For the Records Manager

Technical records that are complete, signed, searchable and ready for the FAA, a buyer or a lessor

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PREPARED FOR

Records managers, technical records clerks and maintenance control

Operators, repair stations, lessors and government fleets that keep aircraft records

FROM

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At a glance

The records are the aircraft's value and its airworthiness. In Avistrata the **logbook entry is written and signed when the work is done**, AD compliance and life-limited parts are kept **back to birth**, scanned history is **read by AI and searchable**, and a complete records package for an audit, a sale or a lease return is **gathered, not hunted for**.

Signed
logbook entries sealed with the signer, date and PIN (AC 120-78B)

Back to birth
life-limited parts and their history by serial number

Searchable
scanned logbooks read by AI, with answers that link to the page

1 package
records for an audit, a sale or a lease return

1 Your job today

Technical records are usually paper logbooks, a tracking service, scanned PDFs on a shared drive and a records clerk who knows where everything is.

- Logbook entries are typed from paper task cards days after the work, and some never arrive.
- AD compliance and life-limited part history are spread across logbooks, work packages and the tracking service.
- Finding a record from ten years ago means paging through scanned PDFs.
- Certificates (8130-3, EASA Form 1) are filed apart from the part and the aircraft they went on.
- A pre-buy, an audit or a lease return means weeks of assembling and checking.

2 A day with Avistrata

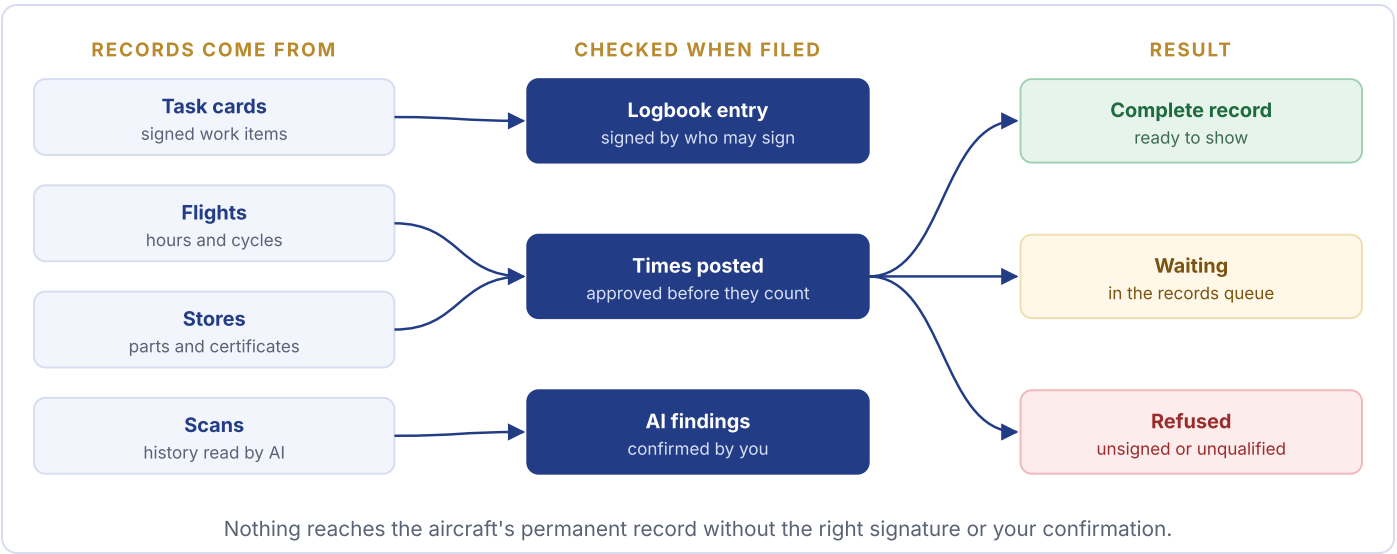
When	With Avistrata
Morning	Entries signed overnight are already in the electronic logbook; the records queue shows anything waiting for review (hours to post, entries to check).
Work closing	When a work order is returned to service, its signed task cards, parts with certificates and the logbook entry are filed on the aircraft automatically.
History	Scanned logbooks and work packages are uploaded; AI reads them and you confirm what it found (ADs, components, inspections).
Requests	Ask MRO Insight "when was the last hot section on engine PCE-12345?" and open the page it came from.
Audit or sale	Build the records package or open a records room for a buyer, lessor or inspector, with only what they should see.

3 What you get TECHNICAL RECORDS

Area	What it does for you
Electronic logbook	Entries written from the work and signed with a PIN (14 CFR 43.9 and 43.11); sealed, with any later correction shown as a new entry.
Scanned records	Logbooks and work packages uploaded and read by AI; searchable, with answers linked to the page.
AD / SB compliance	Each AD with its applicability, method of compliance, recurring dates and the entry that shows it was done.
Life-limited parts	Every part by serial number, back to birth, with its times, cycles, installations and removals.
Engines and propellers	Times, overhauls, hot sections and components per engine and propeller, moved with them between aircraft.
Components and certificates	Each installed part with its 8130-3, EASA Form 1 or certificate of conformity kept on the unit.
Major repairs and alterations	Form 337s, engineering orders and drawings filed on the aircraft.
Hours and cycles	Imported from flights and from Garmin, Dynon, JPI and Avidyne logs, posted through an approval queue.
Imports	The CAMP Due List, spreadsheets and the history from your current system, with original numbers kept.
Aircraft changing hands	An aircraft moves to another organization, or is shared with one, with its full history.
Records check and records room	A check of what is missing before a sale, and a room where a buyer or lessor sees only what you share.
Owner-produced parts	The owner's statement, the design and the inspection kept with the aircraft that part may be installed on.

4 What it checks for you

Records are checked as they are made, not when someone audits them.



Nothing reaches the aircraft's permanent record without the right signature or your confirmation.

- **An entry** can only be signed by someone qualified to sign it, and a signed entry can't be edited, only corrected by a new one.
- **Hours and cycles** from flights and engine logs wait in an approval queue before they change the times.
- **A part without its certificate** is held at receiving and never reaches the aircraft's record.
- **What AI reads** from a scan is a suggestion until you confirm it.

5 What you see

View	What it shows
Aircraft records	Logbook, ADs, life-limited parts, components, 337s and documents per aircraft.
Records queue	Times to approve, entries and AI findings to confirm.
Records check	What is missing or doesn't add up, before an audit or a sale.
MRO Insight	Questions answered from the records, with links to the source page.

6 Working with the rest of the company

With	What is shared, without re-typing
Maintenance	Signed task cards and return to service become the logbook entry.
Stores	Parts arrive with their certificates on the unit.
Operations	Flight times and cycles post to the aircraft.
Quality	Audits read the same records; the auditor packet is built from them.
Sales and leasing	A records room for buyers, lessors and inspectors.

7 On the phone

- Photograph and upload a logbook page or a certificate from the phone.
- Mechanics sign entries on the phone with a PIN.
- Look up an aircraft's records anywhere.

8 Your first 30 days

Week	What happens
1	Aircraft, components, ADs and life-limited parts imported; scanned logbooks uploaded.
2	AI findings from the scans reviewed and confirmed; gaps listed.
3	New work signed in the electronic logbook; times through the approval queue.
4	First records package or records check run from the system.

Operators: $95, $195 or $325 per aircraft a month with unlimited users; repair stations: $55 or $75 per user a month; Enterprise from $150,000 a year. All plans are month to month with a 14-day free trial; Enterprise is an annual license.

Book a demo

45 minutes, live, on an aircraft's records.

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Some integrations (for example QuickBooks Online, FlightBridge and single sign-on) are rolling out as partner approvals complete. Prices are from mrotracker.com/pricing as of November 2026. © 2026 Leesburg Aviation LLC.