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The Gulfstream Store offers a variety of merchandise. Check it out at <http://gulfstreamstore.com/>.

Event Calendar



- CMP/Pubs Focus Group** – July 19, Chicago
- CMP/Pubs Focus Group** – Aug 1, Hasbrouck Heights, NJ
- CMP/Pubs Focus Group** – Aug 2, Morristown, NJ
- CMP/Pubs Focus Group** – Aug 3, White Plains, NY

A FOCUS ON SAFETY

ALL (ATA 00): Avoiding Pinch Points Is No Accident

By Greg Miller, Director, GDAS Product Support

Your buddy is helping you tune your bicycle derailleur. Oops! You just sucked his finger right into the cassette, where it got mangled between the teeth of the sprocket and the chain. The picture below is representative of a substantial pinch injury. While it is true this one happened while working on a bicycle, the aircraft we work on every day have many areas that can be classified as pinch points.



In addition to the aircraft itself, some of the equipment we use also has the potential to cause severe pinch-point injuries. The pictures below are staged, but many of our operations have forklifts to assist in every thing from engine changes to loading and unloading heavy freight.



Pinch points usually involve two moving or one moving and one fixed surface. We have many Standard Operating Procedures (SOPs) that are intended to minimize the risk of pinch type injuries while working on and around aircraft. These are helpful, but because it would be very difficult to guard an operational aircraft completely, self-awareness is the most important factor in going about our duties.

One example of pinch point injuries that happens all too often are the result of either the cabin entry door, stairs, hand rail, and or associated assist mechanisms.

Possible human factor violations include the failure to provide adequate guarding, the removal of guarding, or the lack of an adequate interlock. With some equipment, residual risk may remain after reasonable attempts have been made to guard the operator against exposure to the pinch point. In such cases, warnings are likely necessary to alert operators to the hazard.

Think about the hangar environment and the things we do to help prevent personal injury. Bump caps, padding, tape barricades, and the appropriate number of technicians to do the job. Residual risk is always a factor when you have hydraulic systems that are energized, accumulators that have been charged, and safeties that are not installed or that have been removed.

I personally know of one individual who had the nose gear doors on a GII start to close on his upper body. Only quick action on the employee's part and the fact that full hydraulic system pressure was not available prevented serious injury.

Remember, you are the first element in the safety equation.

FEATURE ARTICLES

Astra/Astra SPX/G100 (ATA 27): Auto Slat Function Is Inoperative – Q & A

Submitted by FlightSafety DFW Learning Center

Scenario

The pilot reports that the flap/slat auto slat function is inoperative. The AUTO-SLAT annunciator is illuminated.

As the technician assigned to troubleshoot the system, you must connect the flap/slat test box and check several inputs, especially the ones directly related to the auto-slat function.

Questions

- 1) What are the direct inputs that will affect the auto-slat function?
- 2) What maintenance precautions should be taken while maintaining the slat system?

Answers

1. A) The Angle of Attack (AOA) probe must have valid inputs from the potentiometers: - A voltage less than 3.3 VDC will be read as a stall.
B) #1 or #2 ADC or copilot's Mach airspeed signal must be valid, which includes these inputs: Airspeed < 250 knots or < .55 Mach. A +12 VDC signal at these test points is read as a valid signal.
C) Valid anti-ice probe heat signals: pitot -static, SAT TAS probe, and AOA heat
D) A loss of the +12VDC position command voltage to the Flap/Slat Electronic Control Unit (FSECU).
E) Slat bypass selected.
2. A. Both batteries must be installed.
B. Do not leave AOA heat on more than 3 minutes, or AOA potentiometer failure may occur.
C. AOA probe must be fully counter-clockwise.
D. Never retract the slats with the leading edge not installed.
E. Never remove or install any components while power is on the system.

If the batteries are not installed, the ground power relay (GPR) will not energize; therefore, 28 VDC will not be supplied to the FSECU. If the AOA probe is NOT fully counterclockwise and a valid heat signal is present, the auto-slat function will interpret a stall due to the airspeed input below 250 knots and deploy the slats.

FlightSafety's G100 4.5-day Flap/Slat Course addresses all of these questions and more!

The ability to use aircraft system knowledge and deductive reasoning is a skill that is developed through experience and practical application. It often becomes the difference between quick, efficient troubleshooting and the expensive guessing or “shot-gunning” of parts. Advanced level courses such as FlightSafety’s *Advanced Troubleshooter* and *Operational Maintenance Procedures (OMP)* provide the opportunity to develop and practice these skills.

For more information about these programs, contact your FlightSafety Maintenance Training Support Representative. For a list of training centers, visit www.flightsafety.com.

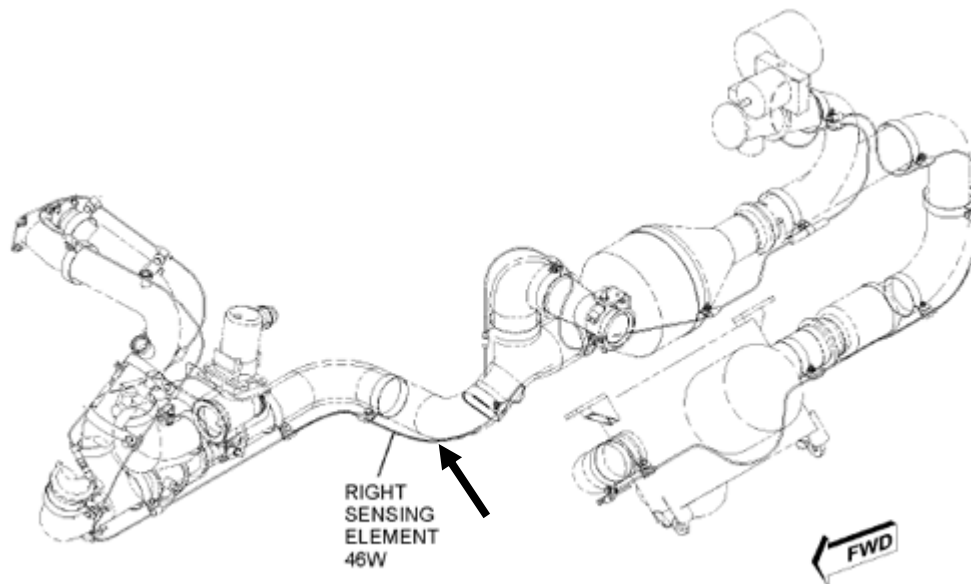
G200 (ATA 21): Right Bleed Air Leak, Indication

By Bob Landers, Customer Support Mechanical Systems Group

Gulfstream Customer Support was recently contacted stating that the crew reported that a few minutes after APU air was selected “On” the red “R Bleed Air Leak” message illuminated. The crew turned off the APU air but the message remained on so they shut down the APU and all power. Using only the aircraft batteries they noted that the message was still illuminated

The Right Bleed Air Detection and APU Bleed Air Detection boxes were then swapped with the message still illuminated. The 132W1 plug was disconnected from the right Bleed Air Detection Box and while checking the pins in the plug it was found that the loop was shorted to ground on pins 10 and 11. A close examination of the loop revealed that the sensing loop (see graphic) was kinked, next to the right engine fire box where it turns 180 degrees back across both right engine bleed off-takes. Repositioning the sense loop removed the kink, eliminated the short, and extinguished the message.

The aircraft was relocated back to a maintenance facility where the sensing element loop (P/N 35660-2-310) was replaced restoring normal operation.



GIIB/III/IV (ATA 32): ABSC Recommendation for Water Washing of Carbon Brakes

By Joel W. Smith, GII/GIIB/GIII Model Manager

An operator asked Aircraft Braking Systems Corporation (ABSC) about washing carbon brakes with water. Gulfstream was able to obtain a response from ABSC with their recommendation.

Washing carbon brakes with water (maximum 50 psi) should not cause any problems if a couple of precautions are taken:

1. Keep the water hose moving. Do not dwell in any one place for more than a few seconds.

Note: It is possible to wash off the anti-oxidant coating with excessive water pressure/time.

2. The carbon should be dry before aircraft takeoff. Wet carbon may not provide sufficient friction to make an acceptable Rejected Takeoff Stop.

ABSC says the easiest way to dry out the brake(s) is to make 2 or 3 taxi checks > 40 mph, then let the aircraft sit for several hours. (See Caution below.) These taxi stops should generate enough heat (300+°F) to drive water out of the carbon.

Caution: Gulfstream Flight Ops recommends that any attempt to dry the brakes after washing by performing high-speed taxi stops should be approached with caution. Repeated taxi stops can lead to significant heat build-up in the brakes, which could cause more harm than good. If an operator uses this procedure, he should limit it to ONE 40-knot taxi stop, unless the airplane is equipped with BTMS. With BTMS, however, the operator should be aware that indicated temperature is slow to rise on ABS carbon-equipped airplanes.

Also, to preclude frozen brakes in the winter, any brake washing should be followed by a significant drying period prior to exposing the brakes to freezing temperatures. The brakes may not freeze for takeoff but may be frozen upon landing.

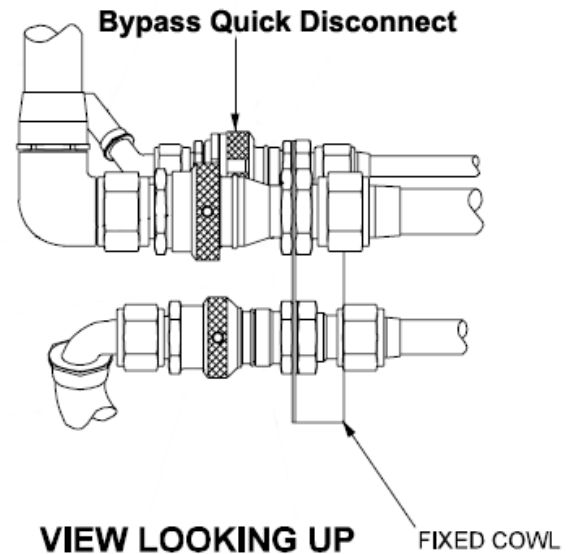
GIV (ATA 29): Engine Hydraulic Pump Leaks Caused by Case Drain Quick Disconnect

By John Maginnis, Field Service

A GIV flight crew noticed hydraulic fluid dripping out of a lower engine cowling. A closer inspection by maintenance technicians found the hydraulic pump case leaking at the mating area. A replacement hydraulic pump was installed.

Maintenance personnel mentioned that this is the second hydraulic pump failure on this engine in a year. The previous pump failed in the same manner. Based on this information, it was decided to look at the pump bypass check valve and the security of the quick disconnect. The check valve was found to be okay. The quick disconnect at the fixed cowl was found loose and not connected. A replacement disconnect was installed, and both return filters were replaced.

In the event of a hydraulic pump found leaking at the pump case mating surface, the engine pump case drain plumbing should be thoroughly checked for anything that could allow pump case pressure to build up, causing the leaks.



Bypass Quick Disconnect at Fixed Cowl

G350/G450/G500/G550 (ATA 31): Engine Trend Report

By Al Lane, Customer Support Mechanical Systems Group

We have had a few inquiries why data from only the most recent flight is in the PlaneView™ aircraft's Trend report. This was noted a few months ago and engineering action was taken to resolve the issue.

For the all PlaneView aircraft, Gulfstream has delivered new Loadable Diagnostics Information (LDI) (350/450 P/N: GIV_424.1_G27_01222007P & G550 PN: GV_24.1_G28_02262007P). These LDIs are applicable to aircraft having ASC 904 or ASC 905.

The PlaneView Configuration Matrix Report, GER-5769 has been updated to reflect this latest LDI Revision. A link to the PlaneView Configuration Matrix Report can be found on MyGulfstream.com, under EIS Information. If you have not received the LDI, a copy may be obtained from Gulfstream Publications.

Changes that are incorporated in this LDI for the G350, G450, G500 and G550 are:

- Removed VIDL reset Test
- Engine Trend ACMF – corrected multiple triggered events per flight
- Added a “Surface RVDT Position Rigging” system diagnostics test
- Added NWS steering messages

Additionally, changes that are incorporated in this LDI specifically for the G350 and G450 are:

- Correlated AOA maintenance messages
- Corrected L & R BAC maintenance messages
- APU maintenance message fix
- Added FQMS maintenance messages
- Added additional bus and maintenance messages to better troubleshoot BTMS

The following procedure should be used for installing stand-alone LDI files to the Central Maintenance Computer (CMC):

1. Connect the aircraft laptop to the aircraft Local Area Network (LAN) via the 10Base2 Connection in the Right EER
2. Place the LDI CD in the aircraft laptop CD tray
3. Apply power to aircraft (External power or APU Generator will be necessary)
4. Wait 5 minutes for the CMC to complete its boot-up procedure
5. Open the CMC Remote Terminal on the aircraft laptop
6. Select ‘Extended Maintenance’ from the CMC menu
7. Select ‘Data Loader’ from the Extended Maintenance sub-menu
8. After the pre-load of the CD drive is complete, select ‘Full Load’ from the boxes on the right side of the screen
9. After the Configuration Check is complete, select ‘Start Load’ from the boxes on the right side of the screen.
10. Installation will take between 7-13 minutes
11. When installation completes, select ‘Main Menu’ from the boxes on the right hand side of the screen
12. Shut down all power to the aircraft
13. Disconnect the aircraft laptop from the aircraft LAN
14. Wait 2 minutes before applying power to the aircraft (External power or APU Generator will again be necessary)
15. Wait 5 minutes for the CMC to complete its boot-up procedure
16. From the cockpit, select CMC on the menu drop down on DU 2
17. Select the CMS page and locate the line “CMC LDI” (page 9 or 10) and verify the part number to the right of that line matches the part number on the CD
18. If the part number does not match, the LDI did not load correctly, repeat steps 1-17

GV ATA (33/38/49/73): Forthcoming ASCs

By Merlisa Harrod, Customer Support Technical Bulletin Group

Following is an update on forthcoming Aircraft Service Changes (ASCs):

ASC 167: Engine Fuel/Control (ATA 73) FADEC Modification to G10.2

Purpose/Discussion: This service change updates the FADEC Electronic Engine Controller (EEC) to new software standard, Version G10.2. This software version corrects the following:

- “FMU Calibration Fault” - This Long Term Dispatch (LTD) FADEC System maintenance message is used to detect calibration shift between measured fuel flow and calculated fuel flow. This message has resulted in some Loss of Thrust Control (LOTC). The message has been modified to Do Not Dispatch (DND).
- Software Timing Improvement - Fuel Flow timing margin to calculate the Fuel Flow Fine Trim is changed to improve Quick Re-light functionality.
- P30 Range Scaling improvement - Prevent over-fueling during engine starts, reducing the potential for tailpipe fires. Resolves nuisance EEC internal faults.

Description: This change will require the removal and upgrade of both engine EECs. This service change installs new software in the EECs and accomplishes a forthcoming Rolls-Royce Service Bulletin.

Effectivity: Aircraft serial numbers 501-693 and 699.

Status: This ASC is in development. Target release date is July 3, 2007.

ASC 171: Lighting (ATA 33) Cockpit LED Conversion

Purpose/Discussion: This service change replaces the existing incandescent lighting in the cockpit with LEDs. The LEDs provide:

- higher reliability (greatly extended bulb)
- richer, truer, more vibrant coloring
- lower heat signature (lowering cockpit temperature)

Effectivity: This will be an optional service change applicable to all GV aircraft.

Status: This ASC is in development. Target release date is 4th QTR 2007.

ASC 173: Water / Waste (ATA 38) Water Line Ribbon Heater Upgrade

Purpose/Discussion: This service change replaces the existing water line ribbon heater installations above and below the floor with new Adel Wiggins heaters. All ribbon heater installations below the floor (water line 71.06) will have new insulation installed. The new insulation and improved ribbon heaters are more durable and provide improved reliability. Incorporation of this ASC will reduce the frequency of water line inspections negating the forthcoming AMM Chapter 05 changes that require shorter intervals between inspections with regards to the water system.

All flex line tubing and all water/drain lines will be inspected for leakage and/or wear. Lines failing inspection will be removed and replaced as required.

Effectivity: This will be an optional service change applicable to GV aircraft serial numbers 501-619.

Status: This ASC is in development. Target release date is July 31, 2007.

ASC 174: Auxiliary Power (ATA 49) APU Bonding Strap Installation

Purpose/Discussion: This service change provides an electrical bonding strap in accordance with FAA regulations to mitigate aircraft and APU damage in the event of an indirect lightning strike. A bonding strap installation reduces the probability of equipment loss/failure and airframe damage and isolates essential equipment power sources.

Effectivity: This service change will be applicable to all GV aircraft serial numbers 501-693 and 699.

Status: This ASC is in development. Target release date is July 16, 2007.

GV/G500/G550 (ATA 27): Horizontal Stabilizer Actuator

By Eric Holliday, Customer Support Mechanical Systems Group

Recently, an authorized service center was troubleshooting a G550 flap/stab issue. During this troubleshooting, the technician determined that the Horizontal Stabilizer Actuator (HSA) resolver required replacement. The technician followed the Illustrated Parts Catalog (IPC) and ordered a P/N 5913114 resolver, which fell into the aircraft effectivity. Unknown to the service center, the aircraft HSA has been upgraded from the 1159SCC500-7 unit to an 1159SCC500-9, which is a spares and replacement.

The 1159SCC500-9 HSA has an upgraded AC induction drive motor and a new HSA resolver. This improved -9 HSA is restricted to resolver part number 1159SCC652-11 only; the previous resolvers are not spares and replacements. However, the 1159SCC652-11 resolver can be used as spares and replacement on the previous HSA part numbers - 1159SCC500-3, 1159SCC500-5, and 1159SCC500-7.

The IPCs for the GV, G500, and G550 do not indicate spares and replacement notes very clearly, and a pubs change will be implemented to resolve this problem.

If you have any questions, please contact Technical Operations at 800-810-4853 or 912-965-4178, or technical.operations@gulfstream.com.

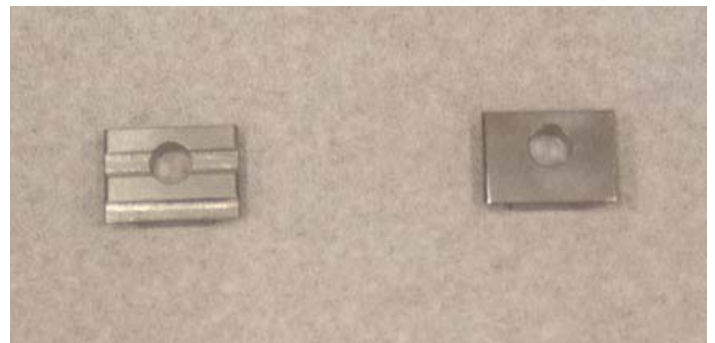
THE SERVICE EDGE

GIV/G300/G400/GV/G500/G550 (ATA 32): Dunlop Service Bulletins for Replacement of Main Wheel Spacers

By Patrick Downing, Customer Support Sales

It was recently brought to the attention of the main wheel manufacturer, Dunlop, that specific instances have occurred where cracks have been found in the hub assemblies around the drive bar bolt holes of the GIV and GV Main Wheels (GIV Wheel Dunlop P/N: AHA2063, GAC P/N: 1159SCL403-5; GV Wheel Dunlop P/N: AHA2114, GAC P/N: 1159SCL503-7).

It was determined that a different shaped spacer (one that has full contact with the mating surface of the hub assembly) can decrease the possibility of cracks in this area. The manufacturer (Dunlop) developed a Service Bulletin to address this issue. The original part number of this spacer was AHO91112, and part number of the newly-shaped spacer is DAC10580-01. MKLMAR43 is the part number for the MOD kit that contains 8 of the new spacers.



Spacers – Old style on left, new style on right

Dunlop recommends replacing these units in each main wheel (8 spacers per wheel) when they are in for their next visit at a maintenance facility. If this Service Bulletin is complied with and the new spacers *are ordered through Gulfstream*, they will be issued at no charge under Dunlop Service Bulletins AHA2063-32-1355 (GIV) and AHA2114- 32-1356 (GV). It is important to note that in order to be free at no charge, the customer must provide the serial number of each wheel that is having its spacers replaced.

These modifications will not change the Gulfstream part number of the wheel assembly, but a MOD status will be stamped in the hub and flange. On the GIV wheel the MOD status will be 3; on the GV wheel the MOD status will be 5.

Beginning in mid-July, Gulfstream will begin receiving its second bulk shipment of Dunlop spacers and will fill existing backorders accordingly, with a forecasted date of mid-August for full recovery to support the Fleet. While Dunlop recommends replacing the existing units to avoid any possibility of cracking in the future, the old style spacers are still completely acceptable to use.

Please feel free to contact myself directly or any other Spare Parts Sales Representative if you have any questions or concerns.

Pat Downing, Senior Sales Representative, Customer Support

Ph: 1-800-810-4853 or 912-965-4178, Ext 1-7006

E-mail: patrick.downing@gulfstream.com



Area on wheel where an old style spacer was installed. Area with black strip is where cracking can occur.



Area on wheel where the new style spacer is installed.

NEWS AND ANNOUNCEMENTS

Calendar / News Information

- **CMP/Pubs Focus Group July 19 in Chicago** — Gulfstream is hosting a CMP/Publications Focus Group Thursday, July 19, in the Chicago, Illinois, area at The Hyatt Regency O’Hare. We will begin the meeting with a continental breakfast at 7:30 a.m. and should conclude by 12:00 p.m., followed by lunch.

The CMP/Publications Focus Group will cover issues regarding new products, revisions, and product support. We will be demonstrating new enhancements to the CMP.net program introduced this year and future enhancements that are in progress. We look forward to an open roundtable forum to get your feedback on how we can exceed your needs in Technical Information and Maintenance Tracking for your entire fleet, including non-Gulfstream aircraft.

From 1 p.m. to 4 p.m. there will be a training session hosted by AvTrak on their Globalnet product, which allows you to track your non-Gulfstream aircraft on the same software platform as CMP.net. AvTrak representatives will provide training on many of the new system features and give a preview of



upcoming enhancements to the system. All current AvTrak users, as well as prospective users, are welcome to attend.

All Gulfstream operators, both pilots and maintenance personnel, are invited and encouraged to attend. A map and information regarding the facilities, and online registration are available in the [Event Calendar](#) section of our Web site (www.mygulfstream.com). If you have any questions, please contact Darlene Tyler at 912-965-3624 or darlene.tyler@gulfstream.com.

- **Hypoxia Awareness Training at FlightSafety** — FlightSafety’s Hypoxia Awareness Training, developed in conjunction with the Mayo Clinic, uses a technique of mixed gas to induce mild hypoxia. This technique produces a safer and more time-efficient training session. The mixture is computer controlled, allowing the client to slowly climb to an equivalent altitude of 22,500 feet. Flight and non-flight scenarios help pilots, technicians, and cabin attendants understand and recognize the onset of hypoxia and what to do when symptoms are recognized. Training consists of two hours of academics in flight physiology and two simulator hypoxia demonstrations, one non-flying and one flying. Each simulator session is approximately 30 minutes in duration.



This course is available upon request at the Savannah Learning Center (800-625-9369), as well as Atlanta (800-889-7916), Teterboro (800-827-8058), and Wichita (800-488-3214). Contact one of these Learning Centers for more information.

- **Honeywell Offers Certification Charlie Training Online** — Honeywell Aerospace Training Solutions is pleased to offer the “Gulfstream PlaneView™ Certification Charlie II Technical Orientation” training course via the Internet. This self-study course is free of charge for Gulfstream PlaneView operators. The training is designed for maintenance personnel responsible for loading Certification Charlie II software for the Primus Epic® PlaneView System on the Gulfstream G350/G450/G500/G550 aircraft.

The orientation training includes four narrated modules detailing information on the following:

- Certification Charlie II and Data Loading System (DLS) 3.4.1 Updates
- Certification Charlie I Updates
- DLS 3.4.0 Updates
- CyberKit 3.0 Software (designed to check the performance of your Local Area Network (LAN) prior to loading)

To access the eLearning Web site training modules, select <https://www.honeywelltraining.com/SCORM/userpages/Login.asp>. First-time users will need to register to accessing the eLearning training course.

If you have any questions, please contact Honeywell Aerospace Training Solutions via phone at 602-365-2833 or e-mail at training.solutions@honeywell.com.

- **Online Manual Access Reminder** — Gulfstream’s Technical Publications Department would like to remind all operators of the availability of online manual access. Any subscriber to a Maintenance Library in CD-ROM format has the option to purchase online access for an additional charge. This new online access is through either myGulfstream.com or myGDAS.com (1124 Westwind only) and includes all models currently available on our family of Maintenance Library CD-ROMs.

Anyone interested in this new capability should contact Gulfstream’s Technical Information Business Office for more specific details at 800-810-GULF (4853) or 912-965-4178 Option 4, or pubs@gulfstream.com.

- **Breakfast Minutes Tips** — Here are some useful tips to help you get the most out of *Breakfast Minutes* resources:

- **Printing the entire *Breakfast Minutes* issue** — From myGulfstream.com, navigate to the *Breakfast Minutes* home page (click Resources → Breakfast Minutes), select the PDF Version for the particular issue you want to print (Adobe® Acrobat® Reader is required). This option is available only for the Fleet Edition.
- **Search Tips for *Breakfast Minutes*** — The *Breakfast Minutes* home page has a link to a Search Tips reference page. The Search Tips resource gives examples of the various techniques

for searching the archived issues of the *Breakfast Minutes* and its sister publications – *myGulfstream.Intercom* and *The Member Ship*. The listed techniques are as follows: Phrase Search, + and – Qualifiers, * Wildcard, ? Wildcard, and Boolean Search.

- **Customer Appreciation Breakfast Held on Tuesday Mornings** — The Customer Appreciation Breakfast is held on Tuesday mornings in Savannah. The food is great, and there's a post-dining listening session. Gulfstream representatives are on-hand to listen to customer comments and suggestions in a relaxed, informal setting.

The Breakfast is a team effort between Gulfstream and training partner FlightSafety. It gives Gulfstream operators attending classes at FlightSafety a chance to enjoy a tasty meal and network with key members of Gulfstream's Service and Support team.

Anytime you are in Savannah, stop by the Flight Line Café (adjacent to the Savannah FlightSafety Learning Center) at 7:30 on Tuesday morning (non-holiday weeks). We look forward to joining you for breakfast!

- **myGulfstream.com Support** — For myGulfstream.com questions or problems, call Steve Arsenault, Customer Support Specialist, at 912-965-5999. Steve is available to help you Monday – Friday between 8:00 a.m. and 4:30 p.m. EST (USA). You can also submit your request for help online using the Feedback link in the Help menu.



If you do not yet have access to the site, you will need to set up a personal account. Please complete and submit the online form at <http://www.gulfstream.com/mygulfstream/#>.

OTHER NEWS

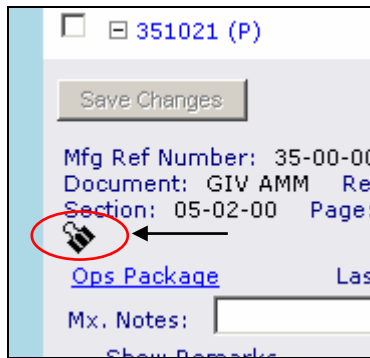
ALL (ATA 00): What's New in CMP

Here is the weekly update on Gulfstream Computerized Maintenance Program (CMP) services. Software enhancements and issue fixes are pushed bi-weekly to the CMP.net™ program. This section will highlight functionality that has been updated. In addition, when our CMP Support Team identifies repetitive calls on the same topic, we will include tips for all of our services – EDT/AIS, WebReports – in addition to CMP.net.

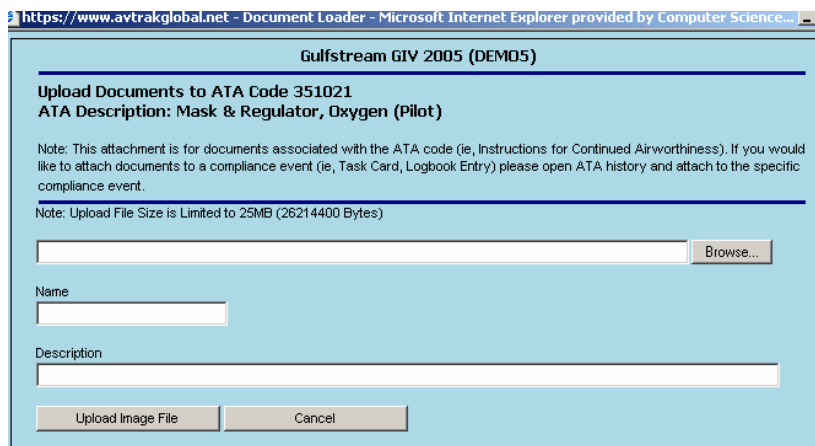
Weekly Tip: Attachment of Additional Maintenance Procedures at the Code Level

CMP.net provides the capability for the user to attach additional desired maintenance documentation at the code level for any task. An example of this would be additional Instructions for Continued Airworthiness desired for any code, thus giving the user instant access and print capability to any additional documentation necessary for compliance. This new option is especially useful for those operators utilizing Operations Packages or having Supplemental Type Certificates (STCs) that may have additional inspection requirements that are not included on a Gulfstream OOB Task Card. Also, the user is not limited to one attachment per code; instead, they may attach several documents per their particular needs. This documentation will print out along with a standard Gulfstream OOB card for sign off when utilizing the task card printing option.

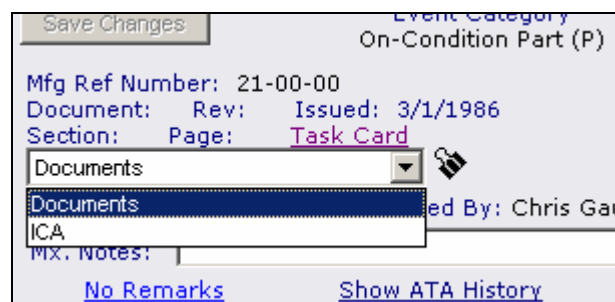
Documentation is attached by opening the desired code (which can be a Gulfstream or custom code), then by clicking on the paper clip in the lower left portion of the code just above the Ops Package link.



The system will open the Document Loader window where the user simply performs a browse action to find and select the pertinent document for attachment. The new attachment can also be given a different name and description as well in the Document loader window.



To print an attachment, open the code, select the desired document from the newly created pull down list by the paper clip, and then select the print option in the window where the document opens in view.



Please contact your analyst with any questions.

Reminder

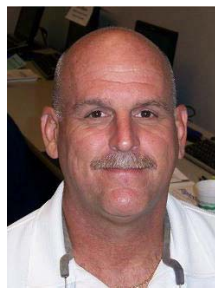
Gulfstream CMP.net is a state-of-the-art, Web-based maintenance tracking service that provides Gulfstream aircraft owners and operators real-time access to their aircraft's maintenance status, due-list projections, and the latest Gulfstream CMP Work Cards and work instructions. Of particular significance to mixed fleet operators, CMP.net allows subscribers to track their non-Gulfstream aircraft as well. In order to use CMP.net, operators must have a mygulfstream.com account (available for the asking) and be authorized to access an aircraft.

For more information or to try CMP.net free for 30 days, point your browser to <http://www.gulfstream.com/cmpnet/>.

ALL (ATA 00): FlightSafety Master Technician Update

FlightSafety's Master Technician Training Program is a comprehensive, progressive-step series of courses that provides a career development path for maintenance technicians and serves as noteworthy evidence of their superior proficiency and achievement. The path requires that a technician complete a prescribed menu of courses during a certain period of time and at an elevated proficiency level.

Gulfstream is proud to be a training partner with FlightSafety, and we are very proud of the individuals who have clearly demonstrated their commitment to excellence by reaching this aviation milestone. Congratulations to the following individuals who obtained GV Master Technician status on June 22, 2007, at the Savannah Learning Center: **Kent Burke with Cox Aviation** and **Sean Strudgeon with Gulfstream**.



Kent Burke
Cox Aviation



Sean Strudgeon
Gulfstream

ALL (ATA 00): Gulfstream Flight Following Enhancements

As stated in Maintenance and Operations Letter ALL-MOL-07-0004, dated 3/21/07, Gulfstream has improved its flight following process by implementing a Web-based solution that replaces faxed communication with e-mail communication. This enhancement provides more consistent and timely responses to your flight following requests and affords true and immediate 24/7 capability.

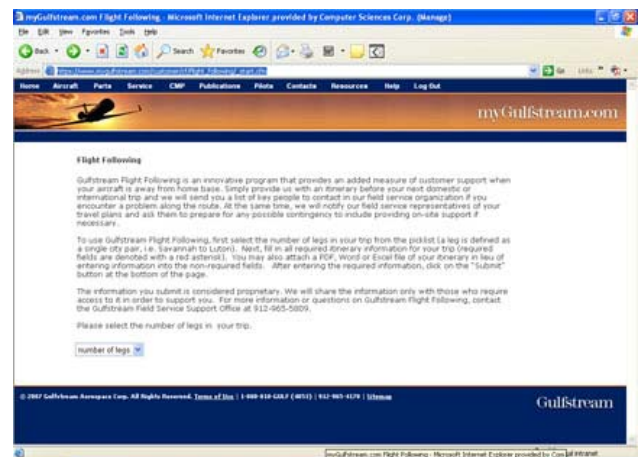
With the new process, customers are required to enter itinerary information into the new Flight Following Web page at myGulfstream.com. Operators who do not have access to myGulfstream.com will need to register at the following link: <http://www.gulfstream.com/mygulfstream/#>.

The new Web-based service became operational on April 1, 2007. For instructions on how to use the new Flight Following online program, please access the following Web site:

https://www.mygulfstream.com/customer/cf/flight_following/start.cfm.

The information you submit is strictly proprietary. We will share the information only with those who require access to it to support you.

For more information on Gulfstream Flight Following, contact the Gulfstream Field Service Support Office at 912-965-5809 (phone) or 912-965-3218 (fax).



ALL (ATA 00): Subscription Options for *Breakfast Minutes*

The *Breakfast Minutes* easy-to-review summary is delivered via e-mail and contains hyperlinks to detailed information on the mygulfstream.com secured Web site (user account required).

You can choose how much information you receive by selecting from the following options:

- **Model-specific Summary** – Links you to articles pertaining solely to the aircraft model(s) you own, operate, or maintain, as well as general information topics.
- **Comprehensive Summary / Fleet Edition** – Contains all news relevant to the entire Gulfstream fleet; if you do not select a model-specific format, you will continue receiving the Fleet Edition.
- **Opt Out or Update Your Preferences** – If you wish to unsubscribe or update your preferences, you may do so by following the links at the bottom of the e-mail edition you receive each week.

Note: Should you experience problems with the *Breakfast Minutes* online subscription service, call the myGulfstream.com support hotline at 912-965-5999 or use the Feedback online form (in the Help menu) to inform us of your difficulty.

We believe you will find the information in the *Breakfast Minutes* truly valuable to your daily operations. We feel the summary format, model-specific option, improved graphics, hyperlinked articles, electronic versus paper will benefit all subscribers. The summarized format allows you to find the information quickly and easily.

Thank you for your continued support of Gulfstream and its worldwide family of operators.

ALL (ATA 00): Provisional Spares and Ground Support Equipment Designed Specifically for Your Aircraft

Gulfstream would like to highlight that Provisional Sales personnel can develop a specifically recommended spares and ground support equipment (GSE) package based on your model aircraft, and can procure all spares and GSE needed to support your level of operation.

The following areas are taken into consideration when developing a specific package:

- Operational Objectives
- Types of Missions
- Maintenance Plan
- Configuration
- Location
- Dispatch Critical Rate

To request a provisional package or for more information about this service, please contact Stephen Schuman, Manager, Provisional Sales, at stephen.schuman@gulfstream.com or 912-963-6392.

TECHNICAL BULLETIN SUMMARY

Maintenance and Operations Letter Update

The following Maintenance and Operations Letters (MOLs) have been released:

- **G350-MOL-07-0018, G450-MOL-07-0018, GV-MOL-07-0017, G500-MOL-07-0013, G550-MOL-07-0013**, 6/22/07, ATA 00 (General) – Master Minimum Equipment List (MMEL) Revision 5 Issued in Error
- **GV-MOL-07-0018**, 6/22/07, Landing Gear (ATA 32) – Alert Customer Bulletin (ACB) to Inspect Nose Landing Gear Door Actuator Shuttle Valve End Cap

Alert/Customer Bulletin Update

The following Alert/Customer Bulletins (ACBs/CBs) have been released:

- **GV CB 27**, 6/22/07, Landing Gear (ATA 32), Inspection – Nose Landing Gear Door Actuator Shuttle Valve End Cap, Effectivity: All GV aircraft
- **G350/G450 CB 48**, 6/25/07, Electrical Power (ATA 24), Modification – Left and Right Power Distribution Box (PDB), Effectivity: Aircraft serial numbers 4001 through 4082
- **G500/G550 CB 49**, 6/25/07, Electrical Power (ATA 24), Modification – Left and Right Power Distribution Box (PDB), Effectivity: Aircraft serial numbers 5001 through 5150
- **G500/G550 CB 50**, 6/25/07, Electrical Power (ATA 24), Inspection – Left Main Battery Lead Installation at Left Wing Anti-Ice Valve, Effectivity: Aircraft serial numbers 5102 through 5118, 5124 through 5131, 5133 through 5136, 5140, 5142, 5145, 5146 and 5148

Alert/Service Bulletin Update

The following Alert/Service Bulletins (ASBs/SBs) have been released:

- **G100 ASB 100-53A-293**, 6/22/07, Stabilizers – Inspection and Replacement of Horizontal Stabilizer Upper Scissor Fitting Attachment Bolts; Effectivity: Astra/Astra SPX/G100 aircraft serial numbers 004, 011 through 158
- **G150 SB 150-21-007**, 6/22/07, Air Conditioning – Environmental Control System – Installation of New Diodes; Effectivity: Galaxy and G200 aircraft, serial numbers 004 through 162; Aircraft in compliance with the original issue of this service bulletin require no further action.
- **G200 SB 200-32-317R1**, 6/22/07, Landing Gear – Replacement of Brake Assembly Attachment Hardware; Effectivity: Galaxy and G200 aircraft, serial numbers 052 through 157
- **G200 SB 200-34-335**, 6/22/07, Navigation – Electronic Flight Display 4077 – (EFD) Reversionary Software Dataloading; Effectivity: G150 aircraft serial numbers 202 through 212

Aircraft Service Change Update

The following Aircraft Service Changes (ASCs) have been released:

- **GIIB ASC 526**, 6/21/07, Subject: Lights (ATA 33) Navigation Position Lights – LED Navigation Light Installation; Effectivity: All GIIB aircraft
- **GIII ASC 334**, 6/21/07, Subject: Lights (ATA 33) Navigation Position Lights – LED Navigation Light Installation; Effectivity: All GIII aircraft

Operator Memorandum Update

No Operator Memorandums have been released since the last update.

SERVICE CENTER REGIONAL MAINTENANCE SALES TEAM

Please contact the sales representative in your area for your aircraft's present or future maintenance needs.

Eastern Region

Scott McDonald, Director of Sales (East) – 912-657-2362 (CT)

Tom Baliya – 904-264-0405 (South FL)

Kevin Butler – 912-728-8643 (PA, NJ)

Steve Deloach – 413-582-0385 (NY, MA, ME, NH, RI, VT)

Patrick Saxon – 912-429-3782 (GA, NC, SC, VA)

Jim Huntoon – 214-435-5082 (AL, District of Columbia, DE, MD, North FL, WV)

Midwestern Region

Gary Smiley, Director of Sales (Midwest) – 902-836-2706 (MN, ND, SD, WI)
Juan De Leon – 562-902-5091 – (Mexico, Central and South America)
Bob Fairfield – 816-452-5251 (IN, KS, MO, NE, TN)
Daniel Kadmon – 713-963-9797 (AR, LA, MS, OK, South TX)
Pete Mendez – 972-962-8212 (North Texas)
Keith Schroeder – 920-446-2788 (IA, IL, Eastern and Central Canada)
Jeremy Snider – 920-540-7134 (KY, MI, OH)

Western Region

Brian Schank, Director of Sales (West) – 623-551-2068 (CO, NV, UT, WY)
Darwin Stout – 206-954-8657 (AK, ID, MT, OR, WA, Western Canada)
Doug Wendt – 480-443-0222 (AZ, Central CA, HI, NM, Pacific Rim and Asia)
Craig Winterrowd – 972-874-1714 (Northern and Southern CA)

Europe, Africa, Middle East

Jeff Hill, Sr. Regional Sales Manager – 011-44-7881-846-727
Chris Hollingsworth, Sr. Marketing Representative – 912-965-4518

Avionics Sales

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Mark Grunewald, National Sales Manager (N. Midwest) – 920-426-2872
Brian Culbreth, National Sales Manager (S. Midwest) – 972-899-1809
John Cooreman, National Sales Manager (West) – 303-452-4069

Fleet Accounts

Chuck James, Director, Business and Programs – Product Support – 912-965-3999

Interior Refurbishment Sales

Matt Duntz – Director of Sales, Interior Refurbishment – 912-965-5109
Marsha Grebe – National Sales Manager, Interiors – 920-735-7012
Dean Murray – National Sales Manager, Interiors – 214-902-6985

Product Support Sales

Tim Thompson, Business Sales Manager GAC – 912-965-5552
Matt Huhn, Business Sales Manager GDAS – 214-902-7657

Scheduling and Planning

Jack Barnett, Senior Manager – Gulfstream facilities 912-965-3080 / 1-800-810-GULF (4853);
General Dynamics Aviation Services facilities Customer Support 1-866-271-4327 / 912-965-4700,
choose the facility or scheduling options.

BREAKFAST MINUTES

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Note: Maintenance Manual changes normally affect the Chapter 5 inspection program (Continued Airworthiness). If your company is not on current revision status with Gulfstream's Technical Publications Department for either the Maintenance Manual or Chapter 5, consideration should be given to re-establishing these services to ensure your aircraft's Continued Airworthiness. These services may be obtained by contacting us at 800-810-4853 or 912-965-4178 Option 4 (phone), 912-965-3520 (fax), or pubs@Gulfstream.com (e-mail).

Contact Information: B R E A K F A S T M I N U T E S welcomes your questions, comments, or ideas. Our communication lines are always open to our readers by phone: 912-965-4827; fax: 912-965-8713; or e-mail: gary.arms@Gulfstream.com. The mailing address is B R E A K F A S T M I N U T E S , P.O. Box 2206, M/S D-25, Savannah, GA 31402-2206.

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