



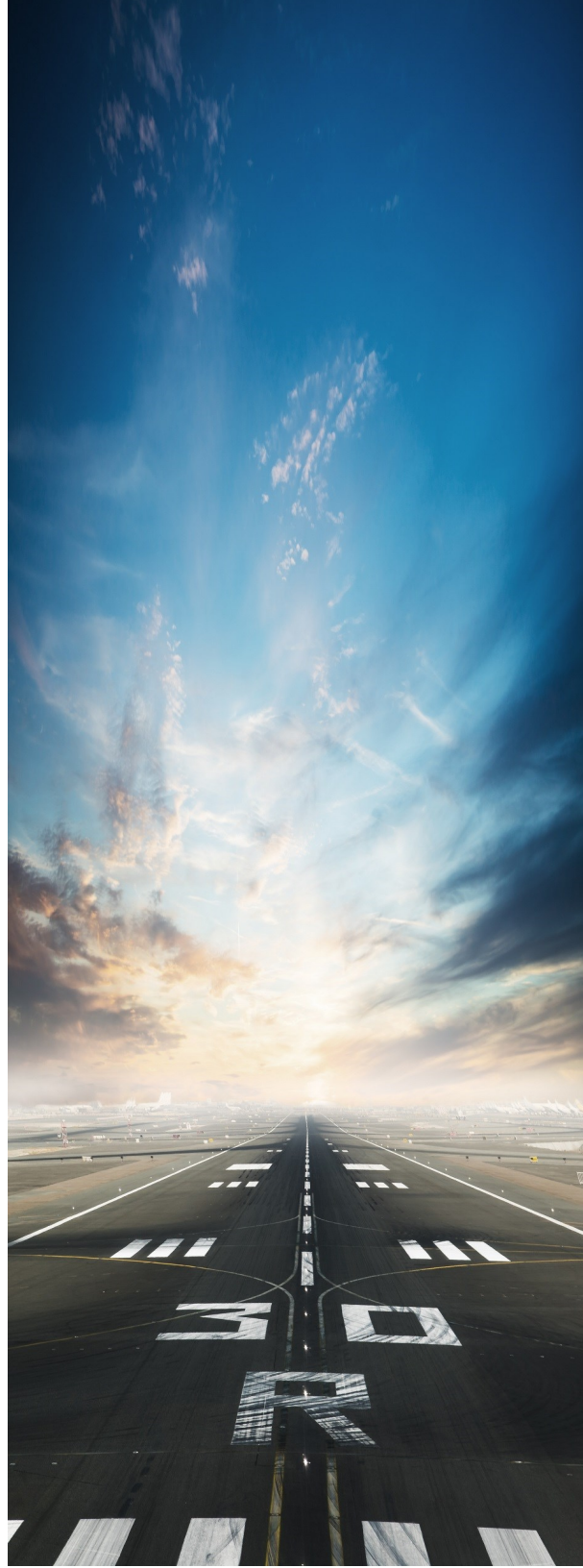
Peregrine G150 Flap and Slat Actuator Heater STC

The Peregrine-developed FAA STC, recently installed on all Gulfstream FAST G150s, resolves the problem of freeze-up of G150 flap and slat actuators that can prevent the deployment of these secondary flight controls.

Without flap and slat availability, diversions to airports with longer runways to accommodate higher landing speeds are likely. This introduces unplanned delays and disruptions for passengers that depend on timely, convenient air transportation.

Elimination of flap/slat actuator freeze-up ensures:

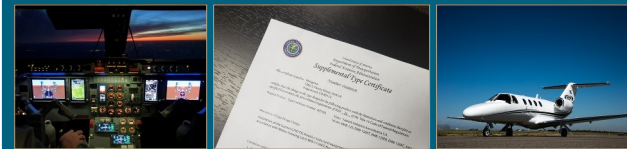
- ✓ On-time, point-to-point travel for G150 VIP passengers.
- ✓ Reduced aircraft wear and tear and unplanned maintenance due to higher-than-normal landing speeds.
- ✓ Elimination of costly, time-consuming inconvenient diversions.



Unexpected long landings in your G150?

Design, Fabrication and Certification of Business Aircraft Avionics Upgrades

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- // Specialists in STC Development
 - // Certified Solutions for Obsolete Equipment
 - // Partnered with Leading Avionics Suppliers
 - // PMA Manufacturing and Kitting Services
 - // Program Management and Installation Facility Coordination
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Solution Pedigree



Gulfstream operates several 'Gulfstream Field and Airborne Support Teams' (FAST) G150 aircraft to provide factory service for customers.

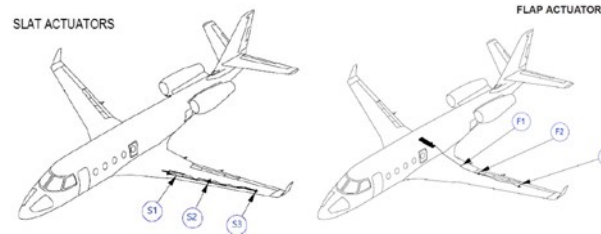
The FAST G150 aircraft encountered this flap/slat actuation issue and worked with Peregrine and their selected authorized repair facility to develop a retrofit solution.

We answered the challenge and developed a complete STC solution that has subsequently been installed on the FAST aircraft.

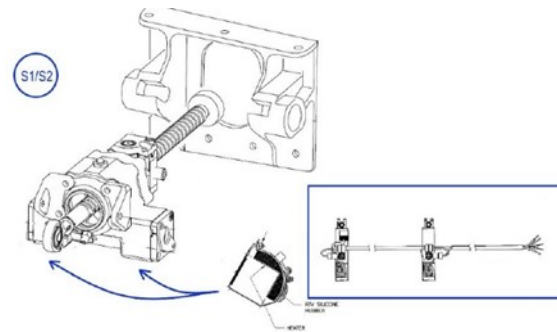
While not a Service Bulletin from Gulfstream, the STC has been recognized by Gulfstream FAST operation as solving the issue with high lift actuation system freeze-up.

STC Details

The Peregrine FAA STC, ST01075DE, certifies the fitting of heater components to each of the twelve (12) actuator devices, installation of a control module and cockpit switch/annunciator installation.



STC does not modify the G150 Flap/Slat drive system including controls, indications, safety mechanisms or recommended lubrication maintenance procedures



Wrap-around, cuff-style, design and are mounted on the exterior of the actuators

The installation process requires approximately three (3) weeks of downtime and a nominal lead time for STC components.

STC Availability

The STC and associated components are available directly from Peregrine.

We also offer a turnkey solution including labor, STC and project management for complete installation and return to service of your G150 at our selected Denver area FAA repair station.

Our repair station affiliate has experience installing the STC in the Gulfstream FAST G150 aircraft.



We are ready to schedule your STC installation or delivery of the STC and installation package to your preferred repair station.



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