AVISTRATA
AVIATION BUSINESS PLATFORM

Avistrata for Part 145 Repair Stations

One system for the work, the records and the customer

Summary

Avistrata gives a Part 145 repair station one system for the work, the records and the customer. Work orders, task cards, inspection and return-to-service sign-offs, training, tools and billing all live in one place. Records are complete at the moment of sign-off, so the shop is ready for an FAA surveillance visit or customer audit every day, not just the week before.

The main benefits

- **Fewer findings.** Required fields, enforced QC and RII steps, and signed, time-stamped records close the common gaps in paper and spreadsheet systems.
- **Less admin time.** Technicians sign on a tablet at the aircraft, even without Wi-Fi, so no one re-types logbook entries at the end of the day.
- **Faster customer approvals and payment.** Customers approve additional work and pay invoices from a private link instead of phone calls and email chains.
- **One version of the truth.** Shop floor, QC, planning and accounting work from the same live data.

Compliance support

Avistrata maps directly onto the systems a repair station must run under 14 CFR Part 145 and Part 43. It supports the procedures in your Repair Station Manual and Quality Control Manual; it does not replace them, and FAA acceptance remains the station's responsibility.

Requirement	What it asks for	How Avistrata supports it
§145.211 Quality control system	Documented inspection and QC procedures	Task cards move through mechanic sign-off, QC inspection and final approval in order; a step can't be skipped or signed by the wrong role
§145.213 Inspection of maintenance	Inspection before return to service	Required Inspection Items (RII) are flagged on the card and need a separate inspector's sign-off
§145.157 / §145.161 Authorized personnel and roster	Who may approve for return to service	Each user's role, certificate number and sign-off rights are recorded; only authorized people see the approval controls
§145.163 Training program	Initial and recurrent training, with records	Training module tracks courses, due dates and completion records per employee

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Requirement	What it asks for	How Avistrata supports it
§145.109 Equipment and tools	Tools calibrated to acceptable standards	Tools are tracked with calibration due dates and recorded against the task cards they were used on; status and calibration changes need a reason and are audited, and a card can't be signed off while its tools are still checked out
§145.219 Recordkeeping	Records kept at least 3 years, available to the FAA	Every work order, card, signature and attached document is stored, searchable and exportable on demand
§43.9 / §43.11 Record entries	Description of work, date, name, certificate and signature	Sign-offs capture name, certificate number, date and time and a PIN or biometric signature; entries print as complete PDFs
§43.10 Life-limited parts	Status of removed life-limited parts kept, and disposition such as mutilation	Life-limited parts keep their hours, cycles and history from aircraft to aircraft; scrapping records method, reference and witness and prints a scrap certificate
Dual release (FAA and EASA)	Separate approvals where both apply	Cards carry separate FAA and EASA sign-off fields

An admin audit log records who changed what and when, which helps answer an inspector's "show me" question in minutes.

Day-to-day shop operations

The shop floor runs on the same records the QC system needs, so compliance is a by-product of doing the work.

- **Work orders and task cards.** Open a work order per aircraft visit, add task cards from templates, and track each card from open to approved. Sub-work orders and lines keep large inspections organized.
- **Discrepancies and continuation items.** Findings are logged on the card with corrective action, so nothing found during an inspection gets lost.
- **Parts traceability.** Parts removed and installed are recorded by part number, serial number and tag, against the card they belong to.
- **Life-limited parts.** Each serial-numbered part carries its limits (hours, cycles, calendar; first to occur) and its install and removal history across aircraft, with life remaining, a projected limit date, alerts before the limit and a back-to-birth PDF. Approved extensions are added on top of the original limit, never over it.
- **Stores and purchasing.** A stock ledger by serial and batch, purchase orders with approval limits, and receiving inspection with the release certificate before any part can be issued. Repairs, exchanges, cores and consignment stock are tracked, and stock issued to a job flows onto the work order and the invoice. Scrapping a tracked serial marks the stock unit scrapped and closes its life-limited part record.
- **Tool control.** Tools are checked out to task cards and returned as serviceable, damaged or lost. A tool lost on a card raises a lost-tool report tied to that card, and the card can't be signed off until every tool is back.
- **Time tracking.** Technicians clock onto task cards, giving actual hours per card for billing and for better quotes next time.
- **Works offline.** In a hangar with poor Wi-Fi, technicians keep viewing, editing and signing. Changes sync when the connection returns, and signatures made offline are verified then.

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- **Mechanic app at the aircraft.** MRO Tracker Mechanic, the Mechanic flavor of the mobile app (5 flavors: Admin, Pilot, Mechanic, Student, FAA) for iPhone, iPad and Android, carries task cards with PIN and signature sign-offs, QC and RII, clock on and off, tool checkout and parts issue, and lets a technician open a work order or task card where the finding is made. Managers approve from the Admin flavor, and MRO Insight answers questions about the shop's own work in plain English.
- **Search that narrows.** Search by tail number, then "annual", then "landing gear", each term narrowing the results, and sort by any column.
- **Reports.** Ready-made and custom reports on work in progress, hours, open items and more, scheduled by email if wanted.

Customers and revenue

Aircraft owners and operators get a private, read-only customer portal, so they spend less time calling the shop and approve work sooner.

- **Live status.** Each customer gets a private link, with an optional access code, showing work in progress, aircraft status, maintenance coming due and shared photos and documents.
- **Approvals with a signature.** When a card needs customer approval, such as additional work found during an inspection, the customer approves or declines in the portal with a signature. The decision, name, time and IP address are recorded on the card, and the shop is notified at once.
- **Estimates, invoices and payment.** Estimates and invoices are built from the work order's labor and parts. Customers pay online, and invoices can sync to QuickBooks Online.
- **Billing in any currency.** Set your base currency and bill each customer in theirs, with daily exchange rates or your own. Customers pay online in their currency, and QuickBooks gets the currency and rate.
- **Fewer disputes.** Signed approvals and time-stamped photos give a clear record of what the customer agreed to and why.

Fleet data: ADs and maintenance due

The shop sees what each customer aircraft needs next, which turns compliance tracking into planned work.

- **Airworthiness Directives.** New FAA and EASA ADs are checked daily and matched to the airframes, engines and propellers in the system, so applicable ADs aren't missed.
- **Maintenance due.** Inspections and recurring items are tracked by date, hours and cycles, with overdue and due-soon flags.
- **CAMP import.** Customers already on CAMP can bring in their due list from a CAMP Excel export, with no re-keying.
- **Extensions and AMOCs.** Record an approved extension on a due item (for example the 10% tolerance of an inspection program, a manufacturer or FAA approval) or an AMOC on an AD, with the approval reference and document. The badge shows the original and extended due points, and for a tolerance the next interval still counts from the original due point.
- **Discrepancies and MEL deferrals.** Open discrepancies and deferred items are tracked to closure, with due dates. MEL deferrals carry hour and cycle limits and the serials of the parts involved.

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- **Aircraft equipment.** Each aircraft's equipment is listed with serial numbers, hours, expiry (by date, flight hours or cycles) and inspections. Equipment and MEL items are linked to Stores: see what is on the shelf, replace from stock on a task card, request a part, and check a coming-due list.

Security and data ownership

Records that support airworthiness have to be protected, attributable and available. Avistrata treats them that way.

- **Sign-in security.** Multi-factor authentication by authenticator app, email or text code, which an organization admin can require for everyone, and sign-in time limits (idle timeout and maximum session) set per organization. Single sign-on (SAML) is available for larger organizations. In the mobile apps, technicians can sign in with Face ID, Touch ID or a fingerprint; the stored login opens only after the biometric check and is removed if a new face or fingerprint is enrolled or the password changes.
- **Invitation-only accounts.** New users join by invitation. Invitations, password resets and sign-up confirmations come from Avistrata's own branded emails, with single-use links that expire (invitation 7 days, confirmation 2 days, reset 2 hours); only a hash of each link is stored.
- **Attributable signatures.** Each signature is tied to one signed-in person and their PIN or biometric, never a shared login.
- **Access by role and workspace.** Database rules limit each user to their own organization's data and to the actions their role allows.
- **Your data stays yours.** Admins can export all of their organization's data, or a selection, at any time. Permanent deletion needs three separate confirmations and a 24-hour waiting period.

Next step

> The best next step is a 30-minute demo using one of your own recent work orders, to show how it would run in Avistrata from first finding to approved return to service.
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