Manufacturers, Government and Enterprise

Part 21 production, government program management and large multi-site fleets on the same platform as the aircraft

November 2026 · Avistrata 2.2

PREPARED FOR

Accountable managers, program managers, contracts and finance

Part 21 production approval holders, government and special-mission contractors, and large multi-site fleets

FROM

Jonas Gyllensvaan, Leesburg Aviation LLC

1001 Sycolin Rd, Leesburg, VA 20175

703.520.5040 · mrotracker.com

At a glance

Avistrata ties the hours, parts and quality records from the hangar and the production floor to the contract, the earned value and the invoice. Timesheets are **DCAA-style and certified**, parts are **released on an 8130-3** from the same record, and payroll and the ERP get the data without re-typing.

Per CLIN	8130-3	DCAA	$150K
cost, funding, deliverables and earned value from shop-floor hours	releases, MRB, FAI and 21.3 reports in the Part 21 production workspace	timesheets plus CMMC, SPRS, CAS and EVM records	a year for Enterprise, with all modules and single sign-on

Production (Part 21)
Approvals, travelers, releases, MRB, FAI, SPC, suppliers and exports.

Program management
CLINs, CDRLs, risk, changes, WBS, baseline and earned value.

Contract compliance
DCAA timesheets, CMMC and SPRS, indirect rates, incurred cost, WAWF.

Enterprise platform
Sites, single sign-on, CUI and ITAR marking, Dayforce, Costpoint, Unanet, API.

1 The problem

- Government and special-mission contractors run maintenance in one system, contracts in another and timesheets in a third. Cost per contract line is rebuilt in a spreadsheet each month.
- Earned value is reported from estimates, because nobody can tie it to the hours actually worked on the aircraft.
- DCAA-style timesheets, CMMC and SPRS records, indirect rates and the incurred-cost submission are each kept by hand.
- Part 21 production approval holders keep travelers, MRB, 8130-3 releases and 21.3 reports on paper or in a general QMS that knows nothing about aircraft.
- Large fleets with several sites need one system with single sign-on and an API, not a different tool at each base.

2 Production (Part 21) PRODUCTION AND QUALITY

Area	What it does
Approvals and products	Approvals held (PMA, PC, TSOA) and the products made under them, with controlled revisions.
Orders and travelers	Production orders released with a traveler; operations signed, bought off and measured, also on the phone.
Material and contract review	Material traced to the order, contract review and hours per order.

Releases and shipping	FAA 8130-3, EASA Form 1 or certificate of conformity; shipping and export approvals (8130-4).
Nonconformance	MRB dispositions, quality escapes, 21.3 reports and field reports.
Quality tools	First article inspection, statistical process control, gauges, sampling plans, deviation permits.
Suppliers and certification	Supplier flow-down, certification and requirements, ICA distribution and product risks.

3 Program management and government contracts PROGRAM MANAGERS AND FINANCE

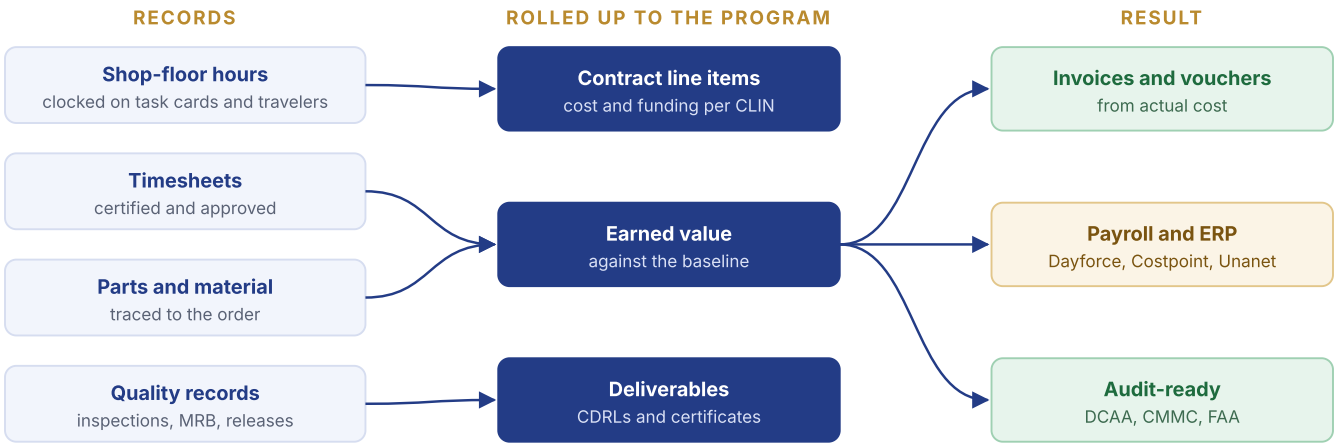
Area	What it does
Contract line items	Programs run by CLIN with funding, deliverables (CDRLs), a 5 × 5 risk register and change control.
Schedule and earned value	WBS, schedule and baseline, with earned value from shop-floor hours.
Furnished items	Government-furnished property tracked to the program.
DCAA timesheets	Daily time with the employee's certification and supervisor approval.
Compliance record	CMMC, SPRS, CAS and EVM records; DFARS business-system controls.
Finance	Month-end close, indirect rates and the incurred-cost workbook; invoices through WAWF.
Contract life	Subcontract register, subcontracting plan reports (ISR and SSR), CPARS responses and close-out.

4 Enterprise platform IT AND ADMINISTRATORS

Area	What it does
Organizations and sites	Organizations and sub-organizations kept apart, with aircraft moved between them when needed.
Sign-in and security	Two-step sign-in, idle sign-out, single sign-on, roles per person; CUI and ITAR marking on programs and parts.
Integrations	Dayforce payroll, Costpoint and Unanet, QuickBooks Online, Power BI, and a partner API with reporting keys.
Regulators	FAA, EASA, KCAA, SACAA and GCAA rules and forms.
Everything else	The maintenance, flight operations, stores, quality and training modules described in our other overviews.

5 How it connects

The hours and parts recorded where the work is done become the program's cost, its earned value and its invoice.



Hours and material recorded on the shop floor roll up to the contract line, the earned value and the deliverables, then out to payroll, the ERP and the invoice.

6 Pricing

Plan	Price	What it includes
Enterprise	From $150,000 a year, plus $35,000 implementation	All modules, multiple sites, single sign-on, partner API, Program Management and Production
Part 21 production	Part of Enterprise, or quoted	For production approval holders who don't need the rest of the platform
Operators and Workshop plans	From $95 per aircraft or $55 per user a month	For smaller contractors that start with maintenance and add Program Management later

The implementation fee covers setup, migration and training; the scope is agreed with each customer.

7 Getting started

Large customers usually start with one site or one program, run in parallel with the current system for a month, then roll out.

Read more

- Special missions and Enterprise pages at mrotracker.com
- Program Management: step by step
- User guides 11, 12 and 13
- Security, MFA and single sign-on page

Proposed next steps

1. A 60-minute demo: hours on a task card rolling up to a CLIN and earned value, a traveler and an 8130-3 release, and the compliance record.
2. A security and integration review with your IT team.
3. A pilot plan: one site or program, success measures and dates.

Book a demo
60 minutes, live, on a program like yours.

Jonas Gyllensvaan
703.520.5040
mrotracker.com

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.