



PRE-PURCHASE BEST PRACTICES

October 19th, 2026
Phase One

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OVERVIEW

THIS IS ONLY A GUIDELINE and not a firm ruling on what type of event you should pursue. The points system was chosen simply to “weight” various factors to help all parties involved have a clearer view of the next possible and reasonable steps. There are no hard and fast rules here, only suggested guidelines to help bring clarity to the PPE event. You will know more about the aircraft than this guide will provide and should always take your insight into consideration first and ***use this tool only to help you consider as many important areas as possible.....***

OVERVIEW

PRE-PURCHASE EVALUATIONS are core to the aircraft transaction process. Over the years, these events have grown to become more time consuming and have, in many cases, taken on more technical activities and risk than reasonably necessary.

THESE CONDITIONS have brought the industry to a point where we thought that we should revisit the entire process and offer a more practical and financially reasonable approach to reduce unnecessary risk and make the entire process more efficient and effective for all parties.

TRANSACTION TIMELINES have steadily increased in recent years due, in part, to increased amounts of requested evaluation tasks, limited MRO availability, clarity on OEM recommendations and guidance and how that aligns or mis-aligns with expectations, as well as ongoing supply chain/parts challenges.

ALL OF THESE strain and burden the entire process for all parties involved.

Too often, large-scale work scopes are initiated not because of a maintenance manual directive or a known aircraft issue, but simply because the aircraft is changing ownership.

THIS PRACTICE is inefficient, prolongs the transaction process, and creates unnecessary burdens.

PURPOSE

To educate and guide buyers, sellers, brokers, and all those involved with the Pre-Purchase Event (PPE) with the ultimate goal of reducing time, cost, and unnecessary risk while increasing event satisfaction with all involved to keep the process moving forward to it's best resolution.

DECISION MATRIX

INFO GATHERING

ENGINE/APU

ON PROGRAM

Guidance from OEM,
SPT Runs, FOD check

NOT ON PROGRAM

Do what it would take to
get them on a program

Guidance to the next step of
evaluation

DISCLAIMER

The information contained in these aircraft pre purchase best practices, is provided solely to the membership of IADA and NBAA for the purpose of providing considerations for our membership to think through when planning for aircraft pre purchase evaluations.

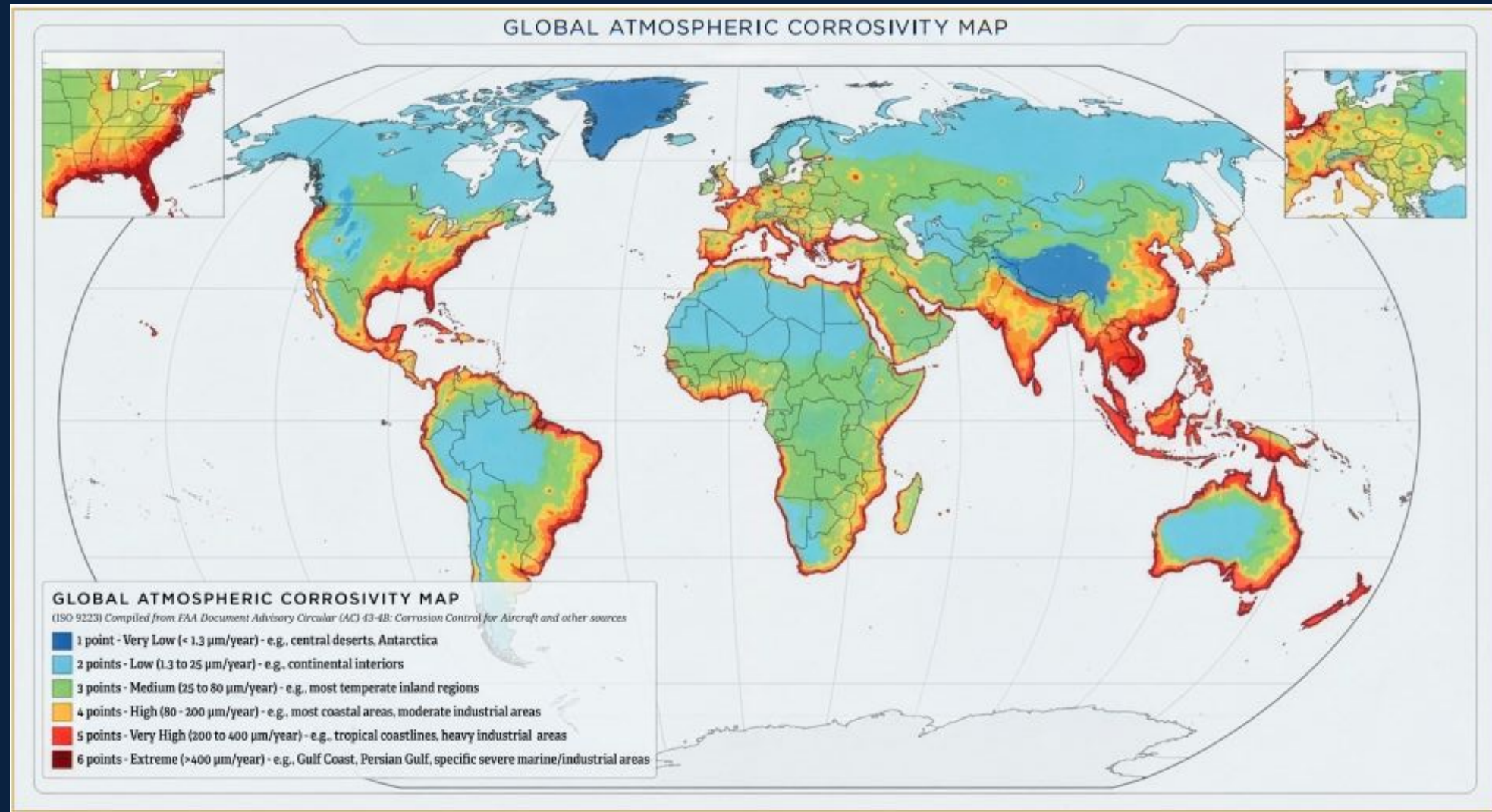
These best practices are not intended to be and do not claim to be definitive.

While input has been sought, and included from relevant original equipment manufacturer, “OEM” providers, this document does not replace the OEM provider’s guidance regarding pre purchase evaluations; the OEM provider’s guidance remains the definitive standard.

The information provided herein is not professional legal advice and the information provided herein does not create an advisory or attorney client relationship between IADA or NBAA and the user of this document.

The information contained herein is provided “as is” and may not always be complete or current.

EVALUATION / RISK MANAGEMENT



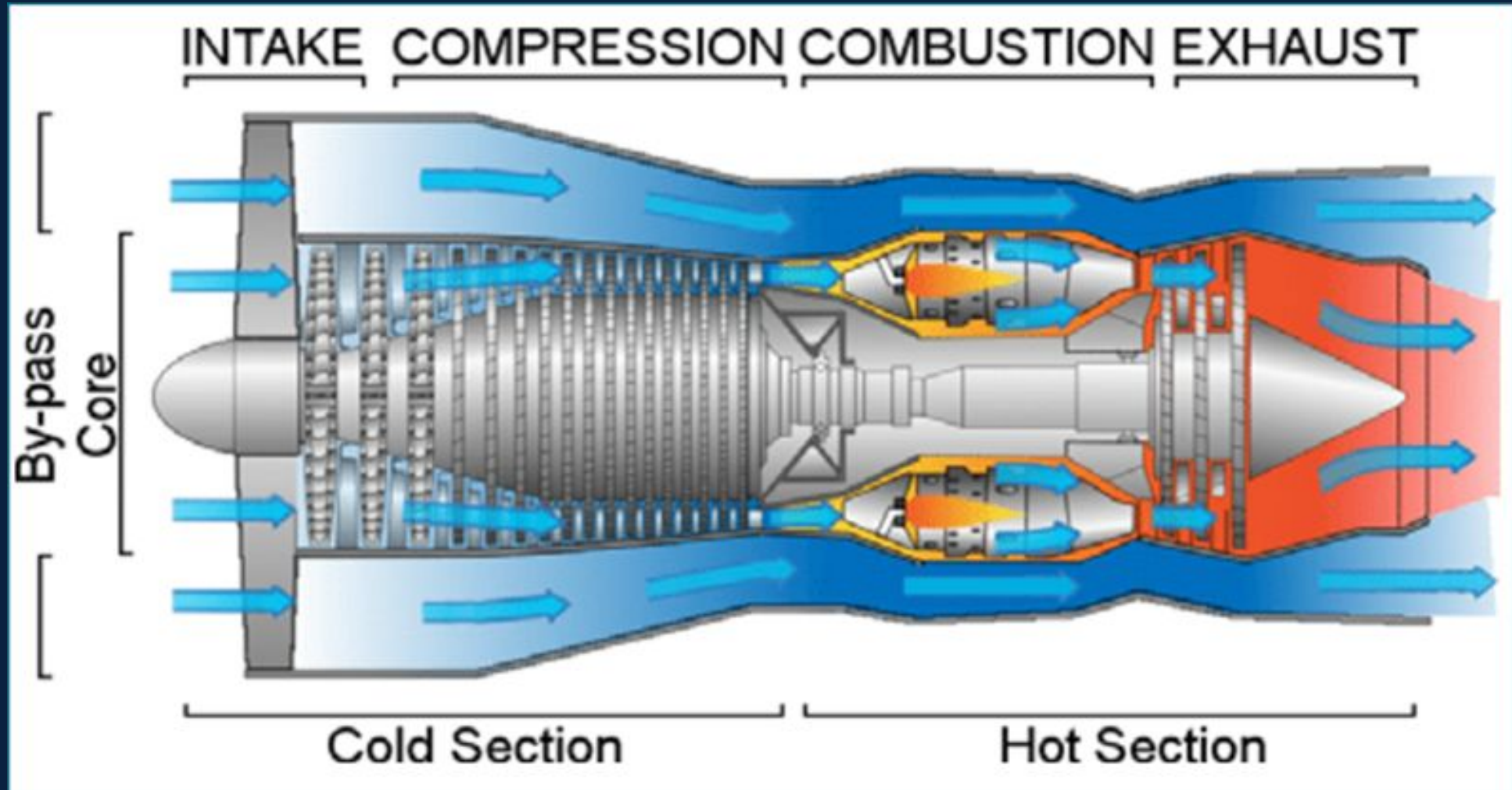
AIRCRAFT SURVEY MATRIX

CRITERIA			NOTES	POINTS
1	AGE OF THE AIRCRAFT:		<i>Older airframes have more accumulated cycles/ hours, greater wear, and higher exposure to obsolescence and unscheduled maintenance. Age is a primary driver of maintenance cost and operational availability.</i>	
	0 to 5 years	1 point		
	6 to 10 years	2 points		
	10 to 15 years	3 points		
	15 years or older	4 points		
2	WHERE IS THE AIRCRAFT LOCATED?		<i>Aircraft based in industrial, coastal, or high-pollution areas are exposed to corrosive agents (salt air, chemical emissions) that accelerate airframe and component degradation, much like the humidity factor.</i>	
	<i>(Reference: Corrosivity Map, Appendix C, page 34)</i>			
3	HAS THE AIRCRAFT BEEN INACTIVE FOR MORE THAN 6 OR 12 MONTHS?		<i>An aircraft idle for an extended period requires more extensive return-to-service inspections and is prone to seal/gasket degradation, corrosion, systems issues from inactivity, and fuel tank contamination damage, ultimately increasing risk of reliability and cost to maintain.</i>	
	No	0 points		
	6 Months	2 points		
	12 Months	4 points		
4	AVERAGE FLEET UTILIZATION COMPARED TO ACTUAL?		<i>Utilization above or below fleet norms distorts expected component life consumption versus actual. Overutilization accelerates wear while underutilization can mask deferred maintenance and increase corrosion risk.</i>	
	Fleet normal	0 points		
	Below 40%	1 point		
	Above 40%	2 points		
5	HAS THE AIRCRAFT BEEN STORED INSIDE OR OUTSIDE?		<i>Outdoor storage exposes the aircraft to weather, UV, and temperature changes, accelerating deterioration of paint, seals, and structure compared with a hangared aircraft; storage condition is a direct proxy for physical condition risk.</i>	
	Inside	0 points		
	Outside	4 points		
6	IS THE AIRCRAFT AIRFRAME ON A PROGRAM?		<i>Enrollment of the airframe on a maintenance program provides predictable, budgeted maintenance costs and transferable benefits to a buyer. An airframe off program carries unknown future cost exposure and is left exposed to deferred maintenance and lower marketability.</i>	
	Yes	0 points		
	No	1 point		

CRITERIA			NOTES	POINTS
7	ARE THE ENGINE(S) ON A PROGRAM?		<i>Engine programs (e.g., power-by-hour) spread overhaul costs across the engine's life cycle and are likely to have all maintenance accomplished because it is paid for by the program. Engines off program expose the owner/buyer to large, unpredictable overhaul expenses and inherent unscheduled cost risk.</i>	
	Yes	0 points		
	No	4 points		
8	IS THE APU ON A PROGRAM?		<i>As with engines, auxiliary power unit (APU) program enrollment manages overhaul cost risk and supports value retention. An APU off program carries similar cost and inherent unscheduled cost risk, though typically smaller in magnitude.</i>	
	Not Applicable	0 points		
	Yes	0 points		
	No	2 points		
9	IS THE AIRCRAFT OPERATED PART 135 COMMERCIAL CHARTER?		<i>Charter operation typically involves higher utilization, more frequent cycles, more wear on interior and exterior, and a broader range of operating conditions/ multiple pilots than private use, potentially increasing wear and risk relative to a non-charter operation.</i>	
	Yes	2 points		
	No	0 points		
10	IS THE AIRCRAFT ON A MAINTENANCE TRACKING PROGRAM?		<i>A recognized maintenance tracking program ensures complete, accurate, and transferable maintenance records. An aircraft without a tracking program for the records carries a higher risk and increases valuation uncertainty.</i>	
	Yes	0 points		
	No	1 points		
11	HAS A RECENT MAJOR INSPECTION BEEN COMPLETED? <i>Example: 20yr/96mo/192mo/2C/Etc. within previous 12 months</i>		<i>Whether a major scheduled inspection (e.g., heavy/2C check) has recently been completed indicates how much near-term, high-cost maintenance exposure remains before the next inspection is due. This is when discrepancies are discovered and corrected. Typically, it is preferred to buy an aircraft "post" major inspection because any discovered faults were corrected.</i>	
	Yes	0 points		
	No	3 points		
TOTAL				

SCORING TABLE	
Total points at or below 10	HANGAR SURVEY
Total points between 10 and 15	POTENTIAL HANGAR SURVEY (ELEVATED RISK)
Total points at 16 or above	MRO PPE SUGGESTED
Total points at 20 or above	MRO EXTENSIVE PPE SPECIFIC TASKS MODEL FOCUS

STANDARD TURBOFAN ENGINE



ENGINE SURVEY

IADA PPE Best Practices

Engine Survey List 9

ENGINE SURVEY		
RECORD ENGINE HOURS AND CYCLES		✓
ENGINE PRESERVATION DOCUMENTS (If Inactivity Is Noted)		✓
TASK	ENGINE PROGRAM YES	ENGINE PROGRAM NO
ENGINE RECORDS REVIEW	✓	✓
SERVICE BULLETIN STATUS	✓	✓
PERFORM A 5-POINT RUN (UNBLOCKED)* <i>N1, N2, ITT Margin</i>	✓	✓
VERIFY THAT ENGINE PARAMETERS AND OPERATIONAL PERFORMANCE MEET ACCEPTABLE STANDARDS* • N1, N2 power of the day • Vibration level • Fuel Flow Oil/Fuel/Pneumatic — Press and Temperature	✓	✓
EEC FAULT CODES/CP INDICATION CASS	✓	✓
ACCESSORY GEAR BOX PRESSURE CHECK <i>If Applicable</i>	✓	✓
A DISCRETIONARY FOD VISUAL INSPECTION VISUAL FIRST STAGE FAN 1ST STAGE INLET OF LP COMPRESSOR IF ALLOWED BY ENGINE PROGRAM PROVIDER ** <i>Note B</i>	✓	✓
REVIEW OF THE LAST SCHEDULED BORESCOPE REPORT <i>(Review ER, TV, Extensions)</i>	✓	✓
VISUAL EXTERIOR (OPEN COWL) <i>Oil Leaks, Fuel Leaks, Condition Of Lines/Harnesses</i>	✓	✓
CONFIRM DATA PLATES <i>Engine and accessory components, record serial numbers and note condition</i>	✓	✓

IADA PPE Best Practices

Engine Survey List 10

TASK	ENGINE PROGRAM YES	ENGINE PROGRAM NO
CHIP DETECTOR INSPECTION	✓	✓
VISUAL EXTERNAL/ACCESSIBLE ENGINE CASE SURFACES FOR CORROSION	✓	✓
INLET DETAILED LIP AND FLANGE VISUAL CORROSION****	✓	✓
THRUST REVERSER — DETAILED VISUAL FOR CORROSION*****	✓	✓
RECORD ALL SYSTEM PARAMETERS		✓
RETRIEVE — PAST TREND HISTORY <i>(If performed)</i>		✓
RETRIEVE OIL SAMPLE HISTORY AND PERFORM SOAP <i>(If applicable, if recommended by OEM)</i>		✓
OIL FILTER INSPECTION***		✓
COMPRESSOR CORE BORESCOPE INSPECTION <i>(See Note B)</i>		✓
TURBINE SECTION BORESCOPE <i>(See Note A)</i>		✓

Special Notes

- * Check with OEM for proper procedures and measurements
- ** Visual survey to be performed with light and mirror — no borescope
- *** Perform task if recognized by OEM to be relevant information
- **** Non-Covered Engines, research to understand risks when performing
- ***** If inlet and thrust reverser are covered under a program
CHECK WITH PROGRAM PROVIDER BEFORE PERFORMING TO VERIFY COVERAGE.

Note A — If task is performed without prior clear indication of engine failure or performance issues, it is typically not covered by a maintenance program and may lead to costly repairs and delays for the seller.

Note B — Should an indication on the fan or inlet present evidence of FOD, consult with engine program representative and aircraft insurance.

Note C — IF ENROLLED ON AN ENGINE PROGRAM, CHECK WITH PROGRAM PROVIDER BEFORE PERFORMING ANY BORESCOPE ACTIVITY. FAILURE TO OBTAIN AUTHORIZATION MAY RESULT IN FINDINGS NOT BEING COVERED BY THE ENGINE PROGRAM.

AUXILIARY POWER UNIT SURVEY

AUXILIARY POWER UNIT SURVEY LIST

AUXILIARY POWER UNIT (APU) SURVEY		
TASK	APU PROGRAM YES	APU PROGRAM NO
RECORD APU TIMES AND CYCLES		
LOGBOOK REVIEW VERIFICATION OF LLP CARDS		
VISUAL SURVEY APU ENCLOSURE		
VISUAL CHIP DETECTOR		
OPERATIONAL CHECK <ul style="list-style-type: none">• Start time and (exhaust gas temperature (EGT) recorded• Bleed air pressure recorded• Perform engine start and note APU EGT and bleed air pressure• Operate for 20 minutes under load (environmental systems)• Note any cabin oil smell or visual smoke		
PERFORM NORMAL SHUTDOWN — OBSERVE AND RECORD <ul style="list-style-type: none">• Spool down time		
COMPRESSOR INLET BORESCOPE FOD		
OIL SAMPLE (If applicable)		
TURBINE SECTION BORESCOPE		

APU Overview

APU Without Program: It is recommended that a full core borescope, APU condition run, SOAP samples, Accessory Gearbox pressure checks and logbook research be conducted to ensure full transparency of the engine condition.

APU Enrolled On Program: Contact engine program provider to verify any prebuy exclusion.

Honeywell MSP will allow a FOD inspection of the APU inlet if access to the inlet requires removal or disassembly. If a borescope is required to perform FOD inspection of the APU inlet, the borescope task should only be performed with MSP approval.

NOTE: Oil residue or wetting from a leaking carbon seal may not be grounds for removal of the APU. Consult with OEM technical support to make the determination if the APU needs to come off wing.

FOD inspection is to ensure that any foreign object damage is captured during the prebuy inspection. This inspection is typically limited to the fan as well as first and second. Logbook entry is made. Should FOD be detected, then the active aircraft insurance policy would be responsible for the claim. Post-transaction reports of FOD events will raise questions on when the incident occurred. Performing this task eliminates that doubt.

IF ENROLLED ON AN APU PROGRAM, CHECK WITH PROGRAM PROVIDER BEFORE PERFORMING ANY BORESCOPE ACTIVITY. FAILURE TO OBTAIN AUTHORIZATION MAY RESULT IN FINDINGS NOT BEING COVERED BY THE ENGINE PROGRAM.

ENGINE / APU RECORDS REVIEW

Life Limited Parts

- Life Limited Parts (LLPs) are typically the rotors and discs in the engines and must be discarded upon reaching their published life limit. They cannot be Overhauled.
- LLPs will usually survive the first several shop visits.
- Review all LLPs for Life Remaining and factoring in Buyer's intended utilization and hour to cycle ratio, will make it to the next intended shop visit.



ENGINE / APU RECORDS REVIEW

Life Limited Parts

- Life Limited Parts (LLPs) can be rejected for the following criteria:
 - Wear and Tear
 - Corrosion (excludes abuse and neglect)
 - Cyclical / Hourly Expiration
 - **Verify if the engine program covers these criteria!**
-

ENGINE PROGRAM STATEMENT of ACCOUNT

Well before closing, request a Statement of Account (SoA) from the Engine Program provider.

This should confirm the following:

- Coverage Level
 - Latest reported hours and cycles
 - Have any accrued hours been deferred until the next shop visit. (i.e. balloon payment at shop visit). Is there a deferred buy-in and is it transferable to Buyer.
 - Are there any unpaid arrears on the account.
-

AIRCRAFT SURVEY SET UP FOR SUCCESS

Safety First - Protecting the aircraft and yourself are the most important. Please observe all hangar safety rules and safety practices around the aircraft inside or on the ramp.

The Static Survey will be performed mostly inside a hangar with good lighting and when possible, its preferred to be in a facility equipped to accommodate the proper power cart to energize the aircraft.

Key equipment Items

Ladder or safety stairs
Strong flashlight
Inspection mirror
Someone with good eyesight
Camera/ phone/ pad

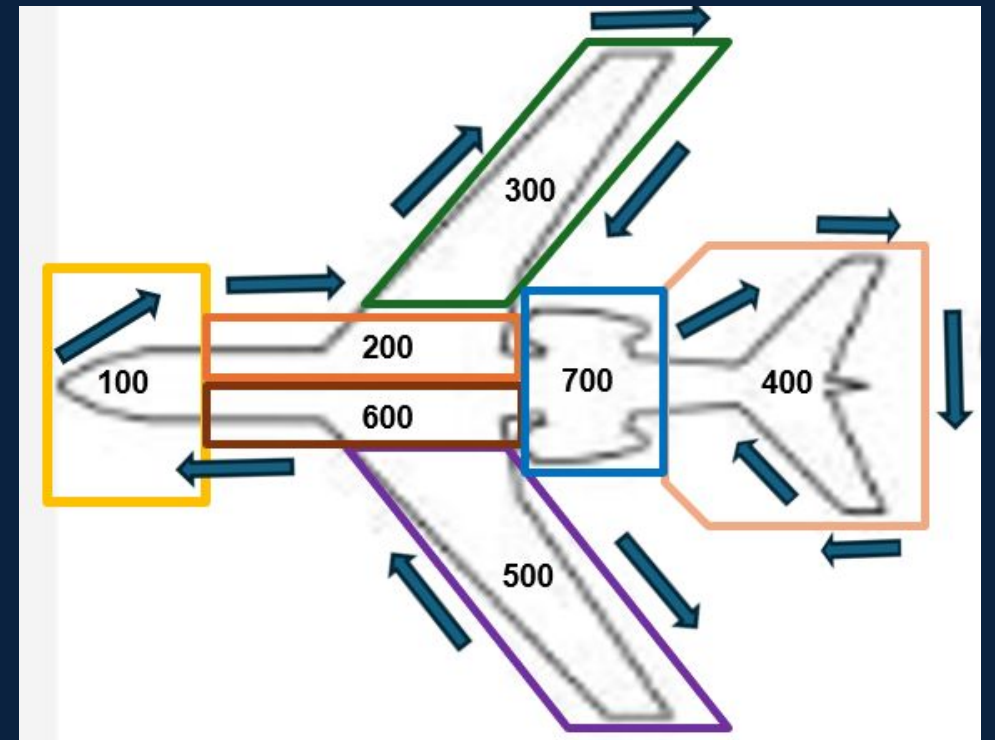


AIRCRAFT SURVEY EXTERIOR

Start out using the best practice airframe list.
Follow the MSG-3 zone task 100, 200, 300,
etc...

Follow a consistent path when performing
the exterior survey.

Create a checklist that aligns with your
inspection process.



AIRFRAME SURVEY LIST: EXTERIOR

The airframe survey of the exterior encompasses a visual observation by a qualified person using flashlight, inspection mirror and minor utilities such as ladders and protective equipment. It is strongly suggested this be performed with the aircraft in a hangar, access to ground power that will be connected to the aircraft and proper lighting. All hangar safety rules and safety practices around aircraft must be followed to ensure protection to the individual and the aircraft. *Note: These are sample areas and may not apply to all aircraft.*

AIRFRAME EXTERIOR SURVEY		
MSG-3 ZONE TASK	VISUAL SURVEY	
ZONE 100 NOSE SECTION	Nose radome Nose gear bay area Nose gear and tires	Windshields Side DV windows Pitot tubes/AOA
ZONE 200 RIGHT FUSELAGE	Fuselage skin Passenger windows Antennas	Access doors
ZONE 300 RIGHT WING	Leading edge Lower skin Landing gear bay Landing gear wheels and brakes Upper wing surface	Winglet Lights Flaps/spoilers/slots Ailerons
ZONE 400 EMPENNAGE	APU inlet and exhaust area Access doors Equipment bay Lights	Skin surfaces Horizontal stab Rudder
ZONE 500 LEFT WING	Leading edge Lower skin Landing gear bay Landing gear wheels and brakes Upper wing surface	Winglet Lights Flaps/spoilers/slots Ailerons
ZONE 600 LEFT FUSELAGE	Fuselage skin Passenger windows Antennas	Access doors
ZONE 700 POWERPLANT PYLON	Inlet/tip and skin Acoustic and ice panels inner Cowlings	Thrust reversers Pylon upper/lower

EXTERIOR/PAINT	
EXTERIOR LAST PAINT (AGE):	Review records for last paint
PAINT COLORS:	Record
PAINT CONDITION	Perform visual walk-around

AIRCRAFT SURVEY EXTERIOR

PRE PURCHASE EVALUATION > BEST PRACTICES

Check list Example

PHOTO REQUIREMENTS

Photos should adequately document the exterior and interior condition of the aircraft

Take specific photos that support or illustrate any unusual conditions or damage

Pic #	Description of Picture	Captured	Pic #	Description of Picture	Captured	Pic #	Description of Picture	Captured
1	Nose, Radome, NLG		16	RH Lower Portion of Eng (If Cowl Open)		31	LH Lower Portion of Eng (If Cowl Open)	
2	Each Windscreen (Cockpit window)		17	RH Eng Data Plate (If accessible)		32	LH Eng Data Plate (If accessible)	
3	NLG Wheel Well		18	RH Eng Owner / Bank Plate (If accessible / installed)		33	LH Eng Owner / Bank Plate (If accessible / installed)	
4	NLG Assy Data Plate		19	RH Engine Inlet / Fan		34	LH Engine Inlet / Fan	
5	NLG Tire(s)		20	RH Engine Exhaust		35	LH Engine Exhaust	
6	RH Full Side Fuselage		21	Aircraft Identification / Data Plates		36	External Baggage	
7	RH Front, Side Windows, Fuselage		22	APU		37	LH Gear	
8	RH Wing L/E to Wing tip		23	APU Data Plate (if accessible)		38	LH Wheel Well	
9	RH Wing tip along trailing edge to fuselage		24	Maintenance Bay Fwd View		39	LH Gear Assy Data Plate	
10	RH Gear		25	Maintenance Bay Aft View		40	LH Tire(s)	
11	RH Wheel Well		26	Rear, Empennage, Tail - Forward		41	LH Brakes & Brake Pins	
12	RH Gear Assy Data Plate		27	Stabilizers Looking Up		42	LH Wing tip along trailing edge to fuselage	
13	RH Tire(s)		28	Belly - Forward		43	LH Wing L/E to Wing tip	
14	RH Brakes & Brake Pins		29	Belly - Aft		44	LH Full Side Fuselage	
15	RH Fuselage, Eng Cowl & Tail		30	LH Fuselage, Eng Cowl & Tail		45	MED Open Stairs and Entry	

Pic #	Description of Picture	Captured	Pic #	Description of Picture	Captured	Pic #	Description of Picture	Captured
46	Airframe Owner / Bank Plate (If installed)		56	Galley Amenities - Coffee Pot, Oven, etc		68	Aft Lav seating - showing belt (if applicable)	
47	LH Entry, Veneer, Bulkhead		57	Galley Amenities - Monitors, Control Panels		69	Aft Lav sink, amenities (If applicable)	
48	RH Entry, Veneer, Bulkhead		58	Full Cabin looking aft/forward w/ the headliner and side panels if possible		70	Aft Lav Flooring / Carpet Conditions (If applicable)	
49	Entry forward to Cockpit		59	Mid-Cabin looking aft/forward		71	Aft interior baggage (if applicable)	
50	Full Cockpit - Instrument Panel (powered if possible) w/ seating and windscreens		60	Aft cabin looking aft/forward				
51	LH Pilot Seat, Cover Condition		61	Passenger Seating Conditions				
52	RH Pilot Seat, Cover Condition		62	Metal Plating Conditions				
53	Observer Seat, Cover Condition (If installed)		63	Cabin Amenities - Monitors, Entertainment				
54	Entry and Galley Area Flooring / Carpet conditions		64	Cabin Tray Table conditions				
55	Galley or Refreshment Cabinets		65	Window Shades conditions				
			66	Cabin Flooring / Carpet conditions				
			67					

NOTES

1) Needs Attention

Records/Documents/Other - Discrepancies noted, missing airworthiness records or other required documents, lack of proper records organization (loose or missing log pages, missing supporting documents (BISD, SST, BMD, etc.)), considerable organizational issues (Operator is not able to locate or knows current location of records because of lack of proper organization. Stored in an area that could cause loss or damage because of location)

AIRCRAFT RECORDS SCORING LIST

Below is the list of items you will need to score. Please review this list before inspecting the aircraft so that you are prepared to properly rate all of these components. Remember to take as many photos as possible as well as photos of any

Inspected	Score	Score (Pass)	Observations & Comments	Pic # (Optional)
General impressions of records	3	3		R-1
Airframe / Engine(s) / APU / Propeller / Rotor System Logbook(s) in terms of correctness, currency (updated), complete from date of manufacture to present and originality in relation to regulations and/or industry	3	3		R-2
Work Reports, Parts Certificates and Supplemental Records in terms of correctness, currency (updated), complete from date of manufacture to present and originality in relation to regulations and / or industry standards /	3	3		R-3
Flight / Technical Logbook(s) in terms of correctness, currency (updated), complete from date of manufacture to present and originality in relation to regulations and/or industry standards / best practice.	3	3		R-4
Tracking, Traceability and Currency (updated) of Maintenance / Inspection	3	3		R-5
Tracking and Traceability of Life Limited Components (Inspection Tolerances / Scrap Life) in relation to regulations and/or industry standards / best practice	3	3		R-6
Tracking and Traceability of Serialized Components (on condition) in relation to regulations and/or industry standards / best practice	3	3		R-7
Airworthiness Directives in terms of compliance, traceability & identification	3	3		R-8
Service Bulletins in terms of compliance, traceability & identification	3	3		R-9
Modification and Major Repairs in terms of compliance, traceability & identification	3	3		R-10
Storage or Parking Checks in terms of compliance to manufacturer's instructions and traceability (records)	3	3		R-11
Records Storage in terms of security / fire protection / flood protection / water protection and scanning	3	3		R-12
Owner's / Operator's / Maintenance's facilities in terms of general accommodation, equipment and tidiness	3	3		R-13
Aircraft Damage History (Accident and/or Incident)				R-14
All due Maintenance has been carried out (no overdue tasks)				R-15
Records (Hard and Soft Copies) in English				R-16

AIRCRAFT RECORDS SCORING LIST

Inspected	Score	Score (Pass)	Observations & Comments	Pic #
On-board Flight Crew Manuals (e.g. AFM, Checklist, W&B, etc.) in terms of availability and currency				R-17
Essential Documents (C of A, ARC, CoR, Radio License, Noise Certificate, Insurance Certificate(s)) in terms of availability & validity				R-18
Any indication / impression of financial distress between Owner/Operator/3rd Party Suppliers				R-19
General co-operation Owner / Operator / Maintenance Facility in preparing for and carrying out the RECORDS survey				R-20

NOTES

AIRCRAFT COCKPIT PROCESS



AIRCRAFT COCKPIT PROCESS

The aircraft should be powered up

- All displays on and radios on
- Cockpit lighting, Ops checked, cycle rheostats, push to test annunciator panel
- Sit in seats, operate position settings
- View electrical panels for pulled or disabled circuit breakers
- Visually inspect cockpit equipment and furnishings (Displays, switch panels, components)
- Visually inspect the windshield and wind screens. (Delamination, distortion, scratches, crazing, damage)
- Operational check of jump seat/ storage areas/ O2 masks
- Verify flight manuals, onboard documents (current and correct)

***NOTE: Ensure all switches are in the off, safe, normal, or standby position before applying power .**

AIRFRAME SURVEY INTERIOR



AIRFRAME SURVEY INTERIOR

Build your checklist.

Need to verify

- Cabin control panel and individual seat stations panels
- Cabin lighting during power on checks
- Galley equipment
- Cabinet condition, doors and drawers' function (lock in place, ease of operation)
- Emergency equipment (Inventory)
- Seating for function and condition
- Tables and sleep conversion set up and function
- Interior placards
- Crew rest area
- Lavatories, forward and aft



AIRCRAFT RECORDS REVIEW PROCESS

Verify Current Maintenance Status to include but not limited to Airworthiness Directives, Service Bulletins, Instructions for Continued Airworthiness, etc. If applicable, review and verify.

Verify aircraft permanent records to include but not limited to Major Repairs and Alterations, Supplemental Type Certificates, etc.

Verify Parts Traceability - Airworthiness Release Tags, 8130-3, EASA Form One, etc.

(ARROW) - Airworthiness certificate, Registration, Radio license, Operators Manual, Weight & Balance, other required documents as applicable (Noise certificate, RVSM, insurance, etc.)

Other - Completion Manuals, Wiring Diagrams, Burn Certificates, Equipment List, RVSM Certificate, Noise Certificate, etc.

QUESTIONS

DOCUMENT WILL BE AVAILABLE ON THE
MEMBER DASHBOARD

~~COMING SOON~~ IADA[®]  ~~COURSES~~

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