Your broker would like a records pack for your aircraft

Before the aircraft is listed, your broker wants to put its logbooks in order with AeroHistoryLog. This page explains what that means for you, and what you need to do.

What it is

Photos of the logbook pages are read into a clean, checked digital history. You get:

- every entry in date order, linked to its page
- a list of gaps a buyer's engineer would ask about, such as missing years, unsigned work or hours that don't add up
- a Records Health Score for how complete the paperwork is
- a records pack your broker can show to serious buyers

What you need to do

1. **Say yes** to the logbooks being photographed and uploaded. Your broker needs your agreement.
2. **Make the logbooks available**: airframe, engine and propeller, plus any loose certificates. Either your broker photographs them, or you take phone photos of each page.
3. **That's it.** The original logbooks never leave you.

Why it helps you

Buyers and their engineers will read your logbooks anyway. Finding the gaps now gives you time to dig out missing paperwork or an explanation, before a buyer raises it in the middle of a deal.

Your records stay private

- Two-factor sign-in, and photos and names encrypted when stored
- Seen only by your broker and people they invite; buyers only see a pack link
- Buyer links expire after 30 days and can be cancelled at any time
- Page photos deleted automatically 90 days after delivery

Information only, not airworthiness certification. The pack rates the paperwork, never the aircraft. It doesn't replace an inspection, and the original logbooks remain the legal record.

Your broker books the pack on their trade account, so ask them how the cost is handled.

Your broker: _____

See a finished pack for a fictional sample aircraft: **https://aerohistorylog.com/brokers/sample/**
How we protect records: **https://aerohistorylog.com/security/** · Questions? Ask your broker.