Skydance Air, Inc.

Mobile Integrated Flight Operations System (MIFOS)
MIFOS Overview and Functionality

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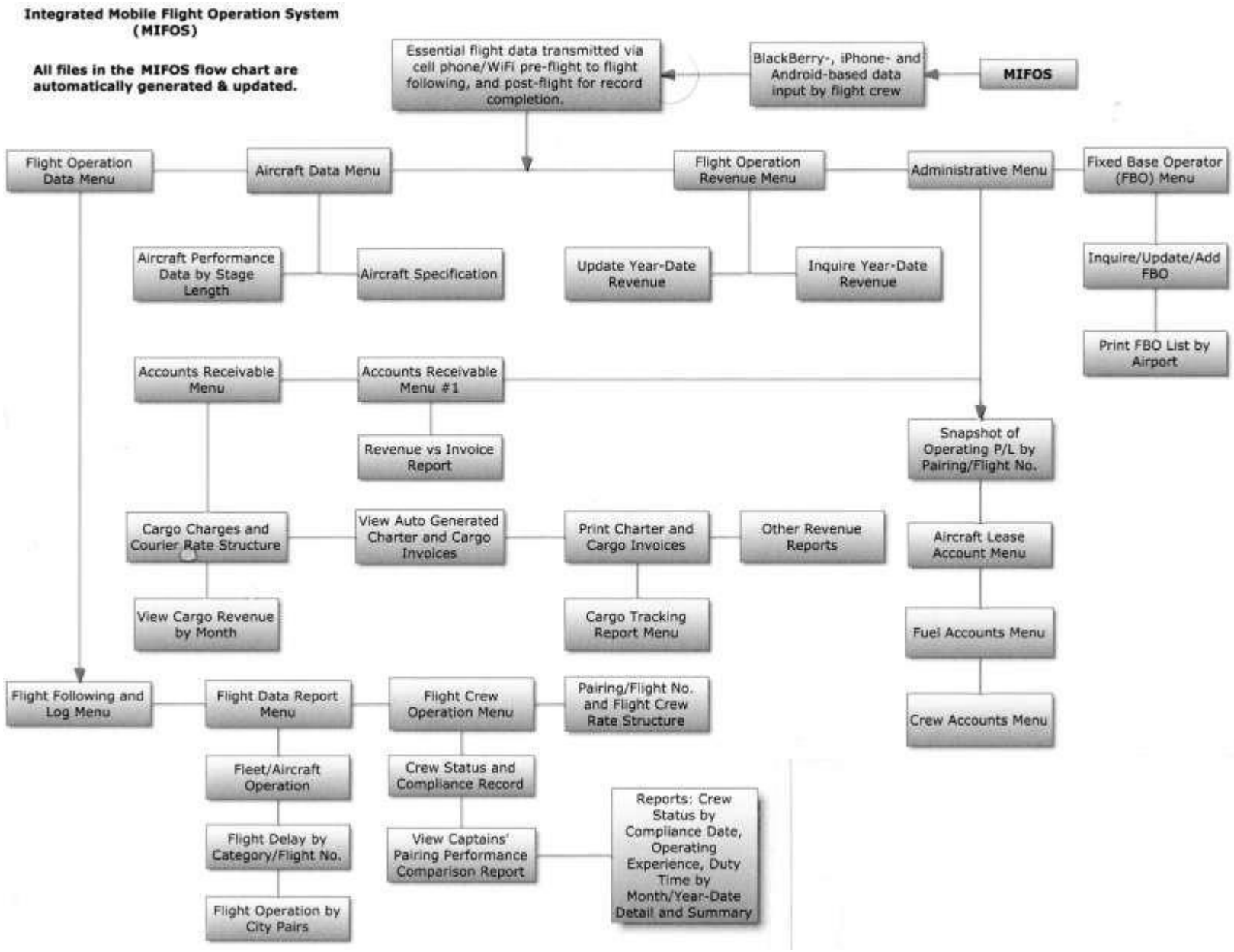
1.0 Flow Chart



Mobile Integrated Flight Operations System (MIFOS)

2.0 System Overview and User Guide

The operational data entered into the mobile phone device after transmittal is captured by the MIFOS data processing module installed on its internet based Amazon Web Service (AWS) secured Ec2 Skydance Air, Inc. server. The module automatically generates and updates all flight operations, administrative and financial files identified in the MIFOS flow chart. Please refer to the Mobile Integrated Flight Operations System flow chart.

The processed flight operations data can be exported to interface with other aviation management, maintenance and flight scheduling programs.

Depending on the size and the complexity of the operation, some operators may not see a use for all the files available, however, they are included and optional.

The cell phone based App - Flight Ops Tracker, provides for three input screens: (Re: MIFOS App Functionality in this report)

- Flight Operations Tracker
- Cargo Operations Tracker
- Aircraft Takeoff Performance (ATP)

Flight Operations Tracker

Input screen completed by the pilot from the cockpit after transmittal provides data for automatic processing of the following flight operations, administrative and financial files:

2.1 Flight Operations log

The flight operations log is also used for flight following. This log is processed as soon as the pilot transmits the flight data. It also provides information concerning payload usage by passengers and cargo as well as fuel burn, delay/on-time generating statistical operations performance and reliability reports. The flight operations data may be projected on a TV screen for real time flight following. In browse mode all completed flights or flights in progress can be viewed on a browse screen indexed by date and out block time. Selecting a record the flight operation can be viewed in detail.
Flight progress is displayed on the screen in lapsed time and NM, remaining time and NM and projected arrival block time.
As soon as the log is processed the aircraft flight data records, pilot and flight attendants compliance, recent experience and duty/rest times are updated.

2.2.1 The flight operations log also provides for pilot requests at arrival such as maintenance, operational (fuel-upload) and catering, etc.

2.2.2 Error Checking of Flight Operations Log Data Entries

The flight operations log should be checked for accuracy during the day to assure accuracy of the pilot's transmitted data. This is easily accomplished by selecting the first flight of the day in browse mode. Most errors in the transmitted data are noted by "ER" in the right columns of the browse screen. Select the record in error. Click key #3 and an error message will be displayed on screen #3. Then return to screen #1and click "U" for update and run the courser thru the fields and correct the error. Continue to the end of the record's fields and enter "Y" to the question and a note appears "Updating all files…." With a little practice errors such as "Total Flight Hrs." and "Out/In block times" can be spotted, when scrolling thru the day. If in doubt enter the detailed screen and hit the down arrow and you can scroll thru the records in detail.

2.2 Flight and Cabin Crew Records

Flight record reports can be generated for the flight and cabin crews and displayed in order by date and out-block times. Recent experience and history of duty time compliance in 24 hours period, four weekly periods and by month are updated as soon as incoming data is processed. The 24 hour period with the lowest rest time is also displayed.
Consistency in standard operating procedures (SOPs) is provided through statistical records of each pilot's performance over time relative to other pilots on the same selected routes. This report can be used to identify inefficiency in operational procedures and provides a basis for analyzing and improving current flight standards procedures to optimize flight operations and reducing costs.

2.3 The Crew Files includes:

a. Compliance and recurrent training planning report
b. Standard Operating Procedures (SOP's) can be analyzed for efficiency and consistency by providing a flight crew performance comparison report. This facilitates developing procedures which are relevant to the company's operating environment and type of aircraft.
c. Duty time history by 24 hours, week, month and year, including minimum rest time during those periods.
d. Recent experience by aircraft type, flight hours, IFR, Night and approach categories
e. Detailed flight log history. The pilots can view the logs from a mobile device, iPad, laptop or PC and print flight log reports
f. History of Initial Operating Experience - IOE/OE flights

2.5 Aircraft Specification File

This file is part of the System Support Files. Enter aircraft specifications and the stage lengths in NM intervals in a table (Ref. Screen par. 4.6). Based on statistical data the table facilitates the automatic calculations of average NM, Lbs. and gallons per flight hour as a function of stage length. This is helpful information when bidding routes for FedEx, UPS, ABX, DHL, casinos junkets and general air charters, etc., as the average flight times for various routes are calculated based on actual legs flown. It also provides reliable estimates of the enroute flight progress on various stage lengths depicted on the flight operations log par. 2.1.

2.5.1 Input average projected:

a. Maintenance, inspections, component and labor expenses by flight hour and aircraft lease expense.
b. Average fuel consumption per flight hour and $/gal, which will automatically be updated based on actual flight data.
c. Charge per statute mile and block hour.

These items are important as they are used in the Operating Expense and P/L modules.

2.6 Aircraft Operational Reliability

The reports address operational reliability as a function of delays due operations, customer, weather, ATC, deicing, etc. and maintenance delays can be compared to other aircraft of the same type. This way high maintenance aircraft can be identified and improvements made in the surveillance and maintenance procedures on certain aircraft. Analyzing specific aircraft flight operations data may identify environmental conditions causing the higher maintenance occurrences.

2.7 Revenue Operations General

Revenue operations may be tracked by flight, pairing (group of flight numbers) and customer numbers. You can view daily revenue, operating P/L, summary and combined all year to date revenue operations reports on the screen as flight progresses. You can scroll down through records and immediately identify flights with inadequate financial performance.

a. View or print reports of revenue versus non-revenue flight operations data in table format as a function of passenger/cargo, ferry, training and maintenance flights
b. Revenue and operating P/L reports categorized by flight, pairing and/or customer numbers.

2.8 Cargo revenue tracking

- The user generates a customer data base file by flight, pairing and customer numbers.
- The flight number references a table holding the $/lb. for specific ranges of cargo weights and courier rates $/lb. and charges at point of departure and destination
- The pilot will be notified about the customer ID to be entered into the customer ID field in Flight Ops Tracker Cargo screen.
- The revenue production is then tracked and categorized by these customer ID's. The cargo revenue production is also linked, as applicable, to the flights, which are a combination of both passenger and cargo flights. The revenue and operating P/L reports separately post the passenger and cargo revenue.
- Invoices are automatically generated at the end of a flight and detailed invoices may be printed for the customer for a specific trip or period.

2.9 Charter revenue tracking

- The user generates a data base file by flight, pairing and/or customer numbers. (Flight Number File). The pilot will be notified about the flight number to enter into the flight number field in the Flight Ops Tracker screen.
- The revenue production is then tracked and categorized by these flight numbers.
- Invoices are automatically generated at the end of a flight and detailed invoices can be printed for the charter customer for a specific trip or period.
- Invoices can also be quoted, and if approved by the customers become active and automatically updated with actual flight operations data upon completion of the trips.

The flight operations expenses detailed on the invoice are directly linked to the specific aircraft data posted to the Aircraft Specification file par. 2.5 and the Pairing and Flight Numbers – Rate Structure Module par. 3.0.

2.10 Fixed Base Operator Files

a. Input FBO data such as services provided and fuel (100LL or JetA) cost per gallon
b. Input airspace, landing, ground handling, deice and parking fees. This information is used in the Operating P/L.

2.11 Operating P/L

This module tracks the revenue, expenses and operating P/L of a particular flight, pairing and/or customer number comprised of several legs. It is not intended to provide, in accounting terms, a balance sheet, however, to provide the operator with a snapshot of the major operating revenue vs. expense components and P/L.

Operating expenses included in Operating P/L:

a. Aircraft maintenance and lease costs. (Aircraft Specification and Expense data base file par. 2.5)
b. FBO/Airport landing, ground handling, gate and agent fees. (FBO data base file)
c. Flight and cabin crew expenses – pay/block hour, IOE/OE pay/hour, benefit % of total crew pay and total crew pay. (Flight and Cabin Crew payment data base file)
d. Average fuel consumption, $/gal and total trip fuel cost
e. Names of airport/FBO refueling stations and fuel charges/gal in table format for the route flown.

2.11.1 The Operating P/L module automatically generates for each flight a detailed year to date operating P/L statement tracking direct operating revenue and expenses, aircraft maintenance/lease costs, fuel consumption, landing and ground handling and airport fees, crew pay, etc.

2.11.2 Year-to-date summary of operating P/L for all pairings tracking revenue and expense sources. In addition a comparison is made for operating expenses and P/L vs aircraft make/model.

Revenue production is categorized by: (Ref.Flight Number File)

a. Variable fee based revenue – passenger and cargo revenues
b. Fixed fee based revenue – $/city pair (leg), $/Block Hour and $/statute miles
c. Tracking of customer revenue base – passenger and/or cargo

The Operating P/L is continually being updated as flights progress and may be viewed in real time on the computer screen or printed covering selected date periods.

2.11.3 Export to Excel Spreadsheet

A choice in the Operating P/L Control Module Menu "Export Data to Excel Spreadsheet" enables Operating P/L to be viewed and manipulated on an Excel Spreadsheet and linked to for example a QuickBooks Budget Program.

3.0 Pairing and Flight Numbers - Rate Structure Module and Crew Pay Rates.

The route data entered into this module automatically generates a detailed flight number list file indexed by pairing and flight numbers with the various rates selected.

3.1 Detailed Version:

Build the route structure by pairing number comprised of flight numbers and airport pairs (Max 18 airport pairs). The unique pairing number can also be used to track charter customer activity and Operating P/L.

Option # 1

The pairing, flight numbers are given but departure and arrival times are omitted. This
May apply to variable charter schedules, where the route is planned but the flight schedule is dependent on the charter customer's travel requirements. In this case, the pilot receives a copy of the intended route and fills in the schedule, when it becomes available.

Option # 2

The pairing, flight numbers and schedule departure and arrival times are given. This may apply to fixed fee revenue operations such as cargo contracts with UPS, FedEx, ABX, regular airlines, etc. The pilot receives a copy of the contracted route(s) with airport Id pairs and scheduled departure and arrival times.

The Flight Operations Tracker App includes the field "Scheduled Arrival Date and Time", which tracks operation delays/on-time when processed by MIFOS.

Rate Options

These may be applied to scheduled passenger or contract passenger/cargo operations such as casino junkets and cargo operations - (UPS/FedEx/etc.)
a1. Charge per passenger per city pairs
a2. Charge per leg or city pair
a3. Charge $/block hour or $/statute miles

3.2 Simple Version:

Input a pairing number which generates the same flight number for any leg and then select “Random.”
For general charter operators the option “Random” in the Flight Numbers File is suggested. Only one flight number needs to be selected and the same number entered into the applicable screen field of the app. To track revenue by charter customer assign one pairing/flight number for each customer.

Rate Options

May be applicable for general charters and flying clubs

a. charge $/block hour
b. charge $/statute miles

3.3 Crew pay rate structure

The rate structure is defined as a function of flat rate per leg or $/block hour, aircraft type and crew benefits as a percentage of crew pay. Crew pay is generated and a report may be printed for payroll.

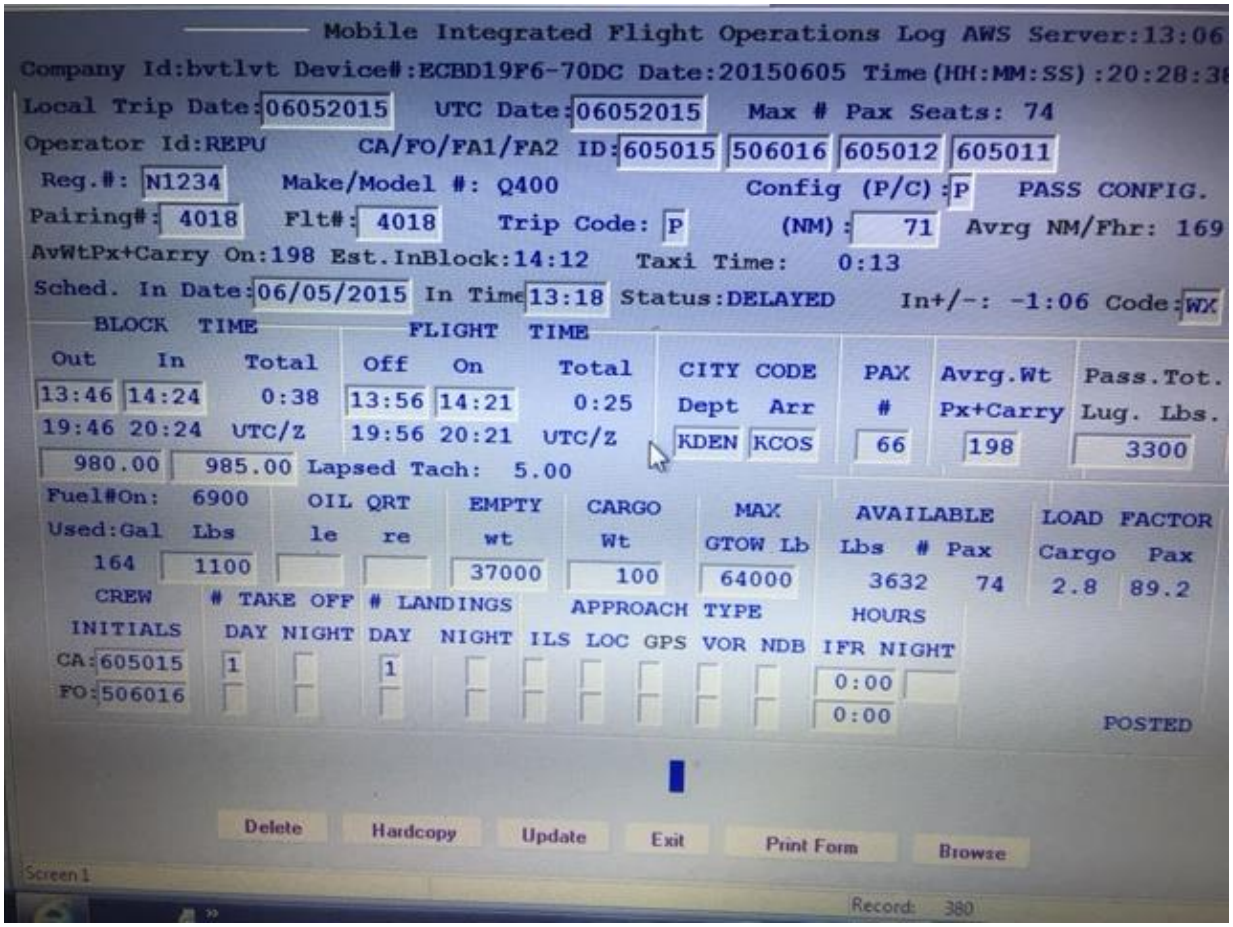
3.4 Cargo Operations Tracker

Input Screen provides data for the automatic processing of the following cargo files:

a. Complete customer cargo rate structure and invoice generator
b. Destination courier rate structure
c. Cargo revenue reports by customer either viewed or printed

4.0 Sample Screen Reports

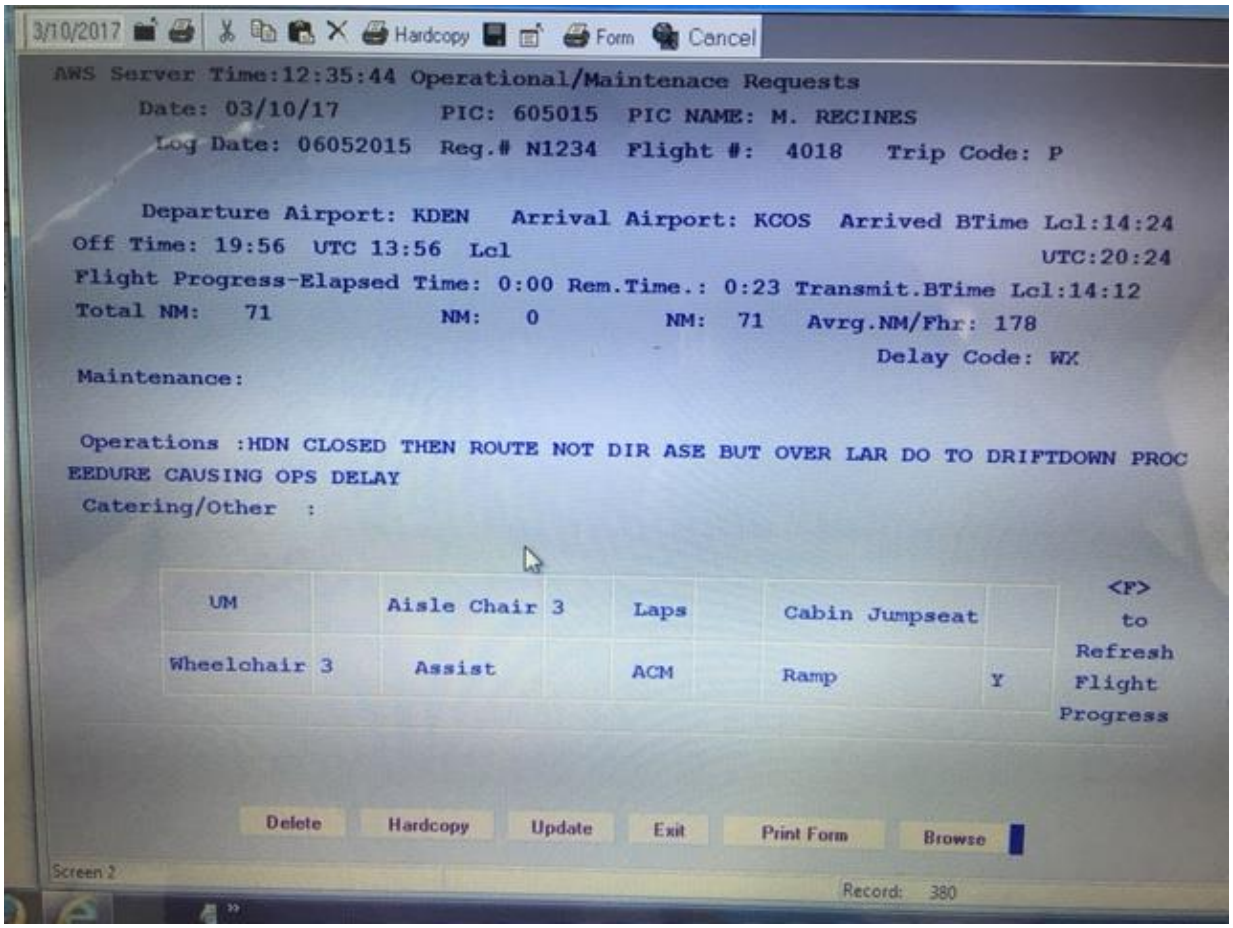
4.1 Flight Operations Log and Flight Following – Screen #1



Flying Clubs

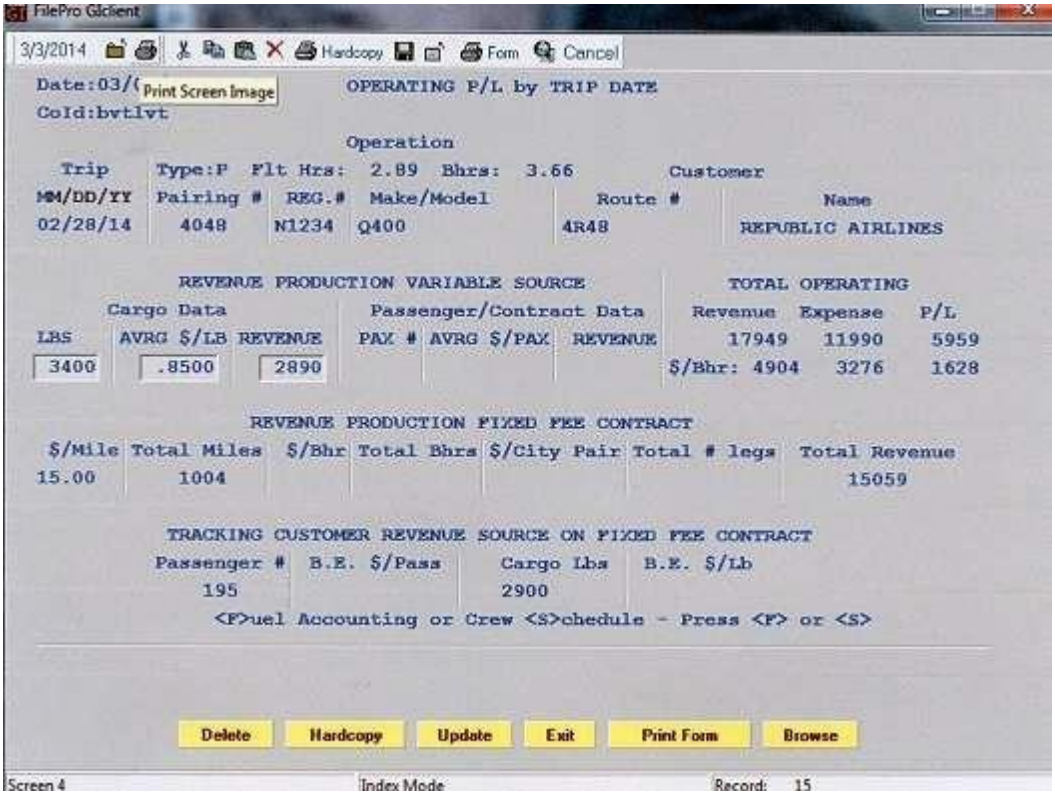
Please note the Out/In and lapsed tach times under the Block Time header. In the Flight Operations Tracker the local clock times are entered and the UTC automatically calculated based on the time zone. However, if tach times are required to be recorded, enter this at the bottom of the input screen. The local In-Block time is adjusted accordingly.

4.1.1 Flight Progress – Operational/Maintenance/Catering – Screen #2

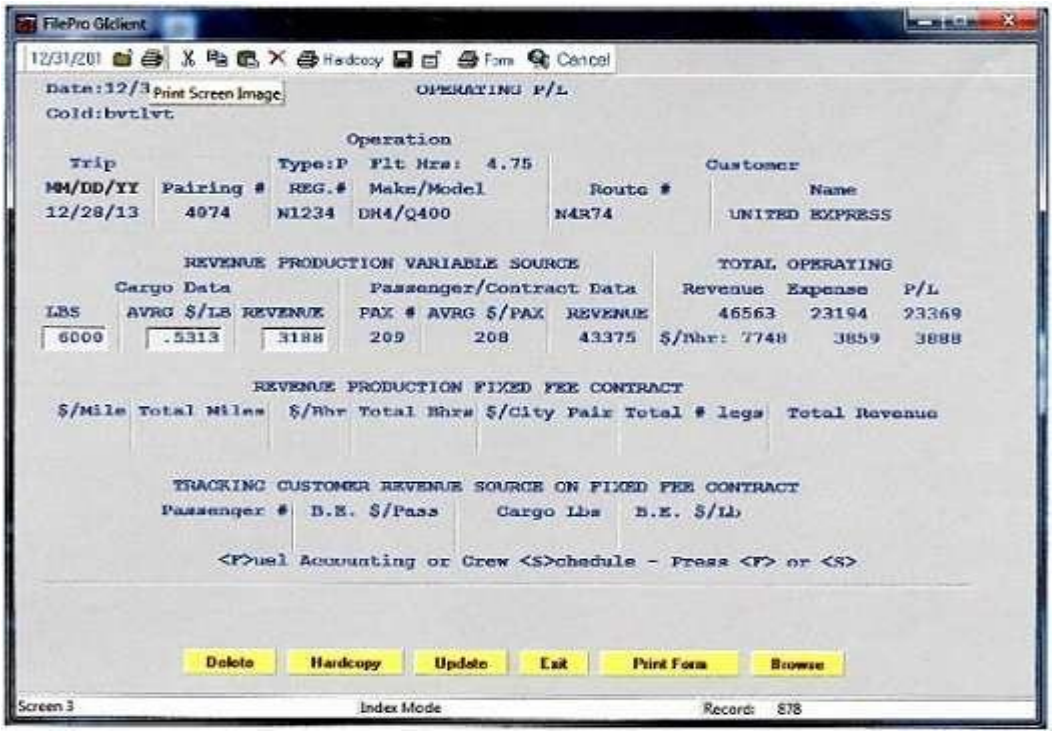


4.2 Summary Operating P/L by Pairing # and Trip Date

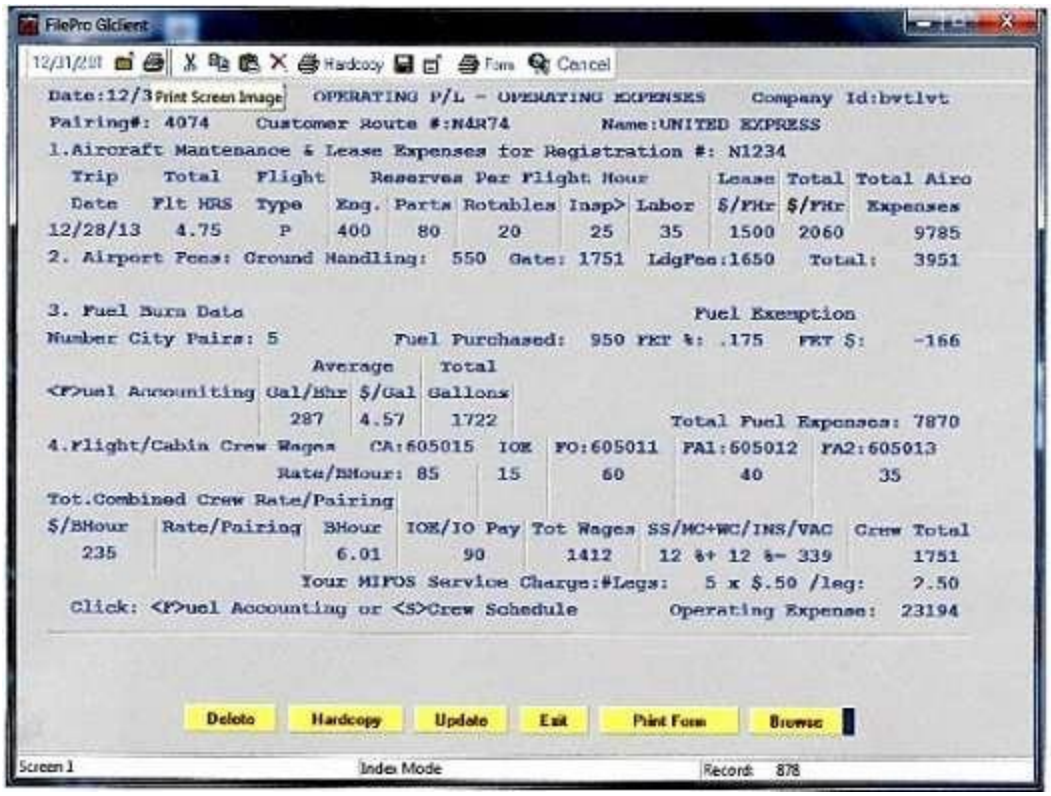
Customer #1



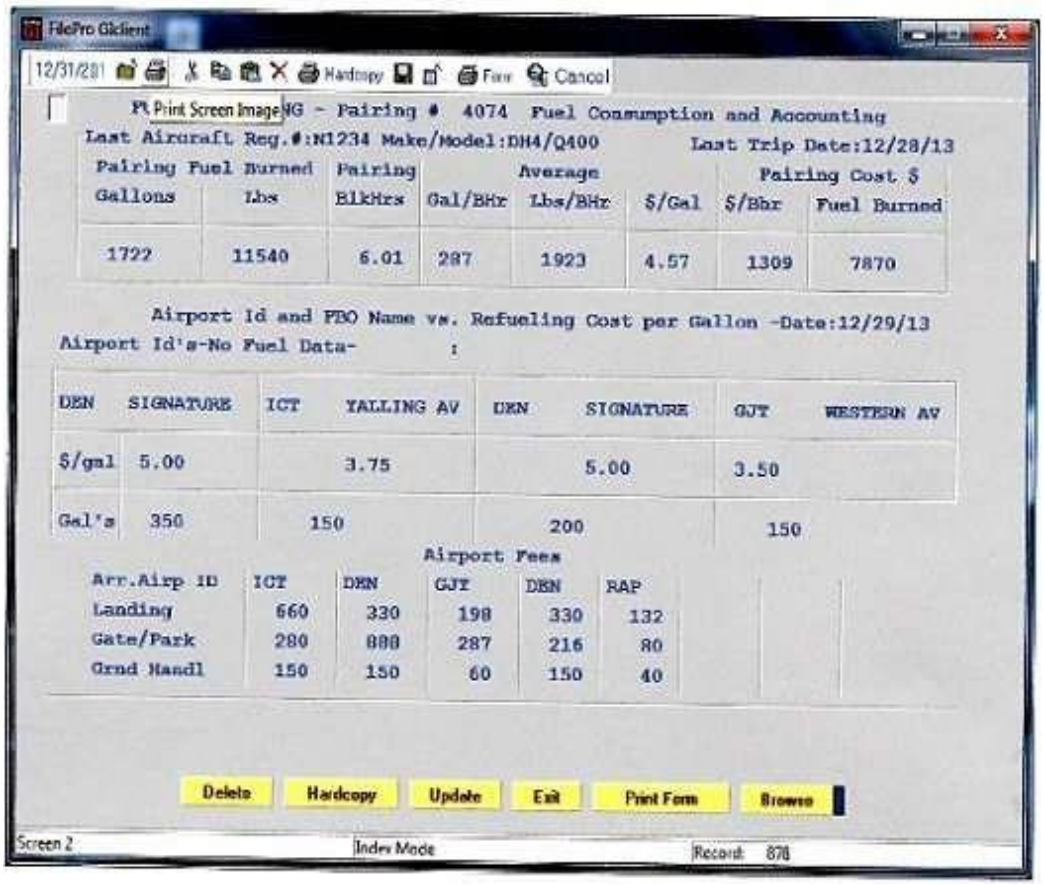
Customer #2



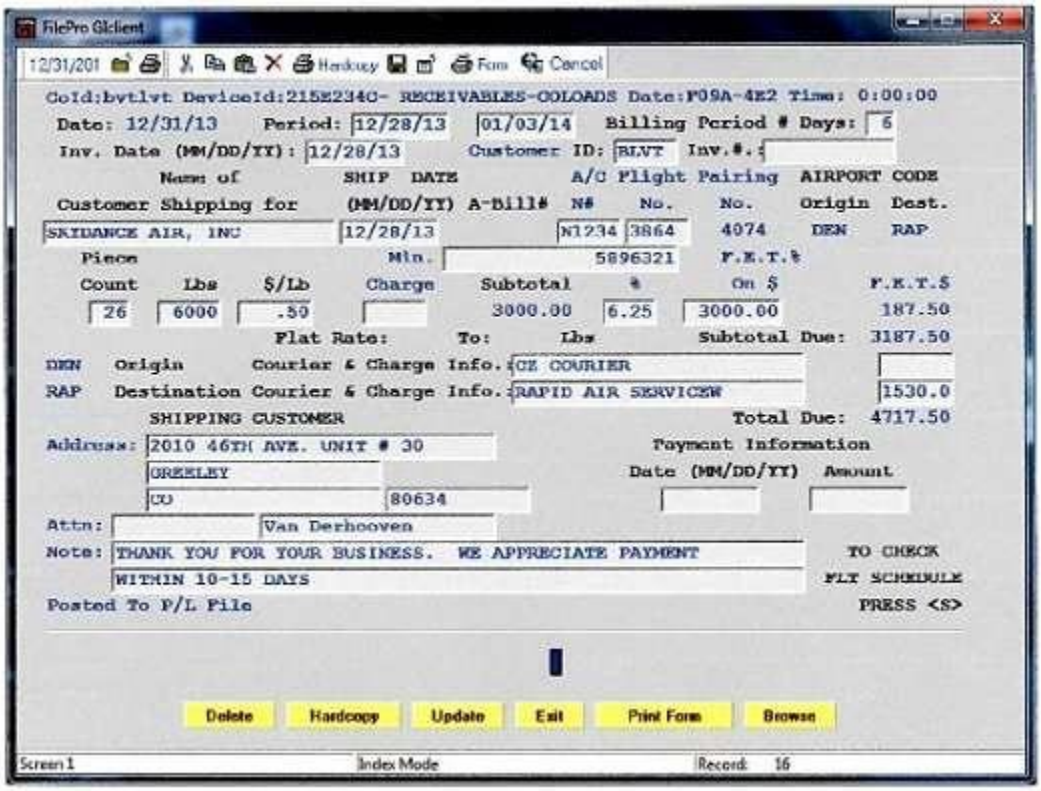
4.3 Operating P/L – vs Operating Expenses and Fuel Consumption Accounting by Trip Date – Screen #1



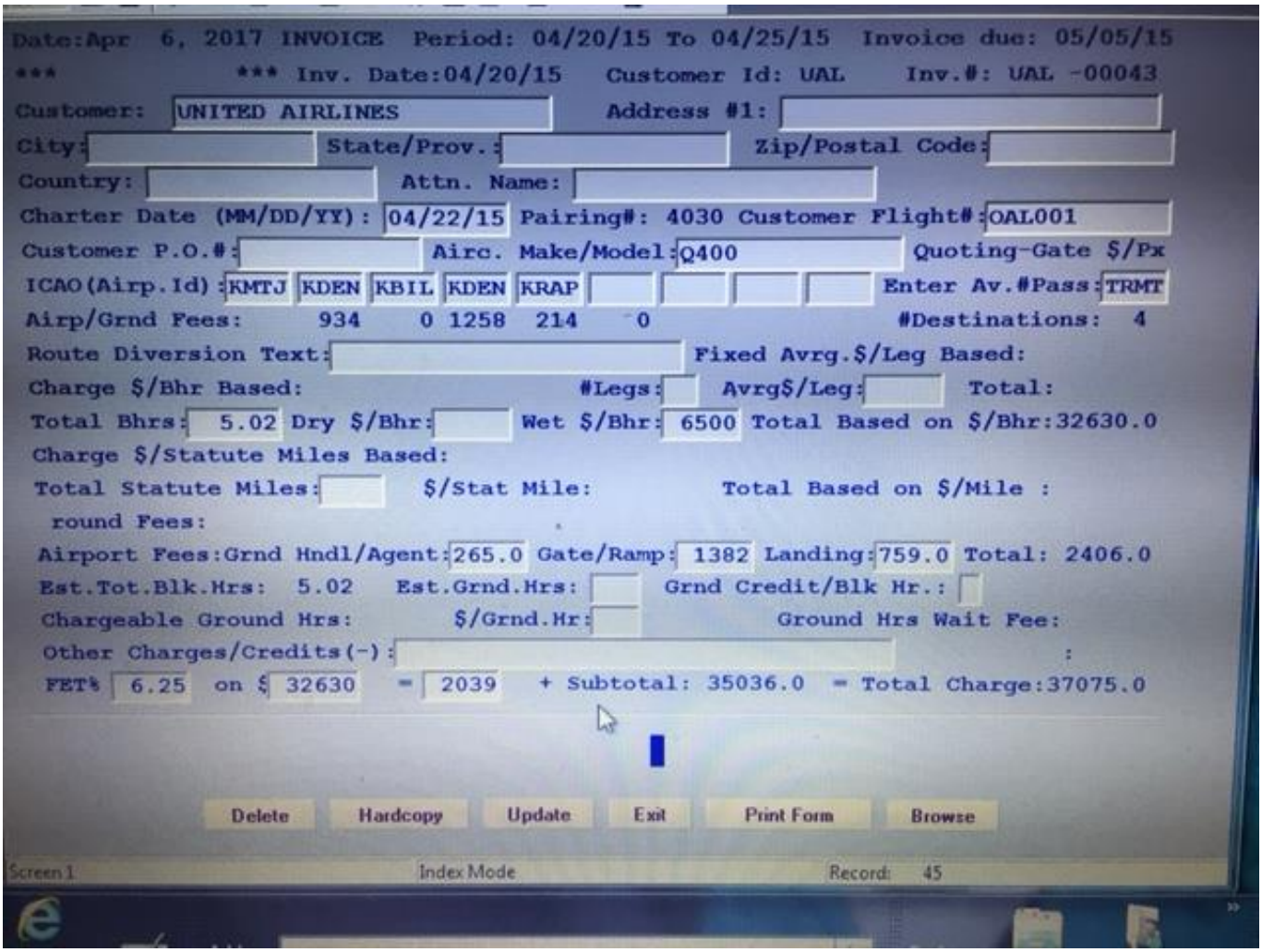
4.3.1 Summary – Fuel Cost and Consumption and airport fees by Station Screen #2



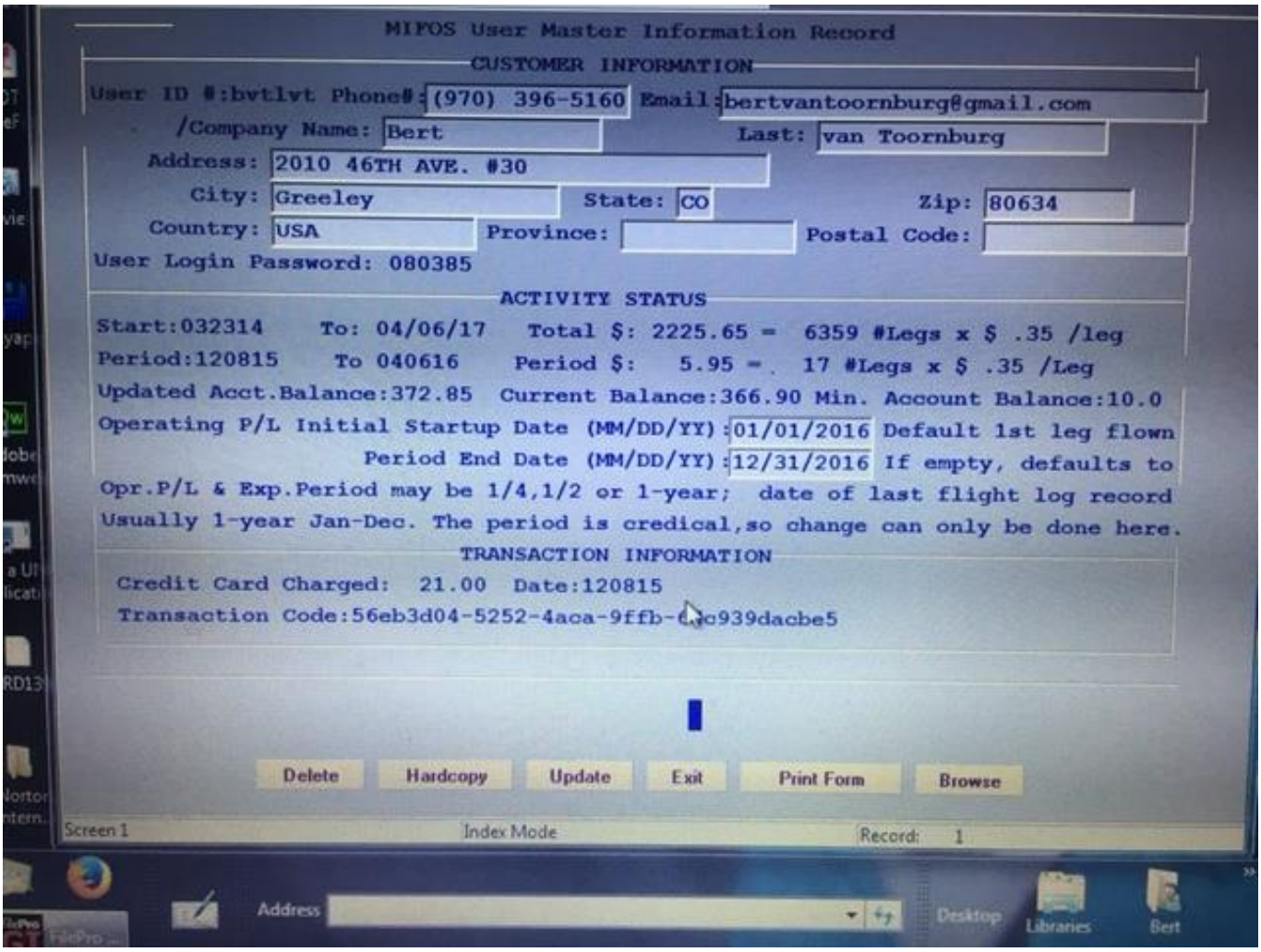
4.4 Cargo Customer Invoice Generator – Cargo Revenue Tracking by billing period



4.5 Air Charter Customer Invoice Generator – Passenger Revenue by Billing Period



4.6 MIFOS User Master Information Record



Screen Input

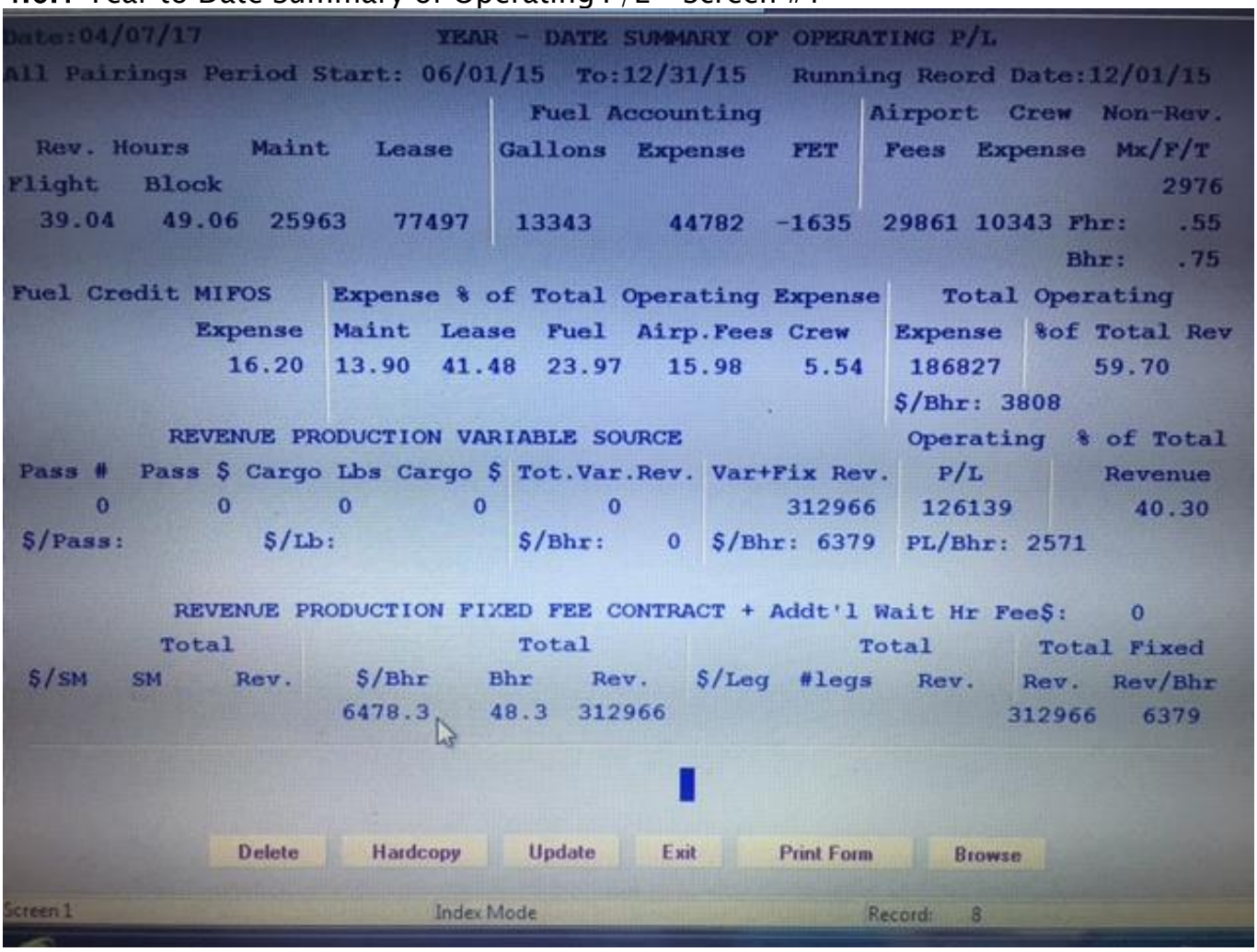
The MIFOS User Master Information Record belongs to and is completed by the administrator assigned to monitor MIFOS for the company. The credentials to enter this file are specific for the administrator. The screen fields need some background information as follows:

a) Email address – Reports and account information are send to this address.

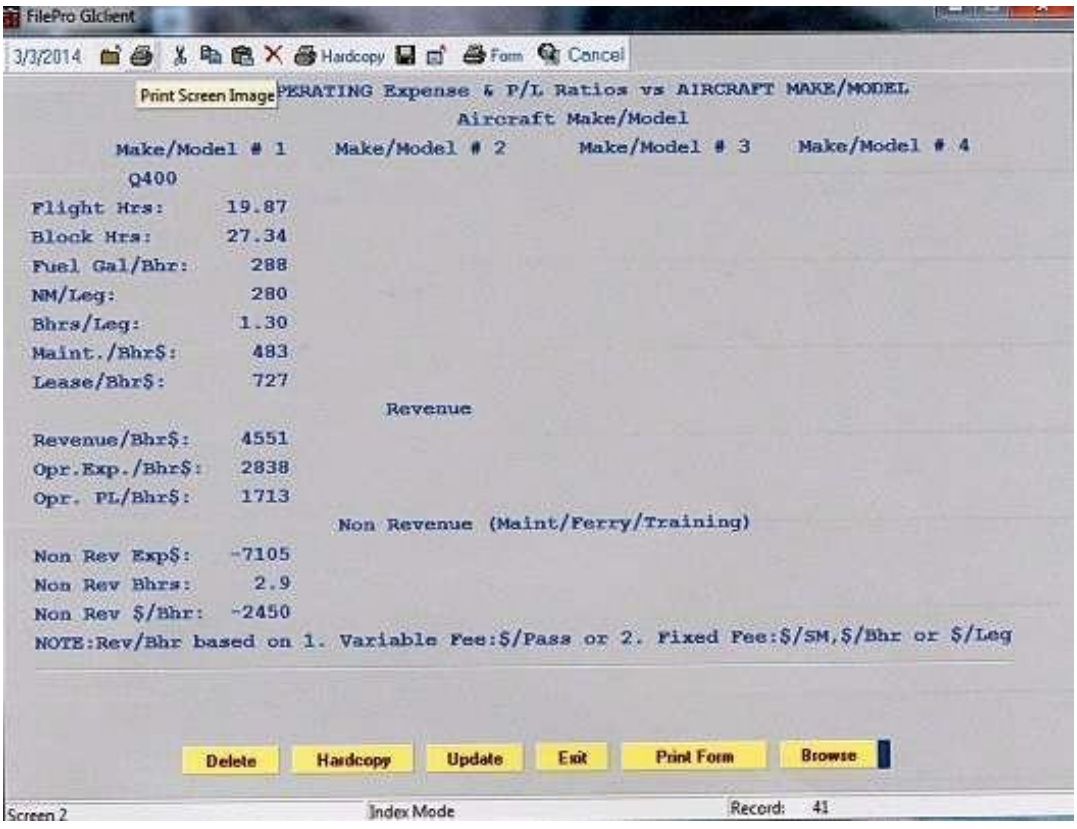
b) Password – This is automatically sent to the user after the initial payment is made at the Skydanceair.com Inquire/Payment webpage. The login name (COID) is selected by the user at the same time. These credential may be given to certain company personnel allowed to enter MIFOS, however, another level of credential is required to be able to enter any of the files in the Main Menu. The credentials to allow personnel in certain positions to enter specific files are assigned in the Company Personnel Names and Positions file.

c) Operating P/L Period – All operating expenses and revenues are processed within this period. The period may be a ¼, ½ or 1 year. As soon as the end date is exceeded a new period is automatically entered, based on the prior period. It is not recommended to change periods once assigned and data has been processed.

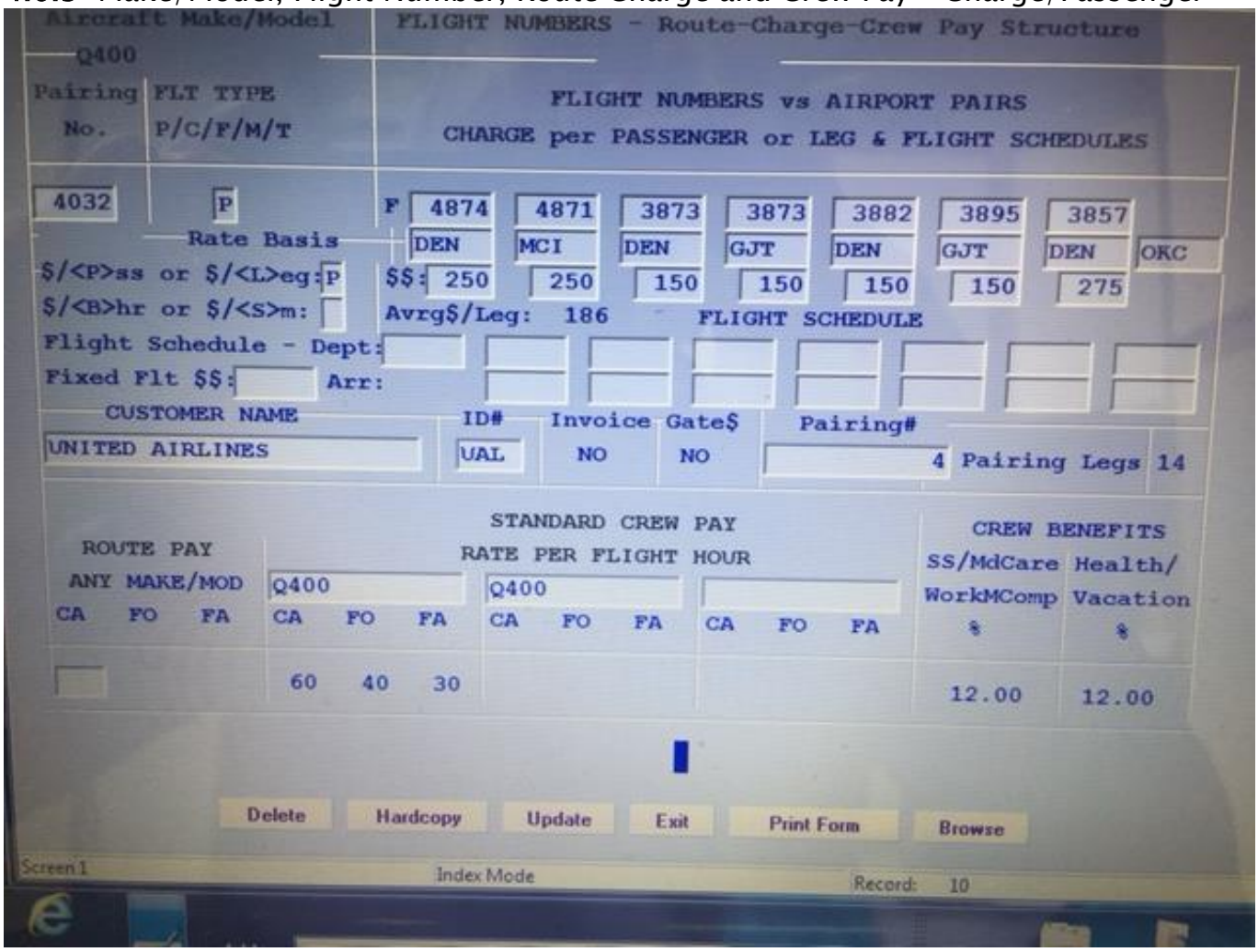
4.6.1 Year to Date Summary of Operating P/L – Screen #1



4.6.2 Year to Date Operating P/L Ratios vs Aircraft Make/Model–Screen #2



4.6.3 Make/Model, Flight Number, Route Charge and Crew Pay – Charge/Passenger



Screen Input Option # 1 – Ref. par. 3.1 Detailed Version

Pairing # – Selected by user and may be used to track a customer's specific route.

Flight Type – Passenger, Cargo, Ferry, Maintenance or Training flight

Rate Basis – Either $/Passenger (P) or $/Leg (L), $/Statute Mile or $/Block Hour

Fixed Flight – $/Route

F – Flight Number assigned to each leg – Departure and Arrival Station

$$ – $/Passenger on each leg

Flight Schedule – For each leg may be left blank

Customer Name and ID – Name and ID# assigned to customer for generating invoices, revenue and expense tracking and Operating P/L

Invoice – Generating invoices for this customer (yes/no)

Gate $ – Charge to customer (yes/no)

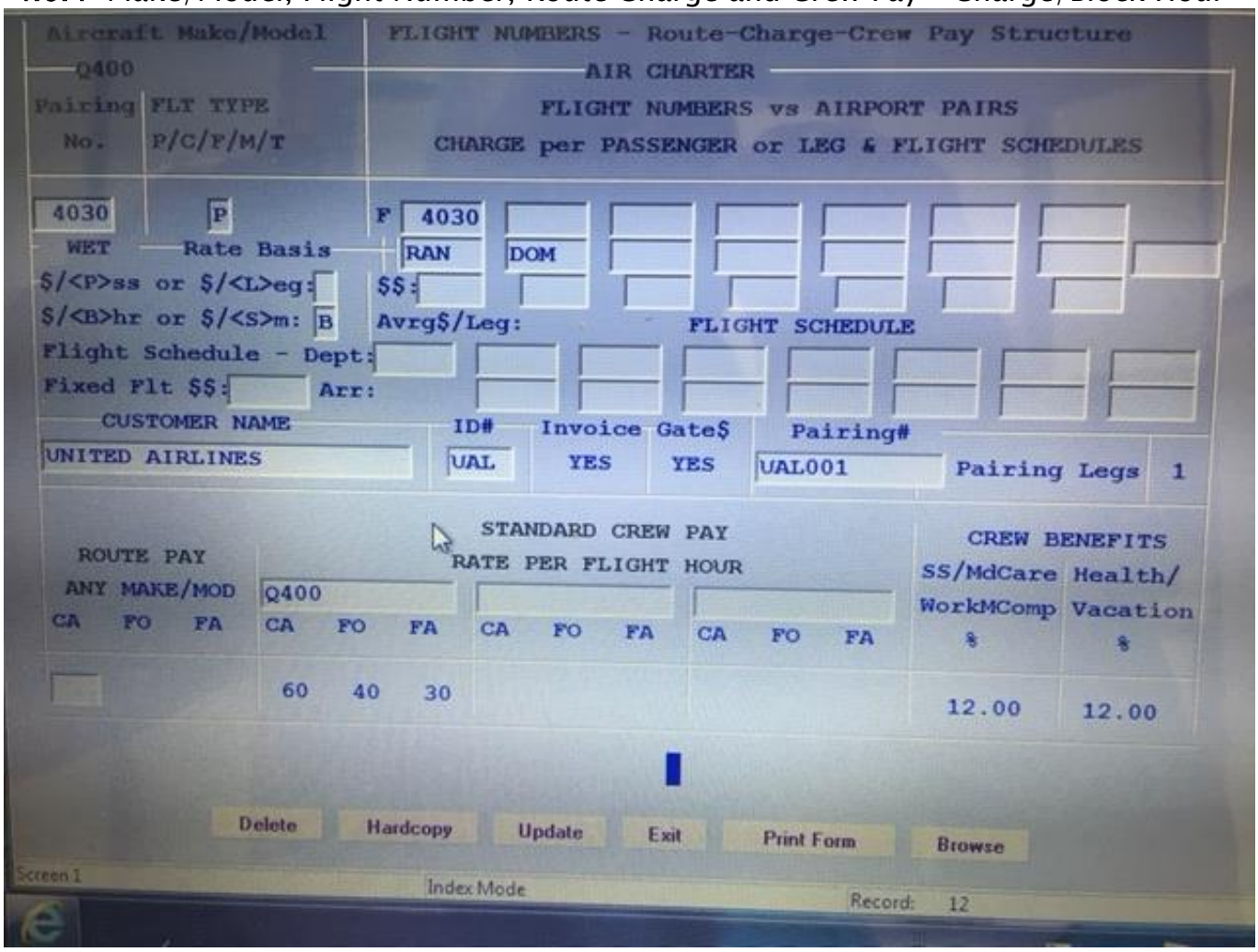
Pairing # – For customer

Standard Crew Pay – Route Pay based on fixed rate paid per route for CA, FO and FA

Rate per Flight Hour – Different Make/Model pay for Captain, First Officer and Flight Attendant

Note: Crew pay and benefits are automatically selected from the crew pay file

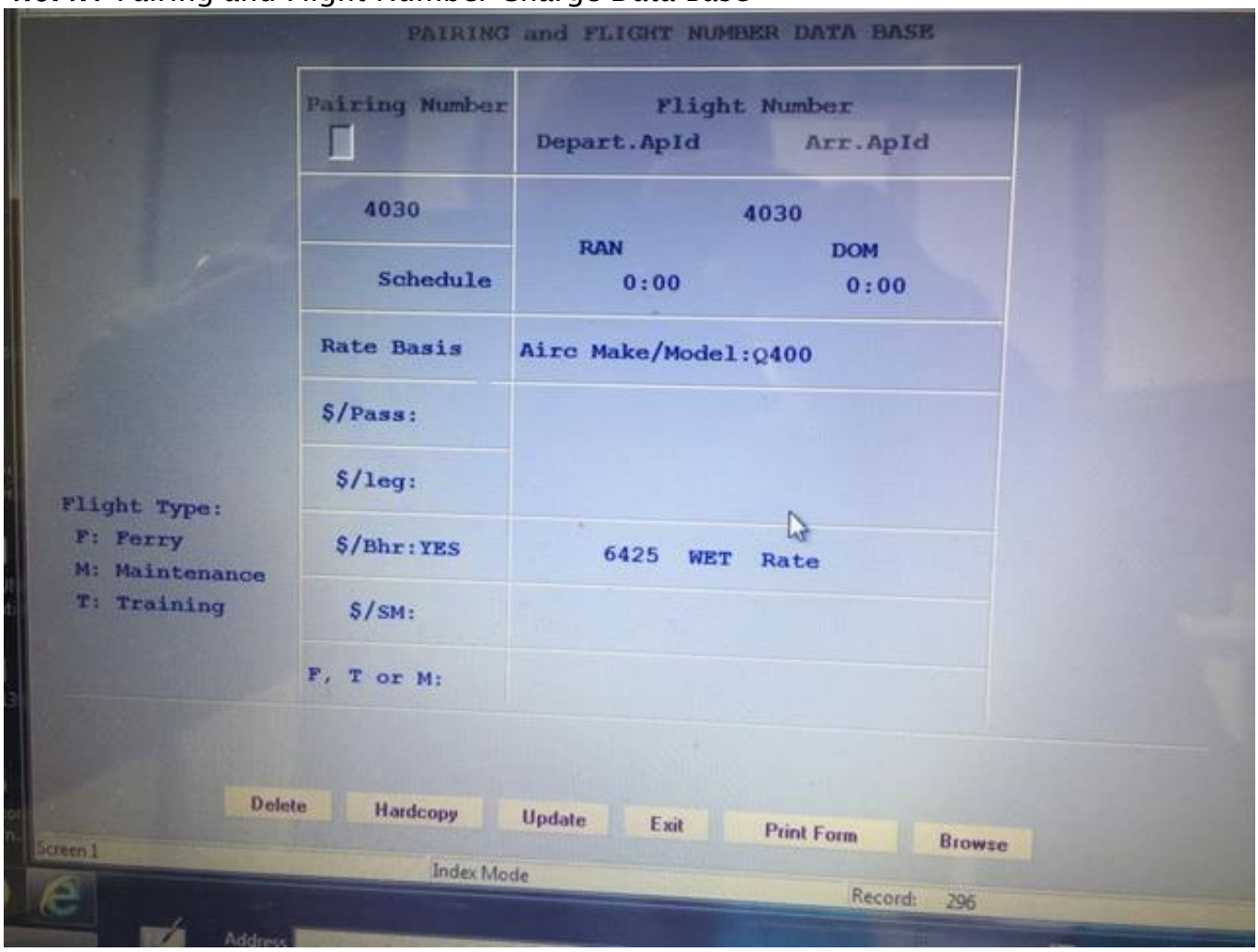
4.6.4 Make/Model, Flight Number, Route Charge and Crew Pay – Charge/Block Hour



Screen Input Option # 2 Ref. Par. 3.2 Simple Version

Input a pairing number which generates the same flight number for any leg and then select "Random."
For general charter operators the option "Random" in the Flight Numbers File is suggested. Only one flight number needs to be selected and the same number entered into the applicable screen field of the app. To track revenue by charter customer assign one pairing/flight number for each customer.

4.6.4.1 Pairing and Flight Number Charge Data Base



Screen Input

No input required – The data is posted when entering the data into the applicable fields on screen 4.6.3.

Dry or Wet Rate – Is posted from the data input on screen 4.7.1 Fleet Category Revenue per Block Hour and Operating Costs, where $/statute mile, $/Block Hour dry or wet is selected.

4.7 Fleet Category Performance NM/Flight Hours vs Stage Length

Screen Input Ref. Par. 2.5 Aircraft Specification File

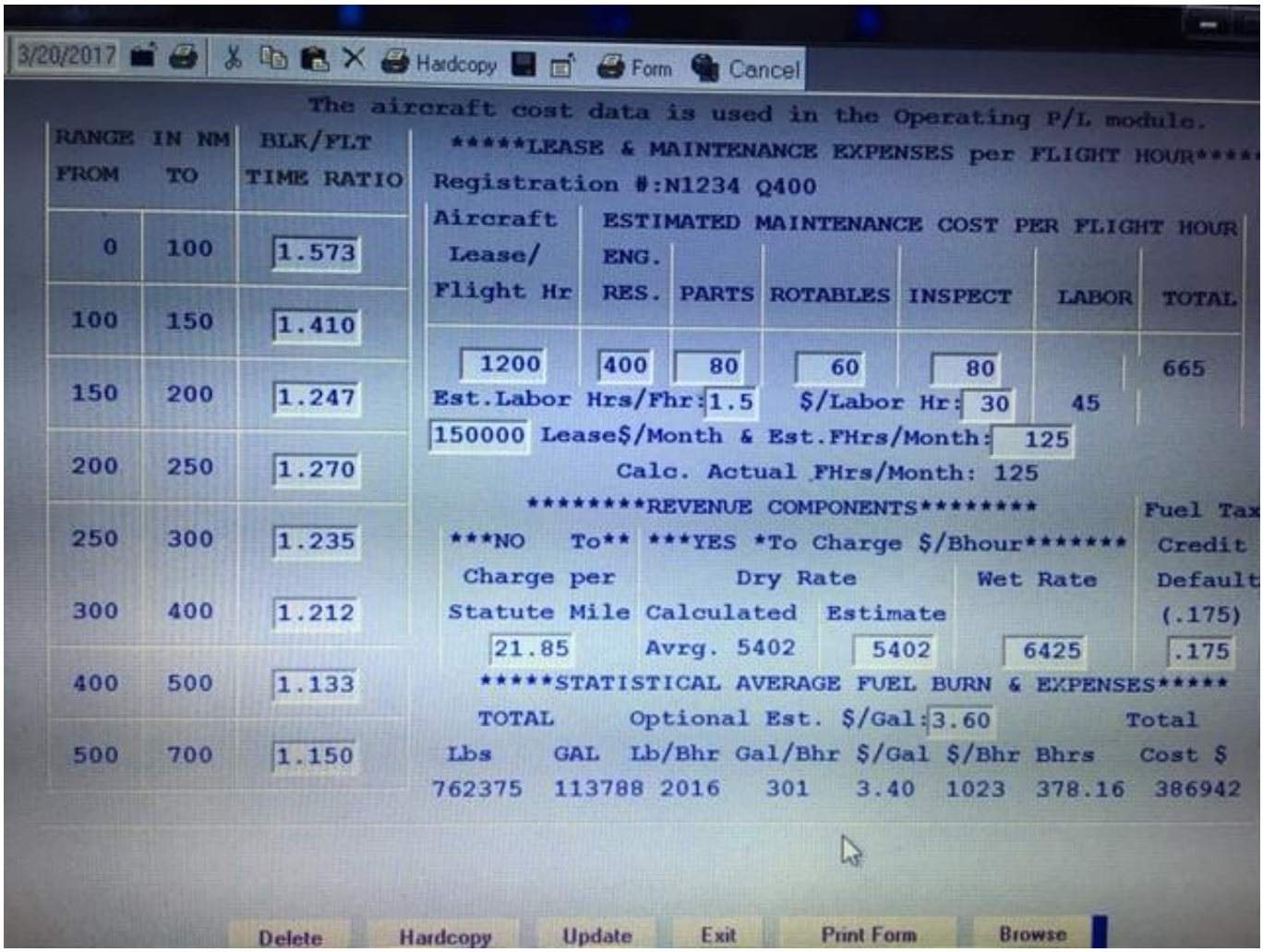
Entering this screen initially the fields are blank.

Stage Length – Complete the various stage length fields and the system calculates the average NM/Hour, fuel gallons and pounds per flight hour based on aircraft performance vs stage length. The performance data is used in computing flight progress such as estimated time enroute, lapsed time, time and NM remaining ref. 4.1.1 Flight Progress in the Flight Following file.

NM/Hour – Initially enter the NM/Hour estimate in the fields. As data is processed the average NM/Hour vs stage length is updated.

Per Hour Live and Ferry – Enter the estimated $/Hour and the $/Statute mile is calculated.

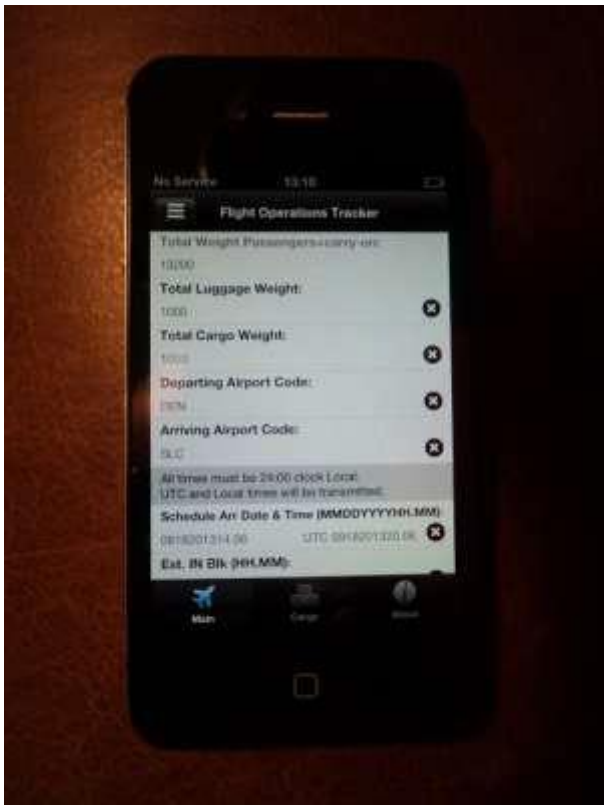
4.7.1 Fleet Category Revenue per Block Hour and Operating Costs – Maintenance and Fuel Cost Data



Screen Input

Ref. Par. 2.5.1 Input Average Projected – data into the fields. The data is used when processing Operating Revenue, P/L and Expenses, tracking financial performance for Pairing and Flight numbers Ref. Par. 4.6.1 and 4.6.2 Operating P/L.

5.0 Functionality of the iPhone App Input Fields



Mobile Integrated Flight Operations System (MIFOS)

Although the various input fields are self-explanatory a few fields need functional explanation. There is a minimum of required data entry before transmitting data. The app will paint the missing fields in red.

The Flight Operations Tracker has three input screens:

1. Flight Operations Tracker
2. Cargo Operations Tracker
3. Aircraft Takeoff Performance (ATP) – Optional

:

There are three types of data transmittals common for all input screens:

1. **Flight Operations Tracker**

   Partial Data Entry: which has only "data required" before departure, and when transmitted facilitate flight following and status of flight operations;
   Complete Data Entry: which include the remaining data required after In Block Time.
   There are a minimum of data, which need to be entered before transmittal. Missing data are painted in red. Data entries may remain on the screen, facilitating less data entry for the next flight.
   Before transmitting the pilot will have a choice to export stored flight log records to an email address and if not the flight record will be stored on the device for later retrieval.
   The emailed flight log records can be exported to an excel worksheet.
   Note: For Flying Clubs, in addition to entering the local times, enter the Tack Out/In times at the bottom of the input screen if required by club rules. The local and UTC In-Block Time is adjusted relative to the In Tach Time.

2. **Cargo Operations Tracker**

   Certain data on this screen must be completed and the field painted red if empty upon transmittal. Remaining fields are optional. Transmittals of cargo data are independent from the Flight Operations Tracker and when transmitted, input is ready for the next cargo customer.
   An unlimited number of cargo customers may be entered for each flight. Data entries may remain on the screen, eliminating repetitive data entries.

3. **Aircraft Takeoff Performance (ATP)** Ref. Par. 4.0

Transmit functionality:

a. Transmittals successful – a note appears: "Data Transmitted Successfully" and a note in blue appears on the lower part of the input screen(s) "Submitted".

b. Unsuccessful Transmittals – a note appears: "Data not transmitted successfully. Data will be saved for later transmittal, when a connection is established", a note appears in blue on the lower part of the input screen(s) "Submitted-Saved."

As soon as new data is entered on either screen the "Submitted" note will be erased. After transmittals, the user may elect either clear or leave the data on the screen. This is an advantage as some of the data entered for the previous leg applies to the next leg.

1.0 Flight Operations Tracker

1.1 The Time Fields

Common for all time and date fields the following functionality applies:

The Local Trip Date field is set to the current date of the app, but may be changed. The UTC Trip Date field is protected and set equal to the local trip date. However, if the Local Out Block Time in a given time zone results in the UTC Out Block date being the next day, then the UTC Trip Date is revised accordingly. The user always enters the local times and the app calculates the corresponding UTC times and changes the UTC Trip Date as applicable. When entering a time field, the selected UTC time will appear on top of the screen for your verification.

The accuracy of UTC times and dates are extremely important, as it provides the basis for data processing and accuracy of the operational and administrative records.

There are two types of time zone selection functions:

a. Cell phone has service connection
   The time zone is automatically retrieved relative to the departure time zone. The App calculates the UTC times from the local times entered. This applies only to the local departure Out Block Time and Off Time. The time zone may be different for the "Scheduled Arrival Date and Time", and is selected as outlined in item b.

b. Cell phone does not have service connection

   The time zones need to be manually selected. As the time field is entered, near the top of the screen, the "Selected time zone is UTC" – with a down arrow is shown. Click on the arrow and a dropdown window appears. A time zone may be selected from the UTC tab or if not known, click on the City tab and enter the city into the search field and the corresponding time zone will appear. Touching the field returns to the local time field and after entering the local time the corresponding UTC time is calculated. The time zone selection is selected twice – once for the "Scheduled Arrival Date & Time" which sets the arrival time zone, and once for the departure "Out Block Time". The departure UTC Off- Time and the arrival UTC time zones are set accordingly.

1.2 Total Weight Passenger + Carry-ons

If average weight per passenger + carry-on cannot be used, then leave the field blank and enter the total weight in the passenger + carry-on field. If used then enter the average weight per passenger + carry-on. Based on the passenger number, the total weight is automatically calculated.

1.3 Total Cargo Weight

For non-revenue cargo or if you do not track cargo revenue, then enter the weight. For revenue cargo, go to the cargo screen and enter the applicable data. The cargo weight entered on that screen will automatically be added to this weight. For each cargo customer added the weight is accumulated in the weight field on the flight tracker screen.

2.0 Cargo Operation Tracker

There are a minimum of data fields to be populated before transmittal and missing data are painted in red. The cargo data is transmitted independently of the flight operation data. Multiple cargo customer data may be entered under the same flight number. The cargo data are transmitted independent of the flight data. Generally transmittals of cargo data are done, while the aircraft is parked at the blocks. After each transmittal the input screen is ready for the next cargo customer. There are no need to clear the fields, as some are common for the next customer.

2.1 Aircraft registration and Flight Numbers

When entering the cargo screen the aircraft registration number, flight number and city pairs from the Flight Operation Tracker populate these fields and, if the fields are manually changed, a note warns that the fields do not match. Normally, one would enter the cargo data on the same flight it is carried.
However, it could be added after the flight, but not recommended, as the wrong cargo data may be entered and the weight would not be included in the total cargo weight and gross take of weight of the aircraft, when the flight data is processed on the MIFOS server.

2.2 Cargo Weight

If flight and/or registration numbers do not match, a warning note appears, advising the numbers do not match and that the weight will not be added to the total cargo weight on the aircraft. The transmit functionality is the same as described above.

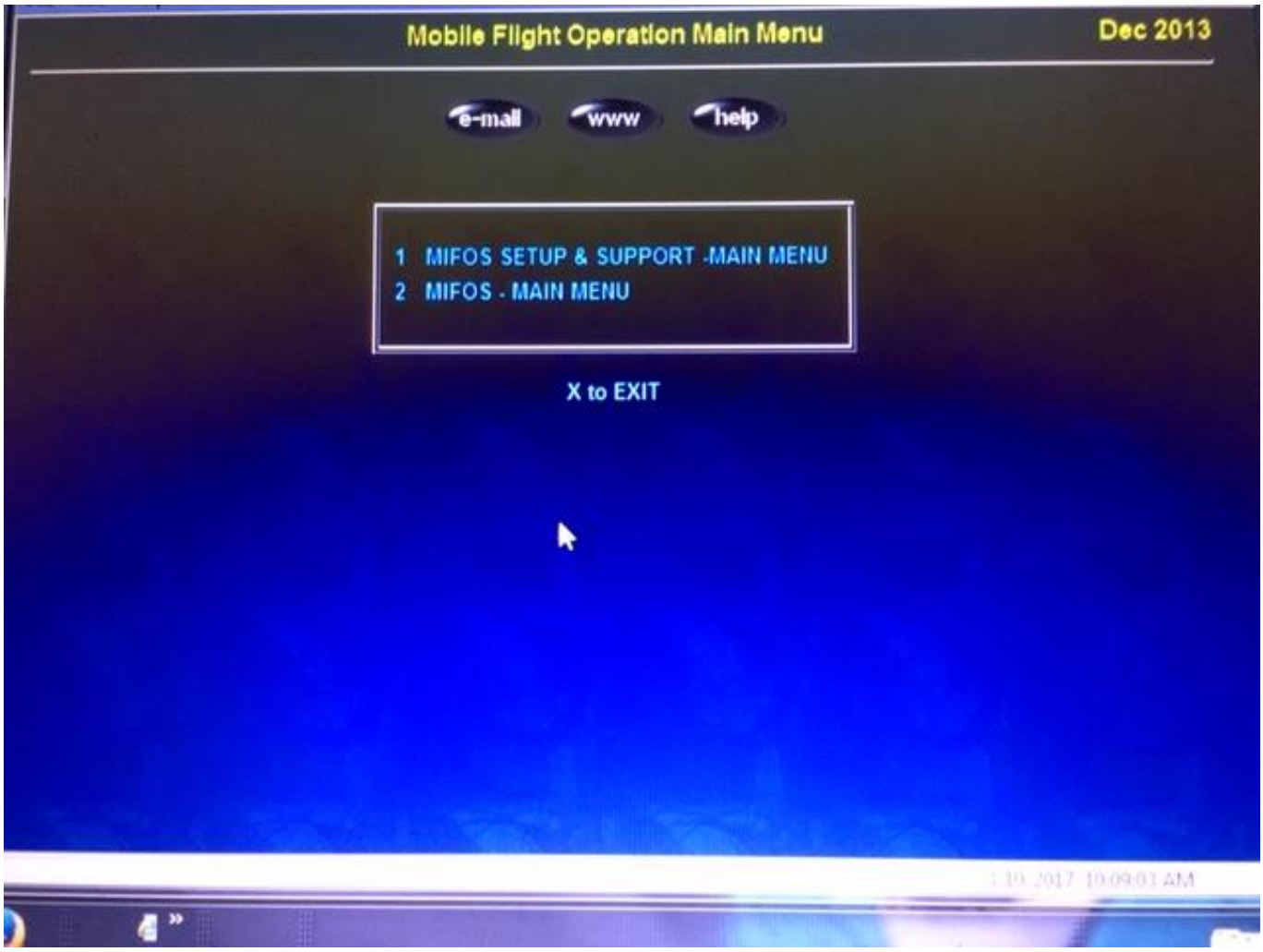
3.0 Pairing or Flight Numbers Structure

The importance of the Pairing and Flight numbers entered into the Flight Number field are explained in Section 3.0 Pairing and Flight Numbers - Rate Structure Module and Crew Pay Rates. The pilot obtains the flight number from the Flight Number List file or from dispatch.

4.0 Aircraft Takeoff Performance (ATP)

This function is applicable to flight operations, where the data can be transmitted to and interface with an aircraft performance based software program. The completed performance data is sent via the internet to the pilot's email address, where it can be viewed. The pilot will have a complete record of the load manifest and performance data for the flight on his/her iPad or iPhone.
On some aircraft the in-aircraft computer flight data interfaces with facilities performing the required takeoff data calculations and transmits to the pilot. This function may be malfunctioning or transmittal of data unreliable or nonexistent. In this scenario the pilot needs to call dispatch and give them the aircraft loading, airport weather and runway conditions, who then calculates the required takeoff data and the pilot notes this on a pad.
The ATP function on the Flight Ops Tracker eliminates this procedure. The pilot completes the ATP input screen and transmits the data to the MOFOS system. Dispatch populates the aircraft takeoff performance screen with the essential data and other helpful information and transmits to the pilot's email address. No need for phone calls and handwritten notes on a pad and the pilot will have a complete record of the takeoff performance data.

6.0 MIFOS – User Setup and Support Files



<u>The first time MIFOS login:</u>

You are directed to the above Mobile Flight Operations Main Menu. Click on Menu # 1 MIFOS Setup and Support–Main Menu and complete the data entries for the support files. The files listed are required to be completed before the Flight Ops Tracker App will be enabled to transmit data. This is accomplished by the encrypted COID code (the user COID code entered when making the initial payment) being sent to the user's email address and downloaded to the Flight Ops App.

<u>Support file Menu #1 Company Personnel Names and Positions:</u>

Listing an employee's position enables a company to allow personnel with specific positions access to only certain or all files.

This is accommodated in the company personnel file, where an assigned position is associated with a person's name and an alpha numeric login code. The employee assigned this login code must keep it in a safe place.

<u>The second time MIFOS login:</u>

You are presented with a general information screen, where the login code is entered. If the code is correct your name and email address appear and you are directed to the MIFOS Main Menu. As an example, select Menu #2 to enter the
Flight Operations Files, then select Menu #4 Flight Operations Menu, then Menu #1 Flight Following and Log.

The second time MIFOS login; cont'd

Select an index YYYYMMDDHHMM (TripDateOutBlockTime) and if you hit enter on a blank field you will see all flights in a brows window indexed by "TripDate&OutBlockTime". Entering YYYYMM in the field the list starts at this period.

6.1 MIFOS Setup & Support Main Menu

The required files are as follows: (the COID code is only sent to the user's email, when all files have been populated by the required data)

1. Company Key Personnel Names and Positions
2. MIFOS User Master Info File
3. Crew Pay File
4. Aircraft Data and Specification File
5. Crew Status and Compliance File including additional crew pay schedule
6. Pairings & Flight Numbers File
7. Fixed Base Operator File
8. Charter, Cargo, Customer and Courier Contact File

Optional Cargo Setup File

1.0 Cargo Customer and Ground Courier

1.1 Cargo Customer and Courier Rate Structure File

Note: Item # 1.0 is required only if the user intends to carry revenue cargo on passenger flights (Coload) or cargo on non-passenger flights with a $/lb. revenue base.

Startup Process

As soon as the files are completed an encrypted company Id is generated and sent to the user's email address for downloading to the Flight Ops Tracker App. Just click on the attached file and follow a brief download instruction. The App is now able to transmit data. After data has been transmitted, the user can log into MIFOS using an Laptop or PC. The user is presented with a Main Menu to select applicable files for viewing and report printing.

Make sure the applicable field entries in the flight operation App such as aircraft registration, flight number, crew ID's, aircraft configuration type, leg code, etc. matches the data in the various support files. The data bases may be expanded as needed (Additional aircraft, Customers, Crews, etc.). Once the setup files have been completed for your operation, you need to assure they always are in sync with flight operations and mission profile. Remember, these files are support files and need to be updated as soon as crews, aircraft, airport served and flight numbers are added. The same applies if the user has cargo customers.

For general charter operations the option "Random" in the Flight Numbers file is suggested. (Ref. par. 3.0 Pairing and Flight Number and par. 3.2 Simple Version). Only one flight # needs to be selected and the **same** number entered into the applicable screen field of the app for each leg. To track revenue by charter customer assign one pairing or flight number for each customer. (ex. 1231)

----------**END**----------