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Section 2: Aircraft Records Inspection and Status

| Description | Notes |
|--|---|
| AFM is applicable for the Aircraft configuration | Not seen |
| Airframe logs | Aircraft Inspection Handbook is missing |
| Engine logs | Two engine logs are missing |
| Borescope Inspection Report | All of the engines have been in a shop |
| Engine trend monitoring reports | Not seen |
| Engine LLP Listing, showing 1 st item due | Yes |
| Propeller logs | N/A |
| Tech logs, traceability demonstrated | Yes |
| Journey logs, full traceability shown | Partially |
| APU logs, full traceability shown | Checked |
| AD's, airframe, engine, propeller, APU and appliances have been applied and are properly registered | As per Camp, last update September 2011 |
| Alert SBs' and SBs' status is clearly defined and registered | Same as above |
| All modification and repairs applied to the Aircraft since last complete ARC or C-Check (whichever came last) | As per Camp, last update September 2011 |
| All service life limited components installed on the Aircraft are properly identified - registered and have NOT exceeded their approved service life limit | Exceeded |
| The mass and balance statement reflects the configuration of the aircraft and is valid | Yes |
| Structural repair file listing Structural repair mapping | Not seen |

Remarks Aircraft Historical and Day-to-Day Records:

The Aircraft Historical and day-to-day records are in a **POOR** condition.

The documents are located in three separate locations (refer to Appendix 12).

The Aircraft Inspection Handbook is missing as are two of the engine log books.

The journey logs are only partially traceable.

All service life limited components installed on the Aircraft have exceeded their approved service life limit.

| General Aircraft Description | |
|--------------------------------------|---|
| Manufacturer / Model: | Falcon 900 B |
| Manufacturer Serial Number | 143 |
| Current Registration | PH-LCG |
| Date of Manufacture: | 1995 |
| Registered Owner: | Lips Capital Group, Netherlands |
| Reg. / Country / Authority: | PH-LCG / Netherlands / CAA Netherland |
| Current or Last Operator: | Last Operator: Solid Air, Currently None* |
| Date of Delivery to Current Operator | Delivery to Solid Air October 2009* |
| Is ETOPS Equipped? | Yes: ✓ No: |
| Is it approved for ETOPS operation? | Yes: No: ✓ |

*Note: According to information from inspection in 2009

| Aircraft Utilisation | | | | | |
|----------------------|--------|--------------------------|--------|------------|--------|
| Airframe Total | | As per 13 September 2011 | | This Month | |
| Hours | Cycles | Hours | Cycles | Hours | Cycles |
| 7303:29 | 3006 | --- | --- | --- | --- |

| Certified Operating Weights | | |
|-----------------------------|-------------|-----------|
| Weights | Pounds | Kilograms |
| Maximum Taxi Gross Weight | 45680 | 20720 |
| Maximum Take-Off Weight | 45501 | 20639 |
| Maximum Landing Weight | 42000 | 19051 |
| Maximum Zero Fuel Weight | 30870 | 14000 |
| Basic Empty Weight | 24627 | 11170 |
| Aircraft Last Weighed | 12 May 2009 | |

Approved Maintenance Service Plan

| | | |
|--|------------------------------|--------------------|
| Maintenance Service Plan is based on: | Falcon Chapter 5 | |
| Maintenance plan approval | <u>No information so far</u> | |
| Plan based on utilisation of | Combined hours and calendar | |
| Fuel Tank Contamination Prevention Programme | Period: | 8 Months or 400 FH |
| Engine trend monitoring | Period: | Not seen |
| Engine compressor washing | Period: | N/A |

Check

| Check | | | |
|-------------------|---|----------------------------------|------------------------------------|
| Frequency | Calendar <i>8 Month</i> | Hours <i>400</i> | Cycles <i>---</i> |
| Last accomplished | Date <i>20 May 2010</i> | Total Time <i>6685</i> | Total Cycles <i>2697</i> |
| Next due in | Days <i>25 September 2011</i> | Hours <i>7485</i> | Cycles <i>---</i> |

| | |
|----------|--|
| Remarks: | <i>Several checks are overdue (see CAMP)</i> |
|----------|--|

Engine Record Status

| Engine Serial Number | Pos. | Manufacturer & Model No. | Mfg. Part No. | Engine Location |
|--|----------|--------------------------|---------------|-----------------|
| 101224 | 1 | Honeywell TFE 731-5BR | 3075330-3 | L/H |
| Engine # 1: | | | | |
| Description | | As of date | Hours | Cycles |
| Engine Total Time (TTSN/TCSN) | | 08 May 2013 | 6820 | 2799 |
| Engine time at installation on Aircraft; Reg. (-----) | | | | |
| Time since installation - On wing | | 08 May 2013 | 6820 | 2799 |
| Time since last shop visit | | 08 April 2013 | 346 | 155 |
| Remaining time to first life limit (Multiple LLP's) indicate | | 08 May 2013 | --- | 7201 |
| Full <back to birth> traceability | | | | |
| Shop visit reports | | | | |
| F.O.D. history | | | | |
| ENG. LOG status | | | | |

| Engine Serial Number | Pos. | Manufacturer & Model No. | Mfg. Part No. | Engine Location |
|--|----------|--------------------------|---------------|-----------------|
| 101229 | 2 | Honeywell TFE 731-5BR | 3075330-3 | CTR |
| Engine # 2: | | | | |
| Description | | As of date | Hours | Cycles |
| Engine Total Time (TTSN/TCSN) | | 08 May 2013 | 7062 | 2866 |
| Engine time at installation on Aircraft; Reg. (-----) | | | | |
| Time since installation - On wing | | 08 May 2013 | 7062 | 2866 |
| Time since last shop visit | | 08 May 2013 | 334 | 155 |
| Remaining time to first life limit (Multiple LLP's) indicate | | 08 May 2013 | --- | 7134 |
| Full <back to birth> traceability | | | | |
| Shop visit reports | | | | |
| F.O.D. history | | | | |
| ENG. LOG status | | | | |

Engine Record Status (continued)

| Engine Serial Number | Pos. | Manufacturer & Model No. | Mfg. Part No. | Engine Location |
|--|----------|--------------------------|---------------|-----------------|
| P101243 | 3 | Honeywell TFE 731-5BR | 3075330-3 | R/H |
| Engine # 1: | | | | |
| Description | | As of date | Hours | Cycles |
| Engine Total Time (TTSN/TCSN) | | 08 May 2013 | 7154:43 | 2924 |
| Engine time at installation on Aircraft; Reg. (-----) | | | | |
| Time since installation - On wing | | 08 May 2013 | 7154:43 | 2924 |
| Time since last shop visit | | 08 April 2013 | 203:20 | 110 |
| Remaining time to first life limit (Multiple LLP's) indicate | | | --- | 7201 |
| Full <back to birth> traceability | | Checked | | |
| Shop visit reports | | Checked | | |
| F.O.D. history | | | None | |
| ENG. LOG status | | Checked | | |

Auxiliary Power Unit (APU) Record Status

| Manufacturer | Model No. | Part No. | S/N |
|--|-------------------|-----------------------|--------|
| Honeywell | GTCP36-150 (F) | 3800188-2 | P-259 |
| APU status description | As of date | Hours | Cycles |
| APU manufactured date | 30 November 1992 | | |
| Total Time Since New (TSN) | 19 September 2011 | 3661 | 1378 |
| APU first installation and operating history since (NEW) | | On Aircraft since new | |
| APU time installed on Aircraft | 14 April 1993 | 0 | 0 |
| APU hot section inspection (HSI) period | On condition | | |
| APU overhaul (OH) period | | | |
| APU time since last overhaul (TSO) | | | |
| APU time since last hot section inspection | | | |
| APU last boroscope inspection / video | 20 February 2007 | 2957 | --- |
| APU LOG status | | Checked | |
| Life Limited Part (LLP) | | Checked | |

| | |
|----------|-----|
| Remarks: | NIL |
|----------|-----|

Landing Gear Status

| Nose Landing Gear: | P/N: D22811200-15V | | S/N: U150 |
|---|---|--------------|------------------|
| <i>Description Position</i> | <i>As of date</i> | <i>Hours</i> | <i>Cycles</i> |
| NLG - Time since new | 08 May 2013 | 7303 | 3006 |
| Last overhaul date / Time since last OVHL | 15 January 2013 | 1259 | 650 |
| Overhaul interval | 144 Months or 6000 Cycles | | |
| Time remaining | Due date 15 January 2019 or 5351 cycles | | |

| Left Main Landing Gear: | P/N: | | S/N: |
|---|---|--------------|---------------|
| <i>Description Position</i> | <i>As of date</i> | <i>Hours</i> | <i>Cycles</i> |
| LH-MLG - Time since new | 08 May 2013 | 7303 | 3006 |
| Last overhaul date / Time since last OVHL | 15 January 2013 | 1259 | 650 |
| Overhaul interval | 144 Months or 6000 Cycles | | |
| Time remaining | Due date 15 January 2019 or 5351 cycles | | |

| Right Main Landing Gear: | P/N: | | S/N: |
|---|---|--------------|---------------|
| <i>Description Position</i> | <i>As of date</i> | <i>Hours</i> | <i>Cycles</i> |
| RH-MLG - Time since new | 08 May 2013 | 7303 | 3006 |
| Last overhaul date / Time since last OVHL | 15 January 2013 | 1259 | 650 |
| Overhaul interval | 144 Months or 6000 Cycles | | |
| Time remaining | Due date 15 January 2019 or 5351 cycles | | |

Information incomplete

| Additional Equipment | |
|----------------------------|--------------------------|
| Description | Manufacturer & Model No. |
| Not seen during Inspection | |

| Maintenance & CAMO Supplier | |
|-----------------------------|-----------------------------|
| Part 145 | TAG Aviation & Jet Aviation |
| CAMO | Solid Air |

| Warranty | |
|---------------------|---------------|
| Completion Interior | N/A |
| Airframe | Not seen |
| Engines | MSP Honeywell |
| APU | Not seen |

| Deferred Defects | |
|--|-----|
| Number of deferred defects in the last 12 Months | N/A |
| Latest HIL (hold item list) item | N/A |

| Occurrences | |
|-----------------------------------|-----|
| Occurrences in the last 12 Months | N/A |

| Aircraft Damage History |
|-------------------------|
| Information incomplete |

STC's Since Completion

| <i>STC/Modification Number</i> | <i>Description</i> |
|--------------------------------|---|
| STC N-CS-063 | Upgrade of Honeywell GPWS to EGPWS (EASA approval 341). Performed on 22.02.2007. |
| No additional STCs recorded | |

Airworthiness Directives

As per CAMP

(CAMP needs to be reviewed in detail in line in order to make sure that it is up to date after the missing documents are available)

Open Airworthiness Directives in the next 12 Months

| <i>AD No</i> | <i>Description</i> | <i>Due at:</i> |
|--------------|------------------------|----------------|
| 2012-06-21 | Fuel Quantity Sensors | 04 Feb 2012 |
| 2012-26-15 | Air Data Computer | 23 Feb 2013 |
| 2011-0049 | Fuel Quantity | 04 Jan 2012 |
| 2012-254 | Oxygen Mask Regulator | 12 Jan 2013 |
| 2012-0162 | Tail Strobe Power | 16 Nov 2012 |
| 2013-0090 | Oxygen Mask Regulator | 01 Jun 2014 |
| 2011-0094 | Life Jacket | 06 Dec 2011 |
| 2011-14-08 | Passenger Oxygen Masks | 18 Aug 2014 |

Mandatory SB's in the next 12 Months

| <i>SB No</i> | <i>Description</i> | <i>Due at:</i> |
|--------------|---------------------------|----------------|
| SB 0410 | Refueling System | 31 Oct 2011 |
| SB0413 | Rear Toilet | 16 Feb 2013 |
| SB0428 | Divan Air Curtain Service | 06 Apr 2013 |

Document List

| The following documents were checked with the Aircraft: | | Yes / No (or N/A) |
|--|---|------------------------------|
| 1 | Airframe Log Book | No |
| 2 | Engine Log Book (only S/N: 101243 is available) | No |
| 3 | APU / Auxiliary Power Unit Log Book | Yes |
| 4 | Modification Log Book (s) | No |
| 5 | Certificate of Registration (CoR) , copy of CoR expired 01 October 2011 | No |
| 6 | Certificate of Airworthiness (CoA) | No |
| 7 | Airworthiness Review Certificate (ARC), copy of ARC expired in 08 January 2012 | No |
| 8 | Noise Certificate | No |
| 9 | Radio Licence | No |
| 10 | Certificate of Insurance (Col), copy of last Insurance Certificate expired on 15 November 2011 | No |
| 11 | Weight and Balance Schedule (last WR date) | Yes |
| 12 | RVSM Approval | Yes |
| 13 | Hard Time Component Listing | Yes |
| 14 | Engine Disc Sheets LLP | Yes |
| 15 | AD (Airframe) Listing | Yes |
| 16 | AD (Engine) Listing | Yes |
| 17 | AD (APU) Listing | Yes |
| 18 | AD (Appliances) Listing | Yes |
| 19 | SB (Airframe) Listing | Yes |
| 20 | SB (Engine) Listing | Yes |
| 21 | SB (Equipment) Listing | Yes |
| 22 | Cabin Configuration, LOPA & Safety Equipment | NO |
| 23 | Flight Manual | No |
| 24 | Crew Manual | N/A |
| 25 | Deferred Maintenance Items | No |
| 26 | Maintenance Service Plan | No |
| 27 | MEL/CDL/DDG | No |
| 28 | Weight and Balance Manual | No |
| 29 | Flight Test Reports | N/A |
| 30 | Maintenance Check Flight (presumably done after last C-Check with TAG) | No |
| 31 | Aircraft Incident / Accident Summary / Statement | No |
| 32 | Mandatory Occurrence Reports | No |
| 33 | Aircraft Damage / Repair Statement / Mapping | No |

CAMP controlled

Appendix 1: Certificate of Registration

Not up to date

Appendix 2: Certificate of Airworthiness

| CERTIFICATE OF AIRWORTHINESS | | |
|---|--|---|
|  <p>Inspectie Verkeer en Waterstaat</p> | | <p>Transport and Water Management Inspectorate Civil Aviation Authority Netherlands</p> <p>Correspondence address: P.O. Box 979, 2130 AN Hoofddorp, The Netherlands</p> <p>Registration number: 7018 ICAO aircraft designator: F900</p> |
| <p>1. Nationality and registration marks:</p> <p>PH-LCG</p> | <p>2. Manufacturer and manufacturer's designation of aircraft:</p> <p>Dassault Aviation Mystère-Falcon 900</p> | <p>3. Aircraft serial number:</p> <p>143</p> |
| <p>4. Categories: Large Aeroplane</p> | | |
| <p>5. This Certificate of Airworthiness is issued pursuant to the convention on International Civil Aviation dated 7 December 1944 and Regulation (EC) No. 1592/2002, Article 5(2)(c) in respect of the abovementioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations.</p> <p>Date of issue: 09 January 2009</p> <p style="text-align: right;">Signature: The minister of transport, public works and water management, On behalf, The chief inspector Civil Aviation Authority - The Netherlands Airworthiness Inspectorate,</p> <div style="text-align: center;">  <p>Jan Dirk Steenbergen</p> </div> <p>Limitations / Remarks:</p> | | |
| <p>6. This Certificate of Airworthiness is valid, unless revoked by the competent authority of the Member State of registry. A current Airworthiness Review Certificate shall be attached to this Certificate.</p> | | |
| <p><small>EASA Form 25</small> This permit shall be carried on board during all flights.</p> | | <p>Nº 69381</p> |

Appendix 3: Airworthiness Review Certificate

Not up to date

Appendix 4: Noise Certificate

| | | | | | |
|--|--|---|--|---|--------------------------------------|
|  Inspectie Verkeer en Waterstaat | | 1. Transport and Water Management Inspectorate Civil Aviation Authority Netherlands Correspondence address: P.O. Box 575, 2130 AN Hoofddorp, The Netherlands | | Registration number: 7018 ICAO aircraft designator: F900 | |
| | | 2. NOISE CERTIFICATE | | | |
| 4. Nationality and registration marks: PH-LCG | | 5. Manufacturer and manufacturer's designation of aircraft: Dassault Aviation Mystère-Falcon 900 | | 6. Aircraft serial number: 143 | |
| 7. Engine(s): TFE731-5BR (Garrett); | | | 8. Propeller(s): N/A | | |
| 9. Maximum Take-Off Mass: 20639 kg | | 10. Maximum Landing Mass: 19051 kg | | 11. Noise Standard: ICAO Annex 16 Chapter 3 | |
| 12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards: | | | | | |
| 13. Lateral / Full-Power Noise Level: 91.2 EPNdB | | 14. Approach Noise Level: 91.7 EPNdB | 15. Flyover Noise Level: N/A | 16. Overflight Noise Level: N/A | 17. Take-Off Noise Level: 79.8 EPNdB |
| Remarks: | | | | | |
| 18. This document is issued pursuant to Annex 16, Volume I to the Convention on International Civil Aviation dated Dec. 7, 1944 and Regulation (EC) No 1592/2002, article 6 in respect of the above-mentioned aircraft, which is considered to comply with the indicated noise standard when maintained and operated in accordance with the relevant requirements and operating limitations. | | | 20. Signature: The minister of transport, public works and water management On behalf, The chief inspector Civil Aviation Authority - The Netherlands Airworthiness Inspectorate,  Jan Dirk Steenbergen | | |
| 19. Date of issue: 22 February 2007 | | | | | |
| EASA Form 45 This document shall be carried on board during all flights. | | | | 3. Document Number: № 59652 | |

Appendix 5: Radio Station Licence

| RADIO STATION LICENSE | | |
|---|---|--|
|  Inspectie Verkeer en Waterstaat | | Transport and Water Management Inspectorate Civil Aviation Authority Netherlands Correspondence address: P.O. Box 575, 2130 AN Hoofddorp, The Netherlands |
| | | Registration number: 7018 ICAO aircraft designator: F900 |
| 1. Nationality and registration marks: PH-LCG | 2. Manufacturer and manufacturer's designation of aircraft: Dassault Aviation Mystère-Falcon 900 | 3. Aircraft serial number: 143 |
| 4. Data of holder: Name of holder: Solid-air B.V. License number-Telecom: R / 3088557 Date of issuance: 08 February 2006 | | |
| 5. This Radio Station License is issued pursuant to the convention on International Civil Aviation dated 7 December 1944 in respect of the abovementioned aircraft. | | |
| Date of issue: 06 October 2009 <div style="text-align: right;"> <i>Signature:</i> The Minister of transport, public works and water management, On behalf, Head of the Netherlands civil aircraft register,  P. de Geus </div> | | |
| <i>Limitations / Remarks:</i> This certificate is valid only, if the Certificate of Airworthiness is valid and the aircraft is registered in the name of the above mentioned holder. | | |
| This document shall be carried on board during all flights. | | Document Number: 270158 |

Beschikking



Plaats en datum: Groningen, 2 oktober 2009
Dossiernummer: 6297250
Aantal bladen: 1 van 1
Onderwerp: Verlening vergunning in de categorie Volledige toegang
luchtvaartfrequenties

DE STAATSECRETARIS VAN ECONOMISCHE ZAKEN

Gelet op artikel 3.3 van de Telecommunicatiewet;

BESLUIT:

Artikel 1
aan Solid Air, ingeschreven bij de Kamer van Koophandel onder nummer 17149034, onder dossiernummer 6297250 vergunning te verlenen voor het gebruik van frequentieruimte in de categorie Volledige toegang luchtvaartfrequenties.

Artikel 2
De vergunning wordt verleend onder de bij de beschikking behorende bijzondere bepalingen alsmede onder de voorschriften en beperkingen 'Luchtvaartuigen' (uitgave 2 juni 2009).

Artikel 3
Deze beschikking treedt in werking op 14 mei 2009 en eindigt op 14 mei 2019 tenzij anders is vermeld in de bijzondere bepalingen behorende bij de beschikking.

De Staatssecretaris van Economische Zaken,
namens deze:

B.T. van Duyvenvoorde
Hoofd Veiligheid
Agentschap Telecom

Appendix 6: Insurance Certificate

Not up to date

Appendix 7: AOC

Not up to date

Appendix 8: Maintenance Programme – Invoice

[REDACTED]

Thursday, April 11, 2013 3:06 PM
Frank Janik
f900b, sn 143 email from Honeywell with MSP screen shot

mailto:daniel.moog@honeywell.com]
2013 9:55 PM


11

int info and it is in "PAR" status which means Prior Authorization Required before any bills will be paid by MSP. I

Appendix 9: Additional Optional Equipment

Not seen

Appendix 10: Parking and Storage


1082078
JET AVIATION

AIRCRAFT NO. PH-LCG AIRCRAFT TYPE F900
 ARRIVAL 9/13 ETA 1916 DEPARTURE _____ ETD _____
 COMPANY AIR Luxor
 ADDRESS Customs
 TELEPHONE +31654272894 Capt.
 CREW Cpt. Hen Geurts F/O Rob de Mian
 HANGAR * DATE IN 10/27, 28, 29 DATE OUT _____
 RESTED 30, 11, 12, 13, 14, 15, 16, 17, 18, 19 COMPLETED BY _____
 FUEL: JET A _____ GALS. 616, 718, 9
 FROM TRUCK # _____ 10/28, 29, 30
 FUEL: 100LL _____ GALS. 12/29
 FROM TRUCK # _____
 ADDITIVE _____
 LIMO Apeg TO Newark (crew) DV/DM Pd MC DV
 FROM TEB _____ **PO#** 3978
 PAX _____ **215.62**
 LIMO _____ FROM _____
 TO TEB _____
 PICK UP TIME _____
 PAX _____
 RENTAL CAR _____ NAME _____
 TAXI _____ NAME _____
 TO _____ Intl Handling \$275.00

WASTE 3

2019318

Teterboro Division

1068420
JET AVIATION

IRACRAFT NO. PH-201 AIRCRAFT TYPE 912A900 W/A
 ARRIVAL 9/13 ETA 1910 DEPARTURE 9/15
 COMPANY AIR WXR
 ADDRESS CUSTOM
 TELEPHONE (+31654772894) Capt.
Hein Geurts F/O Rob de Man
 HANGAR * DATE IN 10/27, 28, 29 **HANGAR**
 SERVICES REQUESTED 10, 11, 13, 14, 15, 16, 18, 9, 10
 FUEL: JET A * GALS. _____
 FROM TRUCK # _____
 FUEL: 100LL GALS. _____
 FROM TRUCK # _____
 ADDITIVE _____
 LIMO Alleg TO Newark Airport
 FROM TEB Crew w/ John **PO# 3978 21562**
 PAX _____
 LIMO FROM _____
 TO TEB _____
 PICK UP TIME _____
 PAX _____
 RENTAL CAR NAME _____
 TAXI NAME _____
 Teterboro Division

SERVICES REQUESTED

HOTEL Best Western ARRANGED BY: Cheryl
 TOWN Univ. Sp. 3110855009
 # ROOMS Hilton SPOKE TO: Barbie
 # NIGHTS HH
3rm list \$149
 CATERING _____
 ORDERED FROM GA
 DELIVERY DATE 9/14/915 SPOKE TO: HH
 TIME OF DELIVERY 00151800 Faxed down
 DESCRIPTION: dry Harry will hold order till advised by crew (NF)
advised time to Dawn / DMG @ GA
 * Trip OK til 9/15 crew w/A time (NF)
 came (9/15) represents - owner
 Cpt. Jonathan Aukett BA- crew



AIR LUXOR
AEROPORT DE PARIS LE BOURGET
BAT 410 ZONE AVIATION D'AFFAIRES
LE BOURGET CEDEX 93352

Order No. 1001082078
Arrival 09/13/2011
Registration No. PH-LCG
Customer No. 2019318

| Quantity | Description | Unit Price | Total | CC No. |
|----------|----------------|------------|-----------|--------|
| 35 | NIGHTLY HANGAR | 515.00 | 18,025.00 | |

Sub total 18,025.00
Sales Tax 0.00
Total 18,025.00

Customer acknowledges receipt of goods and/or services in the amount of the TOTAL shown hereon and agrees to perform the obligations set forth in the Customer's agreement with the issuer.

The above signed customer also certifies that the fuel has been purchased for nonexempt use in non-commercial aviation.

Please remit to: Jet Aviation Teterboro LP
P O Box 510779
Philadelphia, PA 19175-0779

Remarks:
ABANDONED A/C-SP TO ADVISE

10/31

Please Remember Us in the Pro Pilot & AIN Polls.

Jet Aviation Teterboro, LLP 112 Charles A. Lindbergh Drive Teterboro Airport Teterboro, NJ 07608 USA
Phone (201) 462-4000 Fax: (201) 462-4005 www.jetaviation.com

Date 03/07/2013 Time 08:25
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AIR LUXOR
AEROPORT DE PARIS LE BOURGET
BAT 410 ZONE AVIATION D'AFFAIRES
LE BOURGET CEDEX 93352

Order No. 1001199307
Arrival 10/01/2011
Departure 03/31/2013
Registration No. PH-LCG
Customer No. 2019318

| Quantity | Description | Unit Price | Total | CC No. |
|----------|------------------|------------|-----------|--------|
| 18 | MONTHLY TIE-DOWN | 5,000.00 | 90,000.00 | |

Sub total 90,000.00
Sales Tax 0.00
Total 90,000.00

Customer acknowledges receipt of goods and/or services in the amount of the TOTAL shown hereon and agrees to perform the obligations set forth in the Customer's agreement with the issuer.
The above signed customer also certifies that the fuel has been purchased for nonexempt use in non-commercial aviation.

Please remit to: Jet Aviation Teterboro LP
P O Box 510779
Philadelphia, PA 19175-0779

Remarks:
Monthly RAMP FEE - OCTOBER 1, 2011 - MARCH 31, 2013

Please Remember Us in the Pro Pilot & AIN Polls.

Jet Aviation Teterboro, LLP 112 Charles A. Lindbergh Drive Teterboro Airport Teterboro, NJ 07608 USA
Phone (201) 462-4000 Fax: (201) 462-4005 www.jetaviation.com

Date 03/11/2013 Time 15:11
Page 1 / 1



AIR LUXOR
AEROPORT DE PARIS LE BOURGET
BAT 410 ZONE AVIATION D'AFFAIRES
LE BOURGET CEDEX 93352

Order No. 1001255712
Arrival 04/01/2013
Departure 04/30/2013
Registration No. PH-LCG
Customer No. 2019318

| Quantity | Description | Unit Price | Total | CC No. |
|----------|------------------|------------|----------|--------|
| 1 | MONTHLY TIE-DOWN | 5,000.00 | 5,000.00 | |

Sub total 5,000.00
Sales Tax 0.00
Total 5,000.00

Customer acknowledges receipt of goods and/or services in the amount of the TOTAL shown hereon and agrees to perform the obligations set forth in the Customer's agreement with the issuer.

The above signed customer also certifies that the fuel has been purchased for nonexempt use in non-commercial aviation.

Please remit to: Jet Aviation Teterboro LP
P O Box 510779
Philadelphia, PA 19175-0779

Remarks:
Monthly Ramp Rental - April 2013

Please Remember Us in the Pro Pilot & AIN Polls.

Jet Aviation Teterboro, LLP 112 Charles A. Lindbergh Drive Teterboro Airport Teterboro, NJ 07608 USA
Phone (201) 462-4000 Fax: (201) 462-4005 www.jetaviation.com

Date 04/10/2013 Time 22:26
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Appendix 11: DERB Form

[Print Form](#)



Date:

Subject: Honeywell Damaged Engine Review Board (DERB)
Engine Accident/Incident Event or Preservation Issue Inspection Questionnaire

WARNING HONEYWELL RECOMMENDS THAT A DAMAGED ENGINE OR COMPONENTS THEREOF, NOT BE OPERATED IN ANY MANNER UNTIL A DAMAGED ENGINE REVIEW BOARD (DERB) INSPECTION AND REPAIR WORK (IRW) SCOPE IS PROPERLY DISPOSITIONED. TO OPERATE THE ENGINE OR COMPONENTS IN ANY MANNER, WHETHER OR NOT IN FLIGHT, WOULD ENTAIL SUBSTANTIAL RISK TO LIFE AND PROPERTY. SUCH ENGINES AND COMPONENTS MAY MALFUNCTION IN A MANNER, WHICH WOULD LEAD TO STRUCTURAL FAILURE. SINCE THE ENGINE ROTATES AT EXTREMELY HIGH SPEED, THE CONSEQUENCES OF SUCH FAILURE COULD BE CATASTROPHIC. METAL FRAGMENTS MAY BE EJECTED FROM THE ENGINE WITH CONSEQUENT LETHAL POTENTIAL. PLEASE DO NOT SUBJECT YOURSELF OR OTHERS TO IMMEDIATE RISK OF DEATH OR PERSONAL INJURY.

HONEYWELL EXPRESSLY DISCLAIMS ANY AND ALL LIABILITY FOR ANY AND ALL INJURY OR DEATH TO PERSONS OR DAMAGES TO PROPERTY, DIRECTLY OR INDIRECTLY CAUSED BY SUCH AN ENGINE/COMPONENT OR RESULTING FROM THE POSSESSION, USE OR CONTROL OF THE ENGINE/COMPONENT, INCLUDING INDIRECT, CONSEQUENTIAL, OR INCIDENTAL DAMAGES.

Owner/Operator Information:

| | |
|--|--|
| Company Name: | <input type="text"/> |
| Address: | <input type="text"/> |
| City/State/Zip/Country: | <input type="text"/> |
| Contact Name: | <input type="text"/> |
| Phone Number: | <input type="text"/> |
| E-Mail Address: | <input type="text"/> |
| Engine on Honeywell Maintenance Program (MSP or CSP?): | <input type="radio"/> Yes <input type="radio"/> No |
| If Yes, Provide Contract Number: | <input type="text"/> |

Service Center Information:

| | |
|-------------------------|----------------------|
| Company Name: | <input type="text"/> |
| Address: | <input type="text"/> |
| City/State/Zip/Country: | <input type="text"/> |
| Contact Name: | <input type="text"/> |
| Telephone Number: | <input type="text"/> |
| e-Mail Address: | <input type="text"/> |

Person Collecting Event Information:

| | |
|-----------------------------|----------------------|
| Name: | <input type="text"/> |
| Telephone Number: | <input type="text"/> |
| e-Mail Address: | <input type="text"/> |
| Date Information Collected: | <input type="text"/> |

Honeywell Point of Contact:

Please direct any questions, correspondence, documents or photos pertaining to this Engine Accident / Incident Event or Preservation Issue, to the Point of Contact listed below:

| | |
|------------------------------------|--|
| Contact Name: | |
| Title: | |
| Address: | |
| City / State / Zip Code / Country: | |
| Telephone Number: | |
| e-Mail Address: | |

Aircraft Information:

| | |
|--------------------------------------|--|
| Aircraft Manufacturer: | |
| Aircraft Model: | |
| Aircraft Registration / Tail Number: | |
| Aircraft Serial Number: | |

Engine Information:

| Engine Model | Serial Number | TSN | CSN | TSO | CSO |
|--------------|---------------|-----|-----|-----|-----|
| | | | | | |
| | | | | | |
| | | | | | |

For Accident or Incident Events, Complete the Following:

1. Investigation identification number:

2. Detailed description of Accident/Incident Event, with cause if known, and extent of damage:

3. Are there any photographs available? Yes No

a) If yes, attach and describe:

4. Are there attachments other than photographs? Yes No

a) If yes, describe:

For Preservation Issues, Complete the Following:

1. Brief engine(s) background:
2. Are Engines on CSP or MSP (Honeywell's Maintenance Service Plan)? Yes No
a) If yes, ensure Contract Number is entered in Owner/Operator Information section.
3. Are engines on JSSI (Jet Support Services, Inc.) or other third-party plan? Yes No
4. How long did aircraft remain static?
5. Provide Date aircraft last flew:
6. Was any preservation accomplished per Light Maintenance Manual (LMM)? Yes No
a) If yes, describe in detail:
7. Has engine been operated during this period? Yes No
a) If yes, what are the dates? From: To:
i. If yes, is it recorded in the engine logbook? Yes No
8. Where specifically was Aircraft located while not preserved (City/Province and Country)?
9. Document where the Aircraft was physically stored; describe conditions, as required:
a) Outside? Yes No
b) Hanger? Yes No
c) T-Hanger (open to environment)? Yes No
d) Enclosed, non-air conditioned? Yes No
e) Enclosed, air conditioned? Yes No
10. If the Aircraft was in storage, were the engines removed? Yes No
a) If yes, engines were removed, were they stored in a bag? Yes No
i. If yes, describe condition of the storage bag:

b) If yes, engines were removed, was desiccant or humidity indicator used in the storage container? Yes No
i. If yes, describe condition of the desiccant or humidity indicator:

11. Were inlet and tailpipe covers installed? Yes No

12. Visual corrosion on outside of engines? Yes No

a) If yes, describe:

13. Visual corrosion on LRU's? Yes No

a) If yes, describe:

14. Visual corrosion present in inlet/fan and tailpipe area? Yes No

a) If yes, describe:

15. What is the average outside temperature and humidity during this A/C storage?

16. Are there any photographs available? Yes No

a) If yes, attach and describe:

17. Are there attachments other than photographs? Yes No

a) If yes, describe:

18. For engines that did not comply with *oil system* preservation or renewal requirements, obtain a sample of oil from the engine and send to an authorized lab to have tested for water content in parts-per-million (ppm). *Provide copy of lab report for each engine.*

a) Is sample being provided? Yes No

CAUTION: THE MANUFACTURER'S RECOMMENDATIONS FOR MIXING THE BIOCIDES MUST BE CLOSELY FOLLOWED. FAILURE TO PROPERLY MIX BIOCIDES CAN RESULT IN ENGINE FUEL-SYSTEM AND/OR HOT SECTION DAMAGE. THE TREATED FUEL MAY BE BURNED OFF IN THE ENGINE PROVIDED THE CONCENTRATIONS LISTED ARE NOT EXCEEDED AND THE FUEL IS NOT VISUALLY CONTAMINATED WITH MICROBIOLOGICAL DEBRIS. HEAVILY CONTAMINATED FUEL MAY NEED TO BE DOWNGRADED OR DISCARDED. THE OPERATOR SHOULD FOLLOW ALL SAFETY, HANDLING, AND DISPOSAL REQUIREMENTS PROVIDED IN EACH PRODUCT'S MATERIAL SAFETY DATA SHEET (MSDS).

19. For engines that did not comply with *fuel system* preservation or renewal requirements, test the aircraft fuel system for microbiological contamination. If contamination is found, then treat in accordance with applicable airframe manuals. *Provide copy of lab report for each engine.*

a) Is sample being provided? Yes No

Additional Comments:

Appendix 12: Documents

These records and equipments are with Jet Support







These records are with XXXXXXXXXX

| Nr. | kleur | Kaft | | Check |
|-----|--------|--|----------------------|-------|
| 1 | Rood | Workorder reports | Oct 2009 | ✓ |
| 2 | Rood | Workorder reports | 28-5-2010/23-7-2010 | ✓ |
| 3 | Rood | Workorder reports | jan-11 | ✓ |
| 4 | Blauw | TSA | 19-12-2006 20-2-2007 | ✓ |
| 5 | Wit | Work package / cover sheet | | ✓ |
| 6 | Zwart | Certificates for PH-LCG | March 2007 | ✓ |
| 7 | Wit | Service Bulletin I | | ✓ |
| 8 | Wit | Service Bulletin II | | ✓ |
| 9 | Blauw | ARC PH-LCG | | ✓ |
| 10 | Wit | Cutomer: Jet Management -Falcon 900B, Bvt-V-Inspr Report | | ✓ |
| 11 | Blauw | Falcon 900 - Maintenance manual chapter 5 | | ✓ |
| 12 | Blauw | Falcon 900 - Wiring Manual - Tome 1 | | ✓ |
| 13 | Blauw | Falcon 900 - Wiring Manual - Tome 2 | | ✓ |
| 14 | Blauw | Falcon 900 - Ground Servicing | | ✓ |
| 15 | Grijs | Honeywell - Maintenance Manual 49-24-01 | | ✓ |
| 16 | Grijs | Honeywell - Maintenance Manual 49-24-02 | | ✓ |
| 17 | Wit | ARA 25-20-01 pax seats LCG | | ✓ |
| 18 | Groen | Gas Turbine - Engine Log Book | | ✓ |
| 19 | Groen | Vliegtuigboek - LCG - 22-2-2007 | | ✓ |
| 20 | Grijs | Aircraft Log Book | | ✓ |
| 21 | Grijs | Engine log Book no 854 | | ✓ |
| 22 | Grijs | Engine log Book no 855 | | ✓ |
| 23 | Grijs | Engine log Book no 856 | | ✓ |
| 24 | Grijs | Engine log Book no 857 | | ✓ |
| 25 | B-rood | Carnet de Route | | ✓ |
| 26 | Blauw | Aircraft Airframe Logbook - ZS-ZBB A1 | | ✓ |
| 27 | Blauw | ZS-ZBB 1 | | ✓ |
| 28 | Blauw | ZS-ZBB 2 | | ✓ |
| 29 | Blauw | ZS-ZBB 3 | | ✓ |
| 30 | Blauw | Aircraft Airframe Logbook - VP-BZB | | ✓ |
| 31 | Blauw | VP-BZB 1 | | ✓ |
| 32 | Blauw | VP-BZB 2 | | ✓ |
| 33 | Blauw | VP-BZB 3 | | ✓ |
| 34 | Geel | Airplane Flight Logs | | ✓ |
| 35 | Wit | TFE731 - Engine log Book | | ✓ |
| 36 | Geel | ECTM - PH LCG 1 | | ✓ |
| 37 | Wit | Falcon 900 - A/C Technical Logs | | ✓ |
| 38 | Blauw | Airplane Flight Log, 9 stuks gebundeld | | ✓ |
| 39 | Grijs | Anomalias Pendentes (deferred defect items) | | ✓ |
| 40 | Wit | Airplane Maintenance Log, 3 stuks gebundeld | | ✓ |
| 41 | L.Geel | Aircraft Technical Report | CS-DDI no 344 | ✓ |
| 42 | L.Geel | Aircraft Technical Report | CS-DDI no 326 | ✓ |
| 43 | L.Geel | Aircraft Technical Report | CS-DDI no 283 | ✓ |
| 44 | L.Geel | Aircraft Technical Report | CS-DDI no 567 | ✓ |
| 45 | L.Geel | Aircraft Technical Report | CS-DDI no 204 | ✓ |
| 46 | L.Geel | Aircraft Technical Report | CS-DDI no 203 | ✓ |
| 47 | L.Geel | Aircraft Technical Report | CS-DDI no 179 | ✓ |
| 48 | L.Geel | Aircraft Technical Report | CS-DDI no 618 | ✓ |
| 49 | L.Geel | Aircraft Technical Report | CS-DDI no 568 | ✓ |

| | | | | |
|----|--------|---|---------------|---|
| 50 | L.Geel | Aircraft Technical Report | CS-DDI no 178 | V |
| 51 | L.Geel | Aircraft Technical Report | CS-DDI no 611 | V |
| 52 | L.Geel | Aircraft Technical Report | CS-DDI no 5 | V |
| 53 | L.Geel | Aircraft Technical Report | CS-DDI no 449 | V |
| 54 | L.Geel | Aircraft Technical Report | CS-DDI no 127 | V |
| 55 | L.Geel | Aircraft Technical Report | CS-DDI no 18 | V |
| 56 | L.Geel | Aircraft Technical Report | CS-DDI no 001 | V |
| 57 | L.Geel | Aircraft Technical Report | CS-DDI no 327 | V |
| 58 | L.Geel | Aircraft Technical Report | CS-DDI no 8 | V |
| 59 | L.Geel | Aircraft Technical Report | CS-DDI no 17 | V |
| 60 | L.Geel | Aircraft Technical Report | CS-DDI no 15 | V |
| 61 | L.Geel | Aircraft Technical Report | CS-DDI no 8 | V |
| 62 | L.Geel | Aircraft Technical Report | CS-DDI no 128 | V |
| 63 | L.Geel | Aircraft Technical Report | CS-DDI no 473 | V |
| 64 | L.Geel | Aircraft Technical Report | CS-DDI no 24 | V |
| 65 | L.Geel | Aircraft Technical Report | CS-DDI no 103 | V |
| 66 | L.Geel | Aircraft Technical Report | CS-DDI no 23 | V |
| 67 | L.Geel | Aircraft Technical Report | CS-DDI no 102 | V |
| 68 | L.Geel | Aircraft Technical Report | CS-DDI no 12 | V |
| 69 | L.Geel | Aircraft Technical Report | CS-DDI no 7 | V |
| 70 | L.Geel | Aircraft Technical Report | CS-DDI no 14 | V |
| 71 | Blauw | Divers 1 | | V |
| 72 | Blauw | Divers 2 | | V |
| 73 | Cdrom | JetManagement Europe | | V |
| 74 | Cdrom | F900 - Dispatch Assistance 1 | | V |
| 75 | Cdrom | F900 - Dispatch Assistance 2 | | V |
| 76 | Cdrom | F900 - Dispatch Assistance 3 | | V |
| 77 | Bundel | Cabin Maintenance Log | | V |
| 78 | Bundel | Aircraft Maintenance Log, 3 x gebundeld | | V |
| 79 | | Bouwtekeningen | | V |

