Gulfstream Scheduled Maintenance

### Inspection Program

<table>
<thead>
<tr>
<th>ID</th>
<th>Time Frame</th>
<th>ID</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>500 FH</td>
<td>5A</td>
<td>2500 FH</td>
</tr>
<tr>
<td>1C</td>
<td>12 M</td>
<td>5C</td>
<td>60 M</td>
</tr>
<tr>
<td>2A</td>
<td>1000 FH</td>
<td>6A</td>
<td>3000 FH</td>
</tr>
<tr>
<td>2C</td>
<td>24 M</td>
<td>6C</td>
<td>72 M</td>
</tr>
<tr>
<td>3A</td>
<td>1500 FH</td>
<td>8A</td>
<td>4000 FH</td>
</tr>
<tr>
<td>3C</td>
<td>36 M</td>
<td>8C</td>
<td>96 M</td>
</tr>
<tr>
<td>4A</td>
<td>2000 FH</td>
<td>10A</td>
<td>5000 FH</td>
</tr>
<tr>
<td>4C</td>
<td>48 M</td>
<td>12C</td>
<td>144 M</td>
</tr>
</tbody>
</table>

**Inspections:**

- **A** = Flight Hour-based
- **C** = Calendar-based

**Inspections 1-6**

- **A+C**
- 500 hour interval
- 12 month interval

**Numbering 7, 9 and 11 are not used**

**Inspection 8A/C**

- 4000 hours total
- 8 years old

**Inspection 10A**

- 5000 hours total

**Inspection 12C**

- 12 years old
GSSO MAINTENANCE MANUAL
A AND C INSPECTIONS

TOLERANCE WINDOW (05-20-00)

"A" INSPECTIONS: ± 50 HOURS

1A
500 HOURS
-50 | +50
450 HOURS 550 HOURS

2A
1000 HOURS
-50 | +50
950 HOURS 1050 HOURS

"C" INSPECTIONS: ± 1 MONTH

1C
12 MONTHS
-1 | +1
11 MONTH 12 MONTH DUE 13 MONTH

2C
24 MONTHS
-1 | +1
23 MONTH 24 MONTH DUE 25 MONTH
If an A and/or C inspection is accomplished prior to the Tolerance window the next scheduled due time/date is based from the early inspection completion.

1A
500 hours
-50 +50
450 hours 550 hours

1A carried out at 400 hours → 2A inspection due at 900 hours

Program escalation is not permitted.

1C
12 months
-1 +1
11 month 12 month due 13 month

1C carried out in 10 month → 2C inspection due at 22 month

12 months
The inspection **process** consists of:

1. **Client Notification (Heads up)** by LC/KAM
   - **6-9 months before** inspection due date

2. **CAMO prepares work scope package**
   - **3-6 months before** inspection due date

3. **CAMO submits work scope and requests proposals from 2 or 3 GAC-authorized MROs**
   - **3-6 months before** inspection due date

4. **Review and selection of desired proposal**
   - Estimated inspection cost
   - Estimated positioning flight cost
   - Estimated downtime
   - MRO reputation
   - **3 months before** inspection due date

5. **Maintenance Service Order (MSO) review and approval by Client and MRO notification**
   - **2-3 months before** inspection due date
6. Scheduling
   - MRO Confirmation
   - Dispatch Office Notification

7. Input
   - Initial Meeting with Project Manager:
     - Inspection Scope/Timeframe
     - Communication Protocol
     - Status Reports
     - Warranty Coverage

8. CMP Tasks
   - Timely Completion
   - CMP Cards
     - Filled out
     - Dated
     - Signed

9. Modifications
   - ASCs
   - STCs
   - SBs

10. Unplanned Events
    - During Inspection
    - Corrosion
      - Parts Availability
      - Defects
      - Damage (Hangar Rash)
11. Inspection Completion
   - Verification of tasks completion
   - Paperwork completion/submission
   - Review and approval by CAMO

12. Acceptance
   - System tests (ground)
   - Interior/Exterior inspection
   - Paperwork review
   - Functional flight check if required/desired

13. Detailing
   - Exterior washing
   - Bright work
   - Cabin detailing

14. Invoice review/approval/payment

15. Return to home base
Lead Captain exercises full ownership of his assigned aircraft and, in coordination with Key Account Manager (KAM) and Continuing Airworthiness Management Organization (CAMO) Engineer, manages and oversees the inspection process.
GAC WARRANTY / MAINTENANCE PROGRAMS

- GAC Warranty Coverage
  - Cabin (2 years)
  - Airframe (5 years)
  - Structure (20 years)

- Maintenance Programs
  - RR Corporate Care - Engines
  - Honeywell MSP - APU
  - GAC PlaneParts - Airframe/Cabin
  - ISSI (Non-GAC)

HK CAD-authorized MROs for HK-B Registered Aircraft (G450/G550)

- MetroJet
- Jet Aviation Hong Kong
- Jet Aviation Singapore
- Hong Kong Jet

- GAC - LUT
- GAC - LGB
- GAC - SAV
GAC
Plane Parts Program

Manufacturer's Program
Pay-by-the hour/5-year contract
Replacement component program
Airframe/cabin components

Does not cover corrosion repairs
Entry into service or
Available

After cabin/airframe warranty expires

Budget control/planning
Transferable to new owner
Transferable to new aircraft

Includes CMP cost

Does not cover labor/shipping costs