For the Director of Maintenance

Airworthiness, the hangar floor, parts and the records, in one place you can trust

November 2026 · Avistrata 2.2

PREPARED FOR

Directors of maintenance, maintenance managers and maintenance control

Part 91 and 135 operators, Part 145 repair stations, flight schools and government fleets

FROM

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At a glance

You are accountable for every aircraft being airworthy and every record being right. Avistrata gives you one screen with what is **due, open and grounded** across the fleet, runs the work on **digital task cards** with QC and RII, and makes sure an aircraft with an open item **can't be released**, so the hangar and dispatch never disagree.

1 screen
everything due, open, deferred and grounded across the fleet

Signed
task cards, QC, RII and logbook entries with a PIN, to AC 120-78B

0 retyping
hours, cycles and squawks flow from the flight to Maintenance Due

Blocked
an aircraft with an open grounding item can't be released

1 Your job today

Most maintenance departments run on a tracking service, a separate work order system, paper task cards and a spreadsheet for everything in between.

- You find out an inspection is close when someone looks it up, not when it starts to matter.
- Squawks arrive by text, email or a note on the seat, and some never reach a work order.
- Paper task cards wait for signatures, get lost, and are typed into the records days later.
- Dispatch can book an aircraft you have grounded, because their system doesn't know.
- When the FAA or a customer asks for a record, it is a search through binders and folders.

2 A day with Avistrata

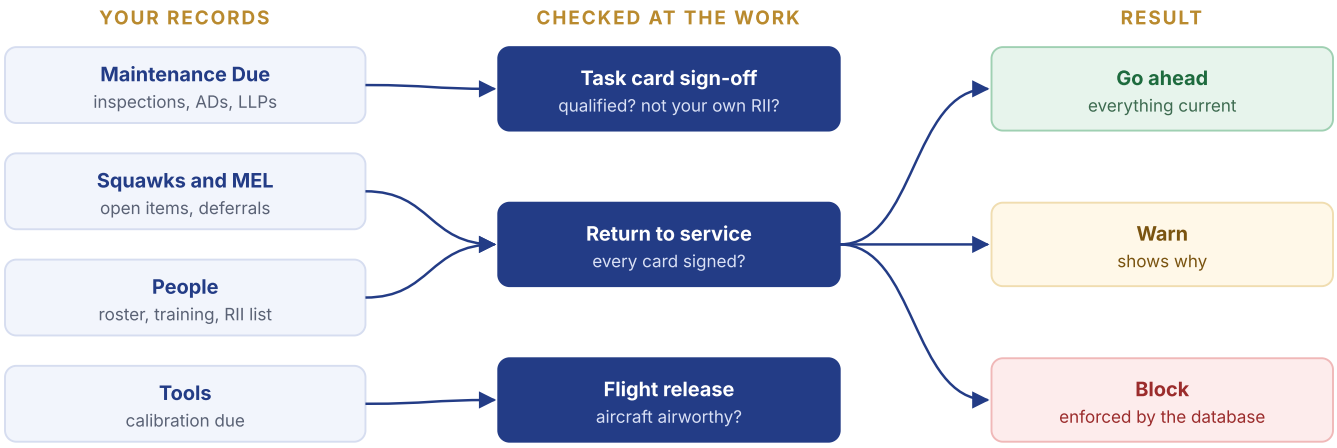
When	With Avistrata
Morning	Maintenance Home shows what came due overnight, new squawks from pilots, open deferrals, AOG aircraft and the weekly plan. The daily digest is already in your inbox.
Planning	Turn due items and squawks into work orders from templates; split them into sub work orders; plan bays, people and equipment on the hangar board; check parts and kits.
On the floor	Mechanics clock in on task cards, pull kitted parts, check tools out and sign each work item. QC and RII queues fill as they sign; inspectors buy off on a tablet.
Returning aircraft	When the last card is signed, return to service is one signed entry; the aircraft is airworthy again and dispatch sees it at once.
Week's end	The weekly summary and a maintenance brief show what was done, what slipped, labor against estimate, and what is coming due next.

3 What you get THE HANGAR

Area	What it does for you
Maintenance Due	Inspections, ADs, components and life-limited parts by hours, cycles and calendar, with forecasts, extensions and sign-off history.
AD / SB	New ADs reviewed against the fleet, applicability and recurring compliance recorded.
Your own program	Your maintenance manual turned into a tracked program, task by task; AI reads scanned programs and logbooks to set it up.
Squawks and MEL	Pilots report squawks from the phone with photos; mechanics clear or defer them under the MEL with the right limits.
Work orders and task cards	Templates, sub work orders, Excel import, digital task cards, QC and RII queues, labor time and return to service.
Electronic logbook	Sealed, signed entries (14 CFR 43.9 and 43.11), plus scanned logbooks MRO Insight can read and answer questions about.
Hangar planning	Bays, people, equipment, storage, the weekly plan and one maintenance calendar; estimates from past jobs.
Tools and calibration	Tool crib check-out and check-in to the task card, calibration due dates, and out-of-calibration tools blocked.
Parts	Kits from IPC parts lists, parts reserved and issued to the card, rotables, exchanges and cores (see the Stores brief).
Engine and flight data	Garmin, Dynon, JPI and Avidyne logs and the CAMP Due List imported; hours and cycles posted through an approval queue.
Guest mechanics and AOG	Outside mechanics invited to sign on your cards with their qualifications checked; an AOG desk for urgent recoveries.
Engineering	Engineering requests, Form 337 repairs and alterations, the Part 43 major or minor guide, owner-produced parts, reliability.

4 What it checks for you

The records you keep decide, at the moment of the work, whether it may go ahead.



You choose warn or block for each check, so the department can start gently and tighten later.

- **An overdue inspection or open grounding squawk** stops the release and the booking, on the web and the phones.
- **An unqualified signature** (missing training, not on the roster, the same person as the RII inspector) is stopped.
- **A tool out of calibration** can't be checked out to a task card.
- **A life-limited part past its limit** shows red on the aircraft and the forecast.

5 What you see

View	What it shows
Maintenance Home	Due, overdue, open squawks, deferrals, AOG and the weekly plan for the whole fleet or one base.
Forecast	What comes due in the next 30, 60 or 90 days, by hours and calendar, for planning and budgeting.
Work order status	Every open job, its cards, who is on it, labor against estimate and parts waiting.
Daily digest and weekly brief	An email each morning and a readable weekly summary, with AI-written highlights.
MRO Insight	Ask "when is N541VA's next phase inspection?" or "which aircraft have open MEL items?" and get the answer with links.

6 Working with the rest of the company

With	What is shared, without re-typing
Operations	Airworthy status, open items and MEL limits appear on the booking and the release; flight hours come back to Maintenance Due.
Quality	Findings, the roster, training and audits use the same signatures and records; no separate binder for the inspector.
Stores	Kits, reservations and issues are on the task card; parts cost goes to the job.
Finance	Labor and parts reach the invoice or the contract line straight from the work order.
Program office	Hours on each card roll up to the contract line and earned value.

7 On the phone

- Mechanics work task cards, clock time, pull parts and sign with a PIN on a phone or tablet, also without signal.

- Pilots report squawks with photos; you get the alert.
- You approve deferrals, extensions and return to service from the phone.

8 Your first 30 days

Week	What happens
1	Aircraft, components and due items imported (CAMP Due List, spreadsheets, scanned programs read by AI).
2	Templates, roles, the RII list and tool crib set up; mechanics trained on task cards.
3	First jobs run on digital task cards alongside paper; squawks from pilots switched on.
4	Release checks switched to warn, then block; paper task cards retired.

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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.