AVISTRATA
AVIATION BUSINESS PLATFORM

Part 135 and Part 91 Operators

Maintenance, flight operations, crew, safety and the certificate in one system for charter operators and flight departments

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PREPARED FOR

Directors of operations, chief pilots and directors of maintenance

Part 135 charter operators, Part 91 and 91K flight departments, and special-mission fleets

FROM

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At a glance

Avistrata runs the hangar, dispatch, crew, safety and the certificate on one record. An aircraft with an open squawk or an overdue inspection **can't be released**, a pilot who isn't current is **flagged before the trip**, and the records the FAA asks for are in one place.

1 system
maintenance, flight ops, crew, SMS, Part 119 and billing on the same record

Offline
iPhone and Android apps for pilots and mechanics that keep working without signal

$195
per aircraft a month for Operations, with unlimited users, month to month

May 2027
when Part 135 operators need an accepted SMS. It is already built in.

Maintenance
Due items, ADs, life limits, squawks, MEL, work orders, task cards and a signed electronic logbook.

Flight operations
Schedule, releases, IMSAFE and FRAT, weight and balance, duty, flight following, charter.

Safety and compliance
Part 5 SMS, Part 119, special authorizations, drug and alcohol, PRD, hazmat, training.

Business
Charter quotes and invoices, card payments, stores and QuickBooks Online.

1 The problem

- Maintenance tracking, scheduling, crew records, the SMS and billing sit in four or five different tools, spreadsheets and binders. People re-type the same tail number, hours and names into each one.
- Dispatch can't see the hangar. An aircraft with an open squawk or an inspection coming due can still be booked, and the conflict is found on the ramp.
- Crew currency, duty and training are checked by memory before each trip.
- Part 135 operators need an accepted safety management system (Part 5 SMS) by **May 28, 2027**, on top of the Part 119 certificate, drug and alcohol testing, the Pilot Records Database and the rest.
- When the FAA, an insurer or a charter customer asks for records, the evidence is gathered by hand from all of those places.

2 Maintenance THE HANGAR

Area	What it does
Maintenance Due	Inspections, ADs, components and life-limited parts tracked by hours, cycles and calendar, with forecasts and alerts.
AD / SB	New ADs reviewed against the fleet, with applicability and recurring compliance recorded.
Your own program	Turn your maintenance manual into a tracked program, task by task.

Squawks and MEL	Pilots report squawks from the phone; mechanics clear them or defer them under the MEL with the right limits.
Work orders and task cards	Digital task cards with signed work items, QC and RII, labour time, parts issued from stores, and return to service.
Electronic logbook	Sealed, signed logbook entries (14 CFR 43.9 and 43.11), plus scanned logbooks that MRO Insight can read.
Imports	Engine and flight data from Garmin, Dynon, JPI and Avidyne, and the CAMP Due List.

3 Flight operations, crew and charter DISPATCH

Area	What it does
Schedule and booking	Aircraft and crew booked with conflict checks and multi-leg trips; the crew roster for on, off, reserve and standby.
Flight releases	Built and signed for Part 91, 91K, 135 and 121, with IMSAFE, FRAT, weight and balance and load manifests.
Crew	Qualification file per pilot, duty limits, pilot logbook, check-in and the currency summary for the chief pilot.
Flight following	Live tracking with overdue alerts, the trip planner with a NavLog, airport information and ATC radio.
International	eAPIS manifests and permits for international trips.
Charter	Quotes priced leg by leg with the 7.5% federal excise tax and segment fees, a branded PDF the customer signs online, legs booked in one click, and the invoice from the times actually flown.
Fuel and trip services	Fuel orders and trip services (FlightBridge) from the trip.

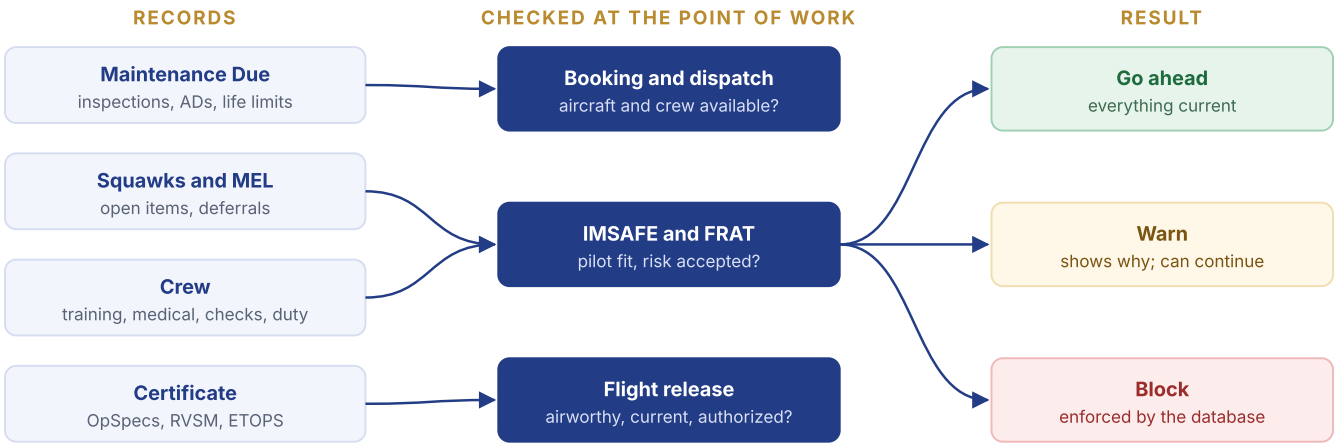
4 Safety and compliance THE CERTIFICATE

Area	What it covers
Safety management (Part 5)	Hazard reports, the risk register, investigations, management of change, safety indicators, the safety policy and management reviews.
Operator certificate (Part 119)	Certificate and OpSpecs, required management personnel and the 10-day FAA notices, wet leases, adding an aircraft.
Special authorizations	RVSM with height-keeping monitoring, RNP, NAT HLA, ETOPS, data link, CAT II/III, EFBs and the Part 91 MEL LOA, checked on every release.
People programs	Drug and alcohol testing (Part 120), the Pilot Records Database (Part 111), hazmat training and DOT registrations.
Training and manuals	Courses and recurrent due dates for every role, check pilots, read and sign for manual revisions, a controlled manual library.
Audits and CASS	Audits, findings and corrective action, and CASS reliability indicators worked out from your own records.

READY FOR AUDIT Every page opens on what is late or due, and an auditor packet gathers the evidence in one place.

5 How it connects

This is the difference from separate tools: the records decide, at the moment of the work, whether it may go ahead.



The records the hangar, the chief pilot and quality keep decide, at booking and at the release, whether the flight may go. Each operator picks warn or block for each check.

- **Aircraft.** An open squawk, an overdue inspection or a missing authorization the flight needs (RVSM, ETOPS) stops or warns on the release.
- **Pilots.** A lapsed check, medical, recurrent or duty limit is flagged at booking and at dispatch, and the release shows why.
- **Offline.** Preflight checks, dispatch and flight recording complete without signal and sync in order later.

6 Who uses it

Who	What they do in Avistrata
Director of operations / chief pilot	Sets the rules (warn or block), duty limits and FRAT templates; sees crew currency and every release.
Dispatcher	Books, builds and signs releases, follows flights, gets overdue alerts, overrides a check with a reason.
Pilots	See their trips, do IMSAFE and FRAT on the phone, report squawks, log flights, check in.
Director of maintenance	Sees what is due and what is open, plans work, signs return to service, approves deferrals.
Mechanics	Work task cards on the phone or tablet, clock time, sign with a PIN, write logbook entries.
Quality / safety	Runs the SMS, audits, certificate and compliance programs; the page opens on what is late or due.
Accounts	Charter quotes and invoices, card payments through Stripe, QuickBooks Online.

- **One database.** Maintenance, flight operations, stores, training, quality and billing share the same records, so nothing is typed twice.
- **Web and phones.** A web app plus iPhone and Android apps that keep working without signal and sync later.
- **MRO Insight AI.** Ask questions in plain words and get answers with links to your own records, at no extra cost.
- **Security.** Two-step sign-in, idle sign-out, roles per person, and every signature recorded to AC 120-78B.
- **More than the FAA.** Works under FAA, EASA, KCAA (Kenya), SACAA (South Africa) and GCAA (UAE) rules.

7 Pricing

Plan	Price	What it includes
Light	$275 a year	Up to 3 aircraft and 2 users; maintenance tracking for owners
Maintenance	$95 per aircraft a month (jets $150)	Maintenance tracking and execution, unlimited users
Operations	$195 per aircraft a month	Maintenance plus flight operations, crew, releases, safety and compliance
Complete	$325 per aircraft a month	Everything in Operations plus billing, charter and stores
Enterprise	From $150,000 a year	All modules, multiple sites, single sign-on, partner API

All plans are month to month with a 14-day free trial. Fleet discounts are 15% above 10 aircraft and 30% above 50. Services: guided setup ($2,500), data migration ($5,000 to $15,000) and a records analyst service (from $150 per aircraft a month).

8 Getting started

Most operators start with maintenance tracking and add flight operations once the aircraft are in. We import your current due list (including the CAMP Due List), spreadsheets and scanned logbooks.

Read more

- Part 135 and Part 91 pages at mrotracker.com
- Compliance Programs: Step by Step
- User guides 01, 02, 05, 06 and 07
- Pricing

Proposed next steps

1. A 45-minute demo on your own type: a squawk that stops a release, a pilot whose check lapses, and the SMS.
2. A 14-day trial with one or two of your aircraft loaded.
3. A setup plan: import, training and the date you go live.

Book a demo
45 minutes, live, on an aircraft like yours.

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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.