

Written down, so you don't have to take our word for it.

Every horror story in this trade is about an opening, a chemical or a rag - almost never about a dull finish. This is what we do about each of them, on every aircraft, every time. Ask for it as a PDF and put it in your vendor file.

Openings stay closed 01

Nothing touches pitot tubes, static ports, AOA vanes, TAT probes, static wicks or drain masts. Covers and plugs are installed and removed by your maintenance staff; we count them in and out with your crew and photograph them at handback.

Tape left on static ports has brought down an airliner. A cover count on paper is how it never happens here.

No water where water shouldn't go 02

Exteriors are waterless. No hoses, no pressure washers, nothing sprayed at wheel bearings, windows or the static system. Wet washing only in the airport's designated wash area, arranged in advance.

A teaspoon of wash water in a static line has ended a flight. It also keeps us inside HCAA, PIE and Florida DEP stormwater rules.

Acrylic gets the acrylic protocol 03

Ammonia-free window cleaner in the SAE AMS 1535 class, flooded then wiped, straight strokes, cotton or lint-free cloth. No paper, no solvents, no dry wiping, no brushes. Windshields only as your maintenance manual allows.

Glass cleaner crazes acrylic in weeks. It's cheaper to replace a window than to save one.

Chemistry named, not just "aviation grade" 04

Products whose manufacturers state they meet Boeing D6-17487 for exteriors and D6-7127 for interiors, and the relevant SAE AMS specifications, used as labeled. Your maintenance manual and approved-materials list win every argument. No wipes on leather, screens or avionics.

The FAA does not approve cleaning products. Anyone who tells you theirs are "FAA-approved" has already told you something untrue.

Towels in, towels out 05

Every towel, pad and tool is counted onto the job card and counted off it. A FOD walk of the ramp footprint before we leave. Inlet and exhaust covers stay exactly as your crew set them.

A rag in an inlet is a FOD event with a name on it.

No machine near a probe, a window or a rivet line 06

Test spot first. Daylight inspection photos after. Aircraft paint is thin at the rivets and usually has no clear coat, so anything that can burn through never gets near an edge.

A burn-through is a repaint, not a touch-up.

Your ramp, your rules 07

FBO ramp rules and airport regulations first. Escorted or badged as the field requires. We never solicit on your ramp, and your customer stays your customer.

FBO managers have to answer for everyone they let on the ramp. We make that an easy answer.

The same people 08

The owner leads the first job on every new account. After that you will know the name of everyone who touches the aircraft, and it will be the same names next month.

Every chief pilot who praises a detailer praises the crew that shows up. Nobody praises a revolving door.

It's written down 09

Walkaround photos with your crew before we open a bottle. A photo report within two hours after: before and after from the same angles, products used, cover and towel counts, anything we noticed and reported. Nothing goes in a logbook. That is yours.

You shouldn't have to walk out to the ramp to find out whether the job got done.

What touches what

SURFACE	WHAT WE USE	THE RULE BEHIND IT
Paint and exterior	Waterless wash-and-protect whose maker states it meets Boeing D6-17487 and SAE AMS 1526 / 1530	Manufacturer's own test data; used as labeled
Cabin hard surfaces	Interior cleaner stated to meet Boeing D6-7127 and SAE AMS 1550	Your maintenance manual first
Leather and soft goods	OEM-compatible leather cleaner and conditioner, applied by hand	Leather makers do not support wipes; neither do we
Acrylic windows	Ammonia-free cleaner, SAE AMS 1535 class, flood and straight-stroke	FAA AC 43.13-1B para. 3-25 and the window makers' care sheets
Brightwork	Aviation metal polish stated to meet Boeing D6-17487, by hand, masked	Machines never near edges or probes
De-ice boots	Manufacturer's boot cleaner and treatment, in the manufacturer's sequence, at your request	Collins / Goodrich guidance; no silicone dressings, ever
Disinfection	EPA-registered disinfectant stated to meet SAE AMS 1452 / 1453, on request	Material compatibility, not marketing claims

Safety Data Sheets for everything on the truck, on request. If your approved-materials list says otherwise, your list wins. The FAA does not approve cleaning products; the manufacturers' specification statements above are the real reference, together with your maintenance manual.

What you get back, every job

Walkaround photos	Taken with your crew before we open a bottle. Every existing mark on record, from the same angles we will use after.
Port-cover count	Installed and removed by your maintenance staff. Counted in and out with your crew and photographed at handback; pitot, static, AOA and TAT verified clear.
Towel, pad and tool count	Counted onto the job card and off it. FOD walk of the ramp footprint before we leave.
Photo report within two hours	Before and after, products used by surface, both counts, anything we noticed and reported to the crew. Sent to the contact you name and nobody else. Nothing goes in a logbook.
The same names	The owner leads the first job on every new account. After that, the same crew, and you will know who they are.

PAPERWORK

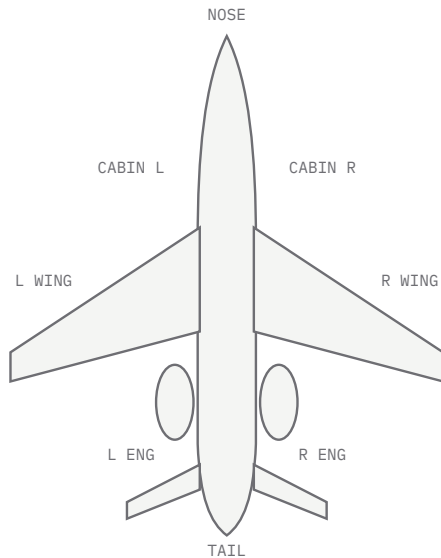
The vendor packet, in one email

Certificate of insurance naming your FBO, airport and flight department as additional insured, with waiver of subrogation · W-9 and Florida LLC · product manifest with SDS · this document · our authorization status at your field, stated before we book.



JOB NUMBER _____ DATE _____ AIRCRAFT TYPE _____ AIRPORT _____
WALKED WITH (NAME AND ROLE) _____ TIME _____

MARK AND NUMBER EVERY FINDING ON THE DIAGRAM



Findings

Number them on the diagram, describe them here.

- 1 _____
- 2 _____
- 3 _____
- 4 _____
- 5 _____
- 6 _____
- 7 _____
- 8 _____
- 9 _____
- 10 _____

Use: S scratch D dent C chip P paint T tear or wear ST stain L loose or missing part

INTERIOR CONDITION BEFORE WORK

Seats and seams · carpet · veneer and plating · headliner and sidewalls · galley · lav · smells · anything the customer should know about

CONFIRMED WITH THE CREW BEFORE WORK STARTED

- ☐ Every finding above existed before I arrived, and the crew has seen this sheet
- ☐ Photos taken of each numbered finding
- ☐ Pitot, static and AOA surfaces identified and agreed as no-touch
- ☐ Port covers and plugs installed by maintenance: count ____ photographed

TECHNICIAN SIGNATURE _____ CREW / CUSTOMER SIGNATURE _____ TIME _____



JOB

JOB NUMBER	DATE	TECHNICIAN	
CUSTOMER / OPERATOR	CONTACT ON SITE	MOBILE	
AIRCRAFT TYPE	TAIL (INTERNAL USE ONLY)	CLASS	AIRPORT / FBO / HANGAR
ON AIRCRAFT AT	OFF AIRCRAFT AT	DEPARTURE TIME GIVEN	CREW ON BOARD?

SERVICES PERFORMED

- | | |
|--|---|
| ☐ Trip-ready turn clean | ☐ Cabin disinfection |
| ☐ Exterior dry wash and protect | ☐ Spill and stain rescue areas: ____ |
| ☐ Full interior detail | ☐ Leather deep clean seats: ____ |
| ☐ Belly and gear-area degrease | ☐ De-ice boot clean and protect |
| ☐ Carpet extraction | ☐ Listing-Ready media package |

PRODUCTS USED (NAME THEM)

PRE-WORK HANDOVER WITH CREW OR LINE

- ☐ Walkaround photos taken with crew present
- ☐ Port covers / pitot covers counted and photographed count in: ____ count out: ____
- ☐ Existing damage or wear recorded on Form 2 and shown to crew
- ☐ Flight deck: entry agreed with crew / not entered
- ☐ Ramp rules and washing restrictions confirmed with the FBO

CLOSE OUT

- ☐ FOD walk completed
- ☐ Towel count matches out: ____ in: ____
- ☐ Covers and plugs back on by maintenance, counted with crew, photographed
- ☐ Trash removed from the ramp, nothing left under the aircraft
- ☐ After photos taken from the same angles as the before photos
- ☐ Photo report sent within two hours

FINDINGS TO REPORT TO THE CUSTOMER

TECHNICIAN SIGNATURE	CUSTOMER / CREW SIGNATURE	TIME REPORT SENT
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