

January 18, 2013

A FOCUS ON SAFETY

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None to announce at this time



The Journal anchors are German Nieves and Kurtina Pollen. Tune in each week for featured stories from Product Support and the Gulfstream Network.

The Journal

The Journal, the video broadcast from the Gulfstream Network and Studio G, can be accessed in the Quick Links area of the myGulfstream.com home page. Click on Gulfstream Network and The Journal to view all episodes.

FOCUS ON SAFETY

ALL (ATA 21/52): Aircraft Pressurization Hazards – Main Entrance Door

By Thomas Hodges, Customer Support Mechanical Systems Group

There are inherent dangers when working on and/or around pressurized aircraft. Injuries to yourself or others, aircraft structural damage, or damage to support equipment are just some of the concerns. Take time to assess the situation around you, the aircraft, and others working in the area of the aircraft. If there is doubt about the task you are about to perform, then stop and re-evaluate the task.

One area to be extra cautious around while the aircraft is pressurized is the Main Entrance Door (MED).

Aircraft are pressurized to differential pressures of 8 to 9 psi. Even though this number seems relatively small, it is multiplied by the size of the MED. When dealing with pounds-per-square inch on a component the size of the MED, this can equal thousands of pounds of pressure and force; therefore, safety is paramount when working around a pressurized aircraft.

Anytime you are opening the MED on an aircraft, ask these basic questions:

- Are the engines or APU operating?
- Is the aircraft pressurized?
- Are there other personnel inside the aircraft who could be injured by the main entrance door opening?
- If there are others inside the aircraft, can I get them to open the door from the inside?
- For large-cabin aircraft, was the door last closed without hydraulic power? If yes, the door is heavy and will free fall.
- Will the door rest normally on the ramp without over-extending?
- Are there any obstructions or personnel in the path of the door as it opens?
- Am I standing in the proper position to open the MED?

By re-evaluating the task, it will be easier to spot potential hazards that could cause personal injury or damage to the aircraft. Before opening the MED on an aircraft, take time to stop and think about the results and effects of that door opening.

When working around an aircraft with the MED closed and the cabin pressurized, opening the MED is no longer considered routine. When approaching an aircraft that has just returned from a flight or that has been pressurized on the ground, it is recommended to allow the flight crew or maintenance crew inside to open the MED. From the inside, the crew will know when the aircraft's differential pressure has equalized with ambient pressure.



Main Entrance Door – Large-Cabin Gulfstream



Main Entrance Door – Mid-Cabin Gulfstream

NOTE: It is strongly recommended never to open the MED from the outside when the aircraft has just landed and taxied to the parking apron. If it is necessary to do so, allow only the pilot or copilot to give you the all clear signal, as they can best see the aircraft differential indicator and verify the aircraft has depressurized.

Always make safety the highest priority while working around pressurized aircraft. →

TOP STORIES

Astra™/SPX™/G100® (ATA 32): MLG Downlock Switch Failure

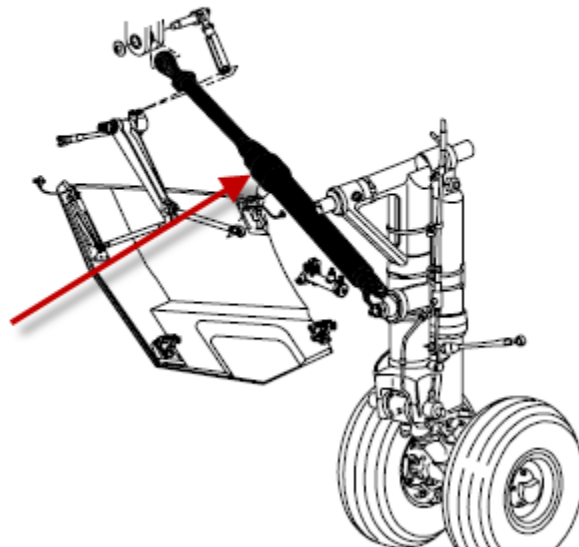
By Thomas Hodges, Customer Support Mid-Cabin Systems Group

An operator reported that after long, cold-soak flights, the left main landing gear (MLG) down indication failed to illuminate. The crew had to cycle the gear several times to get the left MLG to indicate down-and-locked prior to landing.

The technicians troubleshooting the problem could not duplicate this issue in the hangar. Based on service experience, it was suspected that the downlock switch or the associated harness had failed. The operator elected to replace the MLG actuator assembly (P/N D25W252005-507), as the actuator ships from Israel Aerospace Industries (IAI) with a new downlock switch and harness pre-installed.

The aircraft was returned to service and has not had a repeat of the faulty downlock indication. →

**GULFSTREAM G100 / SPX
ILLUSTRATED PARTS CATALOG**



Left Main Landing Gear Actuator

G150® (ATA 49): APU Air Inlet Sealing Improvement

By Delton Johnson, Customer Support Mid-Cabin Systems Group

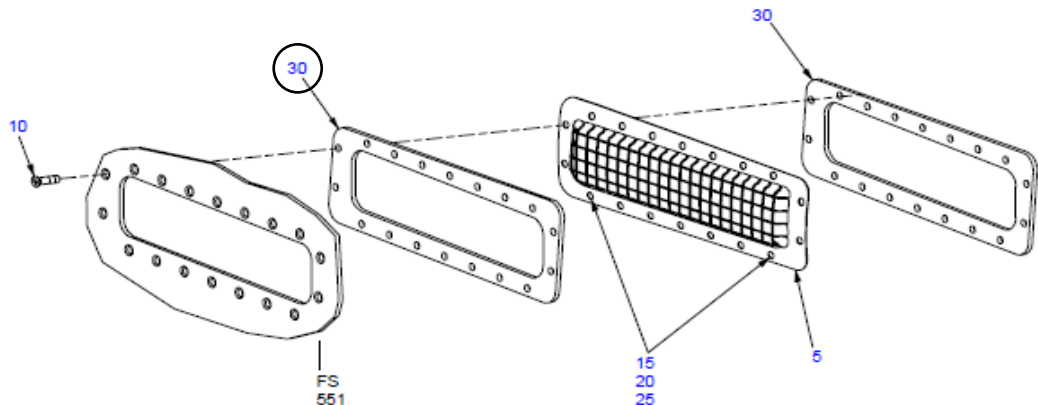
Gulfstream Technical Operations was contacted by a G150 operator with an uncommanded APU shutdown issue. During troubleshooting, the technician found excessive water in the aft equipment bay, on the APU Electronic Control Unit (ECU) and APU electrical panel.

Further investigation found the water was entering the compartment through the APU air inlet. The operator compared the APU air inlet installation to an earlier serial number aircraft and found the earlier aircraft had two gaskets (P/N 25G3572153-003) installed, one on each side of the inlet screen (see Item 30, first illustration). The later serial number aircraft had only one gasket (P/N 25G3572153-009) installed between the inlet screen and inlet (see Item 50, second illustration).

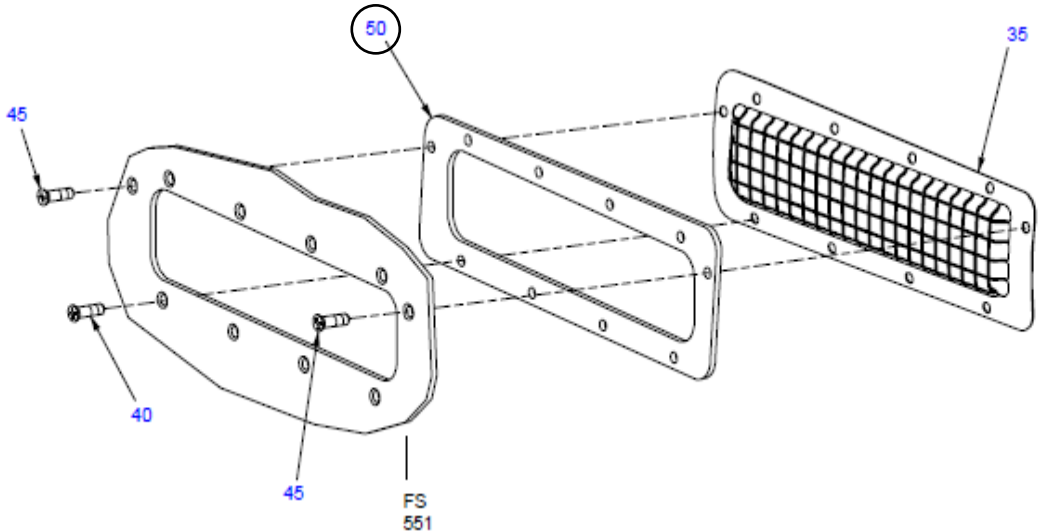
It was later learned that other operators were having the same issue. A presentation was assembled and sent to the Reliability, Quality and Availability Action Team (RQAAT). After RQAAT completed their investigation, it was decided to add another 25G3572153-009 gasket to prevent the water leakage. The action was cut into production on aircraft serial numbers 302 – 999. Operators of aircraft serial numbers 271-301 will be advised of the change via forthcoming Service Bulletin (SB) 150-49-144, "APU Air - Inlet Sealing Improvement." →



Water on the ECU entered the tail compartment through the APU air inlet.



Item 30 is P/N 25G3572153-003 Gasket



**Item 50 is P/N 25G3572153-009 Gasket
Reference IPC 49-50-00, Figure 1
APU Air Inlet**

G150®/G200®/G280®/G650® (ATA 05): High Intensity Radiated Field/Lightning (HIRF/L) Maintenance Programs

By Ray Watkins, Maintainability Engineering

Aircraft certification requirements cover initial HIRF/L criteria through electrical design. Demonstrated testing ensures that the operational capabilities of HIRF/L protected systems to perform critical and essential functions are not adversely affected when the aircraft is exposed to high intensity radiated fields or lightning conditions.

The HIRF/L maintenance program is developed to ensure that the designed HIRF/L protection is maintained throughout the life of the aircraft. The intent of this maintenance is to reduce the possibility that a single failure cause (lightning strike or HIRF exposure event), and the occurrence of a common failure cause (such as Environmental Deterioration or Accidental Deterioration) across redundant channels of HIRF/L protection, could impact aircraft airworthiness. Degradation of the HIRF/L protection should be detectable through scheduled maintenance.

As part of program development, Engineering determines and identifies the HIRF/L electrical and avionics systems and the protection features of the aircraft. Maintainability uses this information to evaluate the effects of Environmental Deterioration and Accidental Deterioration on the protection using ATA Maintenance Steering Group (MSG-3) analysis. The analysis results will determine what scheduled maintenance will effectively detect degradation. The scheduled maintenance plan must cover all of the identified HIRF/L protection. The program may include repetitive inspections of structure, shielding, bonding, connectors and airframe-mounted protection.

- Environment Damage - considers the effects of the atmosphere, corrosive products, condensation, temperature, and vibration on the protection, with respect to degradation.
- Accidental Damage - considers the likelihood of damage during maintenance or damage during operations.

Examples – Environmental Damage is the effect of de-icing fluid on a connector during winter operations. An example of Accidental Damage would be areas where connectors may be stepped on.

The majority of this protection will be covered through the application of Zonal Inspections. In areas where Zonal maintenance will not adequately identify degradation of the HIRF/L protection, additional scheduled maintenance may be generated.

The analysis criteria for HIRF/L may vary for different versions of MSG-3. In general, the following criteria are used to determine when the Zonal inspection program tasks effectively address HIRF/L protection features:

- All visible HIRF/L protection (wires, shields, connectors, overbraid, bonding straps, or raceways between connectors or termination points) may be covered by Zonal inspections.
- HIRF/L protection within conduit or heat shrink is covered by Zonal inspections by confirming the integrity of the protective covering.
- Inherent conductivity of the aircraft structure is covered by the zonal inspections. Corrosion concerns are covered by the Structures inspection program.
- Composite fairings with conductive mesh are covered by Zonal inspections.
- Where Zonal inspections are not effective, other dedicated maintenance tasks will be developed

The dedicated HIRF/L scheduled maintenance tasks are listed in the applicable aircraft Maintenance Review Board (MRB) reports and respective Gulfstream Aircraft Maintenance Manual Chapter 5. →

GII®/GIII®/GIV®/G300®/G400® (ATA 29/32): Aux Pump Not Used for Nose Wheel Steering Checks

By Al Lane, Customer Support Mechanical Systems Group

While taxiing, a GIV crew several times experienced a “STEER BY WIRE FAIL” Caution message on the Crew Alerting System (CAS). Each time, the Nose Wheel Steering (NWS) power switch was cycled Off then On, returning the system to normal operation.

Upon the aircraft's return to home base, technicians interrogated the NWS Electronic Control Module (ECM). A number 4 was displayed, indicating a hand wheel assembly failure (GIV Aircraft Maintenance Manual [AMM] 32-05-00). The hand wheel assembly (P/N 5050-1/-3) was replaced, returning the aircraft to service.

While troubleshooting, the maintenance crew tried to use the Aux Pump via the ground service valve to pressurize the NWS System. However, the Auxiliary System does not power the NWS (GIV AMM 29-00-00). The NWS is powered by the Combined or Utility Hydraulic Systems. Per the AMM, for ground test and checkout procedures, the NWS system is pressurized with a hydraulic test stand (or operating engine).

The Auxiliary System powers the flaps, landing gear and doors, brakes, parking brake pressure, main entrance door, and cargo door (on aircraft so equipped).

Although the Aux Pump is a continuous duty pump (AMM 29-20-00), if it is operated for an extended period of time without the Combined Hydraulic System pressurized, the Aux chamber in the Combined reservoir may empty and the possibilities of ingesting air and/or Aux pump failure will be significantly increased. Subsequently, if the Aux side of the Combined reservoir becomes depleted, it will be necessary to pressurize the Combined System by means of a hydraulic test stand or operating engine to fill the Aux chamber. →

G350®/G450®/GV®/G500®/G550® (ATA 32): Landing Gear Fails to Retract

By Denny George, Customer Support Mechanical Systems Group

A G450 operator contacted Technical Operations with the following landing gear issue. After takeoff, the crew selected the landing gear handle to the up position, but all three landing gear failed to retract. The landing gear handle was free to move and was not impeded by the landing gear handle lock release button. It was also observed that the landing gear control circuit breaker was not extended or "popped." All hydraulic systems were operating normally.

At this point, the crew selected the landing gear handle down and elected to return to the departure airport, where they made an uneventful landing.

After parking on the ramp, the crew discovered that all three landing gear actuator pins had been left installed. They also noted that the brakes seemed to be "dragging" considerably during taxi to the ramp.

A review of the incident determined that the flight crew did not follow the landing gear failure to retract procedure. This procedure is located in the Quick Reference Handbook (QRH), page EG-3, and the Airplane Flight Manual (AFM), page 3-113. Both instances point out that once the landing gear handle is placed in the down position (after a failed retraction), the landing gear dump valve switch must be pressed and held for three seconds. The selection of the DUMP switch will not affect the dump system or illuminate the switch capsule, but will provide an alternate electrical ground path for energizing the normal landing gear extend solenoid. This will return the landing gear system to the normal landing gear extended configuration for landing. Once performed, this allows normal nose wheel steering and brake functionality for landing.

The flight crew did select the gear handle to the down position after the failed retraction; however, they did not press the landing gear DUMP switch for three seconds. This left the landing gear out of sequence, which affected nose wheel steering and braking functionality. This is in reference to the condition the crew reported after landing regarding the dragging brakes.

The aircraft was then taken to the hangar and placed on jacks. The landing gear system was reset to the normal condition. All landing gear normal and emergency operational checks were completed, as well as a check of the brake and nose wheel steering systems. No faults were found, and all systems operated normally.

This incident stresses the importance of following established procedures (pre-flight and in-flight) and notes the delays that can be encountered when procedures are not followed. →

GV® (ATA 24/27/28/34/53): Forthcoming ASCs

By Merlisa Harrod, Customer Support Technical Bulletin Group

Following is a list of forthcoming Aircraft Service Changes (ASCs) for GV aircraft.

ASC 186 Navigation (ATA 34) – NZ-2000 6.1 Software Upgrade and WAAS/LPV Installation

Purpose/Discussion: This service change upgrades the NZ-2000 flight management system with version 6.1 software and installs Wide Area Augmentation System/Localizer Performance with Vertical Guidance (WAAS/LPV). Version 6.1 software provides an operating platform for WAAS/LPV and RNP.3 functionalities. This upgrade allows for:

- ◆ Navigation Database enhancement for:
 - Circling approaches
 - TACAN approaches
 - Multi-RNAV approaches per runway
- ◆ Magnetic Variation Update
- ◆ Auto HA Sequencing
- ◆ Vectors to final approach/En route holding patterns
- ◆ Reduced Custom Database Crossload time

- ◆ VNAV enhancements:
 - Temperature Compensation: departure, approach, missed approach
 - Data page improvements/RNP information
 - Approach improvements
- ◆ GPS status in seconds display
- ◆ TAP records
- ◆ Laseref V (Hybrid GPS/IRS) interface improvements
- ◆ Flight configuration page modifications
- ◆ Automatic Localizer tuning
- ◆ Satellite-Based Augmentation System (SBAS) – compatible with Euro Geostationary Navigation Overlay System (EGNOS), GPS-Aided Geo-Augmented Navigation (GAGAN), and Multi-Function Satellite Augmentation System (MSAS)

Incorporation of WAAS/LPV allows GPS to be used as a primary means of navigation from takeoff thru Category 1 precision approaches. WAAS provides service for all classes of aircraft in all phases of flight including en route navigation, airport departures, and airport arrivals. This includes vertically guided landing approaches in instrument meteorological conditions at all qualified locations throughout the National Airspace System (NAS). The WAAS broadcast message improves GPS signal accuracy from 100 meters to approximately 7 meters. Aviation operation efficiency is significantly benefited by:

- ◆ Greater runway capability
- ◆ Reduced separation standards (allows increased capacity in a given airspace without increased risk)
- ◆ More direct en route flight paths
- ◆ New precision approach services
- ◆ Reduced/simplified equipment on aircraft

Description: This service change installs, replaces, or upgrades the following equipment and any associated wiring and/or structural modifications:

- ◆ GPS – WAAS/SBAS/LPV receivers (2) – Compatible with EGNOS, GAGAN, and MSAS
- ◆ GPS – WAAS/ SBAS/LPV antenna (2)
- ◆ Digital discrete adapters (DDAs) (2)
- ◆ Performance Computer, upgraded (2)
- ◆ Navigation computers, upgraded (2 or 3)
- ◆ Cockpit annunciators (2 each side)

Effectivity: This service change is applicable to all GV aircraft.

Status: This ASC is in development. Target release date is June 30, 2013.

ASC 188 Navigation (ATA 34) – TCAS 7.1 Installation

Purpose/Discussion: This service change installs new operating software to the Traffic Alert and Collision Avoidance System (TCAS) II and 2000 units. TCAS 7.1 is mandated for use by aircraft in order to operate in Europe after December 2015. In addition, this ASC also provides an Alternate Means of Compliance (AMOC) to address the Airworthiness Directive (AD) regarding the Interference Limiting (IL) condition. The new operating software incorporates the following modifications:

- TCAS Change 7.1 (addresses EASA mandate effective December 2015)
- TCAS Interference Limiting (addresses AD requiring incorporation of IL fix)
- Compliance to DO-260B
- Compliance with DO-317

Description: This service change provides instructions for the installation of new operating software to the TCAS unit via application of Aviation Communication & Surveillance Systems' (ACSS) Approved Model List Supplemental Type Certificate (AML STC). This software only change may be completed on or off the aircraft at an approved test station.

Effectivity: This service change is applicable to all GV aircraft equipped with TCAS II or 2000 systems.

Status: This ASC is in development and currently scheduled to release January 31, 2013.

ASC 191 Electrical Power (ATA 24) – 60 Hz Converter Upgrade

Purpose/Discussion: This service change installs provisions to allow replacement of existing 60 Hz converter, P/N 1-002-0101-1723 with one of two/three upgraded 60 Hz Converters. With the provisions incorporated, any of the new converters, P/N 717220-1, 1-002-0102-2052, and 1-002-0102-2444 may be installed. Additionally, any of the new 60 Hz converters may be used for spares and replacement of each other.

Description: This service change removes the existing 60 Hz converter, cover assembly, mount trays and support brackets, and installs new support brackets, mounting plates, 60 Hz converter, converter cover assembly and electrical jumper assembly.

Effectivity: This service change is applicable to all GV aircraft.

Status: This ASC is in development and currently scheduled to release February 28, 2013.

ASC 193 Fuselage Structure (ATA 53) – APU Enclosure Thermal Inerting

Purpose: This service change modifies the APU enclosure on aircraft having non-compliant sealant, Gulfstream Material Specification (GMS) 4107. The APU enclosure is removed (walls and ceiling) and thermally inerted by heating in a controlled environment. This will eliminate the potential for sealant ignition on the enclosure exterior surface by transforming it into a non-combustible material that is incapable of ignition during hot-surface conditions. For aircraft that were previously modified by ASC 198/198A, the thermal barrier coating (Fastblock®) will be removed from the enclosure prior to the inerting process. The enclosure is then reinstalled and a thermal insulation blanket is installed on the enclosure floor to prevent backside ignition of sealant on the floor structure. This modification satisfies the fireproof requirements of 14 CFR 25.1191/JAR 25.1191.

Effectivity: This service change is applicable to aircraft serial numbers 514 – 693, 699

Target Release Date: This ASC is in development and currently scheduled to release May 10, 2013.

ASC 194 Flight Controls (ATA 27) – Stall Barrier Stick Shaker Location

Purpose: This service change relocates the left and right Stall Barrier Stick Shakers. The existing stick shaker(s), P/N C-36602 Mod A (Mfr. Safe Flight) may interfere with the support structure adjacent to the autopilot control sector. This service change relocates the existing stick shakers aft on the control sector by installing extender plate(s) and new hardware.

When a replacement stick shaker becomes necessary through the course of normal attrition, this service change will allow installation of the currently available stick shaker, P/N C-36602 Mod A without interference. The shaker relocation must be performed on both left and right control sectors.

Description: This service change provides instructions to relocate the left and right stick shakers. Access to the flight control cable sectors is required through cheek panels, 117AL and 116AR. The shaker motor is removed and a filler/adaptor plate is located in the web of the sector, then match-drilled and new hardware installed. The shaker is reinstalled and a stall barrier operational check is performed.

Effectivity: This service change is applicable to serial numbers 502 – 547, 549

Target Release Date: This ASC is in development and currently scheduled to release January 22, 2012.

ASC 205 Fuel (ATA 28) – Fuel Quantity Signal Conditioner (FQSC) Software Update

Purpose/Discussion: This service change upgrades the FQSC software to revision G. The new software adds an OVR FULL indication on the remote oil quantity indicator in the tail compartment that will be displayed anytime the APU oil quantity exceeds 13 pints.

Description: The FQSC is removed from the aircraft and shipped to Parker Hannifin Corporation for upgrade. The upgraded FQSC is reinstalled and operational checks performed. Additionally, a new decal indicating incorporation of ASC 205, and “service APU to full” is installed on the remote oil servicing panel.

Effectivity: This service change is applicable to all GV aircraft.

Status: This ASC is in development and currently scheduled to release February 15, 2013. →

NEWS AND ANNOUNCEMENTS

Calendar / News Information



Robert Haggard

• **Robert Haggard Joins FlightSafety DFW Center**— FlightSafety International is pleased to announce that Robert Haggard has joined the team as Product Sales Manager for Gulfstream Maintenance at the DFW Learning Center.

Robert is responsible for all Gulfstream maintenance training sales at the DFW Learning Center. He will develop strong relationships with Gulfstream operators worldwide as he aims to meet and exceed their training needs.

Robert's background is diverse, consisting of experience behind the wrench, in the cockpit, and in aviation sales. He has three years of aviation training sales and customer service experience, and has worked as a technician for a small Part 135 carrier in Dallas, as well as Purdue University prior to that. In addition, he is also an experienced pilot and flight instructor and holds a commercial pilot's license with an LR-Jet type rating.

Robert holds a Bachelor of Science in Aviation Management from Purdue University and a Master of Divinity with a pastoral counseling emphasis from Liberty University.

Robert continues to serve as a chaplain in the Air Force Reserve and holds the rank of Captain.

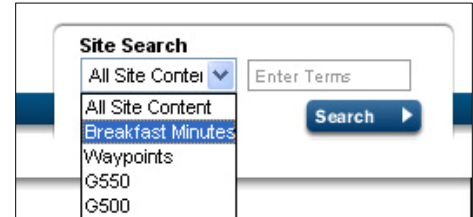
- **Online Manual Access Reminder** — This is a reminder from Gulfstream’s Technical Publications Department of the availability of online manual access. Any subscriber to a Maintenance Library in CD-ROM format has the option to purchase online access for an additional charge. This online access is available through myGulfstream.com and includes all models currently on our family of Maintenance Library CD-ROMs.

Anyone interested in this capability should contact Gulfstream’s Technical Information Business Office for more specific details at 800-810-GULF (4853) or 912-965-4178 Option 3, 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 (Resources tab), 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*** — In the Site Search area, select Breakfast Minutes in the pull-down menu. Enter your search terms and click the Search button. Additional terms can be entered in the Advanced Search fields.



- **Mobile Access** – The *Breakfast Minutes* can be accessed via myGulfstream.com on your mobile device. Additionally, all features of myGulfstream.com and Gulfstream.com are available for and compatible with mobile devices.

- **myGulfstream.com Support** — For myGulfstream.com questions or problems, call the Support Hotline at 912-965-5999. Staff are available to help you Monday – Friday between 8:00 a.m. and 4:30 p.m. EST (USA). You can also submit your request 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

News Release Highlights

GULFSTREAM SIGNS LEASE FOR NEW OFFICE BUILDING

SAVANNAH, Ga., January 8, 2013 — Gulfstream has entered a 12-year lease with North Point Real Estate for a 70,000-square-foot office building in the Crossroads Business Park. The building will house Gulfstream’s Information Technology Center of Excellence, supporting the company’s worldwide business operations. It will house more than 400 professionals, 100 of whom will be new employees hired over the next several years.



Gulfstream has continued to grow its Savannah facilities since the November 2010 announcement of a seven-year, \$500-million Savannah expansion. As part of that expansion, Gulfstream committed to hire an additional 1,000 employees over a seven-year period.

“Within the first two years of that seven-year period, Gulfstream has hired more than 1,695 new full-time employees in Savannah alone, nearly 700 more than what we originally estimated,” said Larry Flynn, president, Gulfstream. “We’ve also invested more than \$175 million toward our \$500 million commitment. This brings our total employment in Georgia to 8,580 and demonstrates that Gulfstream is a powerful economic engine for both local and state economies.”

To read more of this and other news releases, visit www.gulfstream.com/news/. →

FlightSafety Recipients of Cabin Attendant Wings

Cabin Attendant wings are a symbol of professional skills, knowledge, and experience acquired through committed training. FlightSafety trained cabin attendants are prepared for today's demanding assignments. The curriculum is FAA-approved and meets the regulatory requirements for Parts 91 and 135 operators. Training includes business etiquette, general security, fire suppression, land evacuations, and ditching.

FlightSafety delivers the same standards of excellence to Cabin Attendant training as their professional Pilot and Maintenance Technician training. Those standards include effective classroom and practical training utilizing advanced training devices. Training is taught by highly-experienced, professional instructors.

Diamond Wings are awarded to Cabin Attendants to commemorate ten years of training with FlightSafety.

Gold Wings are awarded to Cabin Attendants to commemorate five years of training with FlightSafety.

Pewter Wings are awarded to Cabin Attendants to commemorate their first Cabin Attendant Initial training with FlightSafety.

The following recognition was given on December 14th at the Savannah Learning Center.

Gold Wings Recipients

Alison O'Driscoll (GE Corporate Air Transport), Camille Harris (contractor), Carin C. Gollan (Tanzanian Government Flight), Naza Mngumi (Tanzanian Government Flight), Habiba Nkokoo (Tanzanian Government Flight), Assumpter M. Shaba (Tanzanian Government Flight), and Vicky Wadi (Tanzanian Government Flight)

Pewter Wings Recipients

Desiree Marra (Berwind Corporation), Matthew R. Gaden (E.I. du Pont de Nemours & Co.), and Indira Rianne Santiago (Pacific Rim Natural Foods Corp.).



Front, L-R: Indira Rianne Santiago (Pacific Rim Natural Foods), Carolina Assuncao (Vale S.A.), Carin Gollan (Tanzanian Government Flight), Naza Mngumi (Tanzanian Government Flight), and Desiree Marra (Berwind Corporation); Back, L-R: Chip White (FlightSafety Center Manager), Matthew Menefee (Cabin Safety Customer Support Representative), Assumpter Shaba (Tanzanian Government Flight), Alison O'Driscoll (G.E. Corporate Air Transport), Patricia Soto (Contractor), Matthew Gaden (E.I. du Pont Nemours & Co.), Anjanette Sweet (3M Aviation), Vicky Wadi (Tanzanian Government Flight), Habiba Nkokoo (Tanzanian Government Flight), and Louisa Fisher (Program Manager, Cabin Safety)

FlightSafety Master Technician Recognition

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.



Erik V. Singh

Gulfstream is proud to be a training partner with FlightSafety, and we are very proud of those individuals who have clearly demonstrated their commitment to excellence. Congratulations to **Erik V. Singh with Chevron USA Aviation Services** for attaining **G500/G550 Master Technician** status on March 30, 2012 at the Savannah Learning Center. →

FlightSafety Top Troubleshooter Recognition

Gulfstream is proud to be a training partner with FlightSafety, and we are very proud of those individuals who have clearly demonstrated their commitment to excellence. Congratulations to **Arnaud Foulon (Gulfstream Authorized Warranty Facility)** for attaining the **G450 Top Troubleshooter Award** on December 21, 2012 at the Savannah Learning Center.



L-R: Thomas Van Tilburg (G450 Maintenance Instructor) and Arnaud Foulon (Gulfstream Authorized Warranty Facility)

Rockwell Collins G150 and G200 Training Offered

Rockwell Collins will be offering G150 and G200 classes in the Dulles airport area in late March. The classes are focused on maintenance and flight line operation.

G150 Course

The G150 class will be offered on March 18-22 and provides line maintenance personnel with training to operate and perform flight line maintenance for the Pro line 21 system.

Upon completing this course, the student will be able to:

1. Have an overall understanding of Pro line 21 Avionics principles and operation.
2. Identify system components and the functional/operational characteristics of each line replaceable unit (LRU).
3. Identify typical aircraft system interface/system architecture.
4. Perform fault isolation to a faulty LRU using built-in test diagnostics.

Continued

G200 Course

The G200 class will be offered March 25-29 and provides line maintenance personnel with training to operate and perform flight line maintenance for the Proline 4 system.

Upon completing this course, the student will be able to:

1. Have an overall understanding of Proline 4 Avionics principles and operation.
2. Identify system components and the functional/operational characteristics of each line replaceable unit (LRU).
3. Identify typical aircraft system interface/system architecture.
4. Perform fault isolation to a faulty LRU using built-in test diagnostics.

Please contact Matt Herlocker at Rockwell Collins if interested in either course. His contact information is:

Matt Herlocker / Manager, International OEM Support

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G150[®] /G280[®] /G350[®] /G450[®] (ATA 00): Advanced Information Notice Report

The following Advanced Information Notices (AINs) were issued from 01/02/2013 to 01/08/2013. They can be viewed on mygulfstream.com in the Online Manuals section of the Publications menu. They are listed by Aircraft, Library, and Advanced Information Notice Index.

G150[®]

- **Aircraft Maintenance Manual:** 25-21-00-ri
- **Computerized Maintenance Program:** 252141, 252142, 252143, 252144, 252145, 252146, 252147, 252148, 252149, 252150, 252152

G280[®]

- **Aircraft Maintenance Manual:** 09-10-00-mp
- **Illustrated Parts Catalog:** 25-00-00, 27-30-00, 29-05-00, 32-10-00, 52-10-00

G350[®]

- **Aircraft Maintenance Manual:** 20-00-00-ic, 27-33-19-ri
- **Computerized Maintenance Program:** 273503, 273504

G450[®]

- **Aircraft Maintenance Manual:** 20-00-00-ic, 27-33-19-ri
- **Computerized Maintenance Program:** 273503, 273504 →

G100[®] /G150[®] /G280[®] /G300[®] /G350[®] /G400[®] /G450[®] /G500[®] /G550[®] /GIV[®] /GIV MSG-3[®] /GV[®] (ATA 00): Advanced Information Notice Report

The following Advanced Information Notices (AINs) were issued from 01/09/2013 to 01/15/2013. They can be viewed on mygulfstream.com in the Online Manuals section of the Publications menu. They are listed by Aircraft, Library, and Advanced Information Notice Index.

G100[®]

- **Illustrated Parts Catalog:** 11-30-00, 24-20-00, 24-30-00, 27-10-00, 27-50-00, 28-10-00, 28-20-00, 30-10-00, 31-10-00, 31-20-00, 32-10-00, 32-20-00, 32-40-00, 34-20-00, 52-10-00, 55-40-00, 57-20-00, 57-40-00, 78-30-00, 80-10-00, front_mtr-front_mtr-fmintro

G150[®]

- **Computerized Maintenance Program:** 252141, 252142, 252143, 252144, 252145, 252146, 252147, 252148, 252149, 252150, 252152

G280[®]

- **Aircraft Maintenance Manual:** 32-42-01-se

- **Illustrated Parts Catalog:** 32-40-00, 57-00-00

G300®

- **Aircraft Maintenance Manual:** 28-01-00-ic
- **Computerized Maintenance Program:** 280018, 280019

G350®

- **Aircraft Maintenance Manual:** 20-00-00-ic, 28-10-00-at, 28-10-00-ic, 35-00-00-se
- **Computerized Maintenance Program:** 281001, 281002, 281010

G400®

- **Aircraft Maintenance Manual:** 28-01-00-ic
- **Computerized Maintenance Program:** 280018, 280019

G450®

- **Aircraft Maintenance Manual:** 20-00-00-ic, 28-10-00-at, 28-10-00-ic, 35-00-00-se
- **Computerized Maintenance Program:** 281001, 281002, 281010

G500®

- **Aircraft Maintenance Manual:** 28-10-00-at, 28-10-00-ic, 49-00-00-ri
- **Computerized Maintenance Program:** 281001, 281002, 281010, 491101
- **Illustrated Parts Catalog:** 29-20-00, 49-10-00

G550®

- **Aircraft Maintenance Manual:** 28-10-00-at, 28-10-00-ic, 49-00-00-ri
- **Computerized Maintenance Program:** 281001, 281002, 281010, 491101
- **Illustrated Parts Catalog:** 28-41-00, 29-20-00, 49-10-00

GIV®

- **Aircraft Maintenance Manual:** 28-01-00-ic, 55-30-00-ic
- **Computerized Maintenance Program:** 280018, 280019, 553005, 553007, 553010, 553011

GIV MSG-3®

- **Aircraft Maintenance Manual:** 28-01-00-ic
- **Computerized Maintenance Program:** 280018, 280019

GV®

- **Aircraft Maintenance Manual:** 28-10-00-at, 28-10-00-ic, 49-00-00-ri
- **Computerized Maintenance Program:** 281001, 281002, 281010, 491101 →

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

TECHNICAL BULLETINS

Maintenance and Operations Letter Update

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

- **G150-MOL-13-0001**, 1/10/13, Aircraft Maintenance Manual (AMM) - Passenger Seating Removal/Installation Procedure
- **G350-MOL-13-0001**, **G450-MOL-13-0001**, **G500-MOL-13-0001**, **G550-MOL-13-0001**, 1/11/13, Navigation (ATA 34) – Airworthiness Directive 2012-26-15 – Honeywell International Air Data Module Air Data Pressure Transducers
- **G100-MOL-13-0001**, 1/14/13, In-Flight Engine Shutdown Initiated by the Flight Crew

Alert/Customer Bulletin Update

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

- **G350 CB 150**, **G450 CB 150**, 1/16/13, Flight Controls (ATA 27), Inspection - Gust Lock Handle Assembly on Aircraft with ASC 001; Effectivity: Aircraft serial numbers 4001 through 4100 with Aircraft Service Change (ASC) 001 (Digital Flight Data Recorder System Upgrade (88 Parameters)) incorporated
- **G500 CB 132**, **G550 CB 132**, 1/16/13, Flight Controls (ATA 27), Inspection - Gust Lock Handle Assembly on Aircraft with ASC 001; Effectivity: Aircraft serial numbers 5001 through 5174 with Aircraft Service Change (ASC) 002 (Digital Flight Data Recorder System Upgrade (88 Parameters)) incorporated
- **GV CB 204**, 1/16/13, Fire Protection (ATA 26), Modification - Relocation of Third Engine Fire Bottle (STC ST01822AT-D); Effectivity: All GV aircraft with third engine fire bottle installed per Supplemental Type Certificate (STC) ST01822AT-D or other approved means.
- **G500 CB 133**, **G550 CB 133**, 1/16/13, Fire Protection (ATA 26), Modification - Relocation of Third Engine Fire Bottle (STC ST01822AT-D); Effectivity: Aircraft serial numbers 5001 through 5294 with third engine fire bottle installed.

Alert/Service Bulletin Update

No Alert/Service Bulletins (ASBs/SBs) have been released since the last update.

Aircraft Service Change Update

No Aircraft Service Changes (ASCs) have been released since the last update.

Operator Memorandum Update

No Operator Memorandums have been released since the last update. →

MAINTENANCE SALES TEAM

Newly Updated – Please contact the sales representative or Regional Sales Manager (RSM) in your area for your aircraft's present or future maintenance needs.

Mike West – Vice President, Sales and New Business Development – 912-965-4934

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Kevin Butler – National Sales Manager, 912-661-4106 (CT, MA, PA)

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BREAKFAST MINUTES

Volume 20, Issue 26**Senior Editor:** Gary Arms**Contributors:** Sean Coughlin, Denny Denison, Jennifer B. Evans, Heidi Fedak, Nancy R. Fullbright, Dennis George, Howard Gray, Merlisa Harrod, Matt Herlocker (RC), Thomas Hodges, Bryan Jobe, Delton Johnson, Jim Korzik, Al Lane, James Moss, Candace Murphy (FSI), Emily Owens (FSI), Liz Robinson (FSI), Justin Stafford, Darwin Stout, and Ray Watkins**Copyright 2013** by Gulfstream Aerospace, P.O. Box 2206, M/S SW7, Savannah, Georgia 31402-2206.**Gulfstream Main Switchboard Phone Number:** 912-965-3000**Customer Support:** 1-800-810-GULF (4853) or 912-965-4178**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 3 (phone), 912-965-3520 (fax), or pubs@Gulfstream.com (e-mail).**Contact Information:** BREAKFAST MINUTES welcomes your questions, comments, or ideas. Our communication lines are always open to our readers by phone: 912-965-4827 or e-mail: gary.arms@Gulfstream.com. The mailing address is BREAKFAST MINUTES, P.O. Box 2206, M/S SW3C, Savannah, GA 31402-2206.**Disclaimer:** BREAKFAST MINUTES is published by Gulfstream Aerospace. The technical content of this document is presented as information only and is not intended for use in maintenance or service of any Gulfstream Aircraft. Gulfstream Aerospace, its parent corporation, and any other affiliated entity will not be held responsible for the accuracy or inaccuracy of technical content provided in this publication. Any technical content in this publication, where so noted, will be submitted for inclusion in the next possible revision of a related technical publication, i.e., Maintenance Manual, Wiring Diagram Manual, Illustrated Parts Catalog, Computerized Maintenance Program Work Cards, Airplane Flight Manual, etc. (Technical Publications are recognized as the only official publications for maintenance and service of Gulfstream Aircraft.) →

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