AVISTRATA
AVIATION BUSINESS PLATFORM

For the Safety Manager

A Part 5 safety management system built on the operation's own records

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PREPARED FOR

Safety managers, directors of safety and accountable executives

Part 135 operators (SMS due May 28, 2027), repair stations, schools and government fleets

FROM

Jonas Gyllensvaan, Leesburg Aviation LLC
1001 Sycolin Rd, Leesburg, VA 20175
703.520.5040 · mrotracker.com

At a glance

An SMS works when it is fed by the operation, not by forms nobody fills in. In Avistrata **hazard reports, FRATs, squawks and audit findings** come from the same system the pilots and mechanics use every day, the **risk register** has controls and owners, and the **accountable executive** signs the policy and the management reviews in the same place.

May 28, 2027
Part 135 operators need an accepted SMS

Confidential
hazard reports when the reporter wants them

Live
safety indicators from FRAT, squawks and findings

Signed
policy, risk acceptance and management reviews

1 Your job today

Safety programs are often a manual, a reporting form and a spreadsheet, separate from the flights and the hangar.

- Hazard reports are few, because reporting is a separate step.
- The risk register isn't connected to what actually happens.
- Safety indicators are counted by hand each quarter.
- Management of change is a meeting, not a record.
- The FAA will ask to see the SMS working, not only written.

2 A day with Avistrata

When	With **Avistrata**
Daily	New hazard reports (some confidential), high FRATs and safety-related squawks.
Weekly	Investigations progressed; risks reviewed with their controls and owners.
Monthly	Safety indicators from the operation's own data; the Safety Review Board agenda builds itself.
Yearly	Management review and the safety policy signed by the accountable executive.

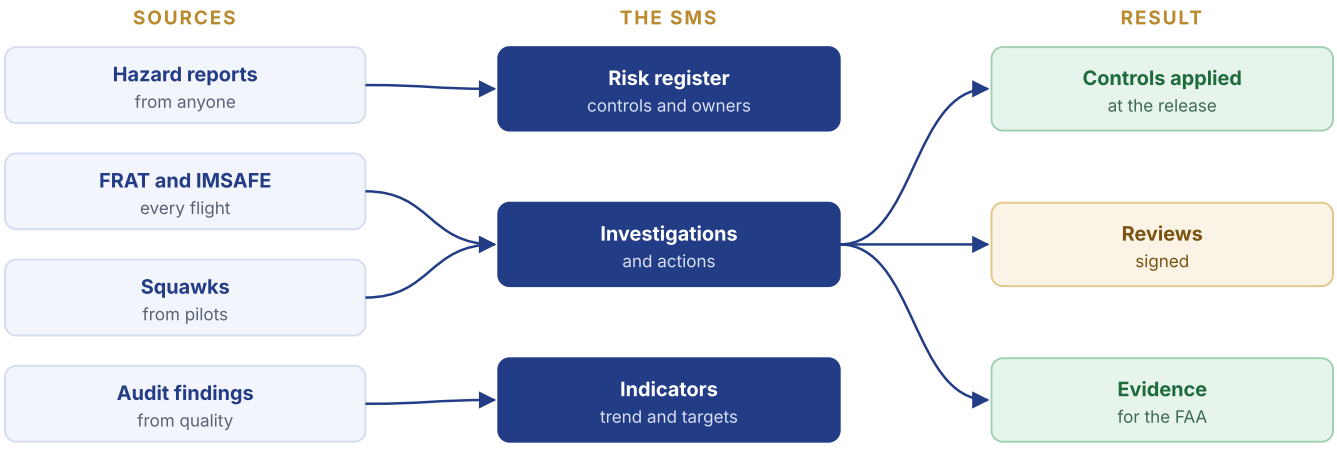
3 What you get SAFETY

Area	What it does for you
Hazard reports	From the web and the phone, confidential if wanted, with photos.
Risk register	Hazards, risk scores, controls, owners and acceptance at the right level.
Investigations	Events and hazards investigated with findings and actions.
Management of change	Changes assessed for risk before they happen.
Safety indicators	Measured from FRATs, squawks, findings and events.

Policy and reviews	The signed safety policy and management reviews.
FRAT and IMSAFE	Risk scored before each flight, with approval above a threshold.
FOD program	Walks and findings recorded.
Emergency response plan	Kept in the controlled manual library with read and sign.
Training	SMS training for every role, with expiry.

4 What it checks for you

The SMS is connected to the work, so risk controls are applied where the risk is.



Safety data comes from the operation itself, so the SMS shows what is really happening.

- **A FRAT above the threshold** needs approval before the release.
- **Risks** are accepted at the level the policy sets.
- **Actions** have owners and due dates and are chased.
- **Management of change** is recorded before the change.

5 What you see

View	What it shows
Safety home	Open reports, risks, actions and indicators.
Safety Review Board	Agenda and minutes.
Indicators	Trends against targets.

6 Working with the rest of the company

With	What is shared, without re-typing
Operations	FRAT, IMSAFE and releases.
Maintenance	Squawks and safety-related defects.
Quality	Audits and findings.
Training	SMS training records.
Leadership	Signed policy and management review.

7 On the phone

- Anyone reports a hazard from the phone, confidentially if they want.

- Pilots do FRAT and IMSAFE on the phone.
- Approvals by push.

8 Your first 30 days

Week	What happens
1	Policy, accountable executive and safety officer set; open hazards and risks brought in.
2	Hazard reporting and FRAT switched on for everyone.
3	Indicators and the review cycle set up.
4	First Safety Review Board from the system.

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Book a demo
45 minutes, live, on your SMS.

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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.