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## → Aircraft Inspection Report

On behalf of:

**BNP Paribas Leasing Solutions N.V.**

Inspection Date Aircraft: 10 April 2013

Inspection Date Records: 07 - 08 May 2013

Report Date: 27 May 2013

Aircraft Manufacturer: Dassault

Aircraft Type: Mystere-Falcon

Aircraft Model: 900B

Aircraft Registration: PH-LCG

Aircraft Serial Number: 143



Source: Jetphotos.net

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# Summary

## Introduction

The inspection was carried out by [REDACTED]

The physical inspection of this Falcon 900B, MSN 143, currently registered as PH-LCG (the "Aircraft"), was carried out on 10 April 2013 at the Jet Aviation premises in Teterboro.

The records inspection was carried out on 07 and 08 May in the Netherlands.

An important part of the documents is still not inspected and allegedly at TAG Aviation Geneva, for more details please refer to "Status of Aircraft Records" on page 8 of this report.

The Aircraft has been parked outside on the ramp at Jet Aviation TEB since 13 September 2011 (with the exception of 35 continuous days during the months of October 2011 to January 2012), with no engine covers installed. No maintenance has been performed on the Aircraft since it arrived at Jet Aviation TEB on 13 September 2011.

As of 10 April 2013 the Jet Aviation TEB parking and storage fees for the Aircraft are \$113,025. Copies of the Jet Aviation TEB invoices are in Appendix 10. NOTE: Jet Aviation TEB has indicated that no services will be provided to this Aircraft until the outstanding invoices are paid in full.

As of 10 April 2013 the aircraft, engines and APU are not airworthy. Per Honeywell, none of the engines should be started. Honeywell requires the completion of a DERB Form (Damaged Engine Review Board – Used for Engine Accident/Incident Events or Preservation Issue Inspections) (Refer to Appendix 11) for each engine and the APU to investigate the condition of the engines to determine the next steps and requirements to return the engines to service. The engines are on MSP, Contract # 440028791 - the account is in Prior Authorization Required (PAR) status due to overdue payments.

## Aircraft Operations Standard

- EU Ops
- EASA Private
- FAR 135
- Aircraft Part 91

## Aircraft History

Date	Comment	Registration
1994	Year of Manufacture	CS-DDI
1995	Year of Delivery	PH-LCG

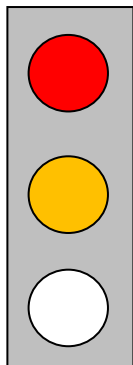
Source: JetNet (This is publicly available information on the internet platform JetNet.com, this information has not been edited / modified by [REDACTED])

Date	Aircraft Utilisation	Registration
Information incomplete		PH-LCG

## Physical and Technical Status of Aircraft

**The Aircraft is not airworthy.**

The physical and technical condition of the Aircraft is **POOR to AVERAGE**.



Engines and APU are not in a serviceable condition. Further investigation and RTS procedures are to be determined. It is very likely that a detailed inspection of the engines will reveal significant corrosion. There is also high potential of corrosion on the inlet cowl.

The paint on the entire Aircraft is faded due to over-exposure to the sun and the paint on the empennage is in a poor condition due to having lost its gloss.

All bright work, including both wing leading edges and all engine inlets are heavily oxidized. The static wicks on the empennage and on the wings are also dry and oxidized.

The right wing has evidence of a fuel leak and a hydraulic leak.

No corrosion prevention application has been observed. There is a high potential for significant corrosion given the Aircraft has been parked outside for 18 months.

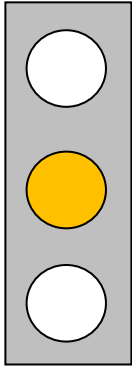
The Inspector was not able to determine when the landing gears were lubricated. No maintenance has been performed while the Aircraft has been in TEB.

The aircraft was outside, without engine covers, during a hurricane and two or three Nor'Easters. There could be engine damage resulting from debris forced into the engines by high wind speeds.

The following areas of the Aircraft are extremely dirty:

- entire fuselage external
- empennage
- empennage internal structure
- lights and covers (which are also foggy) and seals on the wings
- flight controls, fairings and placards and markings on the wings
- cowlings on all three engines
- fan cowl doors on engine # 3.

## Status of Aircraft Interior



The Aircraft interior is in an **AVERAGE** condition.

The seat belt on the Captain's and First Officer's seats are very dirty and the first observer's seat is worn. The instrument panels and placards and markings are also old and worn and the centre pedestal has heavy nicks and scratches. The cockpit windows are very dirty and the window shades are old and worn.

The cabin windows are very dirty and the shade on the emergency exit hatch does not fully close.

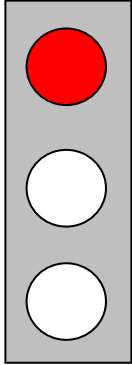
Several burst soda/water cans were found in the galley which would indicate a high probability that the water system plumbing in the galley, and the lavatories, have also ruptured due to freezing. If the lavatory/galley plumbing has ruptured due to freezing temperatures in TEB during the 2011 and 2012 winters. There is a high probability that water has leaked into the fuselage belly under the cabin and galley floor.

There is a very high probability that the water in the belly of the fuselage, coupled with the 18 months of the Aircraft being parked outside in the elements, will have caused significant corrosion (a detailed inspection will be required).

No.	Compliance – Remarks - Findings (affecting Airworthiness)
	NIL



## Status of Aircraft Records



The status of Aircraft records are in **POOR** condition.

No aircraft records (including log books, maintenance records, flight logs, aircraft registration, and certificate of airworthiness etc.) were found on board the Aircraft.

The documents are located in different locations. Initially we were informed that the complete documents should be at the owner's office (Lips Capital Group); however, when we planned the visit to Lips we were informed that they only have parts of the documents and additional information is at Jet Support, Netherlands. Our inspector could inspect documents at both locations and we were informed that the last missing documents are at TAG Aviation Geneva "TAG". We requested TAG to inform us which documents they have and to give us details regarding their open invoices. We requested the information several times by email, phone calls and even during personal meetings in Geneva. Up to today TAG was not willing to provide us with the needed and requested information.

The documents which were made available to us during the inspection are listed under Appendix 12.

The following documents are still missing and allegedly with TAG, however this could not be confirmed:

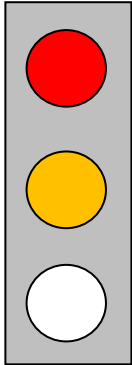
- Aircraft Inspection Handbook
- Two Engine log books (Engine 1 LH & Engine 2 Centre)
- Documentation from Last C Check

The journey logs are only partially traceable.

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

No.	Compliance – Remarks - Findings (affecting Airworthiness)
	Not compliant, not updated

**Overall Condition of the Aircraft**



The overall condition of the Aircraft is **POOR to AVERAGE**.

***Overall Condition of the Aircraft (continued)***

<b>Aircraft Scoring Matrix</b>	<b>Weight</b>	<b>Score</b>	<b>Weighted Score</b>
Fuselage External, Physical Condition	10%	2.10	0.21
Empennage	4%	2.10	0.08
Wings, Flaps, and Flight Controls	7%	2.00	0.14
Fuselage , Empennage - Internal Structure	7%	2.00	0.14
Landing Gear and Bay	7%	2.10	0.15
Engines	20%	1.60	0.32
APU	5%	1.00	0.05
Flight Deck / Cockpit	5%	1.90	0.10
Cabin Interior and VIP furnished Equipment	7%	2.00	0.14
Electric Equipment Compartment	7%	not inspected	0.00
Cargo / Baggage Compartments	1%	2.00	0.02
Records / Documents	20%	1.00	0.20
<b><u>Overall Aircraft with Records</u></b>	<b><u>100%</u></b>	<b><u>19.8</u></b>	<b><u>1.55</u></b>

Out of a possible Weighted Score of 4 the Aircraft achieved a **Weighted Score of 1.55 = POOR to AVERAGE**

<i>Weighted Score Definition:</i>	
Excellent	4
Good	3
Average	2
Poor	1

## **Recommendations**

█ recommends deep cleaning the Aircraft and storing the Aircraft in a protected area if possible.

Areas which have been heavily oxidised should be polished and a detailed inspection of the engines and fuselage belly should be carried out to determine the extent of the corrosion. An inspection of the lavatory/galley plumbing should be carried out to see if it has ruptured due to freezing. The manufacturer will need to be contacted in order to find out how the aircraft can be brought back into an airworthy condition. However, before the manufacturer is contacted the missing documents need to either be obtained and reviewed or rebuilt.

The following items should be fixed:

- the fuel and hydraulic leaks on the right wing
- the shade on the emergency exit hatch
- refurbish the Captain's and First Officer's seat belts and the First Observer's seat

The following items should be replaced:

- the dry and oxydized static wicks on the empennage and wings
- cockpit window shades

Per Honeywell, none of the three engines should be started. Honeywell requires the completion of a DERB Form (Damaged Engine Review Board – Used for Engine Accident/Incident Events or Preservation Issue Inspections) (Refer to Appendix 11) for each engine and the APU to investigate the condition of the engines to determine the next steps and requirements to return the engines to service.

The R/H & L/H landing gears will require a complete lubrication and functional test prior to the next flight.

Furthermore, █ also recommends installing owner data plates on the airframe and engines as a security precaution for all involved owners.

# Section 1:

## Physical Aircraft Inspection Report

### Introduction / Definitions

The Aircraft on-site inspection as well as the historical and day to day records inspection is based on the guidelines of the existing JAR/EU-OPS as well as given EASA rules and standards to meet in all areas the CAM - Continuous Aircraft Management standards.

An aircraft is a complex machine composed of many interrelated parts, components, and systems. Electrical, mechanical and structural systems are designed with an expected life length, where length refers to time units (calendar, hours and or cycles) of use. As the aircraft and systems age and their use accumulates, they gradually degenerate until they are no longer able to perform the functions for which they were designed; that is, the system becomes inaccurate and can fail more often.

The applied inspection process is rated on a **4 point scale** ranging from **< poor, average, good to excellent >**. The rating is based on other aircraft having similar calendar age, Total Time Since New (TTSN) and Total Cycles Since New (TCSN) and being operated in a similar environment.

### Definition of ratings related to the inspected Aircraft:

- Poor:** The Aircraft does not meet the known standards and is improperly maintained. It could affect the airworthy condition of the Aircraft at anytime.
- Average:** The airframe appears structurally sound. The leading edges may show evidence of abrasion wear. The surfaces under the wings, fuselage and landing gear areas may show some evidence of nicks and abnormalities from prop slung pebbles, etc. Minor surface corrosion may be evident on external surfaces which can easily be repaired by stripping, chemically treating and repainting the affected areas. The overall appearance of the airframe is therefore considered as average.
- Good:** Exterior surfaces are almost flawless. The Aircraft has no skin or structural repairs and no damage history. The Aircraft total time for year, make and model is considered low. The airframe looks very good with a few areas of minor dents or deformations. The airframe is corrosion free, however it may have had minor surface corrosion which has been corrosion treated. Cowling fasteners may show wear, along with inspection panels, door and cargo door entry areas. Any damage history would not have involved major structural components of the airframe (wing spar etc.). Any hail or lightning strike damages would have been repaired in a manner which is undetectable.
- Excellent:** Structural exterior surfaces are flawless. External surfaces (aluminium, epoxy, wood and fabric) are wrinkle, crease and blemish free. Rivet, stitch or glue lines are straight and even. Rivets are pulled evenly. There is no evidence of any abnormalities and in every sense of the word the Aircraft is in a flawless, brand new condition with absolutely no damage history.

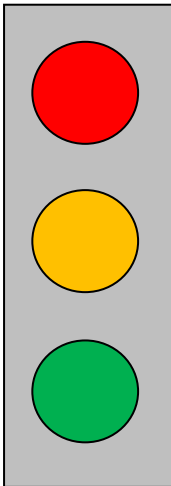
## Colour Warning System:

For ease of use a Colour Warning System has been incorporated into this report.

Colour Warning Systems are employed in three areas of the report:

- The Physical and Technical Status of the Aircraft
- The Status of the Aircraft Records
- The Overall Condition of the Aircraft

### Definition of the Colour Warning System:



The red light indicates a POOR rating as defined above.


**In this case immediate action is required to retain the value of the Aircraft!**

The orange light indicates an AVERAGE rating.

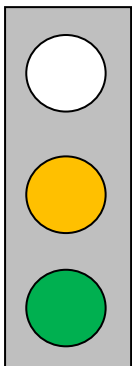
In this case the Aircraft requires some work including preventative maintenance. If the problems are not dealt with in a timely fashion the Aircraft will move to a POOR rating and it will be very costly to bring it back to a GOOD or AVERAGE rating.

The green light indicates a GOOD or an EXCELLENT rating.

In this case the Aircraft is very well maintained, some minor discrepancies might have been discovered during the inspection. However, they can be dealt with easily.

In some cases  might assign mixtures of two colours. An example is provided below.

### *Physical Condition of the Aircraft*



This lighting scheme indicates that the Aircraft is either in a GOOD or EXCELLENT condition. However, unless certain discrepancies are dealt with in a timely fashion, the Aircraft's physical condition will move to an AVERAGE rating.

## 1.1 Inspection Conditions

- |   |                              |  |
|---|------------------------------|--|
| • Aircraft in Maintenance                         | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| • Aircraft in Hangar Serviceable-Flying Condition | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| • Aircraft in Storage                             | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| • Aircraft on Tarmac Serviceable-Flying Condition | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

No keys were found or were available from Jet Aviation. The inspector engaged the assistance of the Jet Aviation Maintenance Department to unlock the aircraft and install the engine covers which were found on board the aircraft.

## 1.2 Physical Aircraft Inspection

### 1.2.1 Data Plates

Main (Manufacturer's) Data Plate Information			
Manufacturer:	Dassault		
Type:	Mystere-Falcon	Model:	F900B
Date:	Illegible	Serial Number:	143



**Data Plate continued**

Owner's Data Plate (Picture)
Not seen during inspection

L/H Engine - Owner's Data Plate (Picture)
Not seen during inspection

R/H Engine - Owner's Data Plate (Picture)
Not seen during inspection



### 1.2.2 Maintenance Service Plan

Engines	
Manufacturer	Honeywell
Type	TFE731-5BR-1C
Enrolled in Maintenance Service Plan	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Maintenance Plan – Type	MSP
Payment Status	Payment is overdue (Refer to Appendix 8)

APU	
Manufacturer	Honeywell
Type	GTCP 36-150F
Enrolled in Maintenance Service Plan	<input type="checkbox"/> Yes <input type="checkbox"/> No    Unknown
Maintenance Plan – Type	Unknown
Payment Status	Unknown

Airframe	
Manufacturer	Dassault
Type	Mystere-Falcon
Enrolled in Maintenance Service Plan	<input type="checkbox"/> Yes <input type="checkbox"/> No    Unknown
Maintenance Plan – Type	Unknown
Payment Status	Unknown

### 1.2.3 Fuselage External, Physical Condition

Description	Poor	Average	Good	Excellent	Notes
Painting condition	✓	✓			See remarks
Dents, scratches, damage			✓		None observed
Repairs / repair mapping			✓		None observed
Lightning strike indications			✓		None observed
Corrosion			✓		None observed
Lower lobe area		✓			Extremely dirty
	Fwd				N/A
Cargo compartments	Aft		✓		In a good condition
	Bulk				N/A
Exterior doors, latches and mechanism		✓			In an average condition
Fairing - sealant	✓				In a poor condition
Cabin windows		✓			Very dirty
Flight compartment windows		✓			Very dirty
Antennas		✓			Very dirty
Lights and covers		✓			Very dirty
Placards & markings		✓			All placards were installed in English. However, it seems that there are insufficient numbers of placards installed.

Remarks Fuselage External:

The entire fuselage external is in an AVERAGE condition.

The Aircraft is extremely dirty and the paint has faded due to over-exposure to the sun (see pictures).

***Fuselage External, Physical Condition (continued)***

The Aircraft is very dirty and the paint has faded due to over-exposure to the sun



**Fuselage External, Physical Condition (continued)**



**Fuselage External, Physical Condition (continued)**



**Fuselage External, Physical Condition (continued)**



**Fuselage External, Physical Condition (continued)**



*Fuselage External, Physical Condition (continued)*





## 1.2.4 Empennage

Description	Poor	Average	Good	Excellent	Notes
Painting	✓	✓			See remarks
Dents, scratches, damage			✓		None observed
Repairs			✓		None observed
Access panels			✓		None removed
Corrosion			✓		None observed
Structure					Not inspected
Leading edges					Not inspected
Flight control surfaces					Not inspected
Systems installation, i.e. obvious discrepancies, leaks etc.					Not inspected
Fairings		✓			Dirty
Lights and covers	✓	✓			See remarks
Placards & markings					None observed
Seals		✓			See remarks
Static wicks		✓			See remarks

### Remarks Empennage External:

The entire empennage external is in an AVERAGE condition.

The empennage is very dirty and the paint has faded due to over-exposure to the sun.

The paint is also in a poor condition due to having lost its gloss.

The light and covers are dirty and foggy and the seals are also dirty.

The static wicks are dry and oxidized.

*Empennage (continued)*



*Empennage (continued)*



### 1.2.5 Wings, Flaps and Flight Controls

Description	Poor	Average	Good	Excellent	Notes
Painting	✓	✓			See remarks
Dents, scratches, damage			✓		None observed
Repairs			✓		None observed
Corrosion			✓		None observed
Access panels			✓		None removed
Structure					Not inspected
Leading edge and devices	✓				See remarks
Flight controls		✓			See remarks
Systems installation, i.e. obvious discrepancies, leaks etc.	✓				See remarks
Fairings		✓			See remarks
Lights and covers		✓			See remarks
Placards and markings		✓			See remarks
Fuel tanks					Not inspected
Static wicks		✓			See remarks

#### Remarks Wings, Flaps and Flight Controls External:

The wings, flaps and flight controls are in an AVERAGE condition.

The paint is extremely dirty and faded due to over-exposure to the sun (see pictures).

On the leading edges and devices extreme oxidation has been observed (see pictures).

The right wing has evidence of a fuel leak and a hydraulic leak (see picture).

The static wicks are dry and oxidized.

The flights controls, fairings, lights and covers, and placards and markings are very dirty.

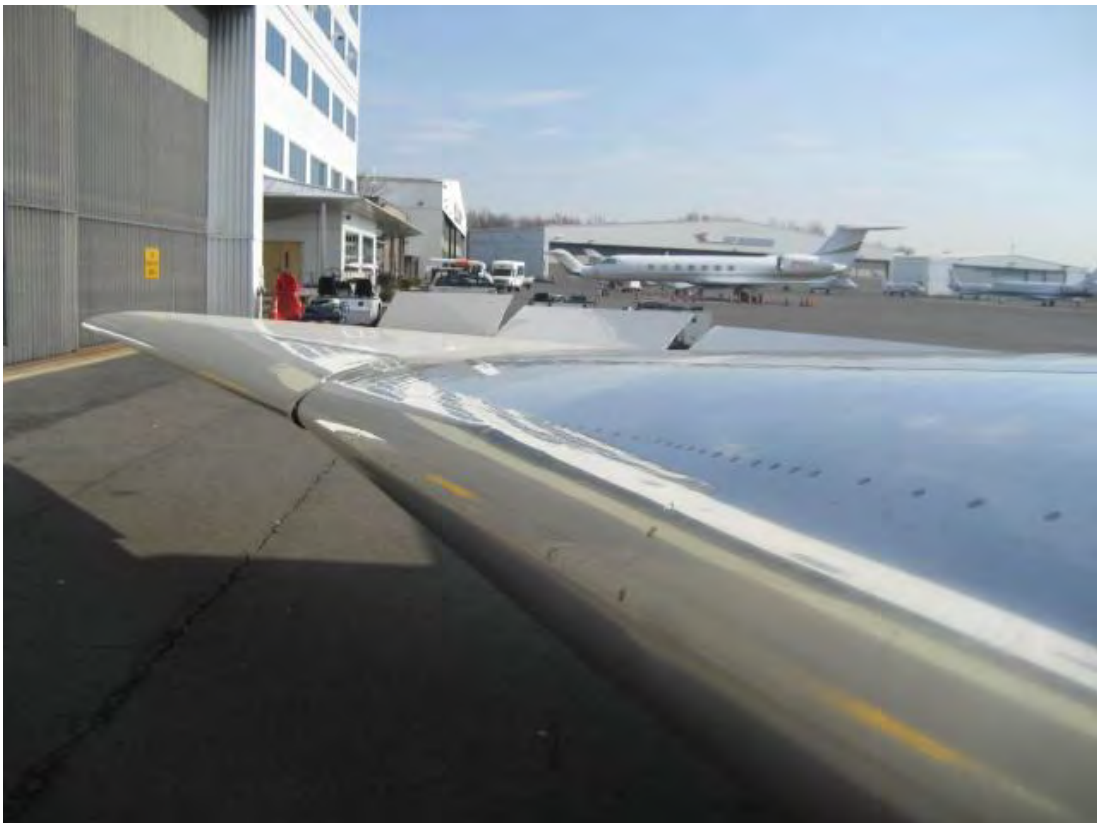
**Wings, Flaps and Flight Controls (continued)**

The wings are extremely dirty and over-exposed to sun



***Wings, Flaps and Flight Controls (continued)***

On the leading edges and devices extreme oxidation has been observed



**Wings, Flaps and Flight Controls (continued)**



The right wing has evidence of a fuel leak and a hydraulic leak



### 1.2.6 Fuselage, Empennage – Internal Structure

Description	Poor	Average	Good	Excellent	Notes
Corrosion prevention application, Yes or No	✓				See remarks
Condition of surfaces of structure	✓				See remarks
Primer condition			✓		Not observed
Corrosion		✓			See remarks
Corrosion protection condition		✓			Not observed
Condition insulation material-blankets					Not inspected
Rivets					Not inspected
Seals					Not inspected
Wire bundles & brackets					Not inspected
Air conditioning – ducts					Not inspected
Control cables					Not inspected
Leaks			✓		None observed

Remarks Fuselage, Empennage Internal Structure:

The fuselage, empennage internal structure is in a generally AVERAGE condition.

The internal structure is dirty (see pictures).

No corrosion prevention application has been observed. There is a high potential for significant corrosion given the Aircraft has been parked outside for 18 months.



**Fuselage, Empennage – Internal Structure (continued)**

Dirty internal structure



Fuselage, Empennage – Internal Structure (continued)



**Fuselage, Empennage – Internal Structure (continued)**



## 1.2.7 Landing Gear and Bay

### *L/H – Left Hand Main Landing Gear and Bay*

Description	Poor	Average	Good	Excellent	Notes
Painting, gear and W/W		✓			In an average condition
Dents, scratches, damage, repairs			✓		None observed
Corrosion					Not inspected
Panels					Not inspected
Structure					Not inspected
Gear and actuators		✓			In an average condition
Doors and mechanism		✓			In an average condition
Systems installations, i.e. obvious discrepancies, leaks etc.					Not inspected
Lights and covers					NA
Wheels		✓			In an average condition
Main wheel brake/s		✓			In an average condition
Proper lubrication applied		✓			See remarks

#### Remarks L/H Main Landing Gear Area and Bay:

The L/H main landing gear and bay is in a generally AVERAGE condition.

The Inspector was not able to determine when the gear was lubricated. No maintenance has been performed while the Aircraft has been in TEB.

The landing gear will require a complete lubrication and functional test prior to the next flight.

***L/H – Left Hand Main Landing Gear and Bay (continued)***



*L/H – Left Hand Main Landing Gear and Bay (continued)*



**R/H – Right Hand Main Landing Gear and Bay**

Description	Poor	Average	Good	Excellent	Notes
Painting, gear and W/W		✓			In an average condition
Dents, scratches, damage, repairs			✓		None observed
Corrosion					Not inspected
Panels					Not inspected
Structure					Not Inspected
Gear and actuators		✓			In an average condition
Doors and mechanism		✓			In an average condition
Systems installations, i.e. obvious discrepancies, leaks etc.					Not inspected
Lights and covers					NA
Wheels		✓			In an average condition
Main wheel brake/s		✓			In an average condition
Proper lubrication applied		✓			See remarks

Remarks R/H Main Landing Gear Area and Bay:

The R/H main landing gear and bay is in a generally AVERAGE condition.

The Inspector was not able to determine when the gear was lubricated. No maintenance has been performed while the Aircraft has been in TEB.

The landing gear will require a complete lubrication and functional test prior to the next flight.

*R/H – Right Hand Main Landing Gear and Bay (continued)*





**Nose Landing Gear and Bay**

Description	Poor	Average	Good	Excellent	Notes
Painting, gear and W/W		✓			In an average condition
Dents, scratches, damage, repairs			✓		None observed
Corrosion					Not inspected
Panels					Not inspected
Structure					Not Inspected
Gear and actuators		✓			In an average condition
Doors and mechanism		✓			In an average condition
Steering mechanism					Not inspected
Systems installations, i.e. obvious discrepancies, leaks etc.					NA
Lights and covers		✓			In an average condition
Wheels		✓			In an average condition
Proper lubrication applied		✓			In an average condition

Remarks Nose Landing Gear Area and Bay:

The nose landing gear area and bay is in a generally AVERAGE condition.

The Inspector was not able to determine when the gear was lubricated. No maintenance has been performed while the Aircraft has been in TEB.

The landing gear will require a complete lubrication and functional test prior to the next flight.

**Nose Landing Gear and Bay (continued)**



## 1.2.8 Engines

### Engine # 1 (L/H)

Description	Poor	Average	Good	Excellent	Notes
Dents, scratches, damage on cowlings and surrounding structure					Not inspected
Corrosion					Not inspected – See remarks
Inlet cowl	✓				See remarks
Fan cowl doors		✓	✓		From the outside ok but very dirty
Engine cowlings		✓			See remarks
Thrust reverser sleeves and system					Not inspected
Turbine exhaust nozzle area					Not inspected
Pylon fairings		✓			In an average condition
Access panels					None removed
Fans, inlet area, blade damage					Not inspected

#### Remarks Engine # 1:

The general condition of Engine # 1 is in a POOR to AVERAGE condition.

Per Honeywell, none of the engines should be started. Honeywell requires the completion of a DERB Form (Damaged Engine Review Board – Used for Engine Accident/Incident Events or Preservation Issue Inspections) (Refer to Appendix 11) for each engine and the APU to investigate the condition of the engines to determine the next steps and requirements to return the engines to service.

There is high potential of corrosion and heavy oxidation on the inlet cowl.

The engine cowlings are very dirty.

**Engine # 1 (L/H) (continued)**



**Engine # 2 (R/H)**

Description	Poor	Average	Good	Excellent	Notes
Dents, scratches, damage on cowlings and surrounding structure					Not inspected
Corrosion					Not inspected – See remarks
Inlet cowl	✓				See remarks
Fan cowl doors		✓	✓		From the outside very dirty
Engine cowlings		✓			See remarks
Thrust reverser sleeves and system					Not inspected
Turbine exhaust nozzle area					Not inspected
Pylon fairings	✓	✓			In a poor to average condition
Access panels					None removed
Fans, inlet area, blade damage					Not inspected

Remarks Engine # 2:

The general condition of Engine # 2 is in a POOR to AVERAGE condition.

Per Honeywell, none of the engines should be started. Honeywell requires the completion of a DERB Form (Damaged Engine Review Board – Used for Engine Accident/Incident Events or Preservation Issue Inspections) (Refer to Appendix 11) for each engine and the APU to investigate the condition of the engines to determine the next steps and requirements to return the engines to service.

There is high potential of corrosion and heavy oxidation on the inlet cowl.

The engine cowlings are very dirty.

**Engine # 2 (R/H) (continued)**



**Engine # 3 (Middle)**

Description	Poor	Average	Good	Excellent	Notes
Dents, scratches, damage on cowlings and surrounding structure					Not inspected
Corrosion					Not inspected – See remarks
Inlet cowl	✓				See remarks
Fan cowl doors		✓			See remarks
Engine cowlings		✓			See remarks
Thrust reverser sleeves and system					Not inspected
Turbine exhaust nozzle area					Not inspected
Pylon fairings	✓	✓			In a poor to average condition
Access panels					None removed
Fans, inlet area, blade damage					Not inspected

Remarks Engine # 3:

The general condition of Engine # 3 is in a POOR to AVERAGE condition.

Per Honeywell, none of the engines should be started. Honeywell requires the completion of a DERB Form (Damaged Engine Review Board – Used for Engine Accident/Incident Events or Preservation Issue Inspections) (Refer to Appendix 11) for each engine and the APU to investigate the condition of the engines to determine the next steps and requirements to return the engines to service.

There is high potential of corrosion and heavy oxidation on the inlet cowl.

The fan cowl doors and engine cowlings are very dirty.

*Engine # 3 (Middle)*





### 1.2.9 APU

Description	Poor	Average	Good	Excellent	Notes
General installation condition	✓				In a poor condition
Surrounding structure					Not inspected
Hours; Cycles:					Hours and cycles unknown, available via CAMP and log books
Duct and plumbing installation status					Not inspected
Compartment cleanliness					Not inspected

#### Remarks APU and Bay:

The general condition of the APU and APU bay are POOR.

Per Honeywell, none of the engines should be started. Honeywell requires the completion of a DERB Form (Damaged Engine Review Board – Used for Engine Accident/Incident Events or Preservation Issue Inspections) (Refer to Appendix 11) for each engine and the APU to investigate the condition of the engines to determine the next steps and requirements to return the engines to service.

### 1.2.10 Flight Deck / Cockpit

Description	Poor	Average	Good	Excellent	Notes
Are all Certificates on board and valid? <ul style="list-style-type: none"> <li>• C of R ✓</li> <li>• C of A ✓</li> <li>• ARC ✓</li> <li>• Radio Station Licence ✓</li> <li>• Noise ✓</li> <li>• Maint. Release ✓</li> <li>• Compass Cards ✓</li> </ul>	✓				<u>NONE</u> of these certificates were found on board the Aircraft.
Captain's seat		✓			See remarks
First officer's seat		✓			Seat belt very dirty
First observer's seat		✓			Worn
Second observer's seat, if applicable					NA
Side stick, if applicable					NA
Instrument panels		✓			See remarks
Centre pedestal	✓	✓			See remarks
Placards and markings	✓	✓			See remarks
Windows		✓			See remarks
Window shades			✓		See remarks
Ceiling and sidewall panels		✓			In an average condition
Circuit breaker panels		✓			In an average condition
Floors		✓			In an average condition
Emergency equipment		✓			In an average condition
Safety cockpit door					NA
Safety video					Not observed

***Flight Deck / Cockpit (continued)***

Remarks Flight Deck / Cockpit:

The flight deck / cockpit is clean and in a generally AVERAGE condition.

The seat belt on the Captain's and First Officer's seats are very dirty. The first observer's seat is worn.

The instrument panels and placards and markings are old and worn. The centre pedestal has heavy nicks and scratches (see pictures).

The windows are very dirty and the window shades are old and worn.

**Flight Deck / Cockpit (continued)**



Damaged centre pedestal



**Flight Deck / Cockpit (continued)**

Damaged centre pedestal



***Flight Deck / Cockpit (continued)***

Worn instrument panels



**Flight Deck / Cockpit (continued)**



*Flight Deck / Cockpit (continued)*





*Flight Deck / Cockpit (continued)*



**Flight Deck / Cockpit (continued)**



*Flight Deck / Cockpit (continued)*



### 1.2.11 Cabin Interior and VIP-Furnished Equipment

Description	Poor	Average	Good	Excellent	Notes
Passenger seats and condition		✓			In an average condition
Attendant seats					NA
Colour schemes			✓		Fits well with the Aircraft
Passenger service units		✓			In an average condition
Placards and interior markings		✓			In an average condition
Windows	✓				See remarks
Windows blinds		✓			See remarks
Sidewall panels		✓			In an average condition
Ceiling panels		✓			In an average condition
Floor panels		✓			In an average condition
Door linings		✓			In an average condition
Carpets		✓			In an average condition
Floor mats					NA
Seat track covers					NA
Entry and service areas		✓			In an average condition
Lighting					Not inspected. Electrical power cannot be applied to this aircraft until all batteries have been removed, inspected and properly serviced
Emergency path lighting system					Not inspected
Stowage bins and units		✓			See remarks
Veneer, lacquer and polish finish		✓			In an average condition
Partitions, class dividers		✓			In an average condition
Drawer runners, hinges, screws		✓			In an average condition
Closets and applied finish, gold plating etc. applied in this area		✓			In an average condition

**Cabin Interior (continued)**

<b>Description</b>	<b>Poor</b>	<b>Average</b>	<b>Good</b>	<b>Excellent</b>	<b>Notes</b>
Workmanship, layout and condition of complete VIP interior		✓			In an average condition
Curtains		✓			In an average condition
Lavatory Fwd Lav [..]	✓				Used as a storage area
Lavatory Aft Lav [..]		✓			In an average condition
LOPA					
Galley floor coverings and sealing		✓			In an average condition
Emergency equipment condition stowage		✓			In an average condition
Emergency door		✓			Shade inoperable, will not fully close
Door entrance area and escape slides, placards, cleanliness		✓			In an average condition
Over water equipment misc.; ELT, survival kits					Not inspected
Lift rafts / life vests					Not inspected
Aircraft identification plate installed			✓		Ok

Remarks Cabin Interior:

The cabin interior is in an AVERAGE condition.

The windows are very dirty. The shade on the emergency exit hatch does not fully close.

Several burst soda and water cans were observed in the stowage bins. It is very likely that the burst water and soda cans leaked water and soda under the cabin and galley floor. The toilets may have also suffered cracking from the freezing temperatures in TEB during the 2011 & 2012 winters.

**Cabin Interior (continued)**

Burst soda cans



**Cabin Interior (continued)**

Burst bottle



**Cabin Interior (continued)**





Cabin Interior (continued)



Cabin Interior (continued)



Cabin Interior (continued)



**Cabin Interior (continued)**



**Cabin Interior (continued)**



**Cabin Interior (continued)**



**Cabin Interior (continued)**



**Cabin Interior (continued)**





*Cabin Interior (continued)*



*Cabin Interior (continued)*



*Cabin Interior (continued)*




*Cabin Interior (continued)*



**Cabin Interior (continued)**



### 1.2.12 Electronic Equipment Compartment

Description	Poor	Average	Good	Excellent	Notes
General condition					 <p>Not inspected</p>
Cleanliness					
Labels					
Insulation material					
Ducts					
Wiring installation / condition					

Remarks Electronic Equipment Compartment:

The electronic equipment compartment was not inspected.

### 1.2.13 Cargo / Baggage Compartments

Description	Poor	Average	Good	Excellent	Notes
General condition		✓			In an average condition
Cleanliness		✓			In an average condition
Decals-labels for weight limitations		✓			In an average condition
Net and tie down equipment					Not installed

Remarks Cargo / Baggage Compartment:

The cargo / baggage compartment is in an AVERAGE condition.

A cargo net was not found.

**Cargo – Baggage – Compartment (continued)**

