Physical Inspection and Records Audit of B737-400, Serial Number XXXXX

Prepared for:
Worldwide Airlease Inc.
October 10, 2008

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General Summary of Aircraft Condition and Records Quality

Aviation Specialists Group, Inc. ("ASG") conducted a physical inspection of the subject aircraft, a B737-400, serial number XXXX, and reviewed its records.

The aircraft was inspected on October 1, 2008. The aircraft was in average condition with some areas of minor paint chipping and minor accumulation of dirt and residual fluids. Several very large doublers were installed on the fuselage around and aft of the aft cargo compartment door. The doublers were installed correctly and in accordance with standard maintenance practice. The aircraft was clean and there was no evidence of fluid leaks.

The records audit was performed using sampling techniques to allow the auditor to reach conclusions about the quality of the aircraft's records without having to physically review all of the original documents from which the computerized records are built.

Results of Physical Inspection

Flight Deck

The flight deck is typically inspected for condition and inoperative or missing equipment.

The flight deck was in average condition. Instrumentation and equipment was properly and securely installed. All required instrumentation placards and markings were properly installed and legible. The crew seats were mechanically sound with normal wear. Emergency and safety equipment was in serviceable condition and properly stowed. The floor appeared to be in sound condition with no indications of major damage. The flight deck paintwork showed normal wear. The windshields and windows were in good condition and showed no signs of delamination or crazing.

Main Cabin

The main cabin is inspected for layout (seating/galley/lavatory configuration), cleanliness, noticeable repairs and overall condition.

The lavatory and galley areas were in average condition and showed no evidence of corrosion, spilled or trapped fluids. The sidewalls, ceiling panels, passenger seats and overhead bins were in average condition. The main cabin floor covering was in average condition with no soft floorboards. The passenger inner windows and shades were in average condition. A spot check of the cabin emergency equipment did not reveal any missing or inoperative equipment.

Fuselage

Physical inspection of the fuselage is typically limited to a detailed walk around. The inspector checks for external repairs resulting from corrosion or damage. Special attention is paid to areas that have a history of being subject to corrosion which can include lower fuselage skins, external repairs, areas where water or waste may become trapped or dumped and any area that may come in contact with servicing vehicles.

The exterior of the fuselage was in average condition. The lower fuselage was clean with very large doublers installed around and aft of the aft cargo compartment door. There were no obvious indications of untreated

corrosion. The paintwork was in average condition with chipped paint on the radome. All cabin and compartment doors operated, closed and latched properly. The cabin windows were in good condition and no crazing or scratches were noted. All of the fuselage-to-wing seals and fairings were in good condition and no hydraulic, pneumatic, water, lavatory fluid or fuel leaks were detected.

Cargo Compartments

Cargo compartments are inspected for condition and integrity of the floors, sidewalls and ceiling panels. Doors, door operating systems and cargo handling systems (where installed) are checked for general condition.

The lower cargo compartment exhibited typical wear. The liner panels were secure and in average condition and the cargo doors operated normally. There were no excessive accumulations of dirt and debris and no obvious signs of corrosion.

Landing Gears/Wheel Wells

The landing gears and wheel wells are checked for general condition, level of preventive maintenance, obvious damage and significant repairs.

The landing gear assemblies were in average condition. Wheels, tires and brakes were serviceable. Fluid lines, electrical harnesses and mechanical linkages were properly routed and secured and the paintwork was in good condition. The gear assemblies and wheel wells exhibited typical accumulations of dirt and residual grease/oil. There were no obvious indications of corrosion and the exposed areas of the landing gear supporting structure appeared to be adequately protected against corrosion.

Wings

The wings are inspected for general condition, fuel or other leaks, damage, repairs, paint quality and the condition of flight control surfaces.

The aircraft's wings and control surfaces were in good condition, did not exhibit any damage and showed no evidence of hydraulic or fuel leaks. The paintwork was in good condition. The accessible areas of the leading and trailing edge cavities appeared to be relatively clean and free of obvious damage or corrosion. The trailing edge flaps aft of the main landing gears were in average condition.

Engines

Engines and pylons are inspected for obvious damage, overall external condition and repairs. Inlet areas and first stage fan blades are visually checked when possible for evidence of substantial impact damage.

As viewed from ground level, engine inlets and exhausts appeared to be free of major damage. All cowlings and doors appeared to close and fit properly. There were typical accumulations of oil and effluence on the lower surfaces of the engine cowlings. The first stage compressor blades exhibited only normal wear. The left engine outboard cowling had missing paint at the joint between the two outboard cowlings.

Empennage

Because of their height, the aft fuselage and horizontal and vertical stabilizers are usually inspected from ground level for general condition and obvious damage and repairs.

The empennage and control surfaces were in average condition. The paintwork was in average condition without fading or oxidation and there were no obvious hydraulic leaks. The leading edges of the horizontal and vertical stabilizers were in good condition and free of doublers and significant dents.

Electronics Compartment

The electrical and electronics compartment is inspected for general cleanliness and orderliness.

The electronics compartment was generally in average condition with no obvious indications of corrosion or trapped fluids. All components were secured and in satisfactory condition. The insulation blankets were in serviceable condition and did not exhibit any indications of trapped moisture.

Airframe, Engine and Major Component Information

Aircraft Identification and Specifications

Model	**B737-400**
Serial Number	**XXXX**
Registration Number	**XXXX**
Date of Manufacture	**June 1990**
Initial In-service Date	**July 1990**

Financed Engines

Engine Type	**CFM56-3C1**	
Location	**Currently installed on aircraft XXX**	**Currently installed on aircraft XXX**
Serial Number	**XXXXX**	**XXXXX**

Landing Gear

Position	**Nose**	**Left Main**	**Right Main**
Serial Number	**XXXXX**	**XXXXX**	**XXXXX**

Aircraft and Maintenance Data

Identification

Aircraft Model	**737-400**	**Aircraft Inspected at:**	
Operator	**Worldwide Airlease**		
Registration	**XXXXXX**	**Date:**	
Serial Number	**XXXX**	**Records Audited at:**	
Initial In-service Date	**July 1990**		
Engine Type	**CFM56-3C1**	**Date:**	

Weight and Fuel Data

Max Taxi Weight	**144,000**
Max Takeoff Weight	**143,500**
Max Landing Weight	**121,000**
Max Zero Fuel Weight	**113,000**
Empty Weight	**74,755**
Fuel Capacity	**5,311 U.S. Gallons**

Interior Equipment and Configuration

# of Galleys	**3**	**Location:**	**Two forward and one aft**
# of Lavatories	**3**	**Location:**	**One forward and two aft**
Passenger Seats	**144 - 12 first class and 132 tourist class**		
Aux Power Unit	**Garrett Model, Time Since Restoration 4,219 Hours, Cycles Since Restoration 2,398.**		

Major Avionics

ADF	**Collins**
VHF Comm	**Collins**
VOR	**Collins**
SELCAL	**Avtech**
ATC Transponder	**Acss**
GPWS	**Honeywell**
Marker Beacon	**Collins**
DME	**Collins**
GPS	**Honeywell**
TCAS	**Acss**

	May 2008
Total Hours since New	**50,722**
Total Cycles since New	**27,527**

Airframe Data and Maintenance Program

Type of Check	**A Check**		
Check Interval & Unit	**50 Days/300 Flight Cycles/500 Flight Hours, whichever occurs first**		
Since Last	**231 Flight Hours/124 Flight Cycles/27 Days**	**Remaining until Next**	**269 Flight Hours or 176 Flight Cycles or 23 Days, whichever occurs first**

Type of Check	**C Check**		
Check Interval & Unit	**455 Days/3000 Flight Cycles/4000 Flight Hours**		
Since Last	**606 Flight Hours/345 Flight Cycles/69 Days**	**Remaining until Next**	**3394 Flight Hours/2655 Flight Cycles/386 Days, whichever occurs first.**

Landing Gear Data and Maintenance Program

Position	Nose	Left Main	Right Main
Overhaul Interval & Unit	16,300 Flight Cycles	16,300 Flight Cycles	16,300 Flight Cycles
Since Last Overhaul	3,092 Flight Cycles	3,092 Flight Cycles	3,092 Flight Cycles
Remaining until Next	13,208 Flight Cycles	13,208 Flight Cycles	13,208 Flight Cycles

Engine Data and Maintenance Program

Type	CFM56-3C1	CFM56-3C1
Serial Number	XXXXX	XXXXX
Location	Currently installed on aircraft XXX.	Currently installed on aircraft XXX.
Overhaul Interval & Unit	These engines are not overhauled on a scheduled basis but are continuously maintained in an airworthy condition.	
Hrs/Cycles since Shop Visit		
Cycles to Next Limiter	12,532	2,409
Hours since New	43,920	50,705
Cycles since new	24,897	27,533

Accidents and Major Damage History:

The aircraft did not appear to have a history of accidents.

Aircraft Condition Checklist

	Poor	Fair	Average	Good	Excellent	Notes
Exterior Condition						
Paint			X			
Forward Fuselage			X			
Mid Fuselage			X			
Aft Fuselage			X			
Belly Skins			X			
E&E Compartment			X			
Upper Wing			X			
Lower Wing			X			
Flaps			X			
Ailerons			X			
Horizontal Tail			X			
Vertical Tail			X			
Wheel Wells			X			
Landing Gear			X			
Wheels & Tires			X			
Engine Nacelles			X			
Thrust Reversers			X			
Pylons			X			
Doors			X			
Cargo Compartment			X			
Interior Condition						
Seats			X			
Lavatory			X			
Galley			X			
Flight Attendant Seat			X			
Windows			X			
Overhead Bins			X			
Ceilings			X			
Sidewalls			X			
Floor			X			
Cockpit						
Seats			X			
Equipment			X			
Windows			X			

Life Limited Part Status Engine Serial Number XXXXX

Item Number	Item	Unit	Limit	Used	Remaining
1	Shaft	Cycles	25000	3268	21732
2	Shaft	Cycles	30000	3268	26732
3	Support	Cycles	25000	3268	21732
4	Disk	Cycles	25000	3268	21732
5	Disk	Cycles	25000	3268	21732
6	Disk	Cycles	25000	3268	21732
7	Disk	Cycles	25000	3268	21732
8	Shaft	Cycles	20000	3268	16732
9	Disk	Cycles	18500	3268	15232
10	Seal	Cycles	15800	3268	12532
11	Shaft	Cycles	17300	3268	14032
12	Seal	Cycles	18000	3268	14732
13	Spool	Cycles	20000	3268	16732
14	Disk	Cycles	20000	3268	16732
15	Spool	Cycles	20000	3268	16732
16	Shaft	Cycles	20000	3268	16732
17	Shaft	Cycles	30000	3268	26732
18	Spool	Cycles	30000	3268	26732
19	Disk	Cycles	24900	3268	21632
Total			434,500	62,092	372,408
Percentage Used			14.29%		
Percentage Remaining			85.71%		

Life Limited Part Status Engine Serial Number XXXX

Item Number	Item	Unit	Limit	Used	Remaining
1	Shaft	Cycles	25000	9261	15739
2	Shaft	Cycles	30000	27533	2467
3	Support	Cycles	25000	9261	15739
4	Disk	Cycles	25000	9261	15739
5	Disk	Cycles	25000	9261	15739
6	Disk	Cycles	25000	13914	11086
7	Disk	Cycles	25000	9261	15739
8	Shaft	Cycles	20000	13914	6086
9	Disk	Cycles	18500	13914	4586
10	Seal	Cycles	15800	13914	1886
11	Shaft	Cycles	17300	13914	3386
12	Seal	Cycles	18000	15591	2409
13	Spool	Cycles	20000	13914	6086
14	Disk	Cycles	20000	9261	10739
15	Spool	Cycles	20000	9261	10739
16	Shaft	Cycles	20000	9261	10739
17	Shaft	Cycles	30000	27533	2467
18	Spool	Cycles	30000	23816	6184
19	Disk	Cycles	24900	13914	10986
Total			434,500	265,959	168,541
Percentage Used			61.21%		
Percentage Remaining			38.79%		