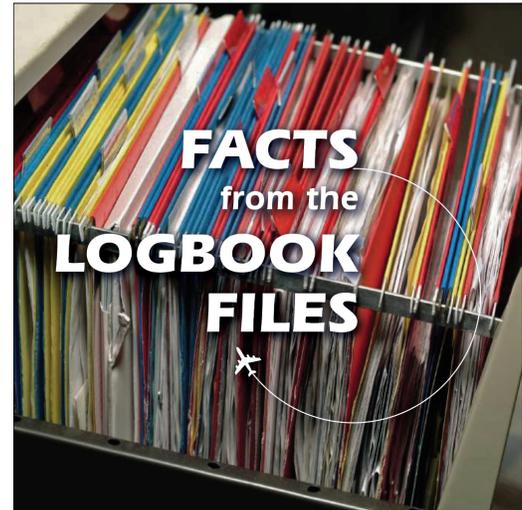




Problems Created by Missing Aircraft Records and Documents

Aircraft records and documentation may only be considered of paramount importance a few times during the life of an aircraft. But during those few times, they will be viewed with the weight of life or death; particularly for the individual who was last responsible for the maintenance records. These occasions of importance usually occur during a Pre-purchase Inspection at the time of sale of the aircraft, at return to the Bank at the end of a lease, during an FAA audit, or during a conformity inspection for FAR Part 135 compliance.



When selling an aircraft, if there are missing maintenance documents or records; it will both diminish the perceived value of the aircraft to the buyer, and increase the cost of the transaction to the seller. And missing documentation at the end of a lease will be extremely costly to the Lessee. After all, the Lessee is responsible for the care, custody and control of all documentation transferred to them at the onset of the lease. And is also responsible for the updating of any maintenance log books, maintenance documentation, and manuals used in the maintenance of the aircraft during the lease period.

The complications associated with missing documentation can be many: aircraft inspections, component certifications, engineering data, burn certifications, Airworthiness Directive compliance and Service Bulletin compliance, etc., cannot be recreated without substantiating evidence. It is often impossible to recreate records if the Certified Repair Station is unknown, out of business, or has destroyed the records. Missing documentation can (and often does) kill a sales transaction.

In the eyes of the FAA, computerized tracking records alone are not adequate. If there are not certification documents in the records to substantiate an event, the event never happened and the component is un-airworthy, or the inspection not complied with.

Some examples and resulting consequences of missing documentation include:

- An *unsubstantiated modification or repair* could result in requiring a conformity inspection of the work to confirm it was performed per standard practices and approved data. This could include rework of the modification or repair.
- An *incomplete burn certification* could result in being required to re-perform the burn test of materials. It could require seats to be recovered, or the replacement of fabrics and woodwork.
- A *missing inspection entry* may result in the requirement to re-comply with an entire inspection.
- A *missing component certification* may require replacement of the affected component. Missing component documents could also result in a warranty claim being denied.

Always be prepared for the sale, an end of lease evaluation, or an FAA audit of your aircraft and records. Well organized records allow for quick, easy access to critical information; will impress the FAA with the professionalism of your operation; and will contribute to the overall perception of the value of the aircraft.

To the maximum extent possible, electronically back up aircraft historical maintenance records and documents. When accomplished using the latest generation of storage programs, you will not only have provided protection for the records, you will also have the ability to securely access these records for reference from any computer in the world.

An ounce of prevention can save a pound of cure. Historical maintenance records not only substantiate the legal airworthiness of the aircraft, they support the market value of the aircraft. **Make sure you protect the investment.** Be prepared and ready at all times. Have all historical information organized and easily retrievable on demand.