For the Director of Operations

Schedule, releases, crew and the certificate, with the aircraft's real status built in

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PREPARED FOR

Directors of operations, chief pilots and dispatch managers

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

FROM

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At a glance

You own every flight that leaves. Avistrata builds the **flight release from live records**: the aircraft's airworthiness, the crew's currency, training and duty, and the authorizations the flight needs. What isn't right **stops the release** with the reason, and the Part 119 certificate, the SMS and the compliance programs sit in the same system.

1 release
checks the aircraft, the crew and the authorizations together

Offline
preflight, dispatch and flight recording work without signal

Part 119
certificate, OpSpecs, management personnel and FAA notices

May 2027
Part 5 SMS deadline for Part 135; built in

1 Your job today

Operations usually run on a scheduling tool, a release form, a FRAT app, a spreadsheet for currency and phone calls to the hangar.

- Nobody can see at booking that the aircraft has an open squawk or an inspection due.
- Pilot currency, training, medicals and duty are checked by hand before each trip.
- Releases, FRATs and manifests are separate documents that don't talk to each other.
- The Part 119 deadlines (10-day notices, OpSpec changes) live in someone's memory.
- A charter quote, the booking, the flight and the invoice are typed four times.

2 A day with Avistrata

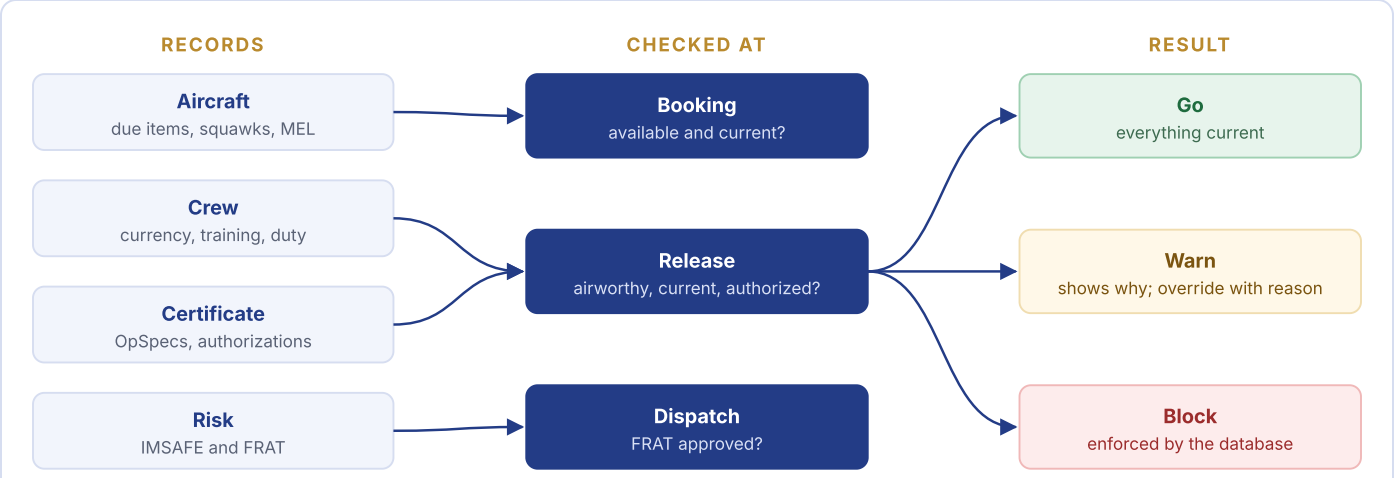
When	With Avistrata
Morning	The flights board shows today's flights, open releases, pending FRATs, AOG aircraft and crew on duty; the currency summary lists who is due soon.
Booking	Book aircraft and crew with conflict checks; multi-leg trips; the booking window warns or blocks on the aircraft and the pilot.
Release	Build and sign the release: IMSAFE and FRAT (with approval where needed), weight and balance, load manifest, duty limits and authorization checks.
In the air	Flight following with overdue alerts, the trip planner and NavLog, airport information, international paperwork and fuel orders.
After	Check-in records times and squawks; times flow to maintenance; charter invoices come from the times actually flown.

3 What you get DISPATCH AND CREW

Area	What it does for you
Schedule and booking	Aircraft and crew with conflict checks, multi-leg trips, the crew roster (on, off, reserve, standby, training).
Flight releases	Part 91, 91K, 135 and 121 releases built from the records and signed; blockers shown with the reason.
IMSAFE and FRAT	Per pilot and per flight, with approval rules by risk score.
Weight and balance	Load manifests and W&B per aircraft and mission configuration.
Crew	Qualification file per pilot (certificates, medical, 8410-3 checks, training, experience, route and airport qualifications), duty limits, logbook.
Flight following	Live tracking, overdue alerts by push, email and text, and recordings.
International	eAPIS manifests and permits; trip services (FlightBridge); fuel orders.
Charter	Quotes leg by leg with the 7.5% excise tax and segment fees, signed online, booked in one click, invoiced from actual times.
Part 119 certificate	OpSpecs, required management personnel and 10-day FAA notices, wet leases, adding an aircraft, check airmen, training providers.
Special authorizations	RVSM with height-keeping monitoring, RNP, NAT HLA, ETOPS, data link, CAT II/III, EFB, MEL LOA; checked on each release.
People programs	Drug and alcohol testing, the Pilot Records Database, hazmat training, DOT registrations.

4 What it checks for you

Every release reads the hangar's, the training department's and the certificate's records before it can be signed.



You decide warn or block for each check; an override needs a reason and is recorded.

- **An aircraft** with an open grounding item, an overdue inspection or a missing authorization (RVSM, ETOPS) is stopped or warned on the release.
- **A pilot** whose check, medical, recurrent or duty limit has lapsed is flagged at booking and on the release.
- **A FRAT** above the threshold needs approval before dispatch.
- **An overdue flight** alerts dispatch and the chief pilot.

5 What you see

View	What it shows
Flights board	Today's flights, release status, pending FRATs and AOG at a glance.
Currency summary	Who is current, who is due soon and who is grounded, sent to the chief pilot.
Certificate page	Part 119 and compliance programs open on what is late or due.
Trips	What each trip earned against its costs.
MRO Insight	Ask "who can fly the King Air tomorrow?" and get the answer.

6 Working with the rest of the company

With	What is shared, without re-typing
Maintenance	Airworthy status reaches the booking and the release; flight times and squawks go back to the hangar.
Training	Course records decide who may fly; the same status is checked at booking and release.
Safety	FRAT, IMSAFE and hazard reports feed the SMS risk register and indicators.
Finance	Charter quotes, invoices, crew expenses and trip results.
Quality	The certificate, OpSpecs and audits share the same records.

7 On the phone

- Pilots see their trips, do IMSAFE and FRAT, check in and report squawks on the phone, also offline; a CarPlay tile and Siri.
- Dispatch signs releases and approves FRATs from the phone.
- Overdue and AOG alerts by push.

8 Your first 30 days

Week	What happens
1	Aircraft, crew and their records imported; roles and the release form set up.
2	FRAT questions and approvers, W&B and manifests set up; pilots get the app.
3	Releases run in Avistrata with checks on warn.
4	Checks switched to block where you choose; Part 119 and compliance programs filled in.

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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.