ATTACHMENT A

Monthly Maintenance Summary, September 2004

10/18/2004

Corporate Airlines
Monthly Maintenance Summary
September 2004

Fleet Type: Jetstream 3201	July	Aug	Sep	3 Month Avg
Fleet Size	12	12	12	12
Total Flight Hours	1379.3	1430.4	1334.0	1381.2
Total Aircraft Cycles	1917	1929	1839	1895
Total Scheduled Departures	1816	1855	1785	1819
Total Revenue Departures	1788	1834	1764	1795
Average Daily Utilization	3.8	4.0	3.7	3.8
Total Maintenance Cancellations	28	21	21	23.3
Total Maintenance Delays	10	10	8	9
Cancellations per 100 Scheduled Revenue Departures	1.5	1.1	1.2	1.3
Delays per 100 Scheduled Revenue Departures	0.6	0.5	0.4	0.5
Total Aircraft Squawks	129	103	151	128
Squawks per 100 Flight Hours	9.4	7.2	11.3	9.3
Mechanical Dispatch Reliability	98.5	98.9	98.8	98.7
Mechanical Dispatch Dependability	97.9	98.3	98.4	98.2

Engine Type: ARCH TPE331-12
Engine TBO: 7000hr
Engine HSI: 3500hr

Propeller Type: McCauley 4HFR34C653
Propeller TBO: 5000hr

Total Engines	24	24	24	24
Total Propellers	24	24	24	24
Total Engine Operating Hours	2758.6	2860.8	2668	2762.5
Total Engine Operating Cycles	3834	3858	3678	3790
Unscheduled Engine Removals	2	2	1	1.7
Unscheduled Engine Removal Rate per 1000 Engine Hours	0.036	0.035	0.019	0.030
In-Flight Engine Shutdowns/Propeller Featherings	0	0	0	0.00
In-Flight Engine Shutdowns per 1000 Engine Hours	0.000	0.000	0.000	0.000
Number Maintenance Ferry Flights	5	5	5	5.0

FERRY FLIGHTS

REASON	A/C	DATE	FROM	TO
Engine change in BNA, needs prop balance	880	9/10/2004	BNA	MQY
Pax door FWD hinge point skin has crack	937	9/22/2004	STL	MQY
RH MLG strut leaking fluid	944	9/23/2004	STL	MQY
RH air off light stays on	933	9/23/2004	BNA	MQY
LH MLG up indication showed unlocked for several minutes also cockpit curtain was canned	936	9/29/2004	STL	MQY

ATTACHMENT B

Maintenance Procedures Manual Responsibilities

Responsibilities

The Maintenance Department is responsible for the proper, efficient performance of all maintenance on the company flight equipment and to provide airworthy aircraft for all operations.

It is the responsibility of the Maintenance Department to maintain the airworthiness of its aircraft, including airframes, aircraft engines, propellers, appliances, and parts thereof, in accordance with Company policies and procedures and current Federal Regulations.

The Maintenance Department is responsible for performing such maintenance in accordance with Company policies and procedures and current Federal Regulations concerning aircraft maintenance and airline operations.

The Maintenance Department consists of two (2) major sections - Maintenance and Quality Assurance.

This Chapter provides descriptions which show the functions and responsibilities of the various sections which make up the Maintenance Department.

Except as otherwise noted, the immediate supervisor shall assume the duties and responsibilities of a vacant position unless delegated to another qualified Company employee.

All maintenance, repair and/or alteration to aircraft will be accomplished by certified airmen holding FAA rating appropriate to the tasks involved. The work will be done in accordance with Company and Manufacturers Maintenance Manuals or FAA approved data.

Any work not accomplished by Company personnel or not performed by a certified repair station or another FAA certificate holder under the provisions of FAR 121.379, must be done in accordance with Company procedures and Manufacturers Maintenance Manuals or FAA approved data.

Management and Personnel Duties and Responsibilities

Director of Maintenance FAR 121.365

The Director of Maintenance reports directly to the President and is responsible for the overall administration, coordination, and technical control of maintenance operations to ensure all aircraft, engines, and appliances are maintained in accordance with the Corporate Airlines approved maintenance program. He is responsible for Company compliance of all ADs. He is responsible for obtaining the necessary technical personnel to achieve the departmental maintenance program.

The Director of Maintenance shall:

1. Enter into agreements with other organizations for the proper inspection, maintenance, and overhaul of Company airplanes, systems, and equipment.
2. Arrange through the Chief Inspector to make all required reports to the FAA and other legitimate authorities.
3. Establish an evaluation plan which will provide information relative to the aircraft Maintenance Department's performance of established Company objectives and goals.
4. Designing work tasks and assigning properly qualified persons to best achieve the desired end product considering airworthiness, aircraft availability.
5. Scheduling manpower to accomplish the planned or anticipated work load.
6. Ensure proper MEL management procedures are in place and operating correctly.
7. Formulating departmental procedures to support and carry out those Company policies.
8. Developing plans for the in-house overhaul/repair of equipment and aircraft as may be economically feasible.
9. Detailing plans, including requirements to support scheduled operations and known maintenance events.

7. Establishing necessary preventive maintenance programs for maintenance support.

8. Reviewing all Service Bulletins and Airworthiness Directives with the Chief Inspector for determination and compliance needs.

9. Responsibility to establish maintenance program requirements, including specifications, practices and procedures in accordance with manufacturers instructions, FARs and company manual.

10. Responsibility to ensure that a high level of proficiency and knowledge is attained by all personnel.

11. Arranging and scheduling training as needed.

12. Providing for proper supervision of all activities and personnel.

13. Developing performance standards.

14. Designate supervisor to assume his duties in case of his absence. Letter to be placed in that persons training file.

Chief Inspector FAR 121.365

The Chief Inspector reports directly to the President. Responsible for the monitoring of maintenance practices and procedures. Ensures the safety and continued airworthiness of all aircraft, within the guide lines required by the FARs and current FAA requirements. His duties shall include, but not be limited to:

1. Monitoring workmanship and materials to verify that applicable Company rules and Federal Aviation Regulations and Standards are complied with.

2. Conducting surveillance and monitoring the proper accomplishment of the approved maintenance and reliability programs. Provide oversight of the CAS Program. Review all parts rejection forms for quality and reliability issues. Coordinate with the Mgr Maintenance Programs applicable parts rejection issues which may impact the operation and/or bring about an on-site audit of the ROV in concern.

Management and Personnel Duties and Responsibilities (continued)

3. Coordinating the establishment of maintenance program requirements including specifications, practices, and procedures in accordance with manufactures instructions, FARs, and Company Manual System, with the Director of Maintenance.

4. Ensuring that all Company aircraft used in air transportation are properly certificated and maintained in accordance with approved Operations Specifications, Federal Aviation Regulations and Company policy.

5. Ensuring that all applicable outside agencies and suppliers maintain compliance with FAA and Company standards.

6. Planning and controlling the application of Inspection methods, including NDT methods and procedures to ensure the safe, reliable, performance of the Company's aircraft fleet.

7. Ensuring periodic audits are performed of the Maintenance organization, maintenance vendors, and fuel vendors.

8. Approving short-term escalation's per Operations Specifications.

9. Monitoring NDT workmanship, NDT materials and NDT equipment operation to verify that applicable Company and Federal Aviation Administration (FAA) regulations and standards are complied with, as applicable.

10. Oversees the development of all Engineering orders which alter or repair aircraft and aircraft equipment and ensures that all efforts are for the purpose of improving reliability or improving aircraft safety.

11. Initiating and publishing aircraft equipment maintenance and overhaul specifications and programs.

12. Review of all Service Bulletins and Airworthiness Directives for applicability and compliance.

13. Ascertaining that all applicable Airworthiness Directives are complied with.

Management and Personnel Duties and Responsibilities (continued)

14. Monitoring FAR's and Advisory Circulars for applicability to Company aircraft.

15. Development of statistical and analytical program to ensure continuous airworthiness.

16. Establishing and enforcing a policy for the inspection and tagging of all required components and parts to ensure that Company standards are met.

17. Performing required inspections during countermand decisions.

18. Establishing a periodic check procedure for the calibration of Company precision test equipment used in the repair of Company aircraft, component parts, accessories, and appliances; devising and maintaining a system of keeping records and checks to ensure that the established check periods are not exceeded.

19. Designate inspector/auditor to assume his duties in case of his absence. Letter to be placed in that persons training file.

Manager of Maintenance Training

The Manager of Maintenance Training reports to the Chief Inspector or his designee.

1. Maintaining current training records for Company and on-call maintenance vendor personnel as required for intended functions.

2. Monitoring on-the-job training and translates on-the-job and other training given by other companies and vendor representatives in the individual's training files.

3. Develops in house training curriculum as required.

Management and Personnel Duties and Responsibilities
(continued)

Line Maintenance Station Manager

The Line Maintenance Station Manager reports to the Maintenance Manager or his designee. His duties shall include but are not limited to:

1. Coordinates activities of the maintenance personnel assigned to the station.

2. Ensures that aircraft maintenance performed at his station has been accomplished in accordance with applicable Federal Aviation Regulations, proper maintenance manual and Company policies.

3. Responsible for all activities, equipment and personnel at the Line Maintenance station.

4. Ensures all maintenance records are properly controlled and dispositions requirements are carried out in a timely manner and in accordance with company procedures.

5. Responsible for the administration of company policies and procedures. When necessary, assists in formulation of procedures required to meet agreed upon performance requirements.

Maintenance Foreman

The Maintenance Foreman reports to the Maintenance Manager or his designee. He is responsible to ensure that work accomplished by the mechanics under his direction complies with company policies and regulations. His duties shall include, but not be limited to:

1. Assign each mechanic in his group detailed work requirements to be performed.

2. Responsible to keep himself familiar with all current maintenance standards and methods.

3. Responsible for the proper completion of all work cards, shift turnover reports and the return of all tools and equipment at the end of his shift.

4. Responsible to ensure that the mechanics under his supervision perform work in a safe manner.

5. Responsible for the documentation of any training performed under his supervision.

6. Responsible for the monitoring of current MEL status.

7. Ensure that proper turnover of work assigned is accomplished.

8. Responsible for the cleanliness of the work areas in which his crew is assigned.

9. Coordinating requirements for manpower, material and aircraft availability.

Manager Inventory Control

The Manager of Inventory Control is responsible to the to the Director of Maintenance or his designee for the overall daily operation and efficiency of the department. Duties shall include, but not be limited to, the following:

1. Supervise and direct the activities of assigned personnel.

2. Coordinate Company requirements for parts and materials with the requesting departmental Supervisor, to provide requested items in a timely manner consistent to maintenance needs.

3. Ensure the use of applicable priorities to provide optimum use of shipping methods for on time delivery of requested items.

4. Consistently monitor the Inventory Control System to ensure that the integrity of material requests, purchases, repair orders, receivables and stock levels are maintained.

5. Be responsible for purchasing and maintaining proper inventory levels based on fair quotes from approved vendors.

6. Train assigned personnel in the proper methods of our Inventory

Management and Personnel Duties and Responsibilities (continued)

Control System.

7. Provide Maintenance with as much information regarding acquisition and delivery of parts / materials / products as possible.

8. Any other duties assigned or deemed necessary by the Director of Maintenance or his designee.

9. Administers Scrap Parts Handling Program.

Inspector / Auditor, FAR 121.365,121.371

Quality Assurance inspectors are responsible to the Chief Inspector or his designee for the efficient determination of airworthiness for the work being performed. Inspection personnel perform audits of vendors providing service to the Company. Duties shall include, but not be limited to:

1. Arranges for or makes the necessary inspections of aircraft as required by work cards or any time there is a RII inspection to be performed.

2. Performs surveillance of parts and material from vendors to ensure proper certification source and quality of parts, components, and materials purchased by the Company.

3. Monitoring workmanship and materials to verify that the Company and FAA rules, regulations, and standards are complied with.

4. Monitoring proper completion of required paperwork documentation.

5. Monitoring compliance with FAR's, Airworthiness Directives, and Company procedures.

6. Performing audits of the Maintenance organizations, maintenance vendors, and fuel vendors.

7. Ensuring that items procured or serviced outside the Company meet airworthiness requirements of this manual.

Manager Maintenance Programs FAR 121.365

The Manager of Maintenance Programs is responsible to the Chief Inspector. The Duties include, but are not limited to:

1. Continual monitoring of all time / event controlled functions to ensure integrity and timeliness of scheduling.

2. Responsible for maintaining time records on all aircraft engines, components, parts, and equipment as required by Company, FAA, and other governmental agencies.

3. Ensures that time records and reports are correct, current, and adequate to meet the requirements of the operation.

4. Maintains aircraft flight log and inspection records in a current and accurate status.

5. Maintains time records and current status of applicable ADs on all aircraft engines, components, parts and equipment.

6. Monitors preservation of required aircraft records

Records Clerk

The Records Clerk is responsible to the Manager of Maintenance Programs. The duties include, but are not limited to:

1. Assist in maintaining records on all aircraft engines, components, parts and equipment as required by the Company, FAA and other agencies.

2. Assist in maintaining aircraft and inspection records in a current and accurate status.

Management and Personnel Duties and Responsibilities (continued)

Manager Maintenance Planning FAR 121.365

The Manager of Maintenance Planning is responsible to the Chief Inspector or his designee. The Duties include, but are not limited to:

1. Development of proposed work scopes based upon forecasted required maintenance checks, inspections, component changes and other time / event controlled functions.
2. Preparation of Maintenance Work Packages consisting of routine check cards, AMDs, ADs, and component changes. Reviews each work package to ensure it is complete, correct and issued in advance of planned aircraft arrival for maintenance.
3. Continual monitoring of all time / event controlled functions to ensure integrity and timeliness of scheduling.

Avionics Manager

The Avionics Supervisor is responsible to the Director of Maintenance or his designee. The Duties include, but are not limited to:

1. Ensure that work accomplished by all Avionics Technicians complies with company policies and regulations.
2. Coordinate the installation of new systems using new and existing methods.
3. Review all Avionics system modifications and report technical benefits and cost evaluations to upper management.
4. Monitor shop equipment for proper operation and calibration.
5. Incorporate technical updates to all Avionics technical publications.
6. Analyze current and future maintenance tasks and collaborate with Maintenance Foreman to determine the most efficient course of action.

Avionics Technician

Avionics Technicians will report to the Avionics Supervisor or his designee. Duties include, but are not limited to:

1. Ensures that all tasks assigned are completed using approved methods and techniques.
2. Adheres to all applicable Federal Aviation Regulations, Federal Communication Commission Regulations (as Required), and Company policies and procedures.
3. Maintains work area in a clean, neat and safe condition at all times.

Mechanic

Aircraft Mechanics will report to the Maintenance Foreman or his designee. In addition, specific responsibilities are as follows:

1. The making of repairs, installation, refurbishing, servicing, inspections, checks and tests on assigned company aircraft as specified in the applicable work sheets and work records.
2. Ensures that all tasks assigned are completed using approved methods and techniques.
3. Adheres to all applicable Federal Aviation Regulations and the Company policies and procedures outlined in this manual.
4. Maintains his work area in a neat, clean, and safe condition at all times.

Purchasing

Purchasing is responsible to the Manager of Inventory Control. Duties include, but are not limited to:

1. Responsible for providing the maintenance department with sufficient quantities of supplies and materials, for the completion of maintenance in an orderly fashion.

Management and Personnel Duties and Responsibilities
(continued)

2. To ensure aircraft spare parts are procured from only approved vendors, as indicated on the Company's vendor listing. Ensuring that proper documentation is provided with parts received.

3. Coordinates with Maintenance for the acquisition of materials, parts and supplies needed for the accomplishment of scheduled maintenance.

4. Verifies the proper issuance of purchase orders and ensures proper purchase authorizations have been obtained.

5. Ensuring that all rotable, consumable, and bulk stock items are maintained at proper levels.

6. Verify that vendors have been approved by the Quality Assurance Department when required.

7. Maintain an accurate inventory listing of all rotable items and the condition of all components.

8. Issuance of purchase orders for proper authorization.

Inventory Specialist

The Inventory Specialist is Responsible to the Manager of Inventory Control. Duties shall include, but not be limited to:

1. Maintaining assigned location in a clean, safe, and organized manner.

2. Coordinate with Inspector or Inspector Designee to accomplish a receiving inspection for required components and material for the purpose of aircraft maintenance.

3. Ensure proper storage and segregation of items, including items with specific storage requirements such as flammables. Ensure all items are properly identified.

4. Maintain a time control list of *Shelf-Life* items and ensure the removal of items at or before expiration date.

5. Maintain identification and control of all tooling and monitor for serviceable condition and calibration status as required.

6. Ensure use of proper shipping methods and containers.

Maintenance Manager

The Maintenance Manager will report directly to the Director of Maintenance or his designee and is responsible for the day to day scheduled and unscheduled maintenance of company aircraft. He will coordinate with the Maintenance Foreman(s) to ensure that the most expedient and efficient utilization of manpower is achieved.

1. Ensure that work performed under his supervision is performed in an airworthy manner.

2. That company procedures are adhered to by maintenance personnel.

3. Coordinate with the Line Maintenance Station Managers on a day to day basis for his maintenance requirements.

4. Coordinate with Maintenance Planning for scheduled and unscheduled maintenance. Ensure MCI and MELs are scheduled for corrective action in a timely manner.

Director of Safety FAR 119.63

The Director of Safety has the authority to act in behalf of the President in matters of safety concerns.

Maintenance Personnel Duty Time Limitations FAR 121.377

Within the United States, each certificate holder (or person performing maintenance or preventive maintenance functions for it) shall relieve each person performing maintenance or preventive maintenance from duty for a period of at least 24 consecutive hours during any seven consecutive days, or the equivalent thereof within any one calendar month.

ATTACHMENT C

FAA Surveillance and Evaluation Program letter
Dated October 15, 2004

U.S. Department
of Transportation

**Federal Aviation
Administration**

Flight Standards District Office
2 International Plaza
Suite 700
Nashville, Tennessee 37217
(615) 324 1323, Fax: (615) 324-[redacted]

CONCURRENCES	
ROUTING SYMBOL	CWJ
INITIALS/SIG	[redacted]
DATE	10/18/04
ROUTING SYMBOL	DGM
INITIALS/SIG	[redacted]
DATE	15 OCT. 04
ROUTING SYMBOL	AKS
INITIALS/SIG	[redacted]
DATE	10/18/04
ROUTING SYMBOL	DLF
INITIALS/SIG	[redacted]
DATE	10-15-04
ROUTING SYMBOL	HJC
INITIALS/SIG	[redacted]
DATE	10-15-04
ROUTING SYMBOL	
INITIALS/SIG	
DATE	
ROUTING SYMBOL	
INITIALS/SIG	
DATE	
ROUTING SYMBOL	
INITIALS/SIG	
DATE	

October 15, 2004

Mr. Douglas Caldwell
Corporate Airlines, Inc.
693 Fitzhugh Blvd.
Smyna, TN 37167

Dear Mr. Caldwell:

The FAA's Surveillance and Evaluation Program (SEP) Team recently assisted the Nashville Flight Standards District Office in conducting a risk analysis and system safety review of Corporate Airlines. The FAA mandates this review as a result of the 90-Day Safety Review requirements initiated in 1996. One recommendation of this Safety Review was to "Initiate a project to make surveillance of air carriers more systematic and targeted to deal with identified risks." Accordingly, all US air carriers certified to FAR Part 121 standards are subject to a risk analysis and system safety review each quarter. By design, this review is a collaborative effort between the local Flight Standards District Office holding certificate management responsibility and the SEP Team and each air carrier.

The objective of this analysis and review is to assist our Certificate Management Team (CMT) identify any potential risks related to your operation that may affect your ability to operated safely and remain in compliance with the appropriate regulations. Unlike other safety audits conducted in the past, this review has no set completion date, but is a continuous process using risk analysis methods.

As a result of the most recent risk analysis and safety review of Corporate Airlines, the following potential risks or areas of concern were identified:

During fueling of company aircraft at outstations it was noted that fuel vendors were not following company procedures when refueling of your aircraft. This could result in improper fueling of aircraft or an incident involving fueling of company aircraft.

A recent self-disclosure from your company indicated that an aircraft was flown to a maintenance facility without the identified maintenance discrepancy being entered into the aircraft Maintenance Log or a request for the required special flight permit to be issued.

With a new winter season upon us, surveillance will be performed on the company's deicing program. Surveillance of training as well as the proper function and use of deicing equipment are scheduled.

Surveillance will be performed to determine that aircraft inspection task cards are being completed in accordance with the company's approved inspection program.

Recent surveillance of maintenance discrepancy items indicated that there is repetitive carryover of eligible MEL items without proper corrective action. Discrepancies were discovered deferred per MEL then repaired and signed off. The identical discrepancy reoccurred and was deferred per MEL again. The discrepancy remained deferred until MEL time limits ran out before the discrepancy was repaired and signed off.

The installation of new avionics systems (GPS, TAWS and MFD) is not addressed in the company's aircraft MEL. With the addition of this new equipment, revisions to appropriate company manuals and training programs for aircrews, maintenance personnel, and ground support personnel will receive additional surveillance.

During FAA inspections of company line stations, it was discovered that certain American Airlines accountability forms are being utilized by Corporate Airlines. Additional inspections by FAA personnel is scheduled to ensure that such forms are ancillary to those of Corporate Airlines and are not being used in lieu of Corporate Airlines forms.

Past surveillance indicates that seat back break over tension may not be properly maintained on company aircraft. Further oversight is scheduled to determine whether seat back break over instructions on inspection check cards are being properly applied.

The Director of Safety will receive surveillance to ensure compliance with those activities required as described within company manuals.

With the recent turnover of experienced aircrew members including key personnel within your training department, added surveillance will be conducted during and following training to ensure the highest standards for safety of flight crews remains in effect.

Special emphasis surveillance is scheduled for all outsource maintenance vendors to ensure that your company has effective management and oversight procedures within the Corporate Airlines audit programs. These inspections are required in accordance with FAA Order N8300.115. The ATOS Safety Attribute Inspection (SAI) data collection tools will be used as guidance and tracking for these inspections. All inspection results and findings will be provided to the company.

We are submitting the above potential risks for your review. Corporate Airlines should examine these identified risks and if necessary determine the corrective actions to mitigate them. In order to determine the effectiveness of your corrective action, the SEP Team will continue to assist the Nashville Flight Standards District Office with the continuous risk management analysis of your operations and the development of a surveillance program specifically tailored to monitor the results of these corrective actions.

Sincerely,

Charles W. Jones, II
POI

David G. Miller
PMI

A. Keith Stem
PAI

ATTACHMENT D

Aircraft Maintenance Log pages 10/05/04 to 10/18/04

Maintenance Documentation
For Flight 5966 – 10/19/04
Corporate Airlines, Inc. (O3XA)
BAE-3201 - N875JX

These are copies for Official Use Only.

Aircraft Maintenance Log Pages 10/05 to 10/18

Copy obtained from:

Company Records

Provided by:

Corporate Airlines Chief Inspector

ACFT N 875JX

DATE (MONTH / DAY / YEAR) 10 / 5 / 04

ACFT TYPE J332

FIRST FLIGHT OF DAY ITEMS CHECKED BY:

PIC [illegible signature]

EMP # 1268

VOR CHECK

BY: [illegible signature]

EMP # 1226

STA MQ/VOT

BEARING ERROR

#1 0 #2 -1° #3 ____

ENGINE PERFORMANCE DATA

IAS ____ IOAT ____

PRESS ALT ____

ACFT ACCEPTED BY	EMP #	STA	OIL ADDED (PINTS) 1	2	STA
PIC [illegible]	1268	TJW	—	—	
PIC [illegible]	1343	STL	—	—	
PIC [illegible]	12441	STT	—	—	—
PIC [illegible]	1226	BNA			

ENG#	EGT/ITT	TQ/EPR	NG/N1	FUEL FLOW	NP/N2	OIL PRESS	OIL TEMP
1							
2							

ENG ANTI-ICE ON OFF

DEICE SYSTEM ON OFF

BLEED AIR SETTINGS LEFT ____ RIGHT ____

DISCREPANCIES / **ACTION TAKEN**

ITEM# 1 EMP# 1226 FLT# 9864 STA ____

[illegible handwriting]

TAT 21922.7 TC 28900 DATE 10/5/04 ATA 34-50

Deferred AS per MEL # 34-13, Auth # 1-SD-C

BY: [redacted]

EMP # 3058

☐ OJT ☐ BUYBACK ☐ RII

P/N OFF	S/N OFF	P/N ON	S/N ON

BY: ____

EMP # ____

ITEM# 2 EMP# 3025 FLT# MX STA MQY

B2 Inspection Required

TAT 21922.7 TC 28900 DATE 10-5-04 ATA 05-20

B2 Inspection Accomplished This Date IAW CA Inspection Program

BY: [redacted]

EMP # 3020

☐ OJT ☐ BUYBACK ☐ RII

P/N OFF	S/N OFF	P/N ON	S/N ON

BY: ____

EMP # ____

ITEM# 3 EMP# 3020 FLT# MX STA MQY

A Check Required

TAT 21922.7 TC 28900 DATE 10-5-04 ATA 05-20

A Check Accomplished This Date IAW CA Workcard

BY: [redacted]

EMP # 3020

☐ OJT ☐ BUYBACK ☐ RII

P/N OFF	S/N OFF	P/N ON	S/N ON

BY: ____

EMP # ____

LOG PAGE

56523

AIRCRAFT LOG AND MDR REVIEW CONDUCTED BY: [redacted] DATE: 10-06-04

EMP # 3103 STA MQY

AIRWORTHINESS RELEASE

CERTIFIES THAT CHECK PERFORMED HAS BEEN COMPLETED IN AN AIRWORTHY MANOR AND IN ACCORDANCE WITH COMPANY REQUIREMENTS.

BY: [redacted] EMP # 3103

CKPERFORMED B2/A STA MQY TIME 0600

DATE: 10-06-04

1ST COPY / TOP PAGE REMAINS IN LOG DO NOT REMOVE

2ND COPY / WHITE PAGE FORWARD TO RECORDS DEPT.

3RD COPY / YELLOW PAGE STATION USE

ACFT N 875JX
DATE (MONTH/DAY/YEAR) 10/12/04
ACFT TYPE J532.

FIRST FLIGHT OF DAY ITEMS CHECKED BY:
PIC [signature]
EMP # 1268

VOR CHECK — BEARING ERROR
BY: ____ EMP # ____ STA ____ #1 ____ #2 ____ #3 ____

ENGINE PERFORMANCE DATA
IAS ____ IOAT ____
PRESS ALT ____

ACFT ACCEPTED BY	EMP #	STA	OIL ADDED (PINTS) 1	2	STA
PIC [signature]	1268	TBN	—	—	—
PIC J. T. [signature]	12441	STL	–	–	–
PIC					
PIC					

ENG#	EGT/ITT	TQ/EPF	NG/N1	FUEL FLOW	NP/N2	OIL PRESS	OIL TEMP
1							
2							

ENG ANTI-ICE ON OFF
DEICE SYSTEM ON OFF
BLEED AIR SETTINGS LEFT ____ RIGHT ____

DISCREPANCIES / **ACTION TAKEN**

ITEM# 1 EMP# 3093 FLT# MX STA STL
A check due
TAT 21943.9 TC 25928 DATE 10-12-04 ATA 5-20
Accomplished A check IAW A check card
BY: [redacted] EMP # 3093
☐ OJT ☐ BUYBACK ☐ RII
P/N OFF | S/N OFF | P/N ON | S/N ON
BY: ____ EMP # ____

ITEM# 2 EMP# 3093 FLT# MX STA STL
L/H aft nav light inop
TAT 21943.9 TC 25928 DATE 10-12-04 ATA 33
Removed and replaced bulb IAW mm ch 33
BY: [redacted] EMP # 3093
☐ OJT ☐ BUYBACK ☐ RII
P/N OFF | S/N OFF | P/N ON | S/N ON
BY: ____ EMP # ____

ITEM# EMP# FLT# STA
TAT TC DATE ATA -
BY: ____ EMP # ____
☐ OJT ☐ BUYBACK ☐ RII
P/N OFF | S/N OFF | P/N ON | S/N ON
BY: ____ EMP # ____

LOG PAGE 56579

AIRCRAFT LOG AND MDR REVIEW CONDUCTED BY: [redacted] DATE: 10-12-04
EMP # 3093 STA STL

AIRWORTHINESS RELEASE
CERTIFIES THAT CHECK PERFORMED HAS BEEN COMPLETED IN AN AIRWORTHY MANOR AND IN ACCORDANCE WITH COMPANY REQUIREMENTS.
BY: [redacted] EMP # 3093
CKPERFORMED A STA STL TIME 0745
DATE: 10-12-04

1ST COPY / TOP PAGE REMAINS N LOG DO NOT REMOVE
2ND COPY / WHITE PAGE FORWARD TO RECORDS DEPT.
3RD COPY / YELLOW PAGE STATION USE

ACFT N 875JX
DATE (MONTH/DAY/YEAR) 10/16/04
ACFT TYPE JJ3201

FIRST FLIGHT OF DAY ITEMS CHECKED BY:
PIC ____
EMP # ____

VOR CHECK
BY: ____
EMP # ____
STA ____

BEARING ERROR
#1 ____ #2 ____ #3 ____

ENGINE PERFORMANCE DATA
IAS ____ IOAT ____
PRESS ALT ____

ACFT ACCEPTED BY	EMP #	STA	OIL ADDED (PINTS) 1	2	STA
PIC					
PIC					
PIC					
PIC					

ENG#	EGT/ITT	TQ/EPR	NG/N1	FUEL FLOW	NP/N2	OIL PRESS	OIL TEMP
1							
2							

ENG ANTI-ICE ON OFF
DEICE SYSTEM ON OFF
BLEED AIR SETTINGS LEFT ____ RIGHT ____

DISCREPANCIES / ACTION TAKEN

ITEM# 1 EMP# 3051 FLT# MX STA BNA
Line check due

TAT 21962.3 TC 28954 DATE 10.16.04 ATA 05-20
Line check accomplished this date IAW CA line check workcard. ok for service.

BY: [redacted]
EMP # 3051
☐ OJT ☐ BUYBACK ☐ RII

P/N OFF	S/N OFF	P/N ON	S/N ON

BY: ____
EMP # ____

ITEM# 2 EMP# 3058 FLT# MX STA BNA
Ref MEL # 34-13, Auth # 1-50-C.
Captains DME Display unreadable at night.

TAT 21962.3 TC 28954 DATE 16OCT04 ATA 34-50
Removed & Replaced #1 DME IND. IAW AMM 34-50! ok for service. This action clears MEL # 34-13, Auth # 1-50-C.

BY: [redacted]
EMP # 3058
☐ OJT ☐ BUYBACK ☐ RII

P/N OFF	S/N OFF	P/N ON	S/N ON
622-6524-003	5080	622-6524-003	3316

BY: ____
EMP # ____

ITEM# ____ EMP# ____ FLT# ____ STA ____
TAT ____ TC ____ DATE ____ ATA -

BY: ____
EMP # ____
☐ OJT ☐ BUYBACK ☐ RII

P/N OFF	S/N OFF	P/N ON	S/N ON

BY: ____
EMP # ____

LOG PAGE
56533

AIRCRAFT LOG AND MDR REVIEW CONDUCTED BY: [redacted] DATE: 10.16.04
EMP # 3051 STA BNA

AIRWORTHINESS RELEASE
CERTIFIES THAT CHECK PERFORMED HAS BEEN COMPLETED IN AN AIRWORTHY MANOR AND IN ACCORDANCE WITH COMPANY REQUIREMENTS.

BY: [redacted] EMP # 3051
CK PERFORMED Line STA BNA TIME 1200
DATE: 10.16.04

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ACFT N 875__

DATE (MONTH/DAY/YEAR) 10/1_/04

ACFT TYPE 55__

FIRST FLIGHT OF DAY ITEMS CHECKED BY:

PIC [signature]

EMP # 1159

VOR CHECK

BY: ____ EMP # ____ STA ____

BEARING ERROR #1 ____ #2 ____ #3 ____

ENGINE PERFORMANCE DATA

IAS ____ IOAT ____ PRESS ALT ____

ACFT ACCEPTED BY	EMP #	STA	OIL ADDED (PINTS) 1	2	STA
PIC [signature]	1159	MAA			
PIC					
PIC					
PIC					

ENG#	EGT/ITT	TQ/EPR	NG/N1	FUEL FLOW	NP/N2	OIL PRESS	OIL TEMP
1							
2							

ENG ANTI-ICE ON OFF — BLEED AIR SETTINGS

DEICE SYSTEM ON OFF — LEFT ____ RIGHT ____

DISCREPANCIES / ACTION TAKEN

ITEM# 1 EMP# 3093 FLT# MX STA STL | TAT 21768.2 TC 28960 DATE 10-18-04 ATA 05-20

Discrepancy: A check due

Action taken: Accomplished A check IAW A check card

BY: [redacted] EMP # 3093

☐ OJT ☐ BUYBACK ☐ RII

P/N OFF | S/N OFF | P/N ON | S/N ON

BY: ____ EMP # ____

ITEM# 2 EMP# 3083 FLT# MX STA STL | TAT 21970.6 TC 28962 DATE 10/18/4 ATA 54-

Discrepancy: 2nd LOOK FROM 51641, ITEM 3, MCI# 875540008 L/H NAC P-3 BOX CRACK

Action taken: Inspected This Item & Determined That The Crack Has Not Propogated & Is Within Limits Of SRM 54-10 This Action Clears MCI 875540008.

BY: [redacted] EMP # 3083

☐ OJT ☐ BUYBACK ☐ RII

P/N OFF | S/N OFF | P/N ON | S/N ON

BY: ____ EMP # ____

ITEM# 3 EMP# 3083 FLT# MX STA STL | TAT 21970.6 TC 28962 DATE 10/18/4 ATA 54-

Discrepancy: L/H P-3 BOX CRACKED

Action taken: Inspected Crack & Found To Be Within Limits Of SRM 54-10 This Item Is Minor In Nature & Does Not Effect Airworthiness Transferred To MDR Per Auth # 875540006. Reinspect @ TAT 22120.6

BY: [redacted] EMP # 3083

☐ OJT ☐ BUYBACK ☐ RII

P/N OFF | S/N OFF | P/N ON | S/N ON

BY: ____ EMP # ____

LOG PAGE 56535

AIRCRAFT LOG AND MDR REVIEW CONDUCTED BY: [redacted] DATE: 10-18-04 EMP # 3093 STA STL

AIRWORTHINESS RELEASE CERTIFIES THAT CHECK PERFORMED HAS BEEN COMPLETED IN AN AIRWORTHY MANOR AND IN ACCORDANCE WITH COMPANY REQUIREMENTS.

BY: [redacted] EMP # 3093

CKPERFORMED A STA STL TIME 0800

DATE: 10-18-04

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ACFT N 875TX
DATE (MONTH/DAY/YEAR) 10/12/04
ACFT TYPE TB3201

FIRST FLIGHT OF DAY ITEMS CHECKED BY:
PIC [signature]
EMP # 1159

VOR CHECK
BY: C Hart
EMP # 1409
STA BNA VOT 108.6

BEARING ERROR
#1 1.2 #2 1.1 #3 ____

ENGINE PERFORMANCE DATA
IAS ____ IOAT ____
PRESS ALT N/A

ACFT ACCEPTED BY	EMP #	STA	OIL ADDED (PINTS) 1	2	STA
PIC [signature]	1159	BNA			
PIC					
PIC					
PIC					

ENG#	EGT/ITT	TQ/EPR	NG/N1	FUEL FLOW	NP/N2	OIL PRESS	OIL TEMP
1			N/A				
2							

ENG ANTI-ICE ON OFF — BLEED AIR SETTINGS
DEICE SYSTEM ON OFF — LEFT ____ RIGHT ____

DISCREPANCIES / ACTION TAKEN

ITEM# 1 EMP# 1159 FLT# 5902 STA STL — TAT 21964.9 TC 29956 DATE 10/17/4 ATA 71-

Discrepancy: FO SIDE ENG (SIDE AWAY FR COCKPIT) SCREW ON TOP HAS CRACK COMING OUT FR IT. METAL APPEARS TO BE BENT ON TOP

Action taken: INSPECTED IAW MANUAL 71 & FOUND NO PROBLEMS

BY: [redacted]
EMP # 30803
☐ OJT ☐ BUYBACK ☐ RII

P/N OFF	S/N OFF	P/N ON	S/N ON

BY: ____
EMP # ____

ITEM# 2 EMP# 1159 FLT# 5902 STA STL — TAT 21964.9 TC 29956 DATE 10/17/4 ATA 25-

Discrepancy: CKPT FLOOR BOARD - RUBBER MAT IS CURLED UP

Action taken: ATTACHED FLOORING IAW MANUAL 25. OPS CHECK OK.

BY: [redacted]
EMP # 30803
☐ OJT ☐ BUYBACK ☐ RII

P/N OFF	S/N OFF	P/N ON	S/N ON

BY: ____
EMP # ____

ITEM# ____ EMP# ____ FLT# ____ STA ____ TAT ____ TC ____ DATE ____ ATA ____ -

BY: ____
EMP # ____
☐ OJT ☐ BUYBACK ☐ RII

P/N OFF	S/N OFF	P/N ON	S/N ON

BY: ____
EMP # ____

LOG PAGE 56534

AIRCRAFT LOG AND MDR REVIEW CONDUCTED BY: ____ DATE: ____
EMP # ____ STA ____

AIRWORTHINESS RELEASE
CERTIFIES THAT CHECK PERFORMED HAS BEEN COMPLETED IN AN AIRWORTHY MANOR AND IN ACCORDANCE WITH COMPANY REQUIREMENTS.

BY: ____ EMP # ____
CKPERFORMED ____ STA ____ TIME ____
DATE: ____

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ACFT N 875TX (MONTH / DAY / YEAR) DATE 10 / 14 / 04

ACFT TYPE J532

FIRST FLIGHT OF DAY ITEMS CHECKED BY

PIC M. Mink

EMP # 1370

VOR CHECK

BY: E. NIEHOFF

EMP # 1284

STA STL

BEARING ERROR

#1 0° #2 +.0° #3 ____

ENGINE PERFORMANCE DATA

IAS ____ IOAT ____

PRESS ALT ____

ACFT ACCEPTED BY	EMP #	STA	OIL ADDED (PINTS) 1	2	STA
PIC M. Mink	1370	MKL			
PIC [illegible]	1284	STL			
PIC [illegible]	1373	STL			
PIC					

ENG#	EGT/ITT	TQ/EPR	NG/N1	FUEL FLOW	NP/N2	OIL PRESS	OIL TEMP
1							
2							

ENG ANTI-ICE ON OFF

DEICE SYSTEM ON OFF

BLEED AIR SETTINGS

LEFT ____ RIGHT ____

DISCREPANCIES / ACTION TAKEN

ITEM# 1 EMP# 3876 FLT# ANNO STA STL

LINE CHECK IAW

TAT 21952.3 TC 085940 DATE 10/14/04 ATA 05-20

PERFORMED LINE CHECK IAW LINE CHECK CARD.

BY: [redacted]

EMP # 3804

☐ OJT ☐ BUYBACK ☐ RII

P/N OFF	S/N OFF	P/N ON	S/N ON

BY: ____

EMP # ____

ITEM# EMP# FLT# STA

TAT TC DATE ATA -

BY: ____

EMP # ____

☐ OJT ☐ BUYBACK ☐ RII

P/N OFF	S/N OFF	P/N ON	S/N ON

BY: ____

EMP # ____

ITEM# EMP# FLT# STA

TAT TC DATE ATA -

BY: ____

EMP # ____

☐ OJT ☐ BUYBACK ☐ RII

P/N OFF	S/N OFF	P/N ON	S/N ON

BY: ____

EMP # ____

LOG PAGE 56531

AIRCRAFT LOG AND MDR REVIEW CONDUCTED BY: [redacted] DATE: 10/14/04

EMP # 3876 STA STL

AIRWORTHINESS RELEASE CERTIFIES THAT CHECK PERFORMED HAS BEEN COMPLETED IN AN AIRWORTHY MANOR AND IN ACCORDANCE WITH COMPANY REQUIREMENTS.

BY: [redacted] EMP # 3876

CK PERFORMED Line STA STL TIME 0745

DATE: 10/14/04

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ATTACHMENT E

Modification Repair Listing

Maintenance Documentation
For Flight 5966 – 10/19/04
Corporate Airlines, Inc. (O3XA)
BAE-3201 - N875JX

These are copies for Official Use Only.

Modification Repair Listing

Copy obtained from:

Company Records

Provided by:

Corporate Airlines Chief Inspector

CORPORATE AIRLINES

MODIFICATION AND REPAIR LISTING

AIRCRAFT-875

MODIFICATIONS

DATE OF MOD	TYPE OF MOD	MOD AGENCY	STC,337, AIRWORTHY RELEASE OR EO	DESCRIPTION OF MOD
3/26/03	Major	Corporate Airlines	EO J32-3400-002R1	KA92 GPS ANTENNA
03/12/02	Major	Corporate Airlines	337	Hydraulic Power
10/31/01	Major	Corporate Airlines	Eo J32-2520-006	Convert Af. Baggage Module To Coat Closet
07/14/00	Major	Corporate Airlines	EO J32-2520-002 R1	Pax Interior,Seat Fabric, Carpet and Panels
05/18/00	Major	Corporate Airlines	EO J32-3400-001	AD-550 ADI's & VG-14 Vertical Gyro's
05/16/00	Major	Corporate Airlines	EO J32-2300-002	PBS-250 Pax Briefing Sys
12/03/95	Major	Learjet, Inc.	337, STC#SA00085DE-D	Sundstrand MK-VI GPWS
12/03/95	Major	Learjet, Inc.	337, STC#SA00084DE-D	Bendix/King CAS-66 TCAS
10/10/94	Major	Trans States Airlines	337,	Removal of Toilet
01/30/91	Major	Nashville Eagle, Inc.	STC# SA2918SO	Battery Temp Monitor
03/05/90	Major	AAR Oklahoma, Inc.	337, STERO INST	Altitude Alerter Relocation
12/14/89	Major	AAR Oklahoma, Inc.	337, STC#SA7595SW	Freon Air Sys Installation
12/14/89	Major	AAR Oklahoma, Inc.	337, STC#SA7616SW	Cabin Temp Gauge
11/09/88	Major	Arkansas Modification Cntr	STC#SA7512SW	Install Baggage Pod

CORPORATE AIRLINES

MODIFICATION AND REPAIR LISTING

AIRCRAFT-875

REPAIRS

DATE OF REPAIR	TYPE OF REPAIR	REPAIR AGENCY	STC,337, AIRWORTHY RELEASE OR EO	DESCRIP. OF REPAIR
3/26/03	Major	Corporate Airlines	EO J32-2840-002R1	Replacement of Fuel Quantity Wing Wiring
06/11/02	Major	Corporate Airlines	EO J32-5210-001	Repair Passenger Door
06/21/00	Major	Corporate Airlines	EO J32-5310-001	Repair Damage to F.P Bulkhead at STA. 57 & CL @ H.27.

ATTACHMENT F

AD Compliance Reports

Maintenance Documentation
For Flight 5966 – 10/19/04
Corporate Airlines, Inc. (O3XA)
BAE-3201 - N875JX

These are copies for Official Use Only.

AD Compliance Reports

Copy obtained from:

Company Records

Provided by:

Corporate Airlines Chief Inspector

AD Compliance Report

Registration #: N875JX

Make: Jetstream Model: JS3201 Serial #: 875

Eng(s): TPE-331 Eng Serial #(s):

RECURRING

AD No.	SUBJECT	METHOD OF COMPLIANCE	RECURRING YES	RECURRING TIME	COMPLIANCE DATE	COMPLIANCE HOURS	NEXT DUE DATE	NEXT DUE HOURS
92-07-04	Emerg Hyd Selector Valve	EO J32-2900-001	XX	1,800 hr	7/05/04	21562.9	--	23362.9
95-02-19	Windscreen cracking	SB 56-JA920843	XX	2,400 hr	3/5/03	19935.5	--	22335.5
98-12-23(a)	Replmt wiper arm attach bolts	EO J32-3042-001RH	XX	96mo	1/15/98		1/2006	
98-12-23(A)	Replmt wiper arm attach bolts	EO J32-3042-001LH	XX	96mo	1/15/98		1/2006	
99-04-21	Brake Assy Inspection R/H	Dunlop SB 32-1180 / EO J32-3240-001R2	XX		1/26/04	20954.0	@ Replacement	
99-04-21	Brake Assy Inspection L/H	Dunlop SB 32-1180 / EO J32-3240-001R2	XX		9/14/04	21849.4	@ Replacement	
99-15-11	Steering Selector Valve	SB 32-JA980841 R1	XX	10,000h	1/09/03	17792.9	--	27792.9
99-06-12	Steering Jack Seals	SB 32-JA900942/SB32-51	XX		06/28/00	16283.6	@ Replacement	
01-07-03	Steering Jack Actuator Piston	SB32-JA000342 /EO J32-3250-001R2	XX		06/28/00	16283.6	@ Replacement	
03-04-07	Horizontal Stab Corr. Insp.	EO J32-5510-002	XX	8YRS	4/7/03	19935.5	4/7/11	
03-07-06	Steering Jack Piston Torque Check	EO J32-3250-003/SB32-JA030644	XX		12/11/03	20806.6	@Replacement	

AIRFRAME

AD No.	SUBJECT	METHOD OF COMPLIANCE	RECURRING YES	RECURRING NO	COMPLIANCE DATE	COMPLIANCE HOURS	NEXT DUE DATE	NEXT DUE HOURS
89-15-02	Flap torque shaft rivet	NA BY S/N		XX	XX	XX	N/A	N/A
89-24-04	Flight Manual change -Inverter	Superseded by AD 90-13-12		XX	XX	XX	N/A	N/A
90-02-14	Emergency gear and flap ext	Superseded by AD 92-07-04		XX	XX	XX	N/A	N/A
90-13-12	Electrical system	Superseded by AD 95-11-17		XX	XX	XX	N/A	N/A
90-15-16	Cabin door structure	N/A BY S/N		XX	XX	XX	N/A	N/A
91-14-01	Main landing gear bearings	SB 32AJA910140 Part 2 /EO F1-3210-001		XX	6/24/91	2326.8	N/A	N/A
91-15-08	Power Lever Control Cables	E.O. J32-7610-001R3 Term Acton Part B		XX	12/11/01	18098.9	XX	XX
92-03-04	Jetstream 3201 wing structure	SB 57-JM8160 / EO F1-5710-005		XX	3/22/92	3477.1	N/A	N/A
93-01-02	De-Icing System	SB 30AJA920444 / EO F1-3010-002 R2 T/A		XX	2/13/93	4979.1	N/A	N/A
93-08-10	Main cabin door	Inserted AFM HP.4.16 ABB Rev#5		XX	5/15/93	5401.1	N/A	N/A

10/27/04

AD Compliance Report

Registration #: N875JX

Make: Jetstream Model: JS3201 Serial #: 875

Eng(s): TPE-331 Eng Serial #(s):

94-24-01	Flap torque shaft	SB-27-JA930340		XX	8/7/95	8078.0	N/A	N/A
95-02-05	Passenger/crew door	SB-52-JA930901 Part #2 Term Action		XX	7/15/95	7963.5	N/A	N/A
95-02-06	FLAP SYSTEM MOD.	N/A BY MODEL INSTALLED		XX	XX	XX	XX	XX
95-11-17	Alternating system	SB 24-JA900941 & SB 24-JM7740		XX	4/14/95	7535.9	N/A	N/A
95-12-06	Escape hatch	SB 52-JM-7752 / EO F1-5220-004		XX	3/3/92	6874.6	N/A	N/A
95-15-13a	Passenger/Crew Door	N/A BY DOOR S/N SDJ10869		XX	5/3/94	6869.6	N/A	N/A
95-15-13b	Passenger/Crew Door	SB 52-A-JA911140 / 52-JM7793		XX	7/17/00	16101.4	N/A	N/A
AD No.	SUBJECT	METHOD OF COMPLIANCE	RECURRING YES	RECURRING NO	COMPLIANCE DATE	COMPLIANCE HOURS	NEXT DUE DATE	NEXT DUE HOURS
97-17-10	Annunciator panel test button	SB 80-A-JA-911045		XX	10/25/91	6874.6	N/A	N/A
95-24-12	Wing skin cracking (T/A)	SB-57-A-JA920540 Pt3 / EO F1-5700-008P3		XX	4/24/93	6869.6	N/A	N/A
95-24-13	Aileron control system	SB 57-JA921140		XX	7/12/96	9682.2	N/A	N/A
96-09-17	Icing conditions	Inserting of AD into AFM		XX	6/18/96	9587.7	N/A	N/A
96-11-01	Ice accumulation	SB-30-JK12033 R2		XX	10/2/96	10082.7	N/A	N/A
96-11-02	Spigot Housing Inspection	N/A BY MODEL NUMBER		XX	XX	XX	N/A	N/A
96-13-02	Wing/fuselage structure	SB-57-JA921144 / EO J32-5740-001		XX	6/7/00	16096.7	N/A	N/A
96-17-12	Torque checks	N/A BY AIRCRAFT SERIAL NUMBER		XX	XX	XX	N/A	N/A
97-07-11	NLG actuator support structure	N/A BY AIRCRAFT SERIAL NUMBER		XX	XX	XX	N/A	N/A
97-24-07	Auto Ignition System	N/A BY AIRCRAFT SERIAL NUMBER		XX	XX	XX	N/A	N/A
98-11-31	Autopilot Sys Modification	N/A BY MODEL NUMBER		XX	XX	XX	N/A	N/A
98-12-11	Emerg Hyd. Hand Pump	N/A BY S/N		XX	XX	XX	N/A	N/A
98-12-31	Fuel Cross Feed Pipes	N/A BY MODEL NUMBER		XX	XX	XX	N/A	N/A
98-13-03	Hinge Fitting & Attach Bolt	SUPERSEDED BY AD 2002-03-02		XX	XX	XX	N/A	N/A
98-21-13	Elevator Trim Servo Motor	N/A BY MODEL NUMBER		XX	XX	XX	N/A	N/A
98-21-14	Vertica Gyros	N/A BY MODEL NUMBER		XX	XX	XX	N/A	N/A
98-21-25	Ground Test Relay	N/A BY MOD STATUS		XX	XX	XX	N/A	N/A
98-21-28	Propeller Deice System	N/A BY MODEL NUMBER		XX	XX	XX	N/A	N/A
98-26-17	X-Ray Spar Boom for Cracks	SB-57-A-JA980441 Part 1 & Part 2		XX	9/1/98	13576.4	N/A	N/A
99-01-06	Refueling Ground Contact	N/A BY MODEL NUMBER		XX	XX	XX	N/A	N/A

AD Compliance Report

Registration #: N875JX

Make: Jetstream Model: JS3201 Serial #: 875

Eng(s): TPE-331 Eng Serial #(s):

99-01-07	Correct A Strength Deficiency	N/A BY MODEL NUMBER		XX	XX	XX	N/A	N/A
99-06-11	Bias Spring	SB-27-A-JA980606		XX	4/9/99	14696.4	N/A	N/A
99-07-09	Hydraulic Components	N/A BY A/C S/N		XX	XX	XX	N/A	N/A
00-09-13	Wing Fuel Ind Wire Install	EO J32-2840-001 R3		XX	6/20/00	16096.7	N/A	N/A
00-16-13	Nose Steering Delay/BkLash	SB 32-A-JA 980840 or EOJ32-3200-003		XX	6/20/00	16096.7	XX	XX
00-20-13	Rudder Quadrant Support Insp	SB53-JA-990842R1 & AMD J32-53-001R4		XX	9/22/00	16356.1	XX	XX
00-23-33	Vertical Stab Disbonding	N/A By Model Number		XX	XX	XX	XX	XX
AD No.	SUBJECT	METHOD OF COMPLIANCE	RECURRING YES	RECURRING NO	COMPLIANCE DATE	COMPLIANCE HOURS	NEXT DUE DATE	NEXT DUE HOURS
01-01-02	Shim/Lube Steering Jack	Amd J32-32-001/ S/B 32-JA981043		XX	7/29/03	20350.9	XX	XX
01-03-11	Radius Rod P/N 1847/1862	N/A BY SERIAL NUMBER		XX	XX	XX	XX	XX
02-07-05	Radius Rod Conductivity Test	SB32-A-JA010740/EOJ32-3230-004/1847		XX	7/31/01	XX	XX	XX
02-07-05	Radius Rod Conductivity Test	SB32-A-JA010740/EOJ32-3230-004/1862		XX	7/31/01	XX	XX	XX
02-03-02	MLG Hnge & Attach Bolt	N/A By Model Number		XX	02/14/02	XX	XX	XX
02-20-08	Fuel Quantity Wing Wiring	SB28-JM8226/EO 2840-002R1		XX	3/26/03	19935.5	XX	XX

APPLIANCE

AD No.	SUBJECT	METHOD OF COMPLIANCE	RECURRING YES	RECURRING NO	COMPLIANCE DATE	COMPLIANCE HOURS	NEXT DUE DATE	NEXT DUE HOURS
84-04-06	Fairchild A100 CVR	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
84-18-07	Fire Extinguisher Cartridges	N/A BY EQUIPMENT						
85-22-10	Flight Director Ind	N/A BY EQUIPMENT		XX	XX	XX	XX	XX
86-22-10	Collins DME 423 Transceivers	N/A BY P/N INSTALLED		XX	XX	XX	XX	XX
87-06-09	Mechanical Products C/B	N/A BY EQUIPMENT		XX	XX	XX	XX	XX
87-17-06	AM Safe Restraint system	N/A BY EQUIPMENT INSTALLED		XX	XX	XX	XX	XX
88-11-08	Bruce Industries Ballast	N/A BY EQUIPMENT		XX	XX	XX	XX	XX
89-09-02	Safety Belts	N/A BY EQUIPMENT INSTALLED		XX	XX	XX	XX	XX
90-03-02	Honeywell Vertical Gyro	Superseded by AD 90-06-13		XX	XX	XX	XX	XX
90-06-13	Honeywell Vertical Gyro	N/A BY EQUIPMENT INSTALLED		XX	XX	XX	XX	XX

AD Compliance Report

Registration #: N875JX

Make: Jetstream Model: JS3201 Serial #: 875

Eng(s): TPE-331 Eng Serial #(s):

90-07-08R1	Sela Lighting	SB 33-JA891240 R3 / 33-JA901142		XX	08/23/95	8170.3	XX	XX
90-09-10	Texas nst. C/E	N/A BY EQUIPMENT INSTALLED		XX	XX	XX	XX	XX
90-14-06	Aerospace Corp, lighting	Superseded by AD 95-22-01		XX	XX	XX	XX	XX
91-10-01	Modification of TCASII	N/A BY EQUIPMENT		XX	XX	XX	XX	XX
92-16-15	Scott oxygen Mask	N/A BY EQUIPMENT		XX	XX	XX	XX	XX
93-04-02	Rockwell Transponders	N/A BY P/N INSTALLED		XX	XX	XX	XX	XX
93-12-04	Replace Precise Flight Pulselite	N/A BY EQUIPMENT INSTALLED		XX	XX	XX	XX	XX
93-24-15	Puritan Bennett Breathing Eq.	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
93-24-16	Insp Affected PBE Units	N/A BY EQUIPMENT INSTALLED		XX	XX	XX	XX	XX
94-01-06	Rockwell TCAS	N/A BY EQUIPMENT INSTALLED		XX	XX	XX	XX	XX
94-06-04	EROS Face Mask	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
94-19-06	Puritan Bennett Oxygen Mask	N/A BY EQUIPMENT INSTALLED		XX	XX	XX	XX	XX
94-21-06	Pacific Scientific Restraint Sys.	N/A BY EQUIPMENT INSTALLED		XX	XX	XX	XX	XX
95-22-01	Aerospace lighting	N/A BY EQUIPMENT INSTALLED		XX	XX			
95-26-15R1	Allied Signal TCAS	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
97-01-12	GPWS Model C3-100	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
97-04-15	Fire Ext. Bottle Cartridge	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
97-18-03	Puritan Bennett Swep-on Mask	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
98-14-03	Air Traffic Contrl Transponders	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
98-20-17	Saft Battery Replacement	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
98-24-27	Lav Compartment Fire Ext	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
98-25-10R1	Seat Belts	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
99-01-14	Random Rest Elect Flt Inst Sys	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
99-04-10	Fluorescent Light Ballasts	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
99-08-21	Puritan O2 Masks	N/A BY EQUIPMENT		XX	XX	XX	XX	XX
99-23-22	TCAS Func Chk Transponder	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
99-23-24	RIA-32A (ILS) Landing System	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
99-24-10	Standby Vacuum System	N/A BY MODEL NUMBER		XX	XX	XX	XX	XX
01-10-09	KC225 Auto Flt Control	N/A BY EQUIPMENT		XX	XX	XX	XX	XX
01-15-17	Transponder Control Panel	EO JS32-3440-001		XX	08/06/01	17801.6	XX	XX

AD Compliance Report

Registration #: N875JX

Make: Jetstream Model: JS3201 Serial #: 875

Eng(s): TPE-331 Eng Serial #(s):

01-22-14	O.A.S. Fire Botte Cartricge	N/A EQUIPMENT NOT INSTALLED		XX	XX	XX	XX	XX
02-06-06	TDR94 Transponder	N/A By Part Number		XX	XX	XX	XX	XX
03-26-06	Restraint & Sea: Belt	N/A By Manufacturer		XX	XX	XX	XX	XX
03-26-14	Kidde Extinguisher	N/A By Part Number		XX	XX	XX	XX	XX
04-16-14	TCAS-VSI P/N 457400TB811	N/A By P/N & Status		XX	XX	XX	XX	XX

AD Compliance Report

ENGINE: P66360C

Make: Allied Signal

Model: TPE331-12UHR

Serial #: P66360C

Eng(s):

Eng Serial #(s): P66360C

RECURRING

AD No.	SUBJECT	METHOID OF COMPLIANCE	RECURRING		COMPLIANCE		NEXT DUE	
			YES	TIME	DATE	HOURS	DATE	HOURS
02-12-19	OIL SAMPLE	S.O.A.P.(Every 80-120 Engine Hrs.)	XX		10/05/04	14526.8		14626.8y

ENGINE

AD No.	SUBJECT	METHOID OF COMPLIANCE	RECURRING		COMPLIANCE		NEXT DUE	
			YES	NO	DATE	HOURS	DATE	HOURS
70-04-04	High speed pinion gear shaft	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
70-16-09	High speed pinion assembly	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
70-19-02	High speed pinion bearings	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
71-05-07	High speed pinion assembly	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
73-26-07R3	Fuel pump and coupling shaft	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
74-10-10	Fuel control assembly mounting	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
74-24-05	Prop pitch control sleeve pin	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
75-10-05	Torque sensor mounting arm	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
76-16-01	High speed pinion brg. Oil tube	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
78-05-02	Prop pitch control cam pin	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A

0/20/04

AD Compliance Report

NGINE: P66360C

ake: Allied Signal Model: TPE331-12UHR Serial #: P66360C

ng(s): Erg Serial #(s): P66360C

ENGINE (cont.)

AD No.	SUBJECT	METHOID OF COMPLIANCE	RECURRING		COMPLIANCE		NEXT DUE	
			YES	NO	DATE	HOURS	DATE	HOURS
78-25-C8R3	Fuel control drive gear chain	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
79-12-C4	Third stage turbine wheels	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
84-01-C4	Third stage turbine wheels	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
84-1006R1	Fuel Pump	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
86-08-06R1	Second stage turbine rotor	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
87-19-02	Third Stage stator assembly	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
88-12-10	Second stage turbine rotors	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
89-07-07R1	Turbine Failure	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
91-04-02	Third stage stator assemblies	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
92-02-19	Fuel manifold leak	Superseded by AD 93-02-01		N/A	04/30/91	N/A	N/A	N/A
92-26-07	Loss of propeller control	Superseded by AD 93-15-11		N/A	11-07-92	N/A	N/A	N/A
92-26-08	Third stage stator assemblies	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
93-02-01	Fuel spraying	SB TPE331-73-0198R1		N/A	04-16-93	N/A	N/A	N/A
93-05-09	Turbine stator assemblies	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
93-15-11	Prop control loss	SB TPE331-A72-0857		N/A	10/07/93	N/A	N/A	N/A
94-09-08	Turbine wheel failure	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
94-26-07	Fuel control	N/A Part number not installed	N/A	N/A	04/12/95	N/A	N/A	N/A
95-16-08	Turbine rotor failure	N/A Records ~Review~		N/A	09/29/95	N/A	N/A	N/A
96-06-11	Engine compressor	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
97-15-10	Inlet Temp Sensor	E.O. TPE 331-7310-001	N/A	N/A	03/01/98	N/A	N/A	N/A
98-04-15	Replacmrt / Radiographic Insp	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
98-12-09	Engine Fuel Manifold Replmt	E.O. J32-7310-001 R2	N/A	N/A	07/18/98	N/A	N/A	N/A
02-21-15	Second Stage Turbine Stator	N/A By Part Number	N/A	N/A	N/A	N/A	N/A	N/A
02-25-02	Repaired 1st Stage Compressor Impeller	N/A BY MODEL NUMBER	N/A	N/A	N/A	N/A	N/A	N/A

0/20/04

AD Compliance Report

NGINE: P66357C

lake: Allied Signal Model: TPE331-12UHR Serial#: P66357C

ng(s):

RECURRING

AD No.	SUBJECT	METHOID OF COMPLIANCE	RECURRING YES	RECURRING TIME	COMPLIANCE DATE	COMPLIANCE HOURS	NEXT DUE DATE	NEXT DUE HOURS
02-12-09	OIL SAMPLE	S.O.A.P.(Every 80-120 Engine Hrs.)	XX		10/5/04	12862.9		12962.9

ENGINE

AD No.	SUBJECT	METHOID OF COMPLIANCE	RECURRING YES	RECURRING NO	COMPLIANCE DATE	COMPLIANCE HOURS	NEXT DUE DATE	NEXT DUE HOURS
70-04-04	High speed pinion gear shaft	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
70-16-09	High speed pinion assembly	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
70-19-02	High speed pinion bearings	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
71-05-07	High speed pinion assembly	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
73-26-07R3	Fuel pump and coupling shaft	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
74-10-10	Fuel control assembly mounting	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
74-24-05	Prop pitch control sleeve pin	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
75-10-05	Torque sensor mounting arm	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
76-16-01	High speed pinion brg. Oil tube	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
78-05-02	Prop pitch control cam pin	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A

AD Compliance Report

ENGINE: P66357C

Make: Allied Signal Model: TPE331-12UHR Serial#: P66357C

Eng(s):

ENGINE (cont.)

AD No.	SUBJECT	METHOID OF COMPLIANCE	RECURRING		COMPLIANCE		NEXT DUE	
			YES	NO	DATE	HOURS	DATE	HOURS
78-25-08R3	Fuel control drive gear chain	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
79-12-04	Third stage turbine wheels	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
84-01-04	Third stage turbine wheels	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
84-10C6R1	Fuel Pump	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
86-08-06R1	Second stage turbine rotor	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
87-19-02	Third Stage stator assembly	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
88-12-10	Second stage turbine rotors	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
89-07-07R1	Turbine Failure	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
91-04-02	Third stage stator assemblies	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
92-02-19	Fuel manifold leak	Superseded by AD 93-02-01		N/A	N/A	N/A	N/A	N/A
92-26-07	Loss of propeller control	Superseded by AD 93-15-11		XX	1/18/93	236.2	N/A	N/A
92-26-08	Third stage stator assemblies	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
93-02-01	Fuel spraying	SB TPE331-73-0198R1		XX	4/14/93		N/A	N/A
93-05-09	Turbine stator assemblies	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
93-15-11	Prop control loss	SB TPE331-A72-0857		XX	10/08/93		N/A	N/A
94-09-08	Turbine wheel failure	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
94-26-07	Fuel control	N/A Part number not installed	N/A	N/A	1/13/95		N/A	N/A
95-16-08	Turbine rotor failure	N/A Records ~Review~		XX	09/29/95	4389.4	N/A	N/A
96-06-11	Engine compressor	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
97-15-10	Inlet Temp Sensor	S/B 73-0235	N/A	XX	4/22/98		N/A	N/A
98-04-15	Replacmnt / Radiographic Insp	N/A Model, Serial Number	N/A	N/A	N/A	N/A	N/A	N/A
98-12-09	Engine Fuel Manifold Replmt	E.O. J32-7310-001 R2	N/A	N/A	7/7/98	5809.4	N/A	N/A
02-21-15	Second Stage Turbine Stator	N/A By Part Number	N/A	N/A	N/A	N/A	N/A	N/A
02-25-02	Repaired 1st Stage Compressor Impeller	N/A BY MODEL NUMBER	N/A	N/A	N/A	N/A	N/A	N/A

AD Compliance Report

Registration #: N875JX PROPELLER

Make: Jetstream Model: JS3201 Serial #: 875

RECURRING

AD No.	SUBJECT	SERIAL #	METHOD OF COMPLIANCE	RECURRING YES	RECURRING NO	COMPLIANCE DATE	COMPLIANCE HOURS	NEXT DUE DATE	NEXT DUE HOURS

PROPELLER

AD No.	SUBJECT	SERIAL #	METHOD OF COMPLIANCE	RECURRING YES	RECURRING NO	COMPLIANCE DATE	COMPLIANCE HOURS	NEXT DUE DATE	NEXT DUE HOURS
00-15-10	Eddy Current Insp.	000477	EO J32-6110-002R3 Terminating Action Part B		XX	06/29/01		XX	XX
00-15-10	Eddy Current Insp.	940962	EO J32-6110-002R3 Terminating Action Part B		XX	1/14/02		XX	XX
03-13-17	T&W Overhaul	000477	N/A BY OVH. VENDOR		XX	7/4/03		XX	XX
03-13-17	T&W Overhaul	940962	N/A BY OVH. VENDOR		XX	7/4/03		XX	XX
03-15-01	NDT Blades For Cracks		N/A By Model Number		XX	7/17/03		XX	XX

10/20/04

AD Compliance Report

Registration #: N875JX

Make: Jetstream | Model: JS3201 | Serial #: 875

Eng(s): TPE-331 | Eng Serial #(s):

RECURRING

AD No.	SUBJECT	SERIAL #	METHOD OF COMPLIANCE	RECURRING YES	RECURRING TIME	COMPLIANCE DATE	COMPLIANCE HOURS	NEXT DUE DATE	NEXT DUE HOURS
97-10-05	MLG Pintle to Cylinder Insp. For Cracks	(LH) BADL587	SB 32-JA960142	XX	1200c	4/21/04	27996 tac 28809csn	N/A	29196tac 30009csn
97-10-05	MLG Pintle to Cylinder Insp. For Cracks	(RH) BADL738	SB 32-JA960142	XX	1200c	9/1/04	28717tac 23729 csn	N/A	29917tac 24929csn
98-12-23(b)	NLG toggle measurement	BADL301	EO J32-320-001R1		XX	07/10/97	20020tac 8933 csn	XX	XX

LANDING GEAR

AD No.	SUBJECT	SERIAL #	METHOD OF COMPLIANCE	RECURRING YES	RECURRING NO	COMPLIANCE DATE	COMPLIANCE HOURS	NEXT DUE DATE	NEXT DUE HOURS

ATTACHMENT G

Approved Vendor List for Instrument Tech Corp.

CORPORATE AIRLINES

Approved Vendor List
Repair/Overhaul and Substantial Maintenance

VENDOR	ADDRESS	INITIAL AUDIT DATE	DESCRIPTION OF WORK	LAST AUDIT NEXT DUE	LAST SURVEY NEXT DUE	DRUG PLAN NO.
HRD Oxygen/Aero Systems, Inc. *sched* *auditor*	24907 Anza Drive Valencia CA 91355 *contact* Donna Schrey *phone* 877-473-2376 x726 *fax* 661-295-0672 *cert no.* HR7R085J/YN2R325L		Oxygen Bottles, Oxygen Masks, Fire Bottles	1/30/2002	01/31/05	E-WP-00007-U
Instrument Tech Corp. *sched* *auditor* DME	15060 Beltwood Parkway E. P.O. Box 1027 Addison, TX 75001 *contact* Melvin Barker *phone* 972-458-8785 *fax* 972-458-8789 *cert no.* RT1R464K		Radio- Instruments (TCAS)	11/5/1998	08/31/05	E-SW-00206-U
International Governor Services*** *sched* *auditor*	7290 West 116th Place Broomfield CO 80020 *contact* Dar Ankarlo *phone* 303-464-0043 *fax* 303-464-0044 *cert no.* 1G0R976N		Ltd. Propeller, Ltd. Accessory, Prop Governor	Temporary Approval Pending On-Site Audit	Pending	E-SW-00421-U

**Indicates Company Name Change - **Indicates Certificate Number Change - ***Indicates Temporary Vendor Approval*

ATTACHMENT H

Mechanical Reliability Reports Years 2000 to 2004 (Current)

Maintenance Documentation
For Flight 5966 – 10/19/04
Corporate Airlines, Inc. (O3XA)
BAE-3201 - N875JX

These are copies for Official Use Only.

Mechanical Reliability Reports Years 2000 to 2004 (Current)

U.S. Department of Transportation

Federal Aviation Administration

Service Difficulty Report

AERONAUTICAL EQUIPMENT

OPERATOR CONTROL NUMBER
FJT00108753

FAA CONTROL NO.
ATA CODE
72-10

MAJOR EQUIPMENT IDENTITY

Enter pertinent data	MANUFACTURER	MODEL	SERIAL NO.	A/C TT	A/C TC
AIRCRAFT	Jetstream	JS3201	875	16402.3	21220
POWERPLANT	Garrett	TPE-331-12	P-66268C	12672.1	14894
PROPELLER	McCauley	4HFR34C653	N/A	N/A	N/A

PROBLEM DESCRIPTION

DATE	STATUS	OPER. DESIG.	OPER TYPE	A/C N NUMBER	PREC. PROCED.	NATURE	STAGE OF FLIGHT	STATION	FLIGHT #
10/17/00	S	FJTA	CARRIER	875JX	E	R/J	CR	UIN	7835

Discrepancy/Corrective Action:

REFERENCE SRD FJT00108751:
WHILE EN-ROUTE FROM STL TO UIN AT AN ALTITUDE OF 4,000 FT THE R/H ENGINE EGT AND TORQUE INSTRUMENTS BEGAN TO FLUCTUATE. THE AIRCRAFT YAWED AND CONTINUED TO DO SO. NORMAL PROCEDURES WERE FOLLOWED AND THE ENGINE REMAINED UNCONTROL-LABLE. THE R/H ENGINE WAS SHUT DOWN. THE CREW DECLARED AN EMERGENCY. THE AIRCRAFT LANDED SAFELY AT UIN WITHOUT FURTHER INCIDENTS.

ENGINE RUNS WERE PERFORMED, WAS UNABLE TO DUPLICATE THE PROBLEM WITH THE TTL COMPUTER TURNED OFF. THE CREW MEL,D THE TTL AND THE AIRCRAFT CONTINUED IN SERVICE. THIS ENGINE/AIRCRAFT HAS A HISTORY OF FALSE TEMPERATURE AND TORQUE INDICATIONS (9/20/00 & 9/24/00). THE AIRCRAFT RETURNED TO STL. ENGINE RUNS AND INSPECTION OF THE INDICATING SYSTEM WAS PERFORMED AND NO DISCREPANCIES NOTED. THE AIRCRAFT ARRIVED MQY FROM STL, AND THE TTL VALVE WAS REPLACED AND THE MEL CLEARED. THE AIRCRAFT WILL RETURN TO MQY FOR FURTHER TROUBLESHOOTING AND INSPECTION OF THE ENGINE INDICATING SYSTEM.

THE AIRCRAFT RETURNED TO MQY 10/6/00, FOR FURTHER INSPECTION. THE EGT HARNESS WAS CHAFED CAUSING AN INTERMITTENT SHORT IN THE EGT INDICATING CIRCUIT. THIS CAUSED THE EGT TEMPERATURE GAUGE TO FLUCTUATE THUS CAUSING THE TTL TO RESPOND AND CAUSE ENGINE SURGING. THE HARNESS WAS REPAIRED I/A/W BAE SB 77-JA910271. NO REPEATS SINCE REPAIR OF THE EGT HARNESS.

SPECIFIC PART CAUSING PROBLEM

PART NAME	MFG. PART NUMBER	SERIAL #	PART CONDITION	PART/DEFECT LOC.
EGT HARNESSS	N/A	N/A	CHAFED	R/H NACELLE

PART TOTAL TIME	PART TOTAL CYCLES	PART TIME SINCE:	Overhaul / Repair / Inspection
UNK	UNK	126.7	

COMPONENT NAME	COMPONENT MANUFACTURER	COMPONENT PART #	COMPONENT SERIAL #

COMPONENT TOTAL TIME	COMPONENT TOTAL CYCLES	COMPONENT TIME SINCE:	Overhaul / Repair / Inspection

SUBMITTED BY

NAME	SUB. CODE	DIST. OFF.	ALERT FILM
CORPORATE AIRLINES INC. 694 FITZHUGH BLVD. SMYRNA, TN 37167			

Maintenance Reliability Report

AERONAUTICAL EQUIPMENT

FAA CONTROL NO.
ATA CODE
7710

OPERATOR CONTROL NUMBER
FJT01018751

MAJOR EQUIPMENT IDENTITY

Enter pertinent data	MANUFACTURER	MODEL	SERIAL NO.	A/C TT	A/C TC
AIRCRAFT	Jetstream	JS3201	8755	16889.9	21999
POWERPLANT	Garrett	TPE-331-12	P66268	13159.7	15674
PROPELLER	McCauley	4HFR34C653	N/A	-	-

PROBLEM DESCRIPTION

DATE	STATUS	OPER. DESIG.	OPER TYPE	A/C N NUMBER	PREC. PROCED.	NATURE	STAGE OF FLIGHT	STATION	FLIGHT #
1-30-01	C	FJTA	CARRIER	875JX	E	R	CR	TBN	7842

Discrepancy/Corrective Action:
AIRCRAFT WAS EN-ROUTE FROM TBN TO STL WHEN THE R/H ENGINE STARTED TO HAVE TORQUE AND TEMPERATURE FLUCTUATE. THE AIRCRAFT YAWED. NORMAL PROCEDURES WERE FOLLOWED AND THE ENGINE WAS SHUT DOWN. THE AIRCRAFT LANDED SAFELY AT STL WITHOUT FURTHER INCIDENTS.

ENGINE GROUND RUNS CONFIRMED THE FLUCTUATING TORQUE AND TEMP. THE TTL COMPUTER WAS TURNED OFF AND THE ENGINE THEN MAINTAINED A CONSTANT TORQUE AND TEMP. THE AIRCRAFT WAS FERRIED FROM STL TO MQY WITH THE TTL OFF FOR REPAIR. ON ARRIVAL AT MQY, SEVERAL ENGINE RUN WERE PERFORMED. WAS UNABLE TO DUPLICATE THE FLUCTUATIONS WITH OR WITHOUT THE TTL COMPUTER ON LINE. FURTHER INSPECTION REVEALED THAT THE CANNON PLUG TO THE TTL VALE DID NOT HAVE A BACKSHELL INSTALLED THIS EXPOSED THE INTERNAL PINS TO MOISTURE AND THUS ALLOWING THE PINS TO SHORT. THE CANNON PLUG WAS REPAIRED AND THE AIRCRAFT RETUNED TO SERVICE.

RE: FJT00108753 SDR ATA 72-10

SPECIFIC PART CAUSING PROBLEM

PART NAME	MFG. PART NUMBER	SERIAL #	PART CONDITION	PART/DEFECT LOC.
CONNECTOR	KPT06P8-4S	N/A	MISSING BACKSHELL	R/H ENGINE COMPARTMENT

PART TOTAL TIME	PART TOTAL CYCLES	PART TIME SINCE:		
UNK	UNK	175 HRS.		Overhaul
				Repair
			X	Inspection

COMPONENT NAME	COMPONENT MANUFACTURER	COMPONENT PART #	COMPONENT SERIAL #
TORQUE LIMITER VALVE	WOODWARD	897457-5	86-08265-1291

COMPONENT TOTAL TIME	COMPONENT TOTAL CYCLES	COMPONENT TIME SINCE:		
UNK TSO-1136.3	N/A	1136.3		Overhaul
			X	Repair
				Inspection

SUBMITTED BY

NAME	SUB. CODE	DIST. OFF.	ALERT FILM
Corporate Airlines 693 Fitzhugh Blvd., Symrna, TN 37167			

Maintenance Reliability Report

AERONAUTICAL EQUIPMENT

FAA CONTROL NO.
ATA CODE
76-10

OPERATOR CONTROL NUMBER
O3X01128751

MAJOR EQUIPMENT IDENTITY

Enter pertinent data	MANUFACTURER	MODEL	SERIAL NO.	A/C TT	A/C TC
AIRCRAFT	Jetstream	JS3201	875	16001.4	23782
POWERPLANT	Garrett	TPE-331-12	P66365	8242.8	13686
PROPELLER	McCauley	4HFR34C653	N/A	N/A	N/A

PROBLEM DESCRIPTION

DATE	STATUS	OPER. DESIG.	OPER TYPE	A/C N NUMBER	PREC. PROCED.	NATURE	STAGE OF FLIGHT	STATION	FLIGHT #
12/06/01	C	O3XA	CARRIER	876JX	O	R	AT-GATE	CGI	5400

Discrepancy/Corrective Action:
AIRCRAFT PREPARED TO DEPART GATE, AS THE POWER LEVERS WERE PUSHED FORWARD, THE CREW NOTICED THAT THE L/H ENGINE WAS NOT RESPONDING TO THE INPUT. DURING INSPECTION BY MAINTENANCE PERSONNEL, THE L/H POWER LEVER CABLE WAS FOUND SHEARED. THE CABLE HAD SHEARED APPROX. 12 INCHES FROM THE ATTACHMENT POINT OF THE POWER LEVER ARM WHERE THE FIRST UNDER FLOOR CABLE PULLEY IS LOCATED.

THESE CABLES ARE SUBJECT OF AIRWORTHINESS DIRECTIVE 91-15-06 (10,000 CY LIFE LIMIT). THIS CABLE HAD 6125 CYCLES REMAINING.

THE CABLE WAS REPLACED WITH NEW TYPE P/N 1379164E408 AND THE AIRCRAFT RETURNED TO SERVICE.

SPECIFIC PART CAUSING PROBLEM

PART NAME	MFG. PART NUMBER	SERIAL #	PART CONDITION	PART/DEFECT LOC.
CABLE	13769E432	N/A	BROKEN	UNDER COCKPIT FLOOR

PART TOTAL TIME	PART TOTAL CYCLES	PART TIME SINCE:		
26122 HRS	3875 ?	1990.6 HRS / 3053 CYCLES		Overhaul
				Repair
				Inspection

COMPONENT NAME	COMPONENT MANUFACTURER	COMPONENT PART #	COMPONENT SERIAL #
CABLE	BRUNTONS AERO	13769E432	N/A

COMPONENT TOTAL TIME	COMPONENT TOTAL CYCLES	COMPONENT TIME SINCE:		
26122 HRS	3875	1990.6 HRS / 3053 CYCLES		Overhaul
				Repair
			X	Inspection

SUBMITTED BY

NAME	SUB. CODE	DIST. OFF.	ALERT FILM
Corporate Airlines 693 Fitzhugh Blvd., Symrna, TN 37167			

U.S. Department of Transportation

Federal Aviation Administration

Service Difficulty Report

AERONAUTICAL EQUIPMENT

FAA CONTROL NO.	
ATA CODE	72-10

OPERATOR CONTROL NUMBER: FJT00108751

MAJOR EQUIPMENT IDENTITY

Enter pertinent data	MANUFACTURER	MODEL	SERIAL NO.	A/C TT	A/C TC
AIRCRAFT	Jetstream	JS3201	875	16402.3	21220
POWERPLANT	Garrett	TPE-331-12	P-66268C	12672.1	14894
PROPELLER	McCauley	4HFR34C653	N/A	N/A	N/A

PROBLEM DESCRIPTION

DATE	STATUS	OPER. DESIG.	OPER TYPE	A/C N NUMBER	PREC. PROCED.	NATURE	STAGE OF FLIGHT	STATION	FLIGHT #
10/4/00	O	FJTA	CARRIER	875JX	E	R/J	CR	UIN	7835

Discrepancy/Corrective Action:

WHILE EN-ROUTE FROM STL TO UIN AT AN ALTITUDE OF 4,000 FT THE R/H ENGINE EGT AND TORQUE INSTRUMENTS BEGAN TO FLUCTUATE. THE AIRCRAFT YAWED AND CONTINUED TO DO SO. NORMAL PROCEDURES WERE FOLLOWED AND THE ENGINE REMAINED UNCONTROL-LABLE. THE R/H ENGINE WAS SHUT DOWN. THE CREW DECLARED AN EMERGENCY. THE AIRCRAFT LANDED SAFELY AT UIN WITHOUT FURTHER INCIDENTS.

ENGINE RUNS WERE PERFORMED, WAS UNABLE TO DUPLICATE THE PROBLEM WITH THE TTL COMPUTER TURNED OFF. THE CREW MEL,D THE TTL AND THE AIRCRAFT CONTINUED IN SERVICE. THIS ENGINE/AIRCRAFT HAS A HISTORY OF FALSE TEMPERATURE AND TORQUE INDICATIONS (9/20/00 & 9/24/00). THE AIRCRAFT RETURNED TO STL. ENGINE RUNS AND INSPECTION OF THE INDICATING SYSTEM WAS PERFORMED AND NO DISCREPANCIES NOTED. THE AIRCRAFT ARRIVED MQY FROM STL, AND THE TTL VALVE WAS REPLACED AND THE MEL CLEARED. THE AIRCRAFT WILL RETURN TO MQY FOR FURTHER TROUBLESHOOTING AND INSPECTION OF THE ENGINE INDICATING SYSTEM. SUSPECT NO CONCLUSIVE CORRECTIVE ACTION TO DATE.

SPECIFIC PART CAUSING PROBLEM

PART NAME	MFG. PART NUMBER	SERIAL #	PART CONDITION	PART/DEFECT LOC.

PART TOTAL TIME	PART TOTAL CYCLES	PART TIME SINCE:	☐ Overhaul ☐ Repair ☐ Inspection

COMPONENT NAME	COMPONENT MANUFACTURER	COMPONENT PART #	COMPONENT SERIAL #

COMPONENT TOTAL TIME	COMPONENT TOTAL CYCLES	COMPONENT TIME SINCE:	☐ Overhaul ☐ Repair ☐ Inspection

SUBMITTED BY

NAME	SUB. CODE	DIST. OFF.	ALERT FILM
CORPORATE AIRLINES INC. 694 FITZHUGH BLVD. SMYRNA, TN 37167			

ATTACHMENT I

Deferred Maintenance History and Delay/Cancellation Report

CORPORATE AIRLINES

DEFERRED MAINTENANCE HISTORY

ATA CODE	*AIRCRAFT ID*	*STN*	*DMI#*	*REPORTED / CLEARED*	*MEL*	*MEL CAT*	*PROBLEM*	*FINAL ACTION*
210000	N936AE	IRK	93	9/3/2004 9/3/2004	213	C	DURING CRUISE FLIGHT LH TEMP CONTROLLER IN FULL DECREASE MODE WOULD□□CALUSE O TEMP LIGHT	GRD RAN AC IN MANUAL AND AUTO MODES IN FULL DECREASE AND INCREASE AND□□FOUND SYSTEM TO BE OPERATING NORMALLY NO DEFECTS NOTED OK FOR SERVICE□□THIS ACTION CLEARS MEL
	N871JX	STL	838	8/27/2004 9/2/2004	219	C	PRESSURIZATION WILL NOT HOLD CABIN ALT AT 12000 MSL WITH THE FLOWS□□SELECTORS AT 10 MAX THE CABIN ALTITUDE SET AT 600 ' CADIN ALT THE CABIN□□ALTITUDE CONTINUED TO CLIMB 4000'	CLEAR MEL 2192 AUTH 838DC REMOVED AND REPLACED PRESURIZATION CONTROLLER
	N926AE	BNA	913	9/5/2004 9/10/2004	2113	D	FREON AC NOT WORKING BLOWER WORKS BUT FREON UNIT NOT RUNNING OR AL LALSO □ IMMITING ODER WHEN FRESH IS SELECTED	REMOVED AND RPELCED FREON AC COMPRESSOR CONDENSOR MODULE AND BINARY PRESS□□SWITCH OK FOR SERVICE MEL CLEARED
	N936AE	MQY	843	9/6/2004 9/4/2004	2113	D	FREON AIR INOP	TIGHTENED AC FREON FAN BLADE CLEARED MEL 21-13 AUTH 843 OK RETURN TO SERVICE
	N880TE	STL	916	9/6/2004 9/16/2004	219	C	PRESSURIZATON VERY ERRATIC PRESSURIZED ON THE GRD CLIMBS AND DECSENDS 1000' PER MIN WHEN FLOWS ARE TURNED ON	CLEAR MEL 219 AUTH 916DC REMOVED AND REPLACED PRESSURIZATION CONTROLLER
230000	N936AE	MQY	911	9/3/2004 9/3/2004	238	A	CVR WILL NOT TEST	RESET INERTIA SWITCH CVR TEST GOOD OK FOR FLIGHT MEL CLEARED
	N944AE	MQY	925	9/9/2004 9/11/2004	238	A	CVR TEST OUT OF GREEN ARC	REMOVED AND REPLACED CVR OPS CHECKS GOOD THIS ACTION CLEARS MEL 2300
	N875JX	BNA	906	9/3/2044 9/4/2004	236	C	1 STATICD WICK BROKEN ON R AILERON	REMOVED AND REPLACED BROKEN RH AILERON STATIC WICK THIS ACTION CLEARS MEL 23-6 AUTH 9-06-C
240000	N937AE	UIN	947	9/27/2004 9/27/2004	242	B	RH GEN CAPTAIN LIGHT WONT TEST	REPLACED BULB OPS CHECK OK THIS ACTION CLEARS MEL 24-2

ATA CODE	AIRCRAFT ID	STN	DMI#	REPORTED / CLEARED	MEL	MEL CAT	PROBLEM	FINAL ACTION
260000	N917AE	IRK	917	9/6/2004 9/6/2004	2604	A	ENROUTE OT IRK SMODE CAP LIGHT ILLUMINATED FOLLOWED ZRC CHECK LIST SMOKE□□CAP EXTINGUISHED AFT CARGO INSPECED AND NO SMOKE FOUND	RESEATED CANNON PLUG OPPS CHECK GOOD THIS ACTION CLEARS MEL 2604
270000	N921AE	STL	935	9/19/2004 9/20/2004	273	C	BOTH PWR LEVERS TRAVEL FORWARD OF GRD IDLE WHILE ON GUST LOCKS AND GET□□STUCK WILL NOT GO INTO REVERSE IN THIS SITUATION	ADJUSTED POWER LEVER TO GUST LOCK LEVER INTERCONNECTION ROD OPS CHECK□□GOOD OK FORSER SERVICE CLEARED EML 273 AUTH 935MC
290000	N917AE	STL	919	9/6/2004 9/16/2004	291	C	ON FINAL APPROACH TO STL RH HYD PRESSURE INDICATION WAS AT ZERO FOR 25□□SECONDS THEN FLUCTUATED BACK TO NORMAL SYSTEMS PRESSURE	REMOVED AND RPELACED RH HYDRAULIC PRESSURE TRANSMITTER OPS CHECK GOOD□□THIS ACTION CLEAR MEL
300000	N926AE	MQY	95	9/7/2004 9/7/2004	3045	C	RH ENGINE ANTIICE INOP	FOUND RH ANTI ICE VALVE CANNON PLUG LOOSE CLEANED CANNON PLUG REATTACHED□□SAFETED GRD RAN AC OPS CHECK GOOD CLEARED MEL 3045
	N875JX	STL	924	9/8/2004 9/9/2004	30-1	C	VERTICEL STAND BOOT HAS DAMAGE EXCEEDING REPAIRABLE LIMITS	EVALUATED VERT BOOT REPAIRED CLEARED MEL 301 AUTH 924DC OK RETURN TO□□SERVICE
	N944AE	STL	933	9/15/2004 9/15/2004	301	C	RH HORIZONTAL STAB BOOT INOP	REMOVED AND RPELACED RH HORIZONTAL STAB LEADING EDGE THIS CLEARS MEL
310000	N871JX	STL	921	9/7/2004 9/8/2004	3311	D	RH LOWER TAIL FLOOD LIGHTS INOP	REMOVED AND REPLACED RH LOWER TAIL FLOOD LIGHT BULBS OPS CHECK GOOD THIS□□ACTION CLEARS MEL
330000	N944AE	BNA	940	9/24/2004 9/24/2004	33092	C	RH LANDING LIGHT BURNT OUT	FOUND TERMINAL END BROKEN REPLACEDTERMINAL END OPS CHECK GOOD THIS ACTION□□CLEARS MEL 33092 AUTH 940C REMOVED FROM MDR
	N871JX	BNA	930	9/11/2004 9/12/2004	33-3	C	LH ICE LIGHT INOP	REMOVED AND REPLACED ICE LIGHT OPS CHECKS GOOD THIS ACTION CLEARS MEL□□33-3
	N936AE	BNA	917	9/5/2004 9/5/2004	3301	C	FO GRIMES LIGHT CAUSES FLT DK VEST LIGHT CIRCUIT BREAKER TO POP	REPLACED FO GRIMES LIGHT ASSEMBLY CLEARED MEL 3301 OK RETURN TO SERVICE

ATA CODE	AIRCRAFT ID	SIN	DMH	REPORTED / CLEARED	MEL	MEL CAT	PROBLEM	FINAL ACTION
610000	N933CX	BNA	939	9/26/2004 9/30/2004	611	C	PROP SYNC INOP	REMOVED AND RPELACED RH PROP GOVENOR GRND RAN AC LEAK CHECK AND OPPS CHECK OF PROP SYNC GOOD CLEARED MEL 6101
730000	N937AE	STL	912	9/5/2004 9/6/2004	732	C	RH FUEL CAP LIGHT OUT	REMOVED AND REPLACED CAP PANNEL THIS ACTION CLEARS MEL 73-2
	N880TE	CGI	931	9/13/2004 9/14/2004	732	C	RH FUEL CAP LIGHT BURNED OUT	REMOVED AND REPLACED RH FUEL CAPTION LIGHT BULBS THIS ACTION CLEARS MEL 73-2
	N936AE	IRK	92	9/3/2004 9/3/2004	73-1	C	WHILE INFLIGHT RH FUEL FLOW METER WOULD DROP 300LBS FOR A FEW SECONDS THROUGHOUT FLIGHT	FOUND FUEL FLOW XMITTER CANNON PLUG LOOSE TIGHTENED CANNON PLUG GRD RAN AC THROUGHOUT ALL PARAMETER NO DEFECTS NOTED THIS ACTION CLEARS MEL 73-1
	N936AE	BNA	910	9/5/2004 9/1/2004	7301	C	RT SIDE FUEL FLOW METER FLUCTUATES -300 NO OTHER DEFECTS NOTED	REPLACED RH FUEL FLOW METER CLEARED MEL 7301 OK RETURN TO SERVICE
740000	N938AE	TRI	90056	9/29/2004 9/30/2004	742	C	L AUTO IGNITION TEST LIGHT DOES NOT COME ON WHEN TESTED	CLEANED OIL FROM CANNON PLUG AUTO IGNITION TEST SWITCHOPS CK GOOD THIS CLEARS MEL
760000	N875JX	STL	932	9/14/2004 9/21/2004	762	C	LH ENGINE DROPPED TORQUE FROM 80% TO 40%	FCF PASSED CLEAR MEL 762 AUTH 932DC
	N924AE	MQY	842	8/29/2004 9/6/2004	761	C	LH EGT GAUGE TICKS AT HIGH ALTITUDE AND TEMP NO YAW GAUGE ONLY SRL OFF NO TICKING	FCF PASSED THIS ACTION CLEARS MEL 76-1
	N880TE	MQY	927	9/10/2004 9/13/2004	761	C	RH ENGINE WONT AUTO START	REMOVED AND REPLACED RH ENG PROP GOV MONOPOLE PICKUP GRD RAN SYSTEM OPS CHECK GOOD
	N880TE	CGI	928	9/10/2004 9/13/2004	761	C	INFO TO MAINT ENROUTE FROM MQU CGI LEFT SRL CAP LIGHT ILLUMINATED CONTACTED DISPATCH THEN CREW PLACARDED PER MEL 76-1 AUTH 928DC	CLEARED MEL 76-1 AUTH 928DC REMOVED AND REPLACED LH MANUAL START SELECTOR SWITCH OK FOR SERVICE

Corporate Airlines
Delay/Cancelation Report

Aircraft	Date	Flt. No.	STA	CDI	Delay Mins	Flts Canceled	Flts Delayed	CDI Cause
21	**Air Conditioning**							
N933CX	9/23/20	5925	BNA	D	14	0	1	Air off light
			Subtotal		14	0	1	
26	**Fire Protection**							
N924AE	9/6/200	5989	STL	C	0	2	0	RH firebell
			Subtotal		0	2	0	
27	**Flight Controls**							
N875JX	9/3/200	5932	BNA	D	72	0	1	RH inboard aft hinge fairing broken
			Subtotal		72	0	1	
29	**Hydraulic Power**							
N933CX	9/26/20	5925	BNA	D	35	0	1	Hydraulic pressure indication
			Subtotal		35	0	1	
32	**Landing Gear**							
N936AE	9/28/20	5967	IRK	C	0	1	0	Brake pressure reducer
N944AE	9/22/20	5959	STL	C	0	1	0	RH MLG strut leak
N936AE	9/27/20	5966	STL	C	0	1	0	Brake pressure reducer
N944AE	9/23/20	5952	BRL	C	0	1	0	RH MLG leak
N924AE	9/27/20	5999	STL	D	18	0	1	Low main tire
			Subtotal		18	4	1	
34	**Navigation**							
N937AE	9/20/20	5997	STL	D	18	0	1	VOR wanders 10°
N921AE	9/1/200	5941	STL	C	0	2	0	Both transponders failed
N936AE	9/7/200	5948	BNA	D	20	0	1	Compass split
			Subtotal		38	2	2	
52	**Doors**							
N937AE	9/22/20	5951	STL	C	0	3	0	Cracked door
			Subtotal		0	3	0	
71	**Power Plant**							
N921AE	9/27/20	5957	STL	D	40	0	1	Missing nutplate

Corporate Airlines
Delay/Cancelation Report

10/18/2004

Aircraft	Date	Flt. No.	STA	CDI	Delay Mins	Flts Canceled	Flts Delayed	CDI Cause
			Subtotal		40	0	1	
73 Engine Fuel & Combustion								
N875JX	9/20/20	5933	ATL	D	66	0	1	Replaced o-ring on fuel line LH engine
			Subtotal		66	0	1	
77 Engine Indicating								
N875JX	9/25/20	5914	STL	C	0	2	0	Low power
			Subtotal		0	2	0	
79 Oil								
N880TE	9/6/200	5944	EVV	C	0	4	0	RH oil leak
			Subtotal		0	4	0	
80 Starting								
N880TE	9/12/20	5903	STL	C	0	4	0	Engine starting
			Subtotal		0	4	0	
			Total		283	21	8	

ata	ac_id	date	problem	action
	N880TE	9/15/2004	CAPTAINS HAND MIC WILL NOT TRANSMIT	CLEANED HAND MIC JACK OPS CHECKS GOOD
	N880TE	9/15/2004	SPARE HEADSET IS MISSING RUBBER EAR CUPS	REPLACED EAR CUPS
	N933CX	9/21/2004	PAX BRIEFER CORPORATE AIRLINES NOT AMERICAN	REPROGRAMMED PAX BRIEFER WITH AMERICAN CONNECTION BRIEFING
	N926AE	9/30/2004	LH MAIN GEAR DOOR REAR GROUNDING STRAP DISCONNECTED	REATTACHED DOOR BONDING STRAP OK FOR SERVICE
240000				
	N880TE	9/10/2004	REPLACED LH ENG START CONTACTOR FOR TROUBLESHOOTING PURPOSES	REMOVED AND REPLACED #1 ENG START CONTACTOR NO HELP
	N880TE	9/10/2004	TRANSFER STARTER GENERATOR LH TO RH FOR TS PURPOSES	SWAPPED STARTERS GEN NO HELP
	N880TE	9/15/2004	LH LP COCKS SWITCH IS CHIPPED ON LOWER SWITCH IS CHIPPED ON LOWER LH [illegible] CORNER WHICH ALLOWS IT TO SLIP PAST THE GUARD	REMOVED AND REPLACED SWITCH
	N871JX	9/19/2004	VOLTMETER IN THE BATT POSITION SHOWS 0 VOLTS W/BATT MASTER IN THE INT[illegible] POSITION THE BATTERY IS POWERING THE AC	REMOVED AND REPLACED VOLTMETER FUSE OPS CHECKS GOOD
	N937AE	9/27/2004	RH GEN CAPTAIN LIGHT WONT TEST	REPLACED BULB OPS CHECK OK THIS ACTION CLEARS MEL 24-2
250000				
	N871JX	9/6/2004	THE TOP BOLT FOR BAGGAGE DOOR LATCH DOWNLOCK WILL NOT [illegible]	FREED LATCH AND OPERATED SEVERAL TIMES
	N936AE	9/6/2004	LEATHER STRAP NOT ATTACHED AT TOP OF PAX DOOR	REATTACHED LEATHER TO PAX DOOR CABLE
	N938AE	9/11/2004	LH PILOTS SEAT IN FULL FORWARD POSITION	SECURED LOOSE HARDWARE ON PILOTS SEAT OPS CHECK GOOD
	N880TE	9/15/2004	AIRWORTHINESS CERTIFICATE FELL OFF BULKHEAD	REATTACHED CERTIFICATE HOLDER
	N938AE	9/16/2004	AFT BAGGAGE DOOR UPPER SHOOT BOLT PLACARD MISSING	REPLACED MISSING PLACARDS ON AFT BAGGAGE DOOR AS NEEDED
	N933CX	9/17/2004	EMERGENCY GEAR HANDLE PACKET IS REVERSED	REMOVED AND CORRECTLY INSTALLED EMERG GEAR HANDLE CLIPS
	N938AE	9/26/2004	AFT BAGGAGE COMPARTMENT MISSING MAX WEIGHT LIMIT PLACARD	INSTALLED AFT BAGGAGE COMPARTMENT WEIGHT LIMIT PLACARD OK FOR SERVICE
	N938AE	9/26/2004	CA SIDE SEAT WILL NOT MOVE FOR OR AFT	REMOVED AND REPLACED CA SEAT
	N938AE	9/26/2004	CENTER ISLE AFT CARPET TORN	REMOVED AND REPLACED CENTER ISLE AFT CARPET OK FOR SERVICE
	N938AE	9/26/2004	EMERGENCY HYDRAULIC HAND PUMP COVER CABLE BROKE	RESECURED EMERGENCY HYDRAULIC HAND PUMP COVER CABLE OK FOR SERVICE

ata	ac_id	date	problem	action
	N933CX	9/27/2004	CAPTAINS SEAT WILL NOT ADJUST FORWARD /AFT	LUBRICATED CAPTAINS SEAT
	N933CX	9/28/2004	COCKPIT CURTAIN IS MISSING	REPLACED FLIGHT DECK CURTAIN AS NEEDED
	N924AE	9/29/2004	CAPT SEAT IS DIFFICULT TO ADJUST FOR E AND AFT	LUBRICATED AND CLEANED SEAT
	N924AE	9/29/2004	FO SIDE COIN FLOOR MAT HAS SLID FORWARD	REPOSITIONED FO SIDE FLOOR COIN MAT
	N936AE	9/29/2004	CANNED FLIGHT DECK CURTAIN FOR 933CX	REPLACED COCKPIT CURTAIN
	N933CX	9/30/2004	AFT CARGO DOOR SHOOT BOLTS LOOSE INOP	TIGHTENED AFT CARGO DOOR SHOOT BOLTS
260000				
	N917AE	9/6/2004	ENROUTE OT IRK SMODE CAP LIGHT ILLUMINATED FOLLOWED ZERO CHECK LIST SMOKE□□CAP EXTINGUISHED AFT CARGO INSPECTED AND NO SMOKE FOUND(	RESEATED CANNON PLUG OPS CHECK GOOD THIS ACTION CLEARS MEL 2604
	N924AE	9/6/2004	RT FIRE BELL FELL OFF ON TAXI AT STL	REPLACED RH FIRE BELL ASSY OPS CHECK OK
	N875JX	9/7/2004	CAPTS FIRE BELL CAP KEEPS FALLING LOOSE	SECURED CAPTAINS FIRE BELL
270000				
	N938AE	9/8/2004	ON APPROACH TO STL FLAPS HANDLE STICKS AND SOMETIMES SLOPPY	REMOVED AND REPLACED FLAP HANDLE FUNCTIONAL CHECKS GOOD
	N871JX	9/12/2004	THE CAP OVER THE WIRES ON THE CAPT YOKE IS MISSING	INSTALLED CAP COVER
	N921AE	9/19/2004	BOTH PWR LEVERS TRAVEL FORWARD OF GRD IDLE WHILE ON GUST LOCKS AND GET □STUCK WILL NOT GO INTO REVERSE IN THIS SITUATION	ADJUSTED POWER LEVER TO GUST LOCK LEVER INTERCONNECTION ROD OPS CHECK□ GOOD OK FOR SERVICE CLEARED MEL 273 AUTH 935MC
	N933CX	9/20/2004	RUDDER TRIM WRONG SHOULD BE 7.75 AND APPEARS TO BE TWICE THAT	ADJUSTED RUDDER TRIM TAB NEUTRAL TO 7 45
	N933CX	9/21/2004	RUDDER TRIM OUT OF ADJUSTMENT MODIFIED NEUTRAL MISALIGNED	REINDEXED NEUTRAL DECAL AND VERIFIED FULL TRAVEL OF RUDDER AND TRIM TAB
	N938AE	9/26/2004	RH FLAP CENTER HINGE MISSING BONDING WIRE	REPLACED RH CENTER FLAP HINGE BONDING WIRE OK FOR SERVICE
280000				
	N875JX	9/20/2004	FUEL LEAK FOUND ON LH ENGINE DURING POST FLIGHT WALKAROUND	REPLACED O RING ON LINE BELOW FUEL SOLENOID LT SIDE OF ENGINE CKS AND□□LEAK CKS NORMAL
	N933CX	9/21/2004	RH FUEL LP COCK OPERATES INTERMITTENTLY	REMOVED AND REPLACED RH FUEL LP COCK OPS CHECK GOOD
290000				

ata	ac_id	date	problem	action
	N917AE	9/6/2004	ON FINAL APPROACH TO STL RH HYD PRESSURE INDICATION WAS AT ZERO FOR 25□□SECONDS THEN FLUCTUATED BACK TO NORMAL SYSTEMS PRESSURE	REMOVED AND REPLACED RH HYDRAULIC PRESSURE TRANSMITTER OPS CHECK GOOD□□THIS ACTION CLEAR MEL
	N933CX	9/21/2004	RH HYDRAULIC COCK OPEN LIGHT DOES NOT ALWAYS ILLUMINATE WHEN THE SWITCH□□IS PLACED IN THE OPEN POSITION	CLEANED CORROSION FROM INDICATOR OPS CHECK GOOD
	N933CX	9/24/2004	CREW REPORTS RH LP COCK HUD LIGHT SHUT / OPEN NOT WORKING	REMOVED AND REPLACED RH HYD LP COCK VALVE OPS CHECK GOOD
	N933CX	9/24/2004	RH HYD PRESSURE IS ONLY INDICATING 1700 SPI AND IS FLUXUATING 100LBS OR□□SO	VERIFIED INDICATION ONLY ISSUED MEL 291 AUTH 941C ENTERED ON MIC SHEET OK□□FOR SERVICE
	N924AE	9/29/2004	MANUAL GEAR EXTENSION HANDLE RETAINING BRACKET IS BROKEN	REMOVED AND REPLACED HYD PUMP HANDLE CLIP
300000				
	N926AE	9/7/2004	RH ENGINE ANTI-ICE INOP	FOUND RH ANTI ICE VALVE CANNON PLUG LOOSE CLEANED CANNON PLUG REATTACHED□□SAFETED GRD RAN AC OPS CHECK GOOD CLEARED MEL 3045
	N875JX	9/8/2004	VERTICAL STAND BOOT HAS DAMAGE EXCEEDING REPAIRABLE LIMITS	EVALUATED VERT BOOT REPAIRED CLEARED MEL 301 AUTH 924DC OK RETURN TO□□SERVICE
	N875JX	9/14/2004	VERT STAB BOOT HAS TWO MANY PATCHES	REMOVED AND REPLACED VERT STAB LEADING EDGE ASSY THIS ACTION CLEARS MEL 8753000D0
	N944AE	9/15/2004	RH HORIZONTAL STAB BOOT INOP	REMOVED AND REPLACED RH HORIZONTAL STAB LEADING EDGE THIS CLEARS MEL
	N933CX	9/20/2004	LH DEICE BOOT EROSION TAPE LOOSE	REATTACHED EROSION TAPE
	N933CX	9/20/2004	LH SRL FUEL BULBS OUT	REMOVED AND REPLACED LH SRL FUEL BULB
	N921AE	9/22/2004	RT W/S HEAT INDICATOR DISPLAYING OFF OR NOT HEATING WINDOW STARTED TO□□FEEL WARM TO THE TOUCH APPRX 20 MIN INTO FLT INDICATOR STILL SHOWING OFF	GROUND TESTED RH W/S HEAT OPS CHECKS GOOD
	N938AE	9/26/2004	#1 WING LH HAS LOOSE EROSION TAPE	TRIMMED LH WING LOOSE EROSION TAPE OK FOR SERVICE
	N936AE	9/29/2004	LH AUTO TEMP CONTROLLER AT COLDEST SETTING CAUSES O TEMP LIGHT TO□□ILLUMINATE	REMOVED AND REPLACED LH OVERTEMP SENSOR GRD RAN AND FUNCTIONAL CHECKED□□OVERTEMP SYSTEM OPS CHECK GOOD OK FOR SERVICE
310000				
	N871JX	9/7/2004	RH LOWER TAIL FLOOD LIGHTS INOP	REMOVED AND REPLACED RH LOWER TAIL FLOOD LIGHT BULBS OPS CHECK GOOD THIS ACTION CLEARS MEL

ata	ac_id	date	problem	action
	N924AE	9/29/2004	WINDSCREEN NEEDS A BUG WASH	CLEANED WINDSCREENS
570000				
	N875JX	9/9/2004	RH FLAP INBD AFT FAIRING MISSING	REPLACED RH INBD AFT BRACKET AND FAIRING THIS CLEARS MCI
	N933CX	9/21/2004	REMOVED RH LEADING EDGE JUST OB OF ENGINE	REINSTALLED RH LEADING EDGE JUST OB OF ENGINE
610000				
	N875JX	9/6/2004	LT ENG #1 PROP BLADE HAS PIT ON LEADING EDGE	THIS DAMAGE IS NOT A PIT IT WAS A NICK THAT HAS BEEN PREVIOUSLY REPAIRED COND EXCEEDS NOT LIMITS
	N875JX	9/6/2004	RT ENG #1 PROP BLADE HEATING ELEMENT IS COMING UNGLUED	REPLACED CHAFE TAPE ON ALL RH PROP BLADES THIS CLEARS MCI
	N937AE	9/22/2004	PROPS WILL NOT STAY SYNCHRONIZED IN FLIGHT	ADJUSTED LH PROP MONO POLE PICKUP GRND RAN AC PROP SYNC FUNCTIONED PROPERLY NO DEFECTS NOTED
	N933CX	9/26/2004	PROP SYNC INOP	REMOVED AND REPLACED RH PROP GOVERNOR GRND RAN AC LEAK CHECK AND OPS CHECK OF PROP SYNC GOOD CLEARED MEL 6101
	N938AE	9/26/2004	#2 PROP MISSING EROSION TAPE	INSTALLED EROSION TAPE ON #2 PROP DEICE BOOTS OK FOR SERVICE
710000				
	N921AE	9/27/2004	LH ENG LOWER AFT COWL MISSING SCREW	REMOVED AND REPLACED DAMAGED NUT PLATE AND INSTALLED SCREW THIS ACTION CLEARS MCI 8757100E2
	N926AE	9/27/2004	1 WASHER FOUND IN RH ENGINE BOTTOM COWL DRAIN HOLE	REMOVED WASHER FROM RH ENG BOTTOM DRAIN COWL
	N926AE	9/27/2004	3 SCREWS MISSING IN RH ENGINE BOTTOM COWL	INSTALLED MISSING COWL SCREWS
720000				
	N924AE	9/4/2004	LH ENGINE REQUIRES SPECIAL SOAP SAMPLE	COMPLIED WITH SOAP SAMPLE
	N924AE	9/4/2004	LH OIL CONTAMINATION LT ILLUMINATED	C/W T/SHOOTING PROCEDURE 78 CLEANED DETECTOR PERFORMED GRD RUN NO FURTHER CHIP LIGHT NOTED
	N875JX	9/6/2004	ON POST FLIGHT SAFETY WIRE ON RUBBER PIECE FELL OUT OF BOTTOM OF RT ENG COWLING	INSPECTED ENGINE AND DETERMINED TO BE DEBRIS LEFT IN ENGINE COWL THIS IS MINOR IN NATURE AND DOES NOT AFFECT AIRWORTHINESS
	N875JX	9/7/2004	ON POST FLIGHT SCREW ON LT EPG COWING IS LOOSE / STRIPPED	REMOVED AND REPLACED SCREW

ata	ac_id	date	problem	action
	N880TE	9/10/2004	RH ENGINE WONT AUTO START	REMOVED AND REPLACED RH ENG PROP GOV MONOPOLE PICKUP GRD RAN SYSTEM OPS CHECK GOOD
	N875JX	9/14/2004	LH ENGINE DROPPED TORQUE FROM 80% TO 40%	FCF PASSED CLEAR MEL 762 AUTH 932DC
	N937AE	9/22/2004	RPM ON BOTH ENGINES DROPS TO 99.5% MAX FORWARD SPEED LEVERS DURING CLIMB	ADJUSTED SCREW X ON LH ENGINE GRND RAN AC NO ADJUSTMENT NEEDED ON RH ENGINE BOTH RPMS 100%
	N875JX	9/27/2004	#2 ENGINE 4% LOW POWER ON STATIC RUN UP WOULD INCREASE TO 2% LOW POWER DURING TAKE OFF RUN	GRD RAN RH ENGINE FOUND TO BE FUEL LIMITED ADJUSTED MAX POWER RAN AGAIN MADE TARGET TQ NO DEFECTS NOTED
	N924AE	9/29/2004	LH FEATHER LEVER IS STIFF TO PULL AND MAINTAINS SPRING RESISTANCE	LUBRICATED LT FEATHER LEVER OPS CHECKS GOOD
190000				
	N880TE	9/6/2004	RH ENGINE LEAKING OIL FOUND ON POST FLIGHT	REMOVED AND REPLACED PROP GOVERNOR UNION @ 12 O'CLOCK POSITION AND CORRESPONDING LINE GRD RAN LEAK CHECK GOOD OK FOR SERVICE
	N880TE	9/7/2004	OIL LEAK FOUND UNDER RH ENG NACELLE	CLEANED ENGINE AND LEAK CHECKED AT ALL POWER NO LEAKS NOTED
	N880TE	9/13/2004	OIL LEAK PRESENT ON RH ENG NACELLE AND UNDER SIDE OF WING	CLEANED AND INSPECTED AND GRD RAN OIL LEAK NOTED DETERMINED TO BE RESIDUAL
	N880TE	9/13/2004	OIL PRESENT ON RH COWLING UNDERSIDE AND GEARWELL	WASHED OUT OIL NO LEAK NOTED
800000				
	N880TE	9/10/2004	LH ENGINE START ATTEMPT MANUAL AFTER GOING TO ENERGIZE SELECT BUTTON WOULD NOT ILLUMINATE AND LATCH ATTEMPTED AN AUTO START NEXT STARTER AND START BUTTON WOULDN'T DISENGAGE AT 60% ABORTED START	FOUND LH MANUAL START SWITCH TO BE OPEN BETWEEN TERMINAL C AND TERMINAL I REMOVED AND REPLACED SWITCH PERFORMED GRD MANUAL ENGINE START OPS CHECKS GOOD OK FOR SERVICE
	N880TE	9/10/2004	RH ENGINE WONT MANUAL START SELECT SWITCH WONT LIGHT OR LATCH	REMOVED AND REPLACED LH MANUAL START ROTARY SWITCH REF ITEM BELOW LH AND RH START SYSTEMS ARE INTERCONNECTED THROUGH THESE SWITCHES RH ENGINE MANUALLY STARTS NORMAL OK FOR SERVICE

ATTACHMENT J

Maintenance Inspection Card for inspection (Line Check) of October 16, 2004.

JS3201 Maintenance Inspection Card

CORPORATE AIRLINES

Card No. LC A/C N875JX Date 10-16-04 System Type C/S
Title Line Check Work Card

Equipment: Fuel Drain
Materials: Turbine Oil, Exxon 2380
Hydraulic Fluid MIL-H-5606
Hydraulic Fluid MIL-H-83282

SCOPE:

Carry out a external visual walk - around inspection of the aircraft including checks for general condition, loose or missing panels, damaged areas, fluid leaks and security of doors as viewed from ground level. Comply with all line check tasks as listed below.

1. Review Aircraft Log (AL) and take necessary action.

A. Enter in next available discrepancy column "Line Check Due"

2. Fuselage Nose Section

A. Perform an external visual inspection of the fuselage nose section from ground level. Check for general condition, damaged areas and fluid leaks.

B. Perform a detailed visual inspection of nose tires. Wipe down nose strut lower piston with a clean towel and Mil-H-5606 Hydraulic fluid. Check nose landing gear spade door for security.

C. Check left and right forward equipment bay doors F2 and F3 properly closed and latched.

D. Check radome for damage and security.

E. Check forward belly drains open and clear.

Steps 1 through 2 completed by:
Mechanic [redacted] 3160
(Sign name - employee number)

3. Landing Gear

A. In the main landing gear bay (left and right), do a visual inspection of the radius rod cylinder inboard spherical bearing, for evidence of migration from the cylinder. If bearing migration is noted replace radius rod prior to further flight.

Radius rod cylinder inboard spherical bearing inspection completed IAW CMM 32 and Service Bulletin 32-JA030340.

Steps 3 completed by:
Mechanic [redacted] 3160
(Sign name - employee number)

CORPORATE AIRLINES

Card No. LC A/C N875JX Date 10/16/04 System Type C/S
Title Line Check Work Card

4. Right Wing and Fuselage

A. Perform an external visual inspection of the wing and fuselage from ground level. Check for general condition, damaged areas, and fluid leaks.

B. Perform a detailed visual inspection of the right main tire. Check right brake for leaks. Wipe down strut lower piston with clean towel and Mil-H-5606 Hydraulic fluid. Check right main gear door for security.

C. Sump right fuel tank water drains (3 points) and check for contamination.

D. Perform a detailed visual inspection of the right propeller. Check right engine air intake for obstructions, FOD damage perform a general visual inspection of engine P_2T_2 Probe.

E. Check right engine oil filter By-Pass Pin is flush. Check oil level. Check oil tank filler cap for security. Record any oil added in Aircraft Log.

F. Check right engine jet pipe for oil leaks, buckling or distortion.

G. Check mid fuselage belly drains open and clear. Check right side emergency exit external drains are clear.

5. Empennage

A. Perform an external visual inspection of the empennage from ground level. Check for general condition, including horizontal and vertical stablizers.

B. Check aft fuselage belly drains clear.

6. Left Wing and Fuselage

A. Check hydraulic reservoir level and filler cap for security.

B. Perform an external visual inspection of the wing and fuselage from ground level. Check for general condition, damaged areas, and fluid leaks.

C. Perform a detailed visual inspection of the left main tire. Check left brake for leaks. Wipe down strut lower piston with clean towel and Mil-H-5606 Hydraulic fluid. Check left main gear door for security.

D. Sump left fuel tank water drains (3 points) and check for contamination.

E. Perform a detailed visual inspection of the left propeller. Check left engine air intake for obstructions. FOD damage perform a general visual inspection of engine P_2T_2 Probe.

F. Check left engine oil filter By-Pass Pin is flush. Check oil level. Check oil tank filler cap for security. Record any oil added in Aircraft Log.

G. Check left engine jet pipe for oil leaks, buckling or distortion.

CORPORATE AIRLINES

Card No. LC A/C N875SX Date 10.16.04 System Type C/S
Title Line Check Work Card

H. Check mid fuselage belly drains open and clear. Check left side emergency exit external drains are clear.

7. Check operation of all exterior lights.

Steps 4 through 7 completed by:
Mechanic [redacted] 3160
(Sign name - employee number)

8. Flight Deck

A. Perform a general visual inspection of flight deck. Inspect flight deck windows for condition and cleanliness.

B. Record Hobbs meter time. 4201.5

C. Check O^2 gauge for a minimum pressure of 1400 psi. Service as required.

9. Passenger Cabin

A. Perform a general visual inspection of the passenger cabin. Check cabin windows for condition.

B. Check spar caution, no smoking and fasten seat belt lights for proper operation.

C. Check therapeutic O^2 masks (2 ea.).

D. Check emergency exits for security.

Steps 8 through 9 completed by:
Mechanic [redacted] 3051
(Sign name - employee number)

10. Completion

A. Record balancing entry in Aircraft Log "Line Check Accomplished this Date".

Step 10A completed by:
Mechanic [redacted] 3051
(Sign name - employee number)

B. Perform a Maintenance Log Book review to the last "A" Check inspection

JS3201 Maintenance Inspection Card

CORPORATE AIRLINES

Card No. LC A/C N875SX Date 10·16·04 System Type C/S
Title Line Check Work Card

C. Sign Airworthiness Release I/A/W Maintenance Procedures Manual. Report accomplishment of the line check to Maintenance Planning.

Step 10B & C completed by:

Mechanic [redacted] 3051
(Sign name - employee number)

JS3201 Maintenance Inspection Card

CORPORATE AIRLINES

Card No. A Check A/C 8755X Date 10-18-04 System Type A

Zone All

Equipment: Fuel Drain Tool
Tire Pressure Gauge 0-100 PSI

Materials: Turbine Oil, Exxon 2380
Hydraulic Fluid MIL-H-5606
Ices

Scope:

Carry out an external visual walk-around inspection of the aircraft including checks for general condition, loose or missing panels, damaged area, fluid leaks, and security of doors. Comply with all A Check tasks as listed below

1. Review AL and take necessary action.

A Enter in next available Discrepancies Column "A Check Due".

Mechanic AE 3093
(Sign name - employee number)

2. Fuselage Nose Section and Empennage

A. Perform an external visual inspection of the fuselage nose section. Check for general condition, damaged areas and fluid leaks
B. Check windshield wipers for condition and security. Check pitot tubes for damage/blockage.
C. Open forward equipment bay doors F2 and F3. Perform a detailed visual inspection of both nicad batteries for signs of leakage, overall condition and security. Check all circuit breakers are closed. Close doors F2 and F3 checking latches for proper operation.
D. Check radome for damage and security
E. Check main brake emergency accumulators for proper precharge pressure. Service as required
F. Check fuselage drains are open.
G. Check right side emergency exit external drain clear.
H. Check left side emergency exit external drain clear.
I. Perform an external visual inspection of the fuselage. Check for general condition, damaged areas and fluid leaks.
J. Inspect cabin windows for cracking, scratches, scoring or crazing.
K. Perform an internal and external general visual inspection of baggage pod. Check baggage pod door for general condition.

Mechanic AE3093
(Sign name - employee number)

3. Left Engine

A. Perform an external visual inspection of the left propeller. Between September 15th and May 15th or whenever icing conditions are likely to be encountered, apply ICEX to prop blades outboard of de-ice boots.
B. Check left engine air intake for obstruction, FOD damage and signs of oil leakage. Perform a general visual inspection of inlet temperature and pressure sensor. Check nacelle drains open including input gearbox drain.

CORPORATE AIRLINES

Card No. A Check A/C 875JK Date 10-18-04 System Type A

Zone All

C. Check left engine oil filter bypass pin flush. Check oil level. Check oil tank filler cap for condition and security. Record oil added in aircraft log.
D Check left engine jetpipe for oil leaks, buckling or distortion.
E. Check oil cooler door for security.

Mechanic AE 3093

(Sign name - employee number)

4. Right Engine

A. Perform an external visual inspection of the right propeller. Between September 15th and May 15th or whenever icing conditions are likely to be encountered, apply ICEX to prop blades outboard of de-ice boots.
B. Check right engine air intake for obstruction, FOD damage and signs of oil leakage. Perform a general visual inspection of inlet temperature and pressure sensor. Check needle drains open including input gearbox drain.
C. Check right engine oil filter bypass pin flush. Check oil level. Check oil tank filler cap for condition and security. Record oil added in aircraft log.
D. Check right engine jetpipe for oil leaks, buckling or distortion.
E. Check oil cooler door for security.

Mechanic AE 3093

(Sign name - employee number)

5. Hydraulics

A. A. Check main brake emergency accumulators for proper pressure. Service as required.
B. Check hydraulic reservoir level and filler cap for security. Check main accumulator for proper precharge pressure. Check hydraulic reservoir service door for general condition, latches for proper operation and security.

Mechanic AE 3093

(Sign name - employee number)

Landing Gear

A. Perform a detailed visual inspection of the nose wheel and tire assemblies. Perform a general visual inspection of the nose strut and spade door. Wipe down nose strut lower piston with clean towel moistened with MIL-H-5606 hydraulic fluid.
B. Check nose tire pressures. Service with dry nitrogen as required. Note - check tire pressures cold if possible. Figures given below may be higher for warm tires. Do not lower pressure on warm tires

Goodyear P/N 175K88-2	44 +/- 2 PSI
Goodyear P/N 606786-2	40 +/- 2 PSI
Dunlop	44 +/- 2 PSI
Goodrich	40 +/- 2 PSI
Michelin	40 +/- 2 PSI

CORPORATE AIRLINES

Card No A Check A/C 875~~2~~ Date 10-18-04 System Zone All Type A

C. Perform a detailed visual inspection of the left main wheel and tire assembly. Perform a general visual inspection of the left main strut, gear door and wheel well. Check tire pressure at 80+/-2 PSI. Note – Check tire pressure cold if possible. Pressure may be higher for warm tires. Do not lower pressure on warm tires.

D. In the main landing gear bay (left and right), do a visual inspection of the radius rod cylinder inboard spherical bearing, for evidence of migration from the cylinder. If bearing migration is noted replace radius rod prior to further flight.

Radius rod cylinder inboard spherical bearing inspection completed IAW CMM 32 and Service Bulletin 32-JA030340.

Mechanic AE 3093
(Sign name - employee number)

E. With parking brake set, check left brake for wear. Check brake for leakage and overall condition.

F. Perform a detailed visual inspection of the right main wheel and tire assembly. Perform a general visual inspection of the right main strut, gear door and wheel well. Check tire pressure at 80+/-2 PSI. Note – Check tire pressure cold if possible. Pressure may be higher for warm tires. Do not lower pressure on warm tires

G. With parking brake set, check right brake for wear. Check brake for leakage and overall condition.

Mechanic AE 3093
(Sign name - employee number)

6. Wings

A. Perform a detailed visual inspection of left wing leading edges/boots, ailerons, flaps, placards and fluid leaks.

B. Sump left fuel tank water drains (3 places) and check for contamination. If aircraft has been static for 7 days, drain fuel sample from crossfeed pipe drain valve.

C. Perform a detailed visual inspection of right wing leading edges/boots, ailerons, flaps, placards and fluid leaks.

D. Sump right fuel tank water drains (3 places) and check for contamination. If aircraft has been static for 7 days, drain fuel sample from crossfeed pipe drain valve.

Mechanic AE 3093
(Sign name - employee number)

8. Flight Deck

A Perform a general visual inspection of the flight deck windows for condition and cleanliness, check hand held fire extinguisher for charge and inspection dates. Extinguisher should be replaced if less than seven days remain until next inspection due.

B Check O2 gauge for a minimum pressure of 1400 PSI Service as required.

C Check for installation of spare Aircraft Log and Flight Log.

D Check spare bulbs and fuse kit inventory.

E Record Hobbs meter time. 4405

JS3201 Maintenance Inspection Card

CORPORATE AIRLINES

Card No. A Check A/C 8257X Date 10-18-04 System Type A

Zone All

Mechanic AE 3093

(Sign name - employee number)

9. Passenger Cabin

A. Perform a general visual inspection of the cabin interior. Check Emergency exits for security.
B. Check operation of all interior lights.
C. Check condition of therapeutic O² masks (2 ea).
D. Check cabin hand held fire extinguisher for charge and inspection due dates. Extinguisher should be replaced if less than seven days remain until next inspection due.
E. Check spar caution, no smoking and fasten seat belt lights for proper operation.
F. Check coat closet and rear cargo compartment for general condition.
G. Check passenger door integral steps for condition and security.
H. Perform a detailed visual check of the toilet if installed.

Mechanic AE 3093

(Sign name - employee number)

10. Check Operation of All Exterior Lights

Mechanic AE 3093

(Sign name - employee number)

11. Completion

A. Record balancing entry in Aircraft Log "A Check Accomplished this Date".

Mechanic AE 3093

(Sign name - employee number)

B. Perform a Maintenance Log Book review to the last "A" Check Inspection.

C. Sign Airworthiness Release IAW Maintenance Procedures Manual. Report accomplishment of the A Check to Maintenance Planning.

Mechanic AE 3093

(Sign name - employee number)

JS3201 B Check Master Record Card

CORPORATE AIRLINES

Check B2 (McCauley) Zone All

A/C 1/895 JX	TAT 21922.7 Cyc 28900	STA MCY	Date 16/5/24

Total non-routine work cards issued with this check package.

	Card No.	Description	Accounted for by Initials & Emp. No.
1	P001	Pre-Inspection	
2	B002	Open Card	
3	~~2506~~	~~Bag Pod Removal~~	
4	2110	Freon system Insp	
5	2302	VCK ELT/CVR FDR	
6	2404	LH Batt Change	
7	2405	RH Batt Change	
8	2408	LH Engine Detailed MTX	
9	2409	RH Engine Detailed MTX	
10	2502	Crew Seat Det VCK	
11	2503	Crew Seat Belt VCK	
12	2504	Insp/Check Cabin Equip	
13	2505	PAX Seat Belt Insp	
14	2704	VCK/Lube Aileron Drive	
15	2709	Lube Aileron Trim Jacks	
16	2710	Ail/Elevator Trim Tabs	
17	2719	Rudder Trim Backlash	
18	2727	ELV Trim Tab VCK	
19	2734	Gust Lock OCK	
20	2801	Fuel Tank Filter VCK	

	Card No.	Description	Accounted for by Initials & Emp. No.
21	2905	VCK Hydraulic Filter Pins	
22	3001	Deice Boot FCK	
23	~~3002~~	~~OCK Lft Insder Heat~~	
24	3004	RH Prop Heat Brush Block SVC	
25	3207	Brake Accumulator Service	
26	3301	Emergency Batt Test	
27	3401	Drain Water Traps	
28	3403	FCK Gyro Horizon	
29	5206	Window Insp	
30	7101	LH Fire Zone 1 Insp	
31	7102	RH Fire Zone 1 Insp	
32	7103	LH Fire Zone 2 Insp	
33	7104	RH Fire Zone 2 Insp	
34	7106	RH Plenum Drain CK	
35	7201	LH Engine Fuel Filter	
36	7202	RH Engine Fuel Filter	
37	7203	Engine Run	
38	7204	LH Eng NTS Check	
39	7205	RH Eng NTS Check	
40	7211	RH Eng/Prop Det MTX	

JS3201 B Check Master Record Card

CORPORATE AIRLINES

Check B2 (McCauley) Zone All

A/C N875JX	TAT 21922.7	STA MCY	Date 10/5/04

cyc 28900

	Card No.	Description	Accounted for by Initials & Emp. No.
41	7301	LH Fuel Nozzles	[redacted]
42	7402	RH Auto Ign FCK	[redacted]
43	7602	OCK Stop & Feather	[redacted]
44	7604	RH Eng Control Lube	[redacted]
45	7802	RH Fire Zone 3 Insp	[redacted]
46	7804	RH Jetpipe Lube	[redacted]
47	7903	LH Eng Oil Chip Detect	[redacted]
48	7904	RH Eng Oil Chip Detect	[redacted]
49	7905	LH Oil Cooler Flap Lube	[redacted]
50	7906	RH Oil Cooler Flap Lube	[redacted]
51	Z001	Cabin Zonal Insp	[redacted]
52	Z002	General Service	[redacted]
53	Z003	Fuselage Zonal Insp	[redacted]
54	Z004	Zone F100 Zonal Insp	[redacted]
55	Z006	Nose Gear Bay Zonal	[redacted]
56	Z007	Avionics Bay Zonal Insp	[redacted]
57	Z008	Flight Deck Zonal Insp	[redacted]

	Card No.	Description	Accounted for by Initials & Emp. No.
58	Z023	Wing Leading Edge Insp	[redacted]
59	Z027	Main Landing Gear Bay Insp	[redacted]
60	Z030	RH Fire Zone 3 DVI	[redacted]
61	S025	Ice Guard VCK	[redacted]
62	2507	Bag Pod Install	[redacted]
63	B009	Close Card	[redacted]
64	P002	Post Inspection Card	[redacted]
65			
66			
67			
68			
69			
70			
71			
72			
73			
74			

Comply with A Check after performing all tasks.

Total Estimated Labor Hours For This Check	45 Hrs

This aircraft inspected in accordance with the contents of this check package. All cards inventoried for accountability and proper sign off.

[redacted]	3088	[redacted]	3103
Foreman Signature	Emp. No.	QA Signature	Emp. No.

JS3201 C1 Check Master Record Card

CORPORATE AIRLINES

Page 1 of 1 Iss. 29 Aug 02

Check C1 Zone All

A/C N875SY	TAT 14935.3	STA MOT	Date 2-28-03

Total non-routine work cards issued with this check package.

	Card No.	Description	Accounted for by Initials & Emp. No.
1	P003	Pre-Inspection Card	[redacted]
2	C001	Open Card	
3	2201	Yaw Damper FCK	
4	2303	Audio Integrating FCK	
5	2502	Detailed Insp Pilot/Co-Pilot Seats	
6	2701	Aileron Cable Tension	
7	2706	Aileron Trim Cable Tension	
8	2708	Control Console Service	
9	2711	Aileron Trim Tab Insp	
10	2712	Rudder Cable Tension	
11	2716	Rudder Trim Cable Tension	
12	2721	Elevator Cable Tension	
13	2724	Elevator Trim Cable Tension	
14	2728	Elevator Trim Tab Insp	

	Card No.	Description	Accounted for by Initials & Emp. No.
15	2736	Gust Lock System Rig	
16	2901	Hydraulic Fluid Sample	
17	2902	Hyd Tank Air Supply FCK	
18	7601	Engine Control Lube/Console	
19	7605	LH Engine Control Tension/Rig	
20	7606	RH Engine Control Tension/Rig	
21	Z011	Cabin Internal Detailed Insp	
22	Z015	Rear Equip Bay Insp	
23	Z016	Tail Cone Detailed Insp	
24	Z028	Internal Surveillance Insp of Center Section	
25	C003	Close Card	
26	P002	Post Inspection Card	
27			
28			

Comply with A Check after performing all tasks.

Total Estimated Labor Hours For This Check	45 Hrs

This aircraft inspected in accordance with the contents of this check package. All cards inventoried for accountability and proper sign off.

[redacted]	3009
Foreman Signature	Emp. No.

[redacted]	3050
QA Signature	Emp. No.

JS3201 C2 Check Master Record Card

CORPORATE EXPRESS AIRLINES

Page 1 of 1 Iss. 1 Jul 97

Check C2 Zone All

A/C N875JX	TAT 19935.3	STA MDT	Date 2-28-03

Total non-routine work cards issued with this check package.

	Card No.	Description	Accounted for by Initials & Emp. No.
1	P003	Pre-Inspection Card	[redacted]
2	C002	Open Card	
3	2506	Bag Pod Removal	
4	2117	Water Separator Service	
5	2406	AC system FCK	
6	2730	Flap Travel check	
7	2904	Hydraulic Filters	
8	3209	Parking Brake Lube	
9	3502	PAX O^2 System Test	
10	3503	Flight Crew O^2 Test	
11	5205	Emergency Exit Insp	
12	Z005	Nose Cone Internal Insp	
13	Z019	LH Wing External Insp	
14	Z020	RH Wing External Insp	

	Card No.	Description	Accounted for by Initials & Emp. No.
15	Z021	LH wing Internal Insp	[redacted]
16	Z022	RH Wing Internal Insp	
17	Z028	Center Section Internal Insp	
18	2507	Bag Pod Install	
19	C004	Close Card	
20	P002	Post Inspection Card	
21			
22			
23			
24			
25			
26			
27			
28			

Comply with A Check after performing all tasks.

Total Estimated Labor Hours For This Check	38 Hrs

This aircraft inspected in accordance with the contents of this check package. All cards inventoried for accountability and proper sign off.

[redacted]	3009	[redacted]	3050
Foreman Signature	Emp. No.	QA Signature	Emp. No.

JS3201 D Check Master Record Card

CORPORATE AIRLINES

Check D1 Zone All

A/C N875JC	TAT 19935.3	STA MCY	Date 2-28-03

Total non-routine work cards issued with this check package.

	Card No.	Description	Accounted for by Initials & Emp. No.
1	P003	Pre-Inspection Card	
2	D001	Open Card	
3	2506	Bag Pod Removal	
4	2105	Pressurization Filter	
5	2106	Press Discharge Valve Clean	
6	2107	ABS Press Reg Screen SVC	
7	2108	Safety Valve Filter	
8	2112	LH Refrig Unit Insp	
9	2113	RH Refrig Unit Insp	
10	2119	Cabin Temp Gauge	
11	2401	Elect Power Dist TQ Check	
12	2402	Elect Power Dist Insp	
13	2403	TQ Check Generator Connections	
14	2411	TQ Check Line Contactors	
15	2412	Ground Power Socket Insp	
16	2501	Clean/Insp Crew Seats	
17	2702	LH Aileron & Trim Cable Seal Check/Lube	
18	2703	RH Aileron & Trim Cable Seal Check/Lube	
19	2705	FCK Aileron Trim Range Travel	
20	2713	Elevator/Rudder Cable Press Seals	
	Card	Description	Accounted for by

	Card No.	Description	Accounted for by Initials & Emp. No.
21	2715	VCK Rudder Feel Spring	
22	2718	Rudder Trim Jack Insp	
23	2720	OCK Rudder/Aileron Interconnect	
24	2722	FCK/Static Check Elevator Control	
25	2725	DVI Elevator Trim Sack	
26	2726	DVI Elevator Trim Control Rods	
27	2731	FCK Flap Control-Range and Travel	
28	2735	Gust Lock Handle DVI	
29	2737	Elevator Bias Spring Tension	
30	2738	DVI Elevator Gust Lock	
31	2803	Fuel System Press Check	
32	2805	FCK Fuel Low Level Detectors	
33	3101	OCK Central Warn System	
34	3102	FCK Central Warn System Impedance	
35	3206	FCK Brake System/Maxarets	
36	3208	Master Cyl/Accum	
37	3402	DVI Pitot Heads	
38	3504	FCK PAX O^2 System	
39	5207	FCK LH Emergency Exit	
40	5208	FCK RH Emergency Exit	
	Card	Description	Accounted for by

JS3201 E Check Master Record Card

CORPORATE AIRLINES

Check E1 Zone All

A/C 875 JX	TAT 16096.7	STA MQY	Date 5-19-00

Total non-routine work cards issued with this check package.

	Card No.	Description	Accounted for by Initials & Emp. No.
1	P003	Pre-Inspection	[redacted]
2	E001	Open Card	
3	2506	Bag Pod Removal	
4	2101	Pressurization System FCK	
5	2102	Bleed Shutoff Valve FCK	
6	2103	Duct Failure FCK	
7	2116	OCK Overtemp Sub System	
8	2410	D.C. System FCK	
9	2723	Elevator Control DVI	
10	2733	Hyd Thermal Relief Valves	
11	2802	LP Fuel Valve Continuity Check	
12	2804	Fuel Qty Calibration	
13	2903	Hyd Shutoff Valve OCK	
14	2907	Hand Pump Filter Replace	
15	2908	Hyd Overpressure SW FCK	

	Card No.	Description	Accounted for by Initials & Emp. No.
16	3210	NWS Cable Tension	[redacted]
17	3501	O^2 System Leak Test	
18	3505	Altimetric Regulator Cal	
19	7304	Fuel Pressure Cont Check	
20	Z010	Zone F130 Internal Insp	
21	Z013	Zones F140/150 Internal Insp	
22	Z017	Wing Root Internal Insp	
23	Z024	LH Wing Leading Edge Insp	
24	Z025	RH Wing Leading Edge Insp	
25	2507	Bag Pod Install	
26	E002	Close Card	
27	P002	Post Inspection Card	
28			
29			
30			

Comply with A Check after performing all tasks.

Total Estimated Labor Hours For This Check	43 Hrs

This aircraft inspected in accordance with the contents of this check package. All cards inventoried for accountability and proper sign off.

[redacted]	152010
Foreman Signature	Emp. No.

[redacted]	80369
QA Signature	Emp. No.