



INSPECTION PREPARATION

A practical owner checklist for getting your aircraft ready for a 406 Airframes inspection.

Purpose

Use this guide to organize information and handoff details before an inspection. The final scope, timing, access, and requested materials are confirmed with the shop. An inquiry does not reserve an inspection slot.

Bring or arrange

Aircraft records and supporting documents should be brought or arranged directly with the shop. Keep originals secure and share copies when practical.

1. Aircraft and owner details

- Aircraft make, model, year, registration, and serial number are current and easy to reference.
- Current airport or location is noted, along with the preferred inspection location if different.
- Owner or operator has identified the best way to coordinate timing and handoff with the shop.
- Preferred inspection window, travel timing, and any flight plan considerations are written down.

2. Records and history

- Airframe, engine, and propeller logbooks are gathered or their location and access plan are confirmed.
- Equipment, avionics, and installed-system records are gathered when available.
- Recent maintenance, inspections, repairs, and alterations are noted with dates and supporting paperwork.
- STC, field approval, 337, weight-and-balance, and related installation documents are included when available.
- A concise discrepancy list is prepared, including items noticed during recent use or preflight.

Owner note: clear records and a focused discrepancy list help the shop understand the aircraft and the questions you want answered.

Arrival and handoff planning

Coordinate the details below with 406 Airframes before departing for the inspection. Airport access, parking, and handoff arrangements can change, so confirm them for the specific visit.

3. Condition snapshot

- Recent exterior, interior, panel, engine-compartment, and known-discrepancy photos are organized by date.
- Any recent flight or operating notes that help explain a discrepancy are captured in plain language.
- Loose items, personal property, covers, tow bars, and removable equipment are inventoried before handoff.

4. Arrival, parking, and handoff

- An arrival slot or timing window is confirmed with the shop; the inquiry itself is not treated as a reservation.
- Parking, ramp access, unloading, and any vehicle or pickup/drop-off plan are confirmed before arrival.
- Keys, access items, aircraft documents, and any special handling notes are identified and handed over deliberately.
- A collection plan is agreed: who will receive the aircraft, where it will be released, and the expected timing.
- The owner has a way to record new findings or questions that arise during the inspection.

5. Final pre-departure check

- Latest airport information, current NOTAMs, weather, and applicable flight-planning information are reviewed through official FAA sources.
- Aircraft is prepared for the planned flight or ground handoff, with loose items secured and required documents accessible.
- The shop has the latest arrival estimate and can reach the owner or pilot if timing changes.
- Any open question about scope, access, records, parking, or collection has been resolved before departure.

Reference

For general owner preflight planning context, see the FAA Airplane Flying Handbook and FAA handbooks. Airport and flight information must be checked in current FAA publications and NOTAMs for the specific flight.

Preparation guide only. Confirm inspection scope, timing, aircraft access, airport arrangements, and collection details directly with 406 Airframes.