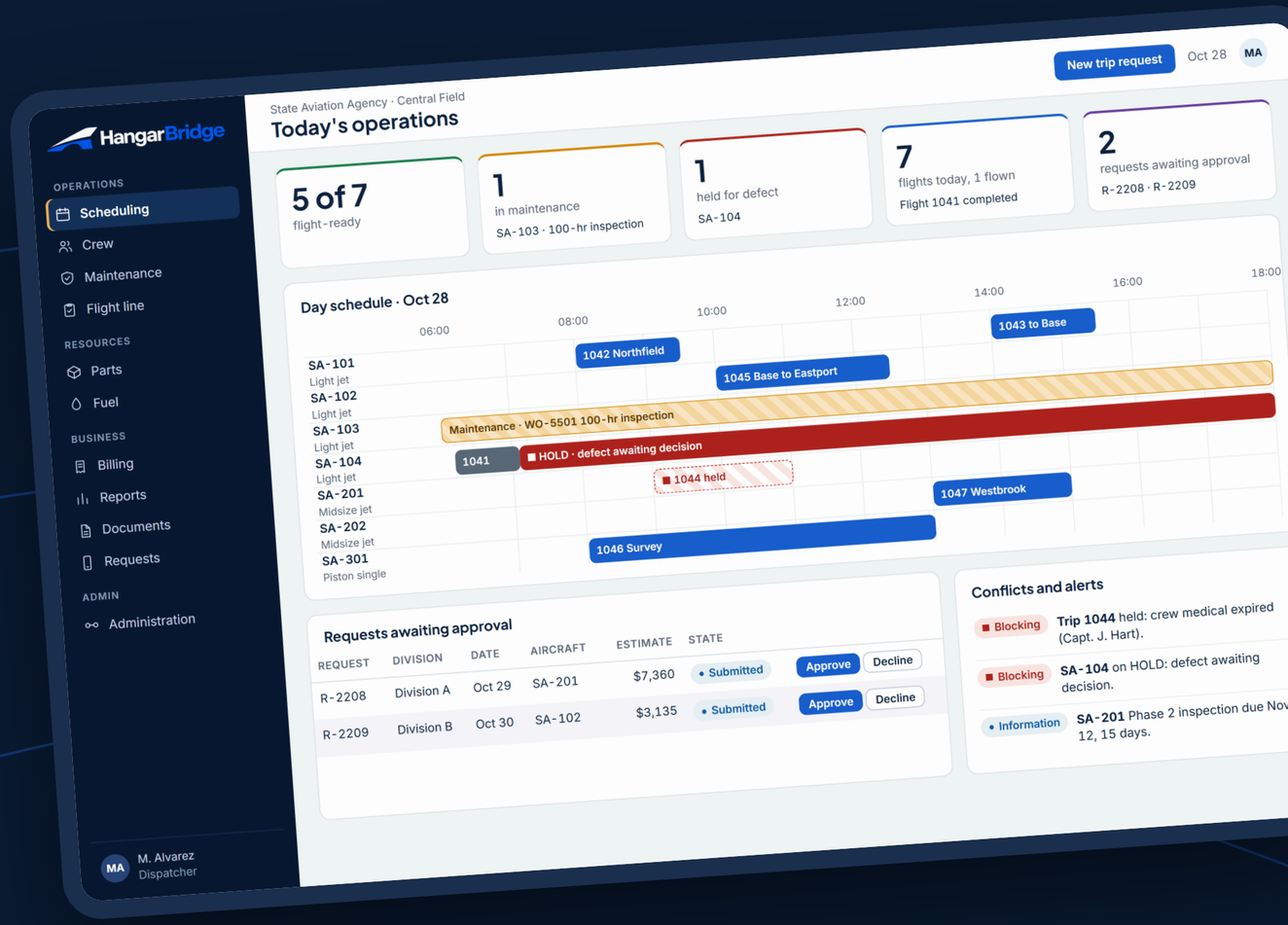
HangarBridge

Integrated flight operations management for state aircraft fleets

Prima Pobre LLC · Custom software development · ianization.com/hangarbridge



THE PROBLEM, IN GENERAL TERMS

Fleet operations run on records that do not talk to each other

Maintenance history in one tool. Schedules in another. Fuel receipts on paper. Invoices rebuilt by hand at month-end. Each re-entry is a chance for an error, a missed inspection or a charge nobody can explain.

Typed twice

The same flight is entered into several places.

Found late

A due inspection or an expired certificate shows up after the schedule is set.

Reconciled by hand

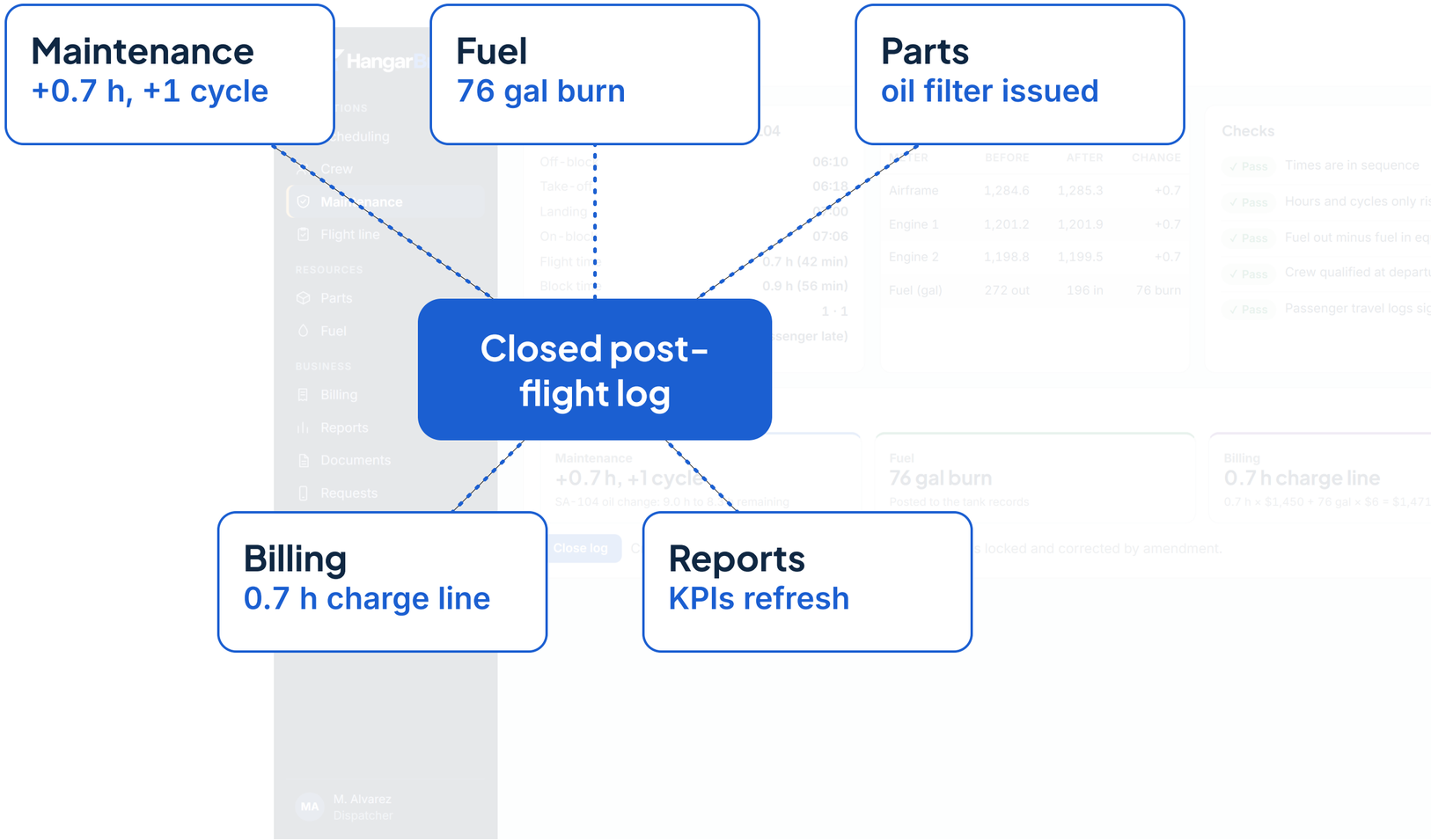
Fuel, parts and billing are matched at the end of the month.

General industry challenges, not a description of any specific agency.

ONE FLIGHT, ONE RECORD

Log a flight once. Everything else follows.

When the post-flight log is closed, HangarBridge would update hours and cycles in maintenance, post fuel burn to the tanks, draw parts against work orders and create the charge line for billing, each with a signature and an audit trail.



ELEVEN MODULES, ONE PLATFORM

Everything a flight department runs, in one place

M1

Maintenance and Airworthiness

Know what is due, what is blocked and what is safe to fly.

M2

Flight Scheduling and Dispatch

One calendar for aircraft, people and maintenance, and a release step that cannot be skipped.

M3

Crew and Qualifications

Only qualified, rested people on the schedule, and a warning long before anything expires.

M4

Parts and Inventory

The right part, with its paperwork, tied to the work order that needs it.

M5

Fuel Management

Every gallon accounted for, from delivery to aircraft to invoice.

M6

Flight Line and Hangar Operations

Ramp and hangar work done on a checklist, signed, and visible to everyone.

M7

Billing and Cost Recovery

Every flight turns into a documented charge, and every charge carries its basis.

M8

Reporting and Analytics

The same numbers, for every role, without a spreadsheet in between.

M9

Integrations, Administration and Security

Fits into the systems you already run and keeps every action traceable.

M10

Documents and Compliance Tracking

Every document and every person's paperwork current, with a warning before anything lapses.

M11

Mobile, Requests and Notifications

The same record on the ramp, in the cockpit and at the requester's desk.

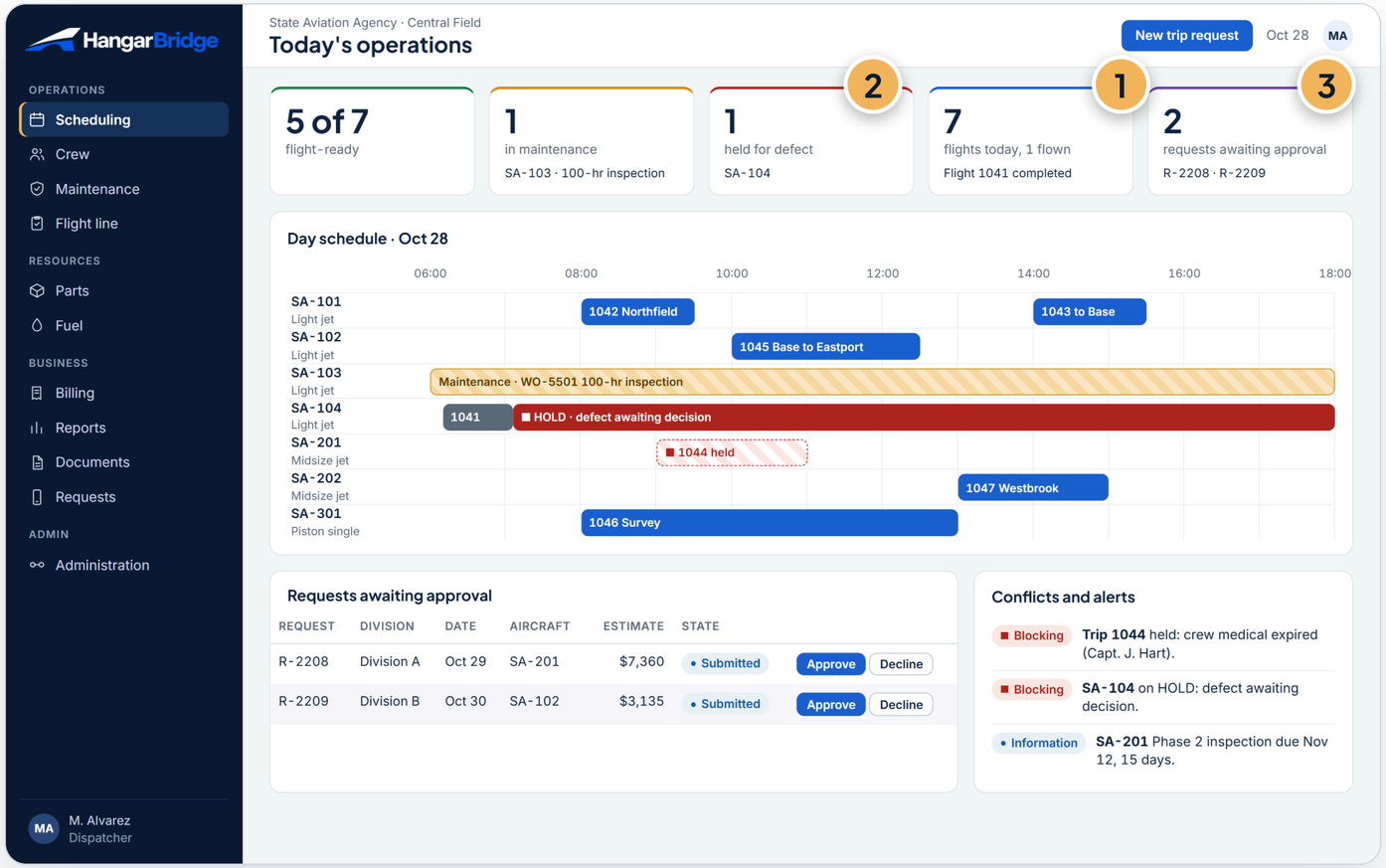
One connected record

Module names follow the way flight departments organize their work.

See the whole day at a glance

Aircraft readiness, flights, maintenance windows and pending requests on one screen. Conflicts with maintenance or crew rest are flagged before they become delays.

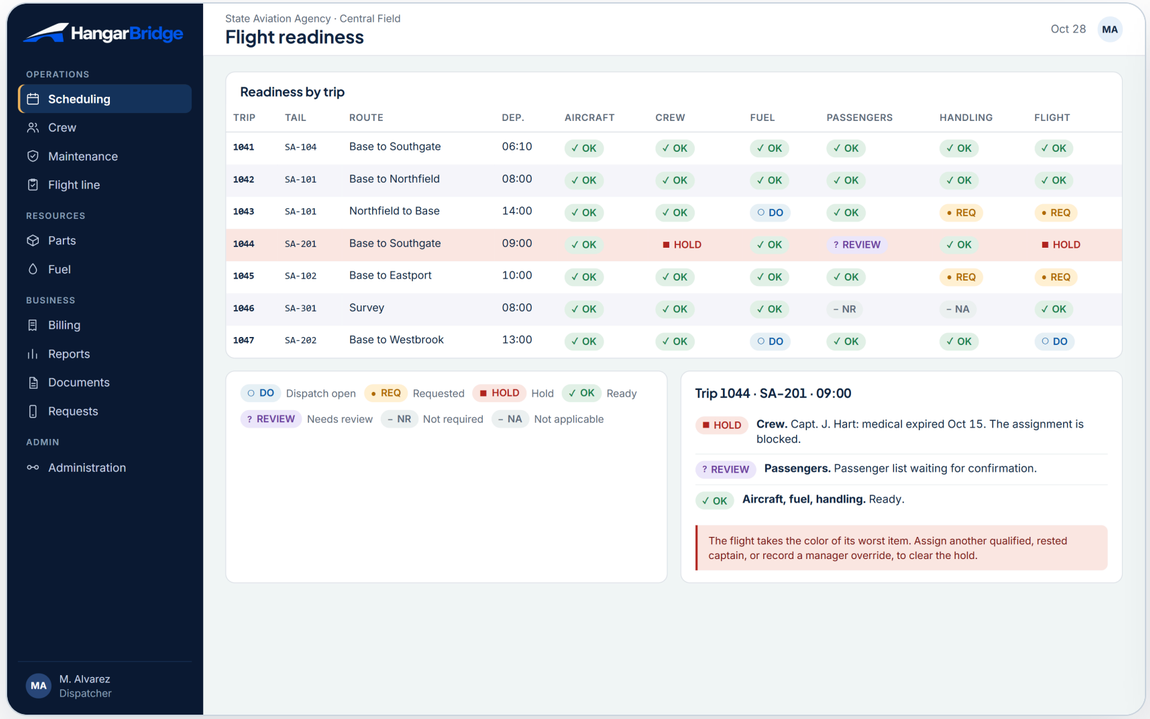
- **1** 7 flights today, 1 flown
- **2** 1 aircraft in maintenance, 1 held for a defect decision
- **3** 2 requests awaiting approval

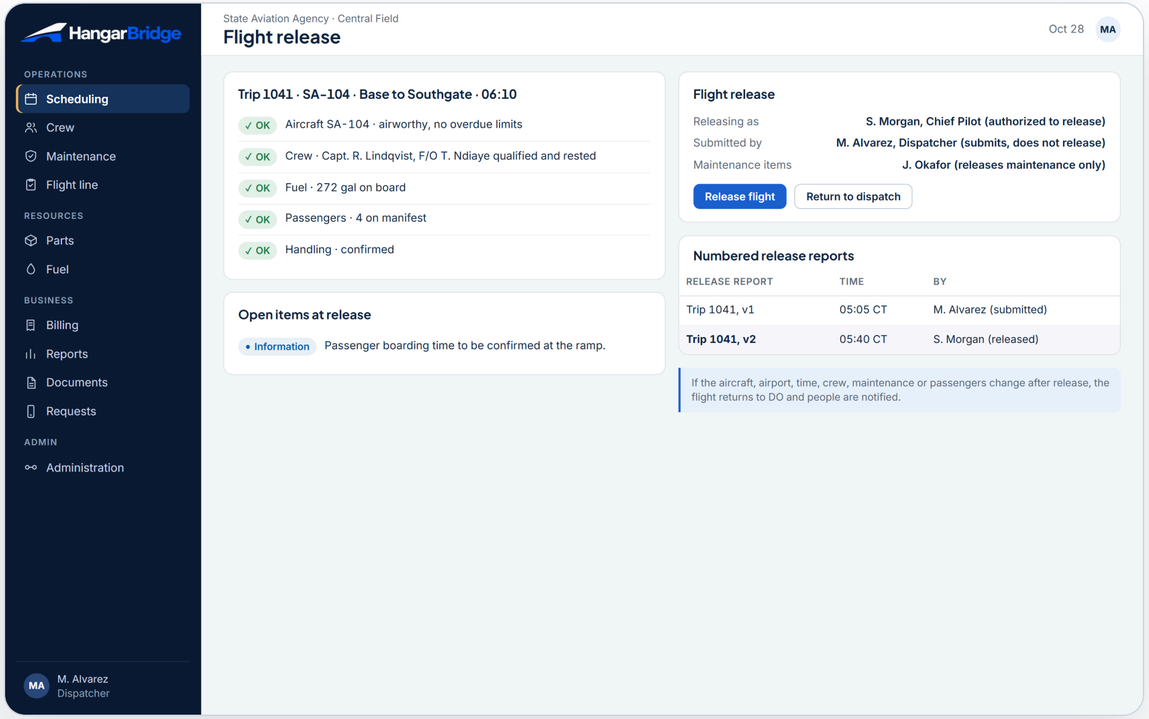


M2 · FLIGHT SCHEDULING AND DISPATCH

A release step that cannot be skipped

Each flight shows a traffic light per item - aircraft, crew, fuel, passengers, handling - and the flight takes the color of its worst item. Dispatch submits; an authorized person releases. Every release is saved as a numbered snapshot, and a change after release sends the flight back to DO.

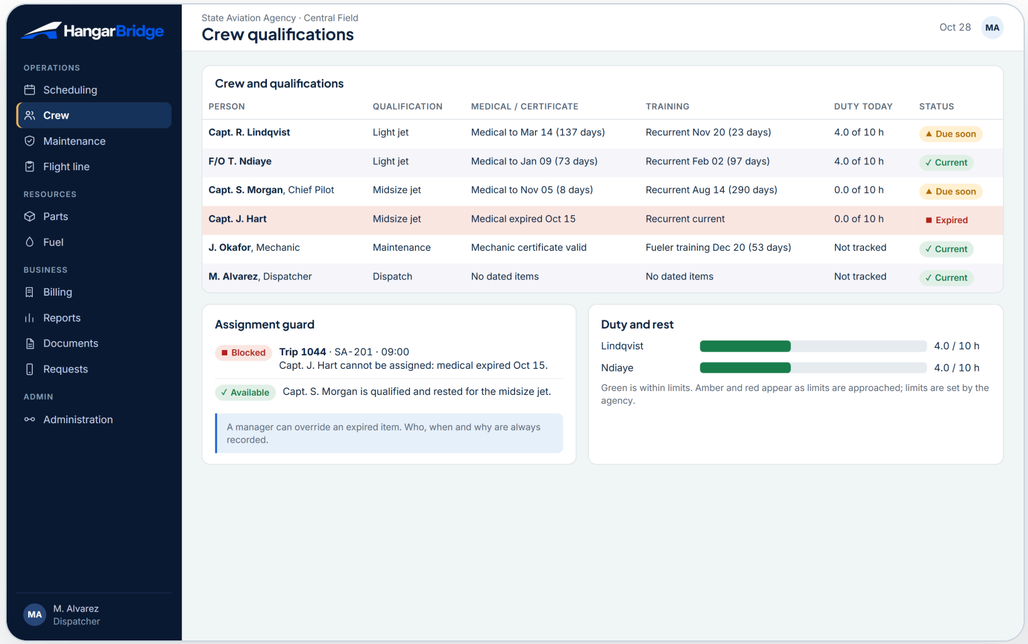


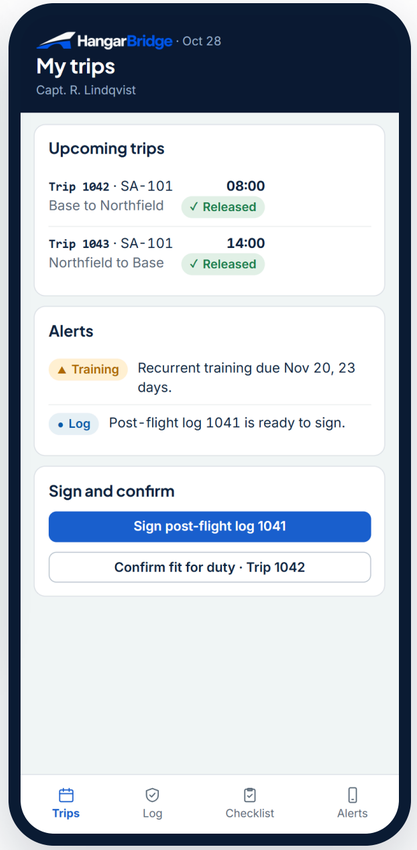


M3 · CREW AND QUALIFICATIONS

Only qualified, rested people on the schedule

Medical, type, currency and training dates are tracked with 90/60/30-day notices. An expired item blocks the assignment; an override is possible and always recorded.

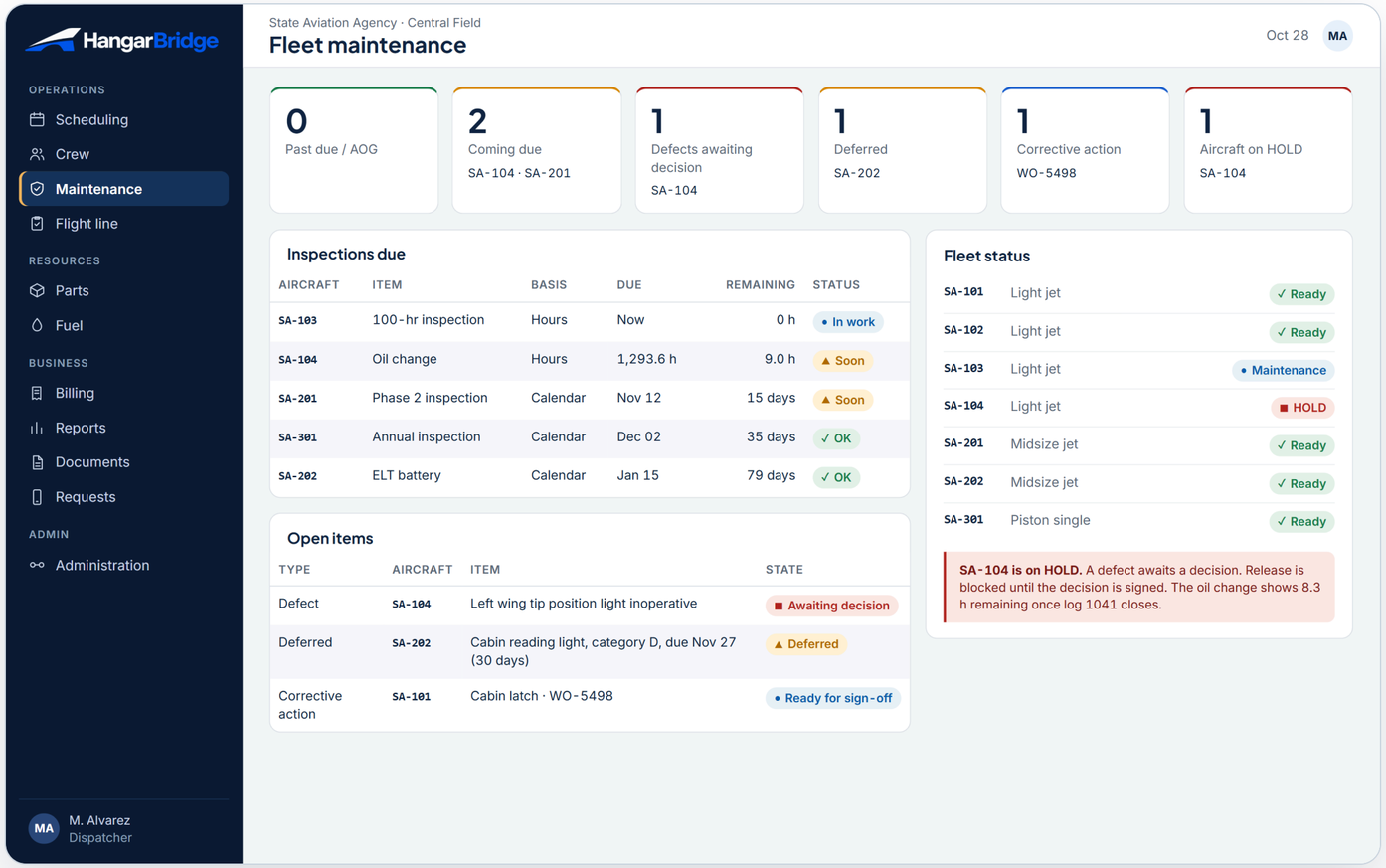




M1 · MAINTENANCE AND AIRWORTHINESS

Know what is due, what is blocked, what is safe to fly

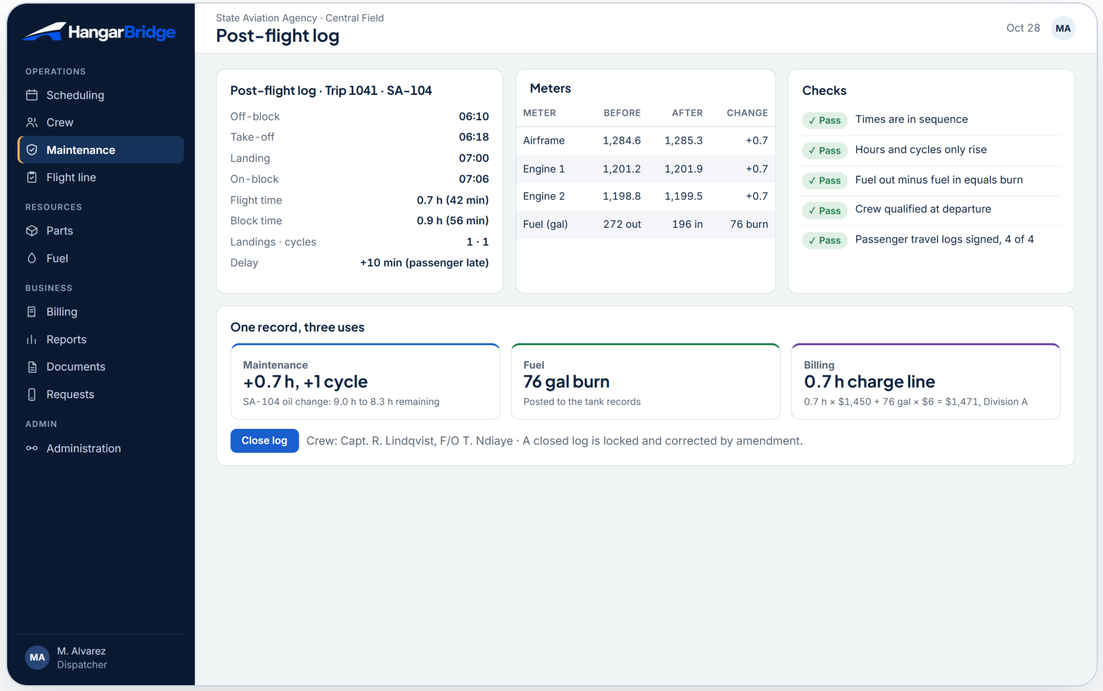
Hour, cycle and calendar limits in one due list, projected against scheduled flights. Overdue items, directives and life-limited parts can block dispatch; any exception needs documented approval.

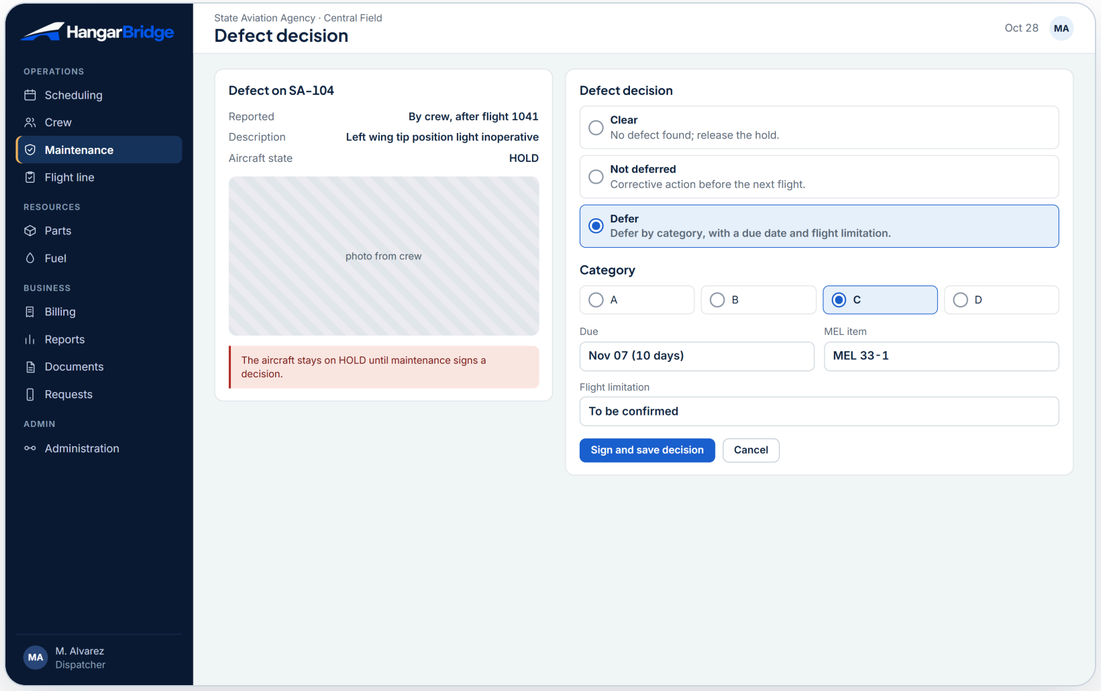


M1 · MAINTENANCE AND AIRWORTHINESS

One log. Three uses. No re-typing.

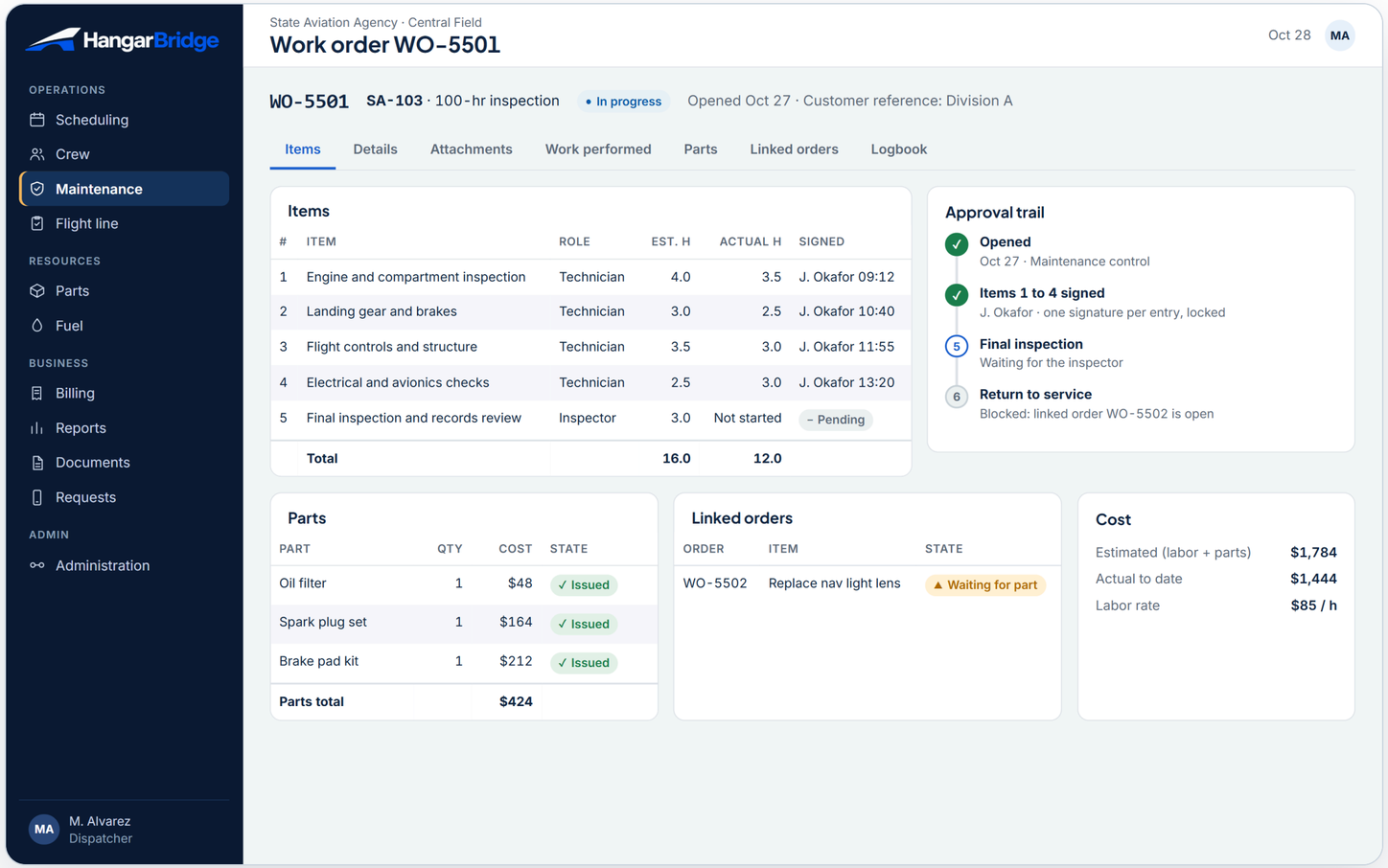
The post-flight log is the single source for times, landings, cycles and hours. Only rising values reach the due list. A crew-reported defect holds the aircraft until maintenance decides: clear, corrective action, or defer with a category, due date and flight limitation.





Records that cannot be quietly changed

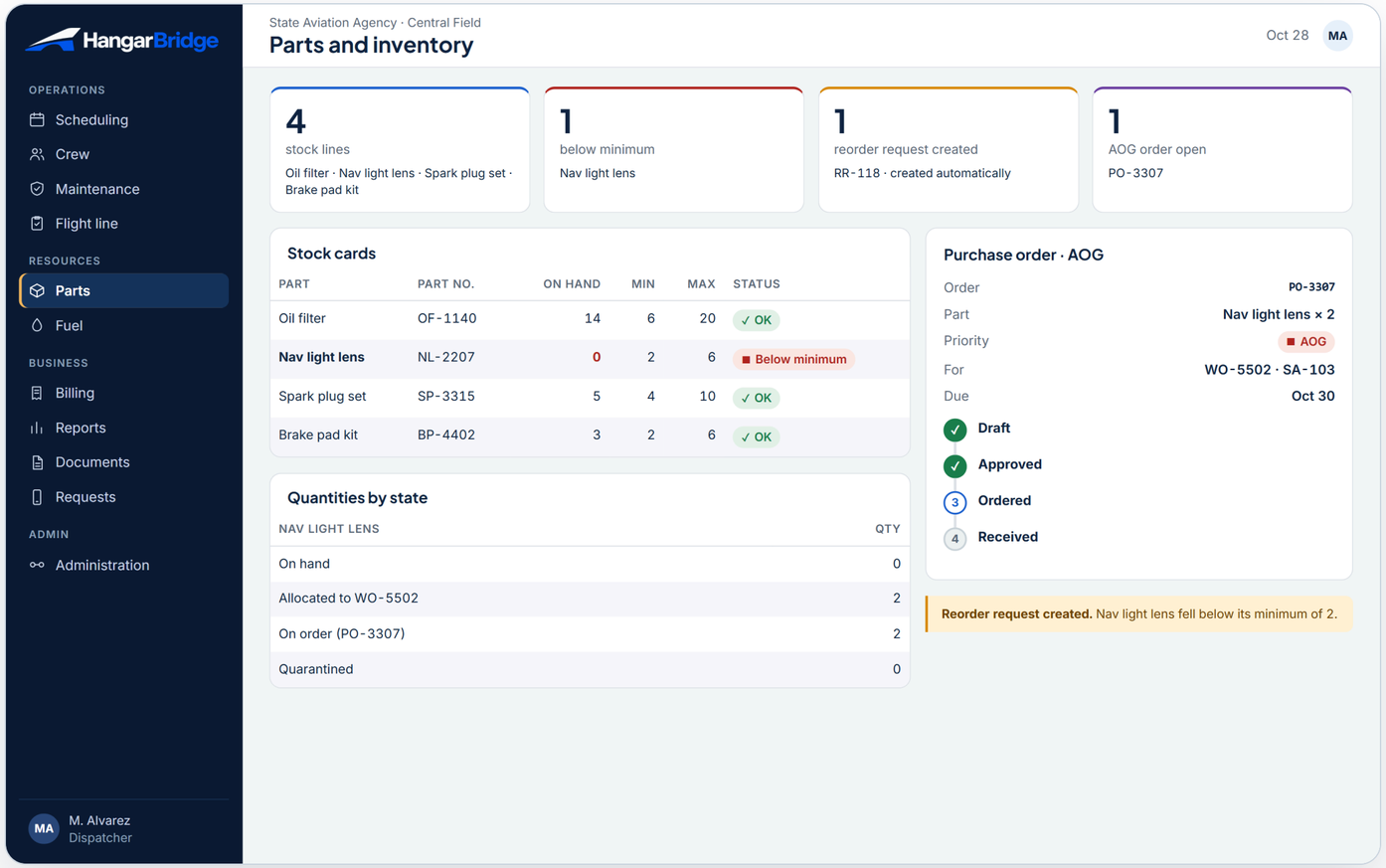
Work orders carry items by role, estimated and actual hours and cost, parts, attachments and sign-off. Entries are signed with a single electronic signature and locked; a correction is a new entry that points to the old one. Entry fields are modeled on commonly used aviation record-keeping content; rules to be confirmed with the agency.



M4 · PARTS AND INVENTORY

The right part, with its paperwork

Stock cards show what is expired, below minimum or above maximum. Receiving records lot, supplier and certificate. A part with incomplete history cannot be installed. Parts are issued to the work order and their cost flows to billing.



M5 · FUEL MANAGEMENT

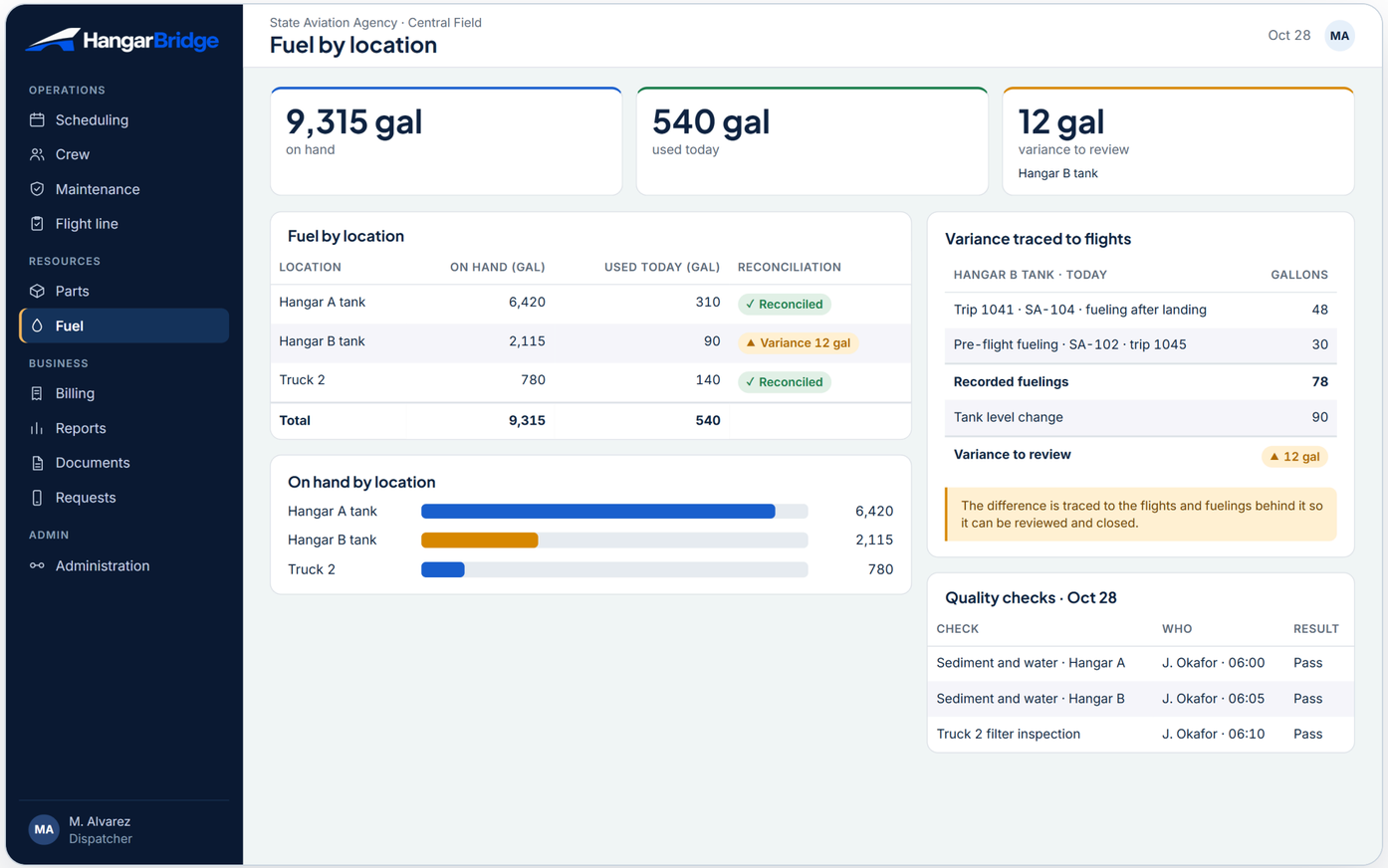
Every gallon accounted for

Deliveries, quality checks, fuelings and burn from the flight log are reconciled daily. A variance is traced back to the flights behind it.

9,315 gal
on hand

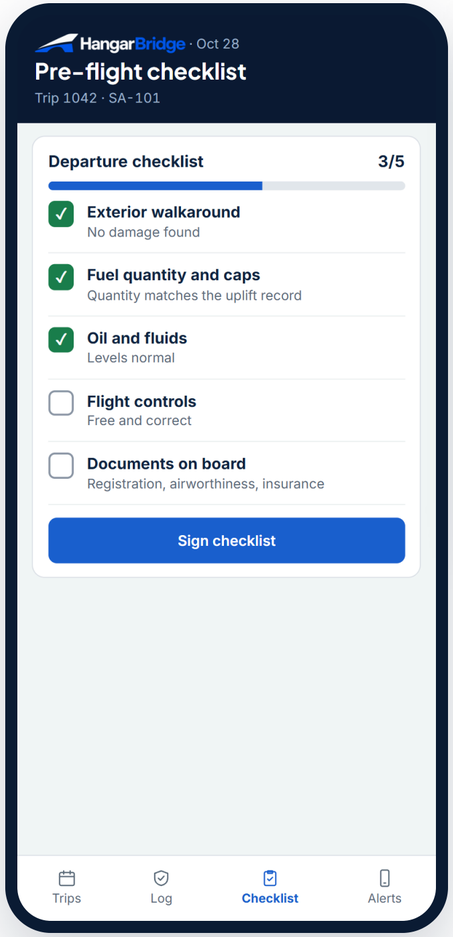
540 gal
used today

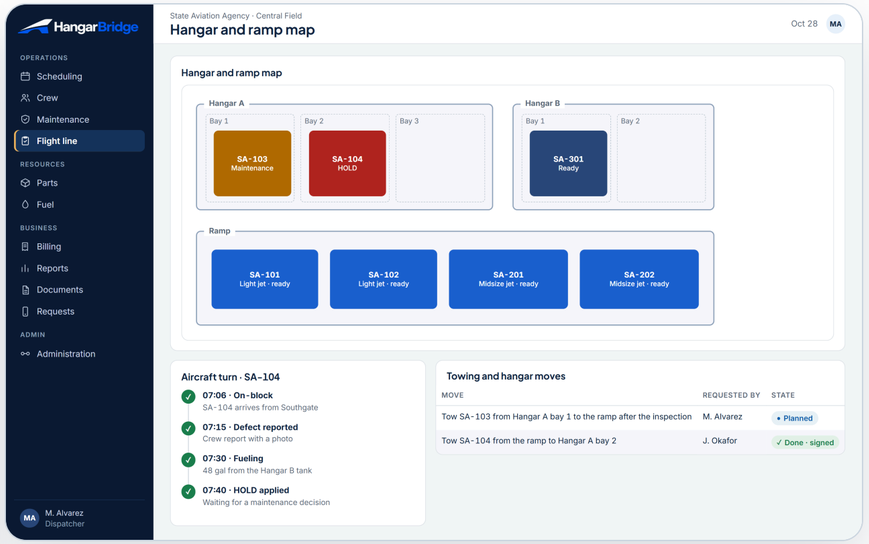
12 gal
variance to review



Ramp work on a checklist, signed

Pre-flight checklists with a progress counter, aircraft sign-out and sign-in, ground-service requests and a hangar map. A flight without a completed form is flagged before release.





M7 · BILLING AND COST RECOVERY

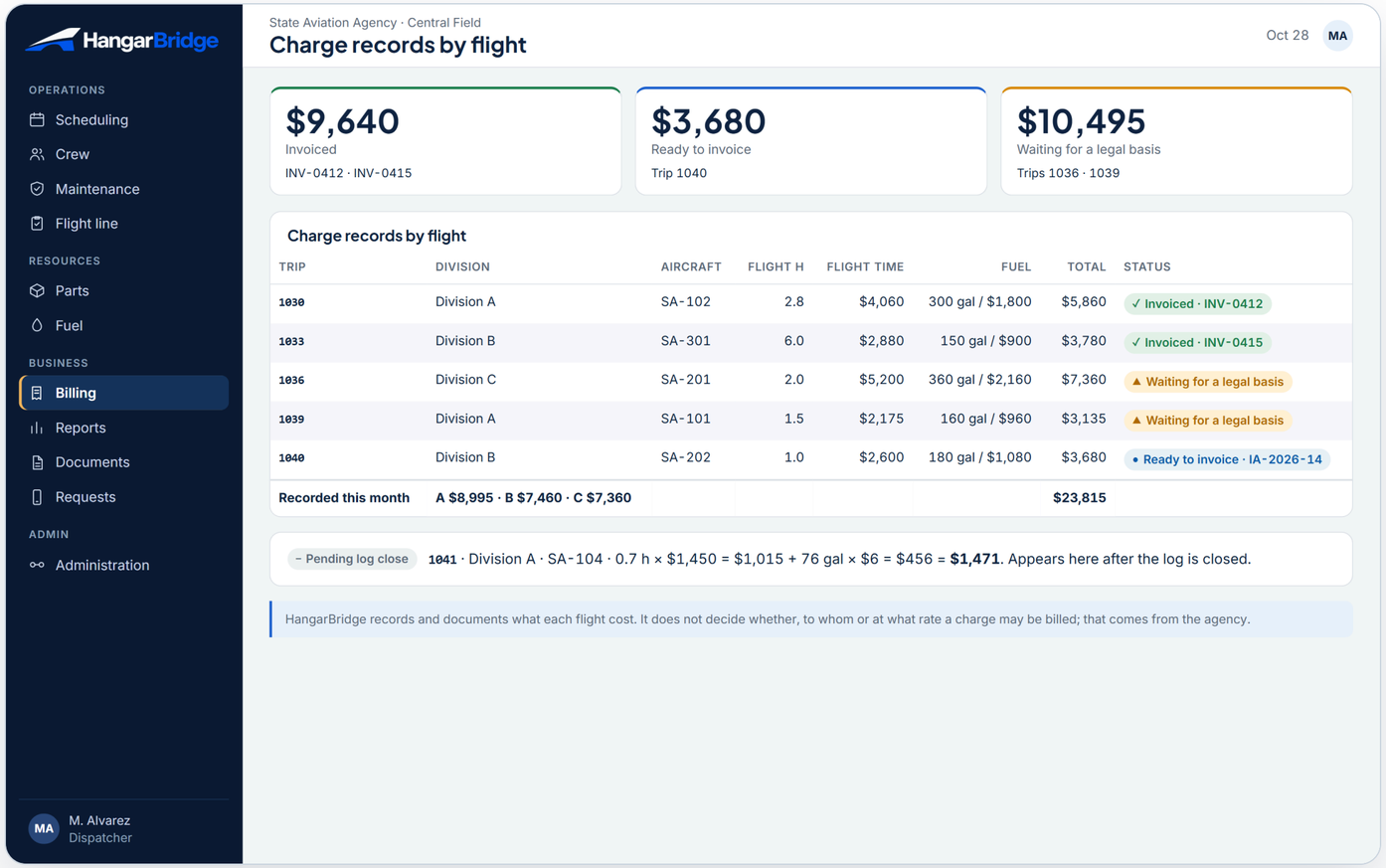
Every flight becomes a documented charge

Rate tables by aircraft and fiscal year. Flight time, fuel, labor and parts become charge lines automatically from closed logs. Totals by division match the invoice.

$9,640
Invoiced

$3,680
Ready to invoice

$10,495
Waiting for a legal basis

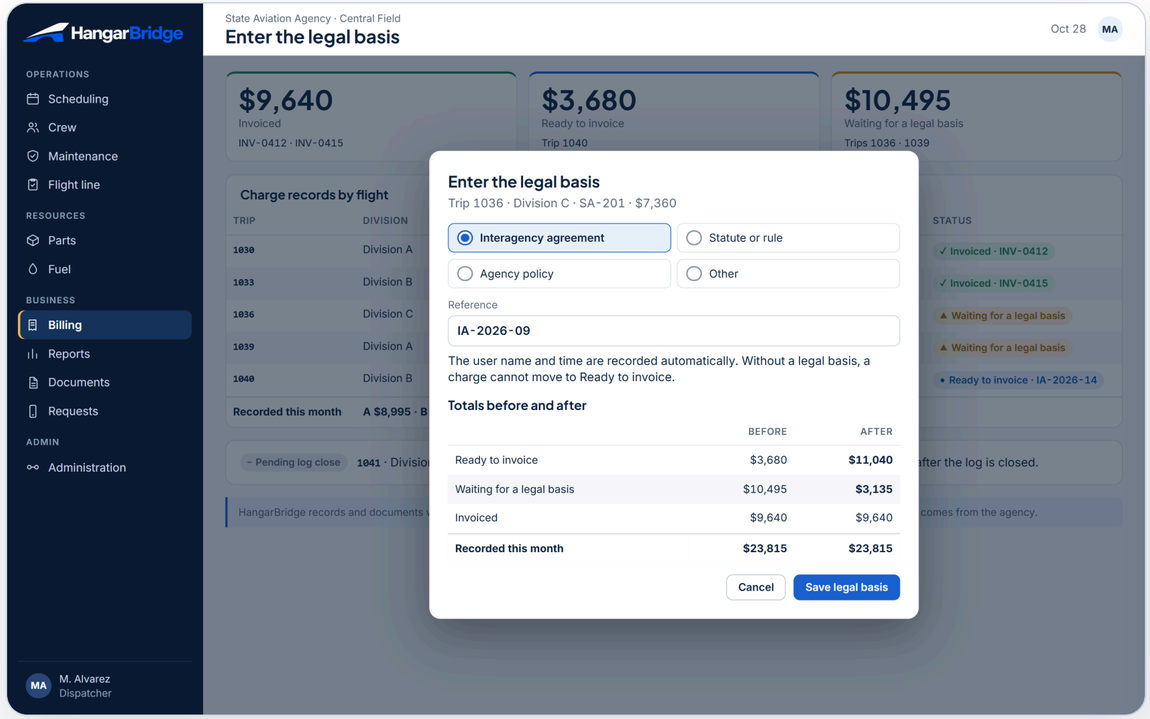


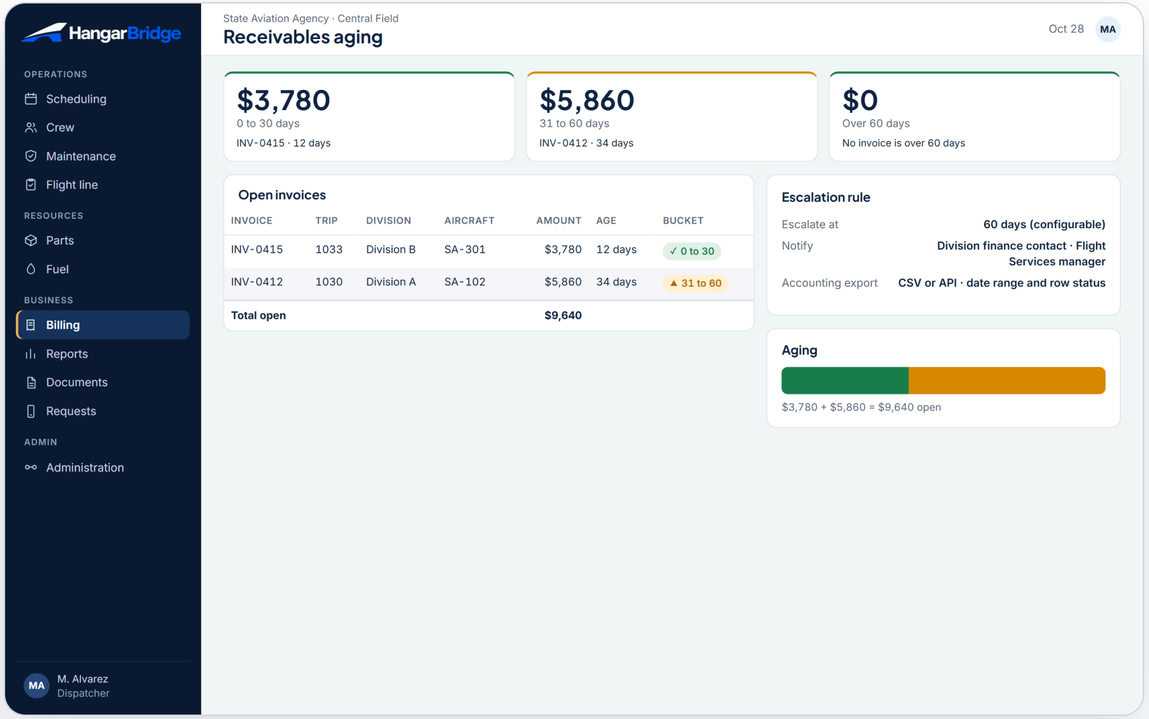
M7 · BILLING AND COST RECOVERY

Each charge carries its basis

A configurable legal basis field on every charge: agreement, statute or rule, policy or other, with the reference as given by the agency. Without it, the charge cannot move to Ready to invoice. HangarBridge records and documents what a flight cost; it does not decide whether, to whom or at what rate a charge may be billed.

Aging: 0-30 days $3,780 · 31-60 days $5,860 · over 60 days $0



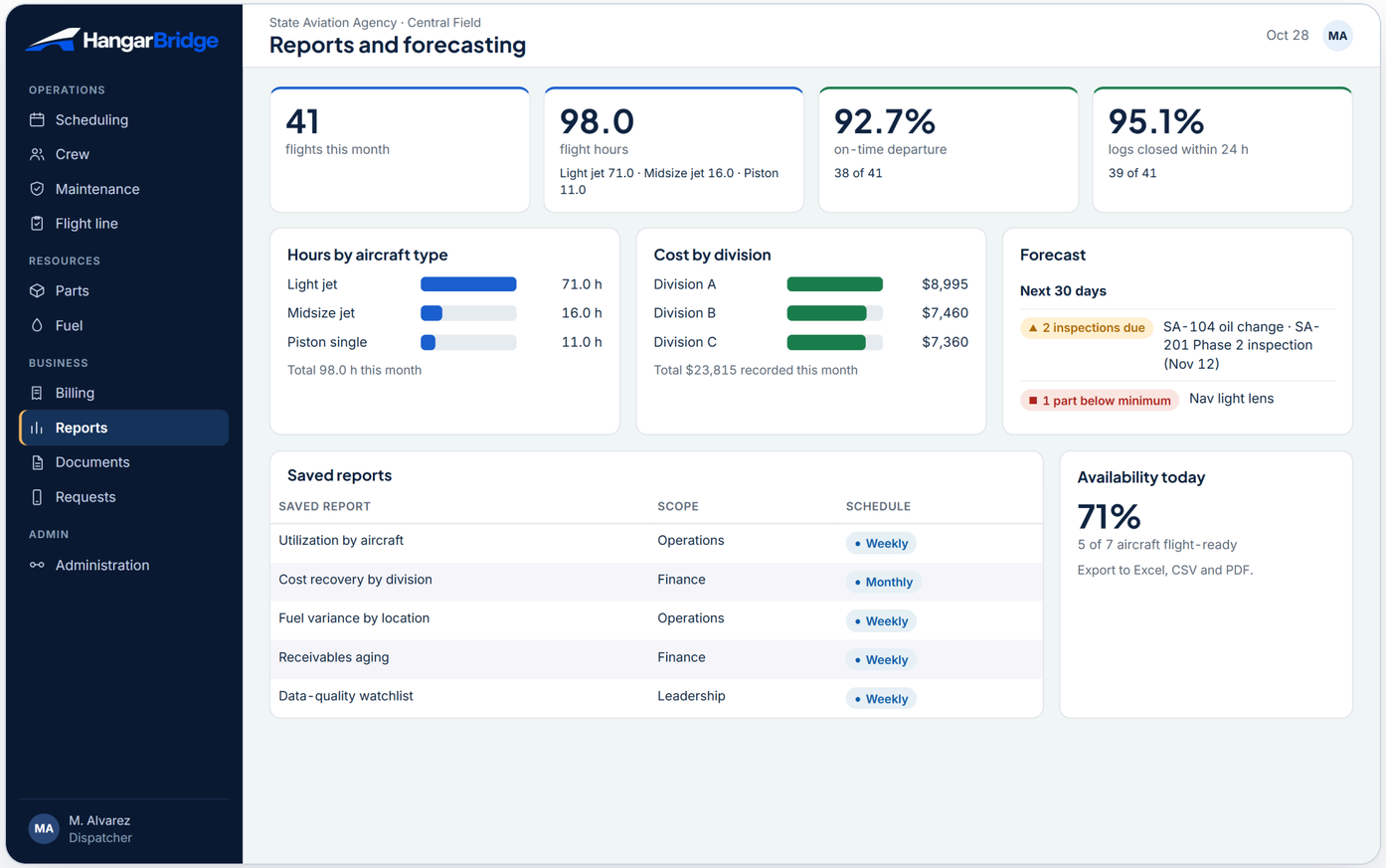


M8 · REPORTING AND ANALYTICS

The same numbers for every role

Dashboards for operations, maintenance, finance and leadership. Saved reports, scheduled delivery, export to Excel, CSV and PDF. Projected hours drive upcoming inspections, parts demand and cost.

Example measures: aircraft availability · on-time departure · days from landing to closed log · work-order turnaround · parts fill rate · fuel variance · cost per flight hour · receivables aging



M10 · DOCUMENTS AND COMPLIANCE TRACKING

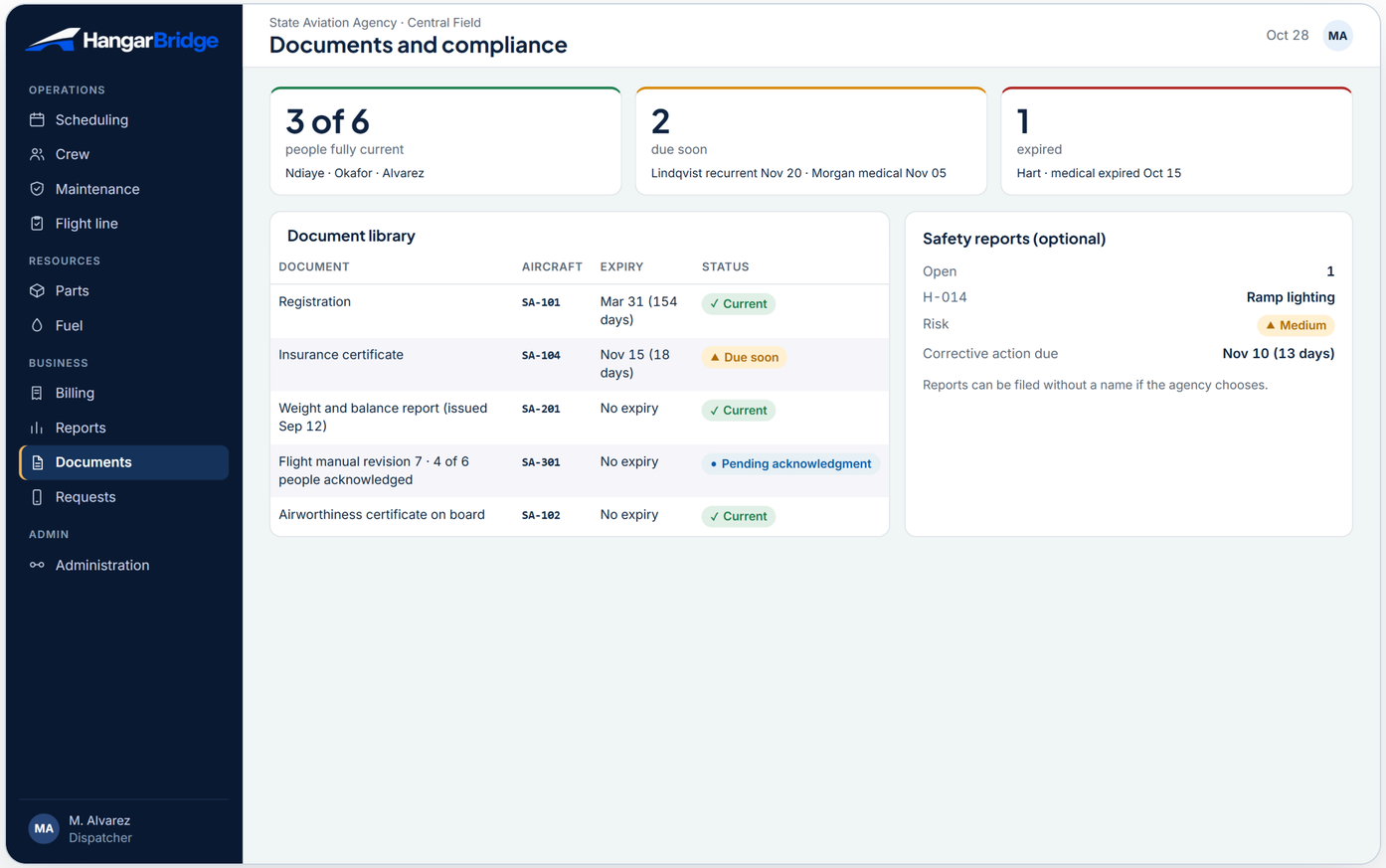
Nothing expires without a warning

A library of aircraft, fleet and personnel documents with validity dates and 90/60/30-day notices. A compliance board shows who and what is current, due soon or expired. An optional safety module records hazard reports, a risk rating and corrective actions with an owner and a due date.

3 of 6
people fully current

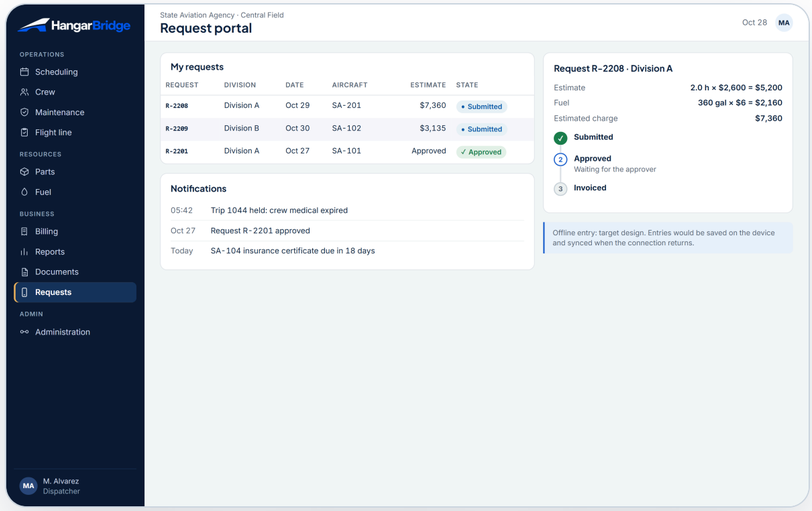
2
due soon

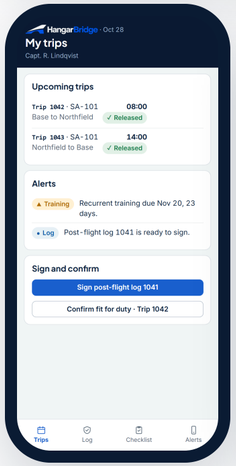
1
expired

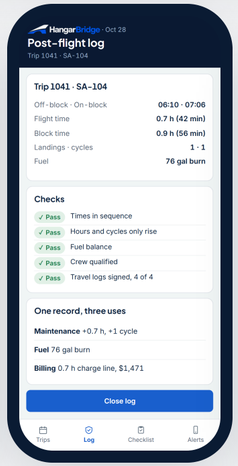


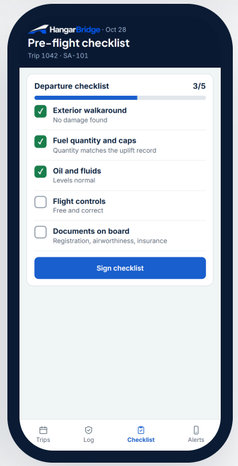
On the ramp, in the cockpit, at the requester's desk

A mobile app for crew and technicians: trips, post-flight log, checklists, defect reports with a photo and signatures. Requesters submit a trip request, see the cost estimate and follow its status through to the invoice. Change and approval notices go out by e-mail and to the app. Entries are designed to be saved on the device without a connection and synced later.



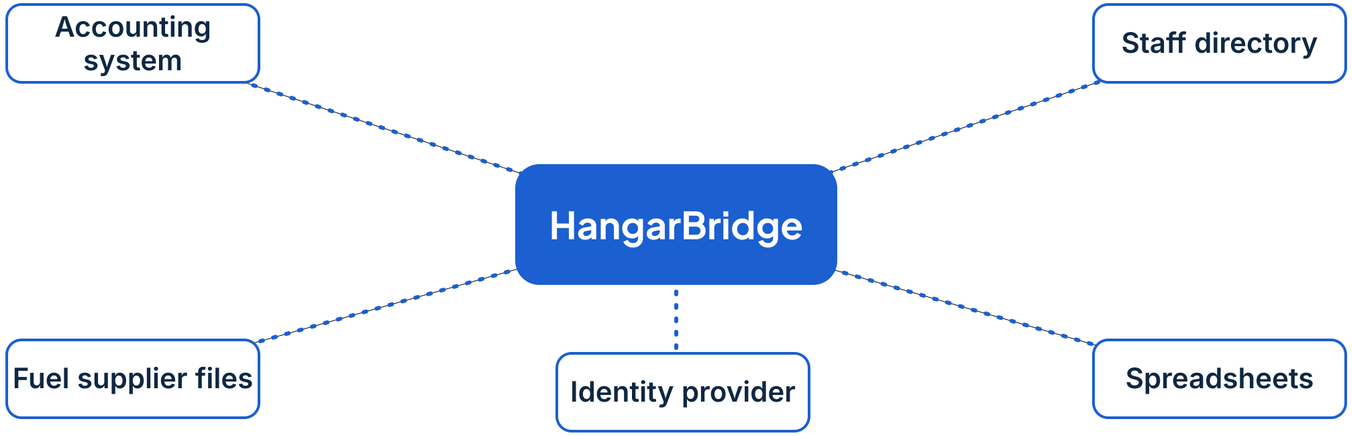


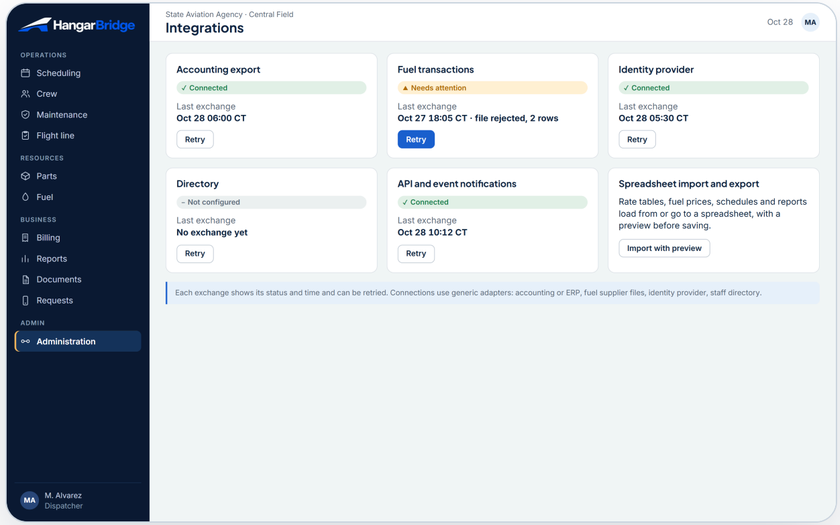




Fits the systems you already run

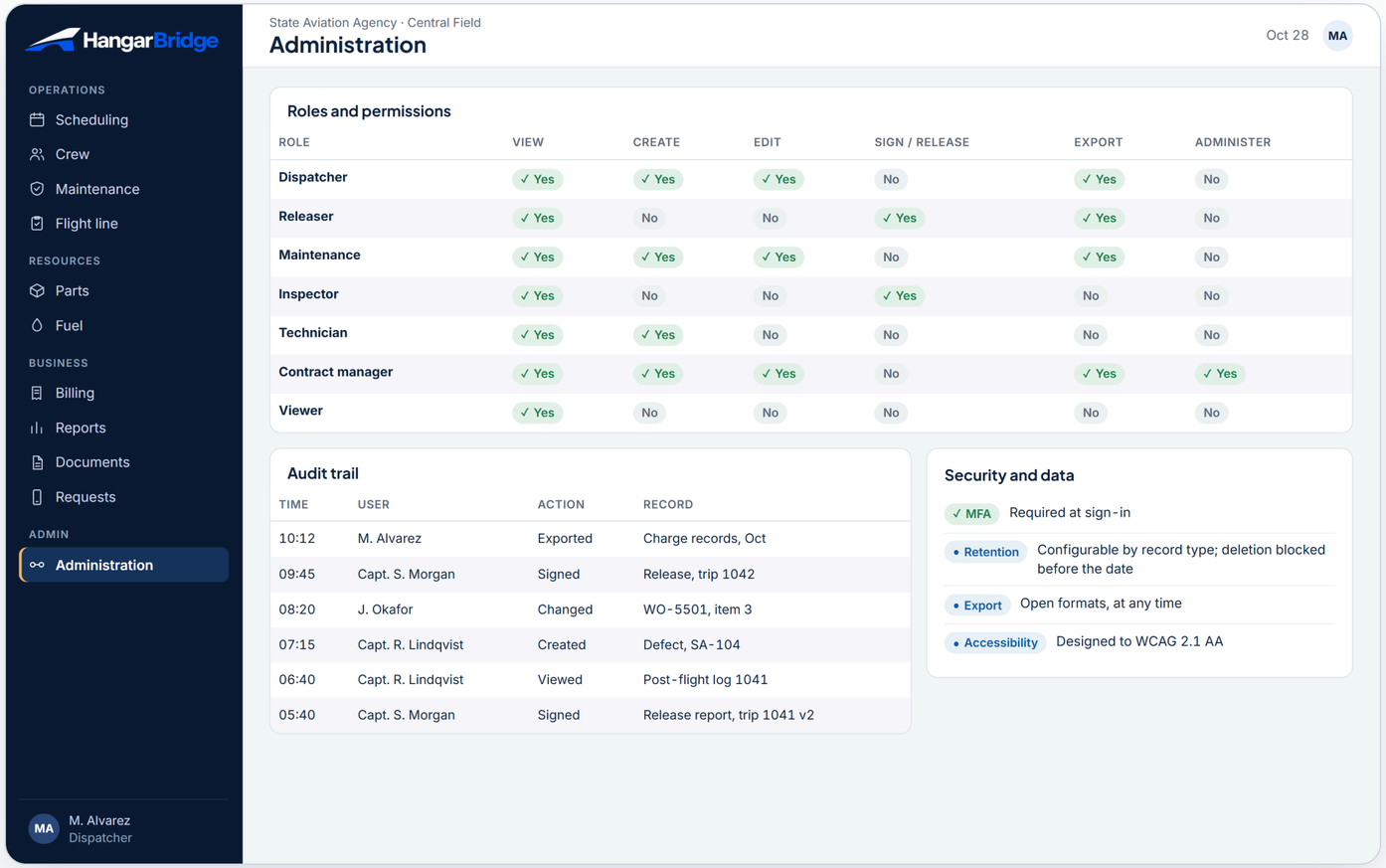
A documented API and event notifications. Exchange with accounting or ERP, fuel supplier files, the identity provider and staff directories, plus spreadsheet import and export. Each exchange shows its status and can be retried.





Traceable, accessible, yours to take with you

Role-based access and sign-in with MFA. An audit trail of who created, viewed, changed and exported each record. Retention rules by record type. Interface designed to WCAG 2.1 AA. Your data is exportable in open formats at any time.



HOW WE WOULD BUILD IT

Configured around your process, delivered in stages

1

Workshop

Workshop with Flight Services to confirm rules, fields and approvals.

2

Discovery

A fixed-scope discovery phase.

3

Delivery

Module-by-module delivery, starting where the pain is greatest.

4

Support

Support and hosting after go-live.

HangarBridge would be custom-built and configured around your process.

NEXT STEPS

Let's build it with you

Where we would start

- A conversation with Flight Services about your fleet, your rules and your priorities
- A first module chosen where the need is greatest
- A fixed-scope discovery phase to confirm fields, approvals and integrations

What you would get

- A platform configured around your process
- Documentation and data you can export
- A team that stays with you after go-live

Let's build it with you.

ABOUT

Prima Pobre LLC

A U.S. company (Florida) that designs and builds custom software, workflow systems and reports. We build around your processes and leave you with documentation and data you can export. More at ianization.com.

Prima Pobre LLC

REQUEST A QUOTE

Let's talk about your fleet

Pricing is by quote, based on the modules, aircraft and users in scope. Download this presentation and request a quote at ianization.com/hangarbridge.

Request a quote

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