with the following maintenance items:**

- 1) Complied with Learjet SB 35/36-34-4 by polishing of static ports.
- 2) Magnetic Compass repaired and inspected by CE Avionics WO 35379. Installed back in aircraft and performed compass swing with radio's on. Placarded aircraft.
- 3) Added CVR test information to before start checklist.
- 4) Installed new CL102A checklist in aircraft.
- 5) Relocated cabin fire extinguisher to floor under left front seat to ease removal.  
Installation done I.A.W. SRM-4 CH 51-40-01 and 02. Located at same station.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.

1604 Hangar Rd. Building 333  
Sanford, FL. 32773

WO# 5829

Date: 04/9/99 Authorized Signature:

FAA CRS SJ8R536W

-----  
END  
-----



SUNJET AVIATION, INC.  
 1604 Hangar Road, Bldg. 333  
 Sanford, Fl. 32773  
 (407) 328-8440  
 (407) 328-8442

PURCHASE ORDER

Ordered From:  
 LEARJET, INC.  
 PO BOX 844715  
 DALLAS, TX 75284-4715

Purchase Order #: 980696  
 Date Opened : 1/18/99  
 Date Finalized : 1/21/99

Vendor Phone: 316-946-2291

Vendor Fax:

Bill To:  
 SUNJET AVIATION, INC.  
 1604 HANGAR RD #333  
 SANFORD, FL 32773 USA

Ship To:  
 SUNJET AVIATION, INC.

Needed By:  
 Expected :  
 Printed : 1/21/99

Shipped By:

Line	Part Number	Description	Qty Ordered	Qty Received	Qty BkOrdrd	Unit Cost	Extended Amount	Frght
1	PM102	Miscellaneous	1.0				105.00	0.00
	S/O #:	5766 Disc #:		4				
	Notes: PILOT MANUAL RE-ISSUE							
2	FM102 CHANGE 10	Miscellaneous	1.0				0.00	0.00
	S/O #:	5766 Disc #:		5				
	Notes: FLIGHT MANUAL CHANGE 10							
3	CL102	Miscellaneous	1.0			105.00	0.00	0.00
	S/O #:	5766 Disc #:		7				
	Notes: EMERGENCY CHECK LIST							

=====  
 Extended Subtotal : 0.00  
 Freight : 0.00  
 Total Charges : 0.00

N235JS

+ 25.25 131.25

SERVICEABLE



FAA Approved Repair  
 Station OE4R411M  
 Station OE4D411M

Sanford Airport, FL 32773  
Orlando Exec. Airport, FL 32803

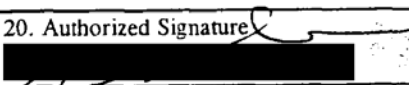

Model C2350L4-M23 Serial No. N473H

Type MAGNETIC COMPASS Mfg'r AIRPATEL

Customer SMYET W.O. 35379

The unit identified hereon was repaired and inspected in accordance with current F.A.R.'s and approved for return to service.

Inspector [Signature] Date 4/9/99

1. UNITED STATES		2. <b>FAA FORM 8130-3</b> AIRWORTHINESS APPROVAL TAG U.S. Department of Transportation Federal Aviation Administration				3. System Tracking Ref No.  KGJXA001	
4. Organization Duncan Aviation/Lincoln Airport/Lincoln, NE 68524					5. Work Order, Contract or Invoice KGJXA		
6. Item	7. Description	8. Part Number	9. Eligibility*	10. Qty	11. Serial/Batch	12. Status/Work	
001	ROTARY ACTUATOR	6600233-1	TBV by installer	001	0832	Repaired	
13. Remarks							
<p>MARCH AVIATION  P/N 6600233-1      S/N 0832      M/N 6314H      MK MCDONNELL DOUGLAS  Function tested, limit switches intermittent, bearings rough, lead wiring faulty. Disassembled, cleaned, and lubricated. Replaced limit switches, case bearings, and main shaft bearings. Repaired wiring. Reassembled and function tested. Repaired.</p> <p>McDonnell Douglas Maintenance Manual</p> <p>TECHNICIAN: CASEY C. FIX</p> <p>This document constitutes a signed copy of the work order.</p>							
Life Limited parts must be accompanied by maintenance history including total time/total cycles/time since new.							
14. New <input type="checkbox"/> Newly Overhauled <input type="checkbox"/> Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness. NOTE: In case of parts to be exported, the special requirements of the importing country have been met.				19. Return to Service in Accordance with FAR 43.9 Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed, the part(s) are approved for return to service.			
15. Signature		16. FAA Authorization No.		20. Authorized Signature 		21. Certificate Number 	
17. Name (Typed or Printed)		18. Date		22. Name (Typed or Printed) James A. Svoboda		23. Date 3/25/99	
<b>Airworthiness Approval Tag User/Installer Responsibilities</b>							
<p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly. Where the user/installer work in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the country specified in block 1, it is essential that the user/installer ensures that his/her Airworthiness Authority accepts parts/components/assemblies from the Airworthiness Authority of the country specified in block 1.</p> <p>Statements on block 14 and 19 do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</p> <p>The FAA Form 8130-3 and JAA Form One are equivalent. Other countries such as Canada also have equivalent acceptable documents.</p>							
FAA Form 8130-3 (11/93)							

\* (Optional) Installer must check eligibility with applicable technical data.

870-11

**SERVICEABLE PARTS TAG**

No. 2080 Work Order No. 2010334

Customer's Name FAA Part, Mfg. Co. FAA

Part Name FAA Serial No. FAA

Part No. 6100000000

Remarks FAA

Inspector FAA Date FAA

Signature FAA

**GATES LEARJET CORP.**

FAA Certified Repair Station No. 068

MUNICIPAL AIRPORT - WICHITA, KANSAS

Special Speed Printing, Inkjet 1623-0200, Form # 102

PART NO.:1977-1-1 MOD LEVEL IN:  
DESC: DIMMER, LAMP  
S/N: 3142 MFG DATE: 02-01-83 WARRANTY STATUS: 0  
CUSTOMER: PROFESSIONAL AVIATIO NUMBER: 25879  
CUST P/O: L1623 P/S: R/R:  
TAIL NO: POSITION: TSN: 000000000  
A/C TYPE:

DATE RCVD: 02-11-99  
RETURNED FOR: MODIFICATION REPAIR OVERHAUL  
CUSTOMER COMPLAINT: OVERHAUL. MODIFY TO P/N 1977-1 (LEAR P/N  
6608096-4).

-----  
CONDITION RECEIVED: WARRANTY SEAL OK.

92 NORMAL WEAR

INSPECTOR: SASSE

-----  
FAILURE ANALYSIS: NO COMPLAINT. INTERMITTENT OPERATION. BROKEN  
TRACE AT PIN 14 AND U2. C2 A-C WEAK. C11 AND CR8  
WEAK. RESOLDER DEGRADED SOLDER JOINTS.

PRODUCT FAIL CODE: FRI: SEC: CA TER:  
RETURN CODES: AGE/WEAR RELATED

REPAIR ACTION: OVERHAULED. FIXED TRACE. REPLACED C2 A-C, C11  
AND CR8. RESOLDERED DEGRADED SOLDER JOINTS.  
MODIFIED TO P/N 1977-1. TESTED PER ATP 1977-4,  
REV A.

914047671467 P.02 TO 04-06-1999 09:26AM FROM AVTECH

TOTAL P.02

1. United States		2. <b>FAA FORM 8130-3</b> AIRWORTHINESS APPROVAL TAG US Department of Transportation Federal Aviation Administration			3. System Tracking Ref. No.  CRSO 139030 <span style="float: right; font-size: 1.2em;">3142</span>		
4. Organization				5. Work Order, Contract, or Invoice Number:			
AVTECH Corporation Repair Station IG6R621N 3400 Wallingford Ave. North Seattle, WA 98103-9095				REPAIR ORDER L1623 PACKLIST 222228			
6. Item	7. Description	8. Part No.	9. Eligibility *	10. Qty.	11. Serial/Batch No.	12. Status/Work	
1	DIMMER, LAMP	1977-1 6608096-4	LEAR 24/25 LEAR 35/36 LEAR 55/56	1 EA	S/N 3142	OVERHAULED	
13. Remarks							
<p>THIS IS A REPLACEMENT FAA FORM 8130-3 FOR THE ORIGINAL ISSUED ON 02APR99.</p> <p>OVERHAULED. FIXED TRACE. REPLACED C2 A, B, C, C11, CR8. RESOLDERED DEGRADED SOLDER JOINTS. MODIFIED TO P/N 1977-1. TESTED PER ATP 1977-4, REV A.</p> <p>REPAIR TECHNICIAN: J. BENSON                      REPAIR DATE: 31MAR99</p>							
<p>Limited life parts must normally be accompanied by maintenance history including total time/total cycles/time since new.</p>							
14. New <input type="checkbox"/> Newly Overhauled <input type="checkbox"/> Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13, was (were) manufactured in accordance with FAA approved design data and airworthiness regulations.  <u>NOTE:</u> In case of parts to be exported, the special requirements of the importing country have been met.				19. Return to service in accordance with FAR 43.9  Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service.			
15. Signature		16. FAA Authorization No.		20. Authorized Signature:		21. Certificate No.:	
17. Name (printed or typed):		18. Date:		22. Name (printed or typed):		23. Date:	
				KAREN RISSE		6APR99	

\*\*\*\*\*

CUSTOMER RETURN SERVICE ORDER: 138021

PAGE: 1

PART NO.:1977-1	MOD LEVEL IN:
DESC: DIMMER, LAMP (6608096-4)	
S/N: 2918	MFG DATE: 12-01-81
CUSTOMER: PROFESSIONAL AVIATIO	WARRANTY STATUS: 0
CUST P/O: L1525	NUMBER: 25879
TAIL NO:	R/R:
A/C TYPE:	TSN: 000000000

DATE RCVD: 01-06-99  
 RETURNED FOR: ESTIMATE OVERHAUL

CUSTOMER COMPLAINT: OVERHAUL.

-----  
 CONDITION RECEIVED:



92                    NORMAL WEAR

INSPECTOR: SASSE

-----  
 FAILURE ANALYSIS: CONFIRMED COMPLAINT. OVERHAUL. RESOLDER DEGRADED  
 SOLDER JOINTS. NEEDS R15 UPDATE. CHANGE R19 TO  
 OUR PART (NOT AVTECH PART).

PRODUCT FAIL CODE:    PRI:        SEC:        TER:  
 RETURN CODES: AGE/WEAR RELATED

REPAIR ACTION: OVERHAULED. RESOLDED DEGRADED SOLDER JOINTS.  
 UPDATED R15. CHANGED R19. TESTED PER ATP 1977-4,  
 REV A.

1. United States		2. <b>FAA FORM 8130-3</b> AIRWORTHINESS APPROVAL TAG US Department of Transportation Federal Aviation Administration		3. System Tracking Ref. No. <b>CRSO: 138021</b>		
4. Organization <b>AVTECH Corporation</b> Repair Station IG6R621N 3400 Wallingford Ave. North Seattle, WA 98103-9095				5. Work Order, Contract, or Invoice Number: R/O: L1525 Packslip: 219222		
6. Item	7. Description	8. Part No.	9. Eligibility *	10. Qty.	11. Serial/Batch No.	12. Status/Work
1	DINNER, LAMP	1977-1 6608096-4	LEAR 24/25 LEAR 35/36 LEAR 55/56	1 Ea	S/N: 2918	OVERHAULED
13. Remarks <b>OVERHAULED. RESOLDERED DEGRADED SOLDER JOINTS.</b> <b>UPDATED R15. CHANGED R19. TESTED PER ATP 1977-4,</b> REV A. Repair Technician: HUNT Repair Date: 02FEB99						
Limited life parts must normally be accompanied by maintenance history including total time/total cycles/time since new.						
14. New <input type="checkbox"/> Newly Overhauled <input type="checkbox"/> Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13, was (were) manufactured in accordance with FAA approved design data and airworthiness regulations.  <u>NOTE:</u> In case of parts to be exported, the special requirements of the importing country have been met.			19. Return to service in accordance with FAR 43.9  Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service.			
15. Signature		16. FAA Authorization No.	20. Authorized Signature: 		21. Certificate No.: 	
17. Name (printed or typed):		18. Date:	22. Name (printed or typed): Kristl Sasse		23. Date: 04FEB99	



4. Organization  
 Duncan Aviation/Lincoln Airport/Lincoln, NE 68524  
 5. Work Order, Contract or Invoice  
 K0D1A

6. Item	7. Description	8. Part Number	9. Eligibility*	10. Qty	11. Serial/Batch	12. Status/Work
001	INDICATOR, FLIGHT DIRECTOR	622-0836-003	TBV by installer	001	1780	Over- hauled

13. Remarks

NORTHWEST JET SALES & LEASING  
 P/N 622-0836-003 S/N 1780 M/N 329B-7R-2 MK COLLINS

Discrepancy Evaluate and advise.

Preliminary findings: Bench checked unit and found the following defects. Case seal at inclinometer defective allowing contaminants into unit. Command bars are sticky in pitch attitude.

Corrective Action: Disassembled unit and cleaned. Inspected parts for damage and excessive wear. Replaced defective parts and reassembled. Aligned all displays and synchros. This unit was overhauled using the Collins 329B-7R2 maintenance manual.

TECHNICIAN: EDWARD J. MCCRANIE

This document constitutes a signed copy of the work order.

Life Limited parts must be accompanied by maintenance history including total time/total cycles/time since new.

14. New  Newly Overhauled   
 Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness.  
 NOTE: In case of parts to be exported, the special requirements of the importing country have been met.

19. Return to Service in Accordance with FAR 43.9  
 Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed, the part(s) are approved for return to service.

15. Signature	16. FAA Authorization No.	20. Authorized Signature <i>Philip A. Bohaty</i>	21. Certificate Number [Redacted]
17. Name (Typed or Printed)	18. Date	22. Name (Typed or Printed) Philip A. Bohaty	23. Date 3/08/99

**Airworthiness Approval Tag User/Installer Responsibilities**

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly. Where the user/installer work in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the country specified in block 1, it is essential that the user/installer ensures that his/her Airworthiness Authority accepts parts/components/assemblies from the Airworthiness Authority of the country specified in block 1.

Statements on block 14 and 19 do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

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