

**RE: LOW UTILIZATION INSPECTION PROGRAM (LUIP) FOR GULFSTREAM IV**

Dear Shane,

Now that you've acquired one of the most capable aircraft in the world, it's important to be aware of alternative inspection programs. A Low Utilization Inspection Program (LUIP) can significantly reduce operating costs for operators utilizing their aircraft 250 hours/year or less. Your optimized inspection program would organize inspections, creating a more logical, efficient program resulting in less downtime and far less expense.

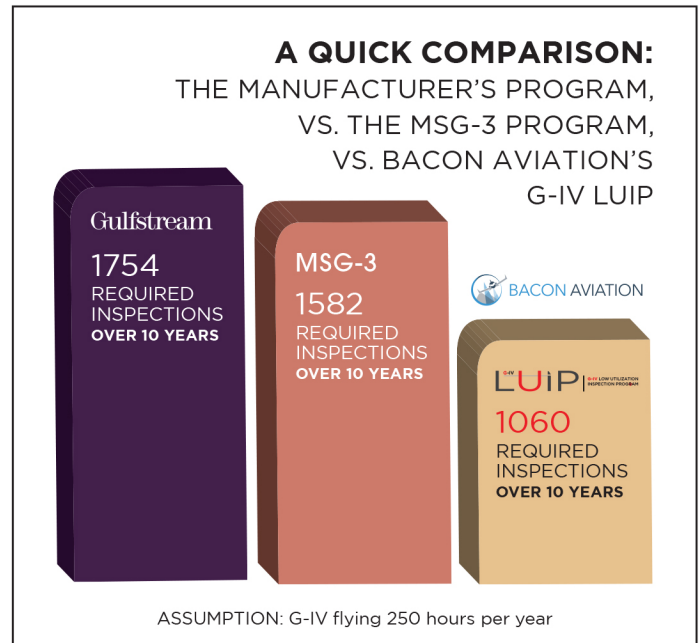
Bacon Aviation is dedicated to providing inspection program solutions for a variety of aircraft and operations. We are proud to announce that we have received our 270th individual inspection program approval from the FAA. To date, Bacon Aviation has secured 91.409(f)(4) approval for Cessna Citations (500/501, 525, 525B, 550/551, S550, 550 Bravo, 560, 560 Ultra, 560 Encore, 650), Cessna Conquests (425, 441), Learjet 20 and 30 series, and Air Tractors. We are in the process of working with many operators on a variety of aircraft.

An optimized G-IV LUIP is the perfect inspection solution for your low utilization aircraft. Contact us and speak with the accomplished experts in the field of aircraft inspections to further discuss your options.

Sincerely,



Richard Bacon and John Bacon  
info@baconaviation.com





# INSPECTION PROGRAMS STREAMLINED



Photography by Jay Davis

## LOW UTILIZATION INSPECTION PROGRAM (LUiP) FACTS

**Bacon Aviation's Gulfstream IV LUiP** provides an alternative FAA-approved inspection program. This allows aircraft to safely operate past the manufacturer's original recommended inspection interval. This saves money and reduces aircraft downtime.

With our unique FAA **Organization Designation Authorization (ODA)**, you only interface with Bacon Aviation. This one-stop solution saves you time and inconvenience. For many Gulfstream owners, this means more hours of flying without incurring the substantial expense demanded by a previous inspection plan.

## About Us

Bacon Aviation works with a variety of clients to develop custom inspection programs for a wide range of aircraft - resulting in more than 267 FAA approvals from 59 FSDOs and IFOs. We are the only firm providing this streamlined service. With our FAA Organization Designation Authorization, we offer you the ease of a one-stop solution to keep you flying. Safely.

In 2019, the FAA issued Bacon Aviation the first and, to date, only Air Operator ODA after a stringent review process. Through the multi-year process, the FAA found Bacon Aviation met strict eligibility requirements, including professional integrity, technical competence, and a history of compliance assurance. This ODA allows Bacon Aviation to approve 91.409(f)(4) (Part 91) inspection programs in-house with direct oversight from its Organizational Management Team (OMT). This safety-centered and streamlined "one-stop shop" approach provides significant customer benefits - assured safety, reduced downtime, cost savings, as well as reducing unnecessary invasive maintenance procedures.

Prior to receiving its ODA, Bacon Aviation had extensive experience developing and working with local FAA Flight Standards District Offices to successfully secure FAA approvals. This FSDO-by-FSDO approach required months, sometimes years, to obtain an approval. With its ODA, Bacon Aviation can achieve an effective review and approval typically within two to three weeks after receiving the aircraft's service data.

## Bacon Aviation and the FAA

### LUIP FAA Approval Process

Bacon Aviation has coordinated with the FAA for many years to approve custom AIPs. In 2019 we received our FAA ODA, which allows us to approve your tailored inspection program. The ODA review ensures a high amount of scrutiny, while still providing an extremely efficient and standardized approval process for the owner/operator.

### Proven Process to Optimize Inspection Intervals

The FAA-approved LUIP considers the extraordinarily low utilization of your aircraft. A primary objective of the LUIP is to achieve maximum efficiency of task intervals. This planning process minimizes the cost of each check and can extend the intervals between inspections while maintaining operational reliability.

### FAA Compliance Support

Bacon Aviation's ODA distinction gives us the authority to review and approve your 91.409(f)(4) Aircraft Inspection Program (AIP) on behalf of the FAA.

## Gulfstream IV LUIP Advantages

**In addition to the clear financial and hassle-free benefits of working with Bacon Aviation, the LUIP provides additional benefits to aircraft owners:**

- Significantly reduces operating costs.
- Less downtime.
- Organizes inspections creating a more efficient, cost-effective inspection program.
- Aircraft owner designates Director of Maintenance/Program Manager.
- Maintenance tracking programs track seamlessly.
- The Discrepancy Monitoring Program (DMP) monitors ongoing discrepancy trends in the low utilization fleet.
- An aircraft inspection program is tailored to your operation.
- We obtain FAA approval of your program through our Bacon Aviation ODA.
- Safety monitoring. The DMP is a continual process that flags any systemic discrepancies, detects gradual changes, identifies problems, and oversees your program's overall performance, always keeping safety a priority.

## Your G-IV LUIP Funding Schedule

**The costs for the G-IV LUIP are as follows:**

Evaluation/Enrollment upon FAA Approval	\$30,000*
Approval Fee:	\$29,999
<b>Total Cost:</b>	<b>\$59,999</b>
DMP ( <i>billed annually starting one year after approval</i> )	\$4,499

\*nonrefundable



## Frequently Asked Questions

### Can establishing the LUIP be trouble-free?

**Yes!** Bacon Aviation specializes in the development and approval of custom inspection programs for Gulfstream IV and Gulfstream IV-SP aircraft. Our experts help you not only create your custom AIP, but also secure FAA approval of your tailored aircraft inspection program.

### Can the LUIP program be used by Part 135 operators?

While the LUIP was primarily designed for U.S.-registered Part 91 aircraft, we can customize the program for low utilization Part 135 operators. (Approval by your Part 135 PMI may vary from FSDO to FSDO.)

### Can LUIP inspections be performed by other MRO facilities?

Absolutely, as long as they are appropriately certificated and rated.

### What happens if I sell my aircraft? Can the new owner continue the subscription?

FAA approval for the LUIP is specific to each operator and must be resubmitted by a new owner. We will ensure an effortless transition from one owner to the next. Please note, there will be a transfer/approval fee.

### What happens if I choose to remove my aircraft from the LUIP?

You may remove your aircraft from the LUIP at any time.

### Does the LUIP offer any other benefits?

Your 14 CFR §91.409(f)(4) inspection program will be frozen upon the date of approval. Incorporation of future maintenance manual revisions will be at the owner's discretion.

### Will my insurance company approve of the LUIP?

Bacon Aviation works with many leading aviation insurance providers. If your insurance provider is not already familiar with us, we will reach out and provide evidence of our successful track record. Furthermore, this is an FAA-approved inspection program, and there has never been any issue with insurance.



## How does the G-IV LUIP work?

- 1 **Contact Bacon Aviation, so we can learn about your aircraft, operation, and specific requirements.**
- 2 **We proceed to design a custom aircraft inspection program and consolidate the program's required documentation.**
- 3 **Bacon Aviation's ODA team reviews the tailored aircraft inspection program to secure FAA approval.**
- 4 **Our team provides a notification of approval and works with your Maintenance Tracking System to accurately reflect the newly approved inspection program.**







**BACON AVIATION**

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## The Primary Requirements of the Gulfstream IV LUIP are:

-  Annual aircraft utilization of 300 hours or fewer.
-  The aircraft must pass a non-invasive corrosion inspection.
-  A Maintenance Tracking Program must be utilized.
-  The aircraft owner must designate a Director of Maintenance/Program Manager.



## Bacon Aviation® LUIP Enrollment Process

-  1. The initial evaluation includes a comprehensive review of the aircraft's inspection and maintenance histories.  
**Note: Reviewing the aircraft's logs may be required.**
-  2. Bacon Aviation sends the client an ODA submission template letter with instructions for its completion.
-  3. Our team sends instructions to complete the initial corrosion inspection. **Note: This is not required if the manufacturer's inspection program already has a good corrosion inspection program.**
-  4. Bacon Aviation requests access to the aircraft's current maintenance program.
-  5. Bacon Aviation provides clear guidance through each step of the process and handles all FAA interaction.
-  6. Twelve years of discrepancy data is obtained to ensure the unique inspection program is tailored to your aircraft.

**We look forward to supporting you and your aircraft.  
Call (303) 601-9634 for more information.**