

Skydance Air, Inc.



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

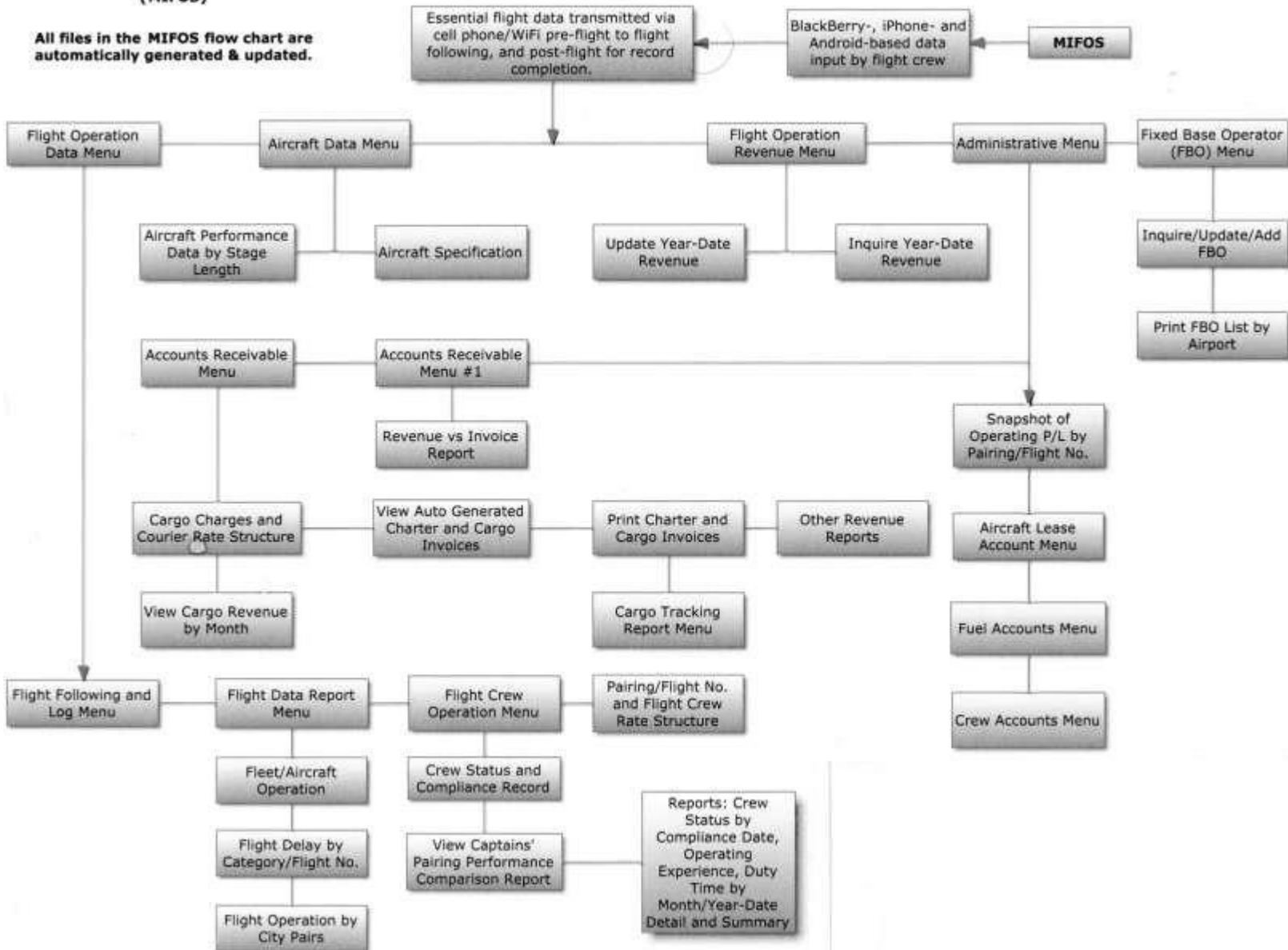
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1.0 Flow Chart

Integrated Mobile Flight Operation System (MIFOS)

All files in the MIFOS flow chart are automatically generated & updated.



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 #1 and click "U" for update and run the cursor 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

Mobile Integrated Flight Operations Log AWS Server:13:06
Company Id:bvtlvt Device#:ECBD19F6-70DC Date:20150605 Time(HH:MM:SS):20:28:30
Local Trip Date:06052015 UTC Date:06052015 Max # Pax Seats: 74
Operator Id:REPU CA/FO/FA1/FA2 ID:605015 506016 605012 605011
Reg.#: N1234 Make/Model #: Q400 Config (P/C):P PASS CONFIG.
Pairing#: 4018 Flt#: 4018 Trip Code: P (NM): 71 Avrg NM/Phr: 169
AvWtPx+Carry On:198 Est.InBlock:14:12 Taxi Time: 0:13
Sched. In Date:06/05/2015 In Time13:18 Status:DELAYED In+/-: -1:06 Code:WX

BLOCK TIME			FLIGHT TIME			CITY CODE		PAX	Avrg.Wt	Pass.Tot.
Out	In	Total	Off	On	Total	Dept	Arr	#	Px+Carry	Lug. Lbs.
13:46	14:24	0:38	13:56	14:21	0:25	KDEN	KCOS	66	198	3300
19:46	20:24	UTC/Z	19:56	20:21	UTC/Z					
980.00		985.00	Lapsed Tach: 5.00							

Fuel#On:	Used:Gal	Lbs	OIL QRT	EMPTY	CARGO	MAX	AVAILABLE	LOAD FACTOR
			le	re	wt	GTOW Lb	Lbs # Pax	Cargo Pax
6900	164	1100			37000	100	64000	3632 74
								2.8 89.2

CREW	#	TAKE OFF	#	LANDINGS	APPROACH TYPE	HOURS
INITIALS	DAY	NIGHT	DAY	NIGHT	ILS LOC GPS VOR NDB IFR NIGHT	
CA:605015	1		1			0:00
FO:506016						0:00

POSTED

Delete Hardcopy Update Exit Print Form Browse

Screen 1 Record: 380

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

3/10/2017 [Icons] Hardcopy Form Cancel

AWS Server Time:12:35:44 Operational/Maintenance Requests

Date: 03/10/17 PIC: 605015 PIC NAME: M. RECINES
Log Date: 06052015 Reg.# N1234 Flight #: 4018 Trip Code: P

Departure Airport: KDEN Arrival Airport: KCOS Arrived BTime Lcl:14:24
Off Time: 19:56 UTC 13:56 Lcl UTC:20:24
Flight Progress-Elapsed Time: 0:00 Rem.Time.: 0:23 Transmit.BTime Lcl:14:12
Total NM: 71 NM: 0 NM: 71 Avrg.NM/Fhr: 178
Delay Code: WX

Maintenance:

Operations :HDN CLOSED THEN ROUTE NOT DIR ASE BUT OVER LAR DO TO DRIFTDOWN PROC
EEDURE CAUSING OPS DELAY
Catering/Other :

UM	Aisle Chair 3	Laps	Cabin Jumpseat	
Wheelchair 3	Assist	ACM	Ramp	Y

<F>
to
Refresh
Flight
Progress

Delete Hardcopy Update Exit Print Form Browse

Screen 2 Record: 380

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

Customer #1

FilePro GClient

3/3/2014

Date: 03/03/2014 Print Screen Image

Gold: bvtlvt

OPERATING P/L by TRIP DATE

Operation

Trip Type: P Flt Hrs: 2.89 Bhrrs: 3.66 Customer

MM/DD/YY Pairing # REG.# Make/Model Route # Name

02/28/14 4048 N1234 Q400 4R48 REPUBLIC AIRLINES

REVENUE PRODUCTION VARIABLE SOURCE

Cargo Data			Passenger/Contract Data			TOTAL OPERATING		
LBS	AVRG \$/LB	REVENUE	PAX #	AVRG \$/PAX	REVENUE	Revenue	Expense	P/L
3400	.8500	2890				17949	11990	5959
						\$/Bhr: 4904	3276	1628

REVENUE PRODUCTION FIXED FEE CONTRACT

\$/Mile	Total Miles	\$/Bhr	Total Bhrrs	\$/City Pair	Total # legs	Total Revenue
15.00	1004					15059

TRACKING CUSTOMER REVENUE SOURCE ON FIXED FEE CONTRACT

Passenger #	B.E. \$/Pass	Cargo Lbs	B.E. \$/Lb
195		2900	

<F>uel Accounting or Crew <S>chedule - Press <F> or <S>

Delete Hardcopy Update Exit Print Form Browse

Screen 4 Index Mode Record: 15

Customer #2

FilePro GClient

12/31/2013

Date: 12/31/2013 Print Screen Image

Gold: bvtlvt

OPERATING P/L

Operation

Trip Type: P Flt Hrs: 4.75 Customer

MM/DD/YY Pairing # REG.# Make/Model Route # Name

12/28/13 4074 N1234 DH4/Q400 N4R74 UNITED EXPRESS

REVENUE PRODUCTION VARIABLE SOURCE

Cargo Data			Passenger/Contract Data			TOTAL OPERATING		
LBS	AVRG \$/LB	REVENUE	PAX #	AVRG \$/PAX	REVENUE	Revenue	Expense	P/L
6000	.5313	3188	209	208	43375	46563	23194	23369
						\$/Bhr: 7748	3859	3888

REVENUE PRODUCTION FIXED FEE CONTRACT

\$/Mile	Total Miles	\$/Bhr	Total Bhrrs	\$/City Pair	Total # legs	Total Revenue

TRACKING CUSTOMER REVENUE SOURCE ON FIXED FEE CONTRACT

Passenger #	B.E. \$/Pass	Cargo Lbs	B.E. \$/Lb

<F>uel Accounting or Crew <S>chedule - Press <F> or <S>

Delete Hardcopy Update Exit Print Form Browse

Screen 3 Index Mode Record: 878

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

FilePro Client 12/31/2011

OPERATING P/L - OPERATING EXPENSES Company Id: bwtlvt
Pairing#: 4074 Customer Route #: N4R74 Name: UNITED EXPRESS

1. Aircraft Maintenance & Lease Expenses for Registration #: N1234

Trip Date	Total Flt HRS	Flight Type	Eng. Parts	Rotables	Insp>	Labor	Lease \$/PHr	Total \$/PHr	Total Airo Expenses
12/28/13	4.75	P	400	80	20	25	35	1500	2060

2. Airport Fees: Ground Handling: 550 Gate: 1751 LdgFee: 1650 Total: 3951

3. Fuel Burn Data Fuel Exemption
Number City Pairs: 5 Fuel Purchased: 950 Pkt #: .175 Pkt \$: -166

Average Gal/Bhr	Total \$/Gal	Total Gallons
287	4.57	1722

4. Flight/Cabin Crew Wages CA: 605015 IOX PO: 605011 PA1: 605012 PA2: 605013
Rate/BHour: 85 15 60 40 35
Tot. Combined Crew Rate/Pairing
\$/BHour Rate/Pairing BHour IOX/IO Pay Tot Wages SS/MC+WC/INS/VAC Crew Total
235 6.01 90 1412 12 8+ 12 8= 339 1751
Your MIPDS Service Charge: #Legs: 5 x \$.50 /leg: 2.50
Click: <F> Fuel Accounting or <S> Crew Schedule Operating Expense: 23194

Buttons: Delete Hardcopy Update Exit Print Form Browse

Screen 1 Index Mode Record: 878

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

FilePro Client 12/31/2011

Print Screen Image - Pairing # 4074 Fuel Consumption and Accounting
Last Aircraft Reg. #: N1234 Make/Model: DH4/Q400 Last Trip Date: 12/28/13

Pairing Gallons	Pairing Lbs	Pairing BlkHrs	Average Gal/BHr	Average Lbs/BHr	\$/Gal	\$/Bhr	Pairing Cost \$	Fuel Burned
1722	11540	6.01	287	1923	4.57	1309	7870	

Airport Id and PBO Name vs. Refueling Cost per Gallon -Date: 12/29/13
Airport Id's-No Fuel Data-

DEN	SIGNATURE	ICT	YALLING AV	DEN	SIGNATURE	GJT	WESTERN AV
\$/gal	5.00		3.75		5.00		3.50
Gal's	350		150		200		150

Airport Fees

Arr. Airp ID	ICT	DEN	GJT	DEN	RAP
Landing	660	330	198	330	132
Gate/Park	280	880	287	216	80
Grnd Handl	150	150	60	150	40

Buttons: Delete Hardcopy Update Exit Print Form Browse

Screen 2 Index Mode Record: 878

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

FilePro Client

12/31/2013 [Icons] [Hardcopy] [Form] [Cancel]

Gold:bvtlvt DeviceId:215E234C- RECEIVABLES-COLOADS Date:P09A-4E2 Time: 0:00:00

Date: 12/31/13 Period: 12/28/13 01/03/14 Billing Period # Days: 6

Inv. Date (MM/DD/YY): 12/28/13 Customer ID: BLVT Inv.#:

Name of	SHIP DATE	A/C	Flight Pairing	AIRPORT CODE
Customer Shipping for	(MM/DD/YY)	A-Bill#	N# No.	No. Origin Dest.
SKIDANCE AIR, INC	12/28/13	N1234	3864	4074 DEN RAP

Piece Min. 5896321 F.E.T.%

Count	Lbs	\$/Lb	Charge	Subtotal	%	On \$	F.E.T.\$
26	6000	.50		3000.00	6.25	3000.00	187.50

Flat Rate: To: Lbs Subtotal Due: 3187.50

DEN Origin Courier & Charge Info. CZ COURIER

RAP Destination Courier & Charge Info. RAPID AIR SERVICEW 1530.0

SHIPPING CUSTOMER Total Due: 4717.50

Address: 2010 46TH AVZ. UNIT # 30

CITY: GREELEY

CO: 80634

Attn: Van Derhooven

Note: THANK YOU FOR YOUR BUSINESS. WE APPRECIATE PAYMENT WITHIN 10-15 DAYS

Posted To P/L File

Payment Information

Date (MM/DD/YY) Amount

TO CHECK
FLT SCHEDULE
PRESS <S>

Delete Hardcopy Update Exit Print Form Browse

Screen1 Index Mode Record: 16

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

Date: Apr 6, 2017 INVOICE Period: 04/20/15 To 04/25/15 Invoice due: 05/05/15

*** Inv. Date: 04/20/15 Customer Id: UAL Inv.#: UAL-00043

Customer: UNITED AIRLINES Address #1:

City: State/Prov.: Zip/Postal Code:

Country: Attn. Name:

Charter Date (MM/DD/YY): 04/22/15 Pairing#: 4030 Customer Flight#: OAL001

Customer P.O.#: Airc. Make/Model: Q400 Quoting-Gate \$/Px

ICAO (Airc. Id): KMTJ KDEN KBIL KDEN KRAP Enter Av.#Pass: TRMT

Airc/Grnd Fees: 934 0 1258 214 0 #Destinations: 4

Route Diversion Text: Fixed Avrg.\$/Leg Based:

Charge \$/Bhr Based: #Legs: Avrg\$/Leg: Total:

Total Bhrs: 5.02 Dry \$/Bhr: Wet \$/Bhr: 6500 Total Based on \$/Bhr: 32630.0

Charge \$/Statute Miles Based:

Total Statute Miles: \$/Stat Mile: Total Based on \$/Mile:

round Fees:

Airport Fees: Grnd Hndl/Agent: 265.0 Gate/Ramp: 1382 Landing: 759.0 Total: 2406.0

Est.Tot.Blk.Hrs: 5.02 Est.Grnd.Hrs: Grnd Credit/Blk Hr.:

Chargeable Ground Hrs: \$/Grnd.Hr: Ground Hrs Wait Fee:

Other Charges/Credits (-):

FET% 6.25 on \$ 32630 = 2039 + Subtotal: 35036.0 = Total Charge: 37075.0

Delete Hardcopy Update Exit Print Form Browse

Screen1 Index Mode Record: 45

4.6 MIFOS User Master Information Record

MIFOS User Master Information Record

CUSTOMER INFORMATION

User ID #: bvtlvt Phone#: (970) 396-5160 Email: bertvantoorburg@gmail.com
/Company Name: Bert Last: van Toornburg
Address: 2010 46TH AVE. #30
City: Greeley State: CO Zip: 80634
Country: USA Province: Postal Code:
User Login Password: 080385

ACTIVITY STATUS

Start: 032314 To: 04/06/17 Total \$: 2225.65 = 6359 #Legs x \$.35 /leg
Period: 120815 To: 040616 Period \$: 5.95 = 17 #Legs x \$.35 /leg
Updated Acct. Balance: 372.85 Current Balance: 366.90 Min. Account Balance: 10.0
Operating P/L Initial Startup Date (MM/DD/YY): 01/01/2016 Default 1st leg flown
Period End Date (MM/DD/YY): 12/31/2016 If empty, defaults to
Opr. P/L & Exp. Period may be 1/4, 1/2 or 1-year; date of last flight log record
Usually 1-year Jan-Dec. The period is credical, so change can only be done here.

TRANSACTION INFORMATION

Credit Card Charged: 21.00 Date: 120815
Transaction Code: 56eb3d04-5252-4aca-9ffb-6e939dache5

Delete Hardcopy Update Exit Print Form Browse

Screen 1 Index Mode Record: 1

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:

- Email address – Reports and account information are sent to this address.
- 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.
- Operating P/L Period – All operating expenses and revenues are processed within this period. The period may be a $\frac{1}{4}$, $\frac{1}{2}$ 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

Date: 04/07/17 YEAR - DATE SUMMARY OF OPERATING P/L

All Pairings Period Start: 06/01/15 To: 12/31/15 Running Reord Date: 12/01/15

Rev.	Hours	Maint	Lease	Fuel Accounting	Expense	FET	Airport Fees	Crew Expense	Non-Rev.
Flight	Block			Gallons					Mx/F/T
39.04	49.06	25963	77497	13343	44782	-1635	29861	10343	2976
									Phr: .55
									Bhr: .75

Fuel Credit MIFOS	Expense	% of Total Operating Expense	Total Operating Expense	% of Total Rev
16.20	13.90	41.48	23.97	15.98
				5.54
				186827
				59.70
				\$/Bhr: 3808

REVENUE PRODUCTION VARIABLE SOURCE

Pass #	Pass \$	Cargo Lbs	Cargo \$	Tot.Var.Rev.	Var+Fix Rev.	P/L	Revenue
0	0	0	0	0	312966	126139	40.30
\$/Pass:		\$/Lb:		\$/Bhr: 0	\$/Bhr: 6379	PL/Bhr: 2571	

REVENUE PRODUCTION FIXED FEE CONTRACT + Addt'l Wait Hr Fee\$: 0

Total	\$/SM	SM	Rev.	\$/Bhr	Bhr	Rev.	\$/Leg	#legs	Rev.	Total Fixed	Rev. Rev/Bhr
6478.3				48.3		312966				312966	6379

Buttons: Delete Hardcopy Update Exit Print Form Browse

Screen 1 Index Mode Record: 8

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

FilePro Client

3/3/2014

Print Screen Image

OPERATING Expense & P/L Ratios vs AIRCRAFT MAKE/MODEL

Aircraft Make/Model

Make/Model # 1	Make/Model # 2	Make/Model # 3	Make/Model # 4
Q400			
Flight Hrs:	19.87		
Block Hrs:	27.34		
Fuel Gal/Bhr:	288		
NM/Leg:	280		
Bhrs/Leg:	1.30		
Maint./Bhr\$:	483		
Lease/Bhr\$:	727		
Revenue			
Revenue/Bhr\$:	4551		
Opr. Exp./Bhr\$:	2838		
Opr. PL/Bhr\$:	1713		
Non Revenue (Maint/Ferry/Training)			
Non Rev Exp\$:	-7105		
Non Rev Bhrs:	2.9		
Non Rev \$/Bhr:	-2450		

NOTE: Rev/Bhr based on 1. Variable Fee: \$/Pass or 2. Fixed Fee: \$/SM, \$/Bhr or \$/Leg

Buttons: Delete Hardcopy Update Exit Print Form Browse

Screen 2 Index Mode Record: 41

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

Aircraft Make/Model		FLIGHT NUMBERS - Route-Charge-Crew Pay Structure									
Q400											
Pairing No.	FLT TYPE P/C/F/M/T	FLIGHT NUMBERS vs AIRPORT PAIRS CHARGE per PASSENGER or LEG & FLIGHT SCHEDULES									
4032	P	F	4874	4871	3873	3873	3882	3895	3857		
	Rate Basis	DEN	MCI	DEN	GJT	DEN	GJT	DEN	OKC		
	\$/<P>ss or \$/<L>eg:P	\$\$: 250	250	150	150	150	150	150	275		
	\$/hr or \$/<S>m:	Avrg\$/Leg: 186									
Flight Schedule - Dept:											
Fixed Flt \$\$:											
Arr:											
CUSTOMER NAME		ID#	Invoice	Gate\$	Pairing#						
UNITED AIRLINES		UAL	NO	NO	4 Pairing Legs 14						
ROUTE PAY		STANDARD CREW PAY						CREW BENEFITS			
ANY MAKE/MOD		RATE PER FLIGHT HOUR						SS/MdCare Health/			
CA	FO	FA	CA	FO	FA	CA	FO	FA	WorkMComp Vacation		
									% %		
			60	40	30				12.00 12.00		

Screen 1 Index Mode Record: 10

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

Aircraft Make/Model		FLIGHT NUMBERS - Route-Charge-Crew Pay Structure									
Q400		AIR CHARTER									
Pairing No.	FLT TYPE P/C/F/M/T	FLIGHT NUMBERS vs AIRPORT PAIRS									
CHARGE per PASSENGER or LEG & FLIGHT SCHEDULES											
4030	P	F	4030								
WET	Rate Basis	RAN	DOM								
\$/<P>ss or \$/<L>eg:		\$\$:									
\$/hr or \$/<S>m: B		Avg\$ /Leg:		FLIGHT SCHEDULE							
Flight Schedule - Dept:											
Fixed Flt \$\$:		Arr:									
CUSTOMER NAME		ID#	Invoice	Gate\$	Pairing#						
UNITED AIRLINES		UAL	YES	YES	UAL001						
					Pairing Legs		1				
ROUTE PAY		STANDARD CREW PAY						CREW BENEFITS			
ANY MAKE/MOD		RATE PER FLIGHT HOUR						SS/MdCare Health/			
CA	FO	FA	CA	FO	FA	CA	FO	FA	CA	FO	FA
									WorkMComp	Vacation	
									%	%	
			60	40	30				12.00	12.00	

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Screen 1
Index Mode
Record: 12

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

PAIRING and FLIGHT NUMBER DATA BASE

Pairing Number	Flight Number	
	Depart.ApId	Arr.ApId
4030		4030
Schedule	RAN 0:00	DOM 0:00
Rate Basis	Airc Make/Model:Q400	
\$/Pass:		
\$/leg:		
\$/Bhr: YES	6425 WET Rate	
\$/SM:		
F, T or M:		

Flight Type:
F: Ferry
M: Maintenance
T: Training

Delete Hardcopy Update Exit Print Form Browse

Screen 1 Index Mode Record: 296

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

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Reg# N1234

AIRCRAFT PERFORMANCE					AIRCRAFT CHARGE DATA				OPERATOR
RANGE IN NM		NM/HOUR	GAL/HOUR	POUNDS/HOUR	PER HOUR		PER STAT.MILE		RESPONSE TIME HH:MM
FROM	TO				LIVE	FERRY	LIVE	FERRY	
0	100	158	371	2489	6500	3500	35.77	19.26	2:00
100	150	242	372	2494	6500	3500	23.36	12.58	CANCEL
150	200	263	372	2493	6500	3500	21.49	11.57	% OF GROSS 5
200	250	289	349	2337	6500	3500	19.56	10.53	OTHER INFORM.
250	300	287	450	3015	6500	3500	19.69	10.60	Catering
300	400	288	374	2507	6300	3500	19.02	10.57	
400	500	296	356	2388	6300	3500	18.51	10.28	
500	700	315	0		6300	3500	17.39	9.66	

Delete Hardcopy Update Exit Print Form Browse

Screen 3 Index Mode Report 1

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

3/20/2017 [Icons] Hardcopy [Icons] Form Cancel

The aircraft cost data is used in the Operating P/L module.

RANGE IN NM FROM	TO	BLK/FLT TIME RATIO
0	100	1.573
100	150	1.410
150	200	1.247
200	250	1.270
250	300	1.235
300	400	1.212
400	500	1.133
500	700	1.150

*****LEASE & MAINTENANCE EXPENSES per FLIGHT HOUR*****
Registration #:N1234 Q400

Aircraft Lease/ Flight Hr	ESTIMATED MAINTENANCE COST PER FLIGHT HOUR					
	ENG.	RES.	PARTS	ROTABLES	INSPECT	LABOR
1200	400	80	60	80		665
Est.Labor Hrs/Fhr:1.5			\$/Labor Hr: 30		45	
150000 Lease\$/Month & Est.FHrs/Month:	125					
Calc. Actual FHrs/Month:	125					

*****REVENUE COMPONENTS*****

NO	To**	***YES	*To Charge \$/Bhour**	Fuel Tax
Charge per	Dry Rate	Wet Rate	Credit	Default
Statute Mile	Calculated	Estimate		(.175)
21.85	Avrg. 5402	5402	6425	.175

*****STATISTICAL AVERAGE FUEL BURN & EXPENSES*****

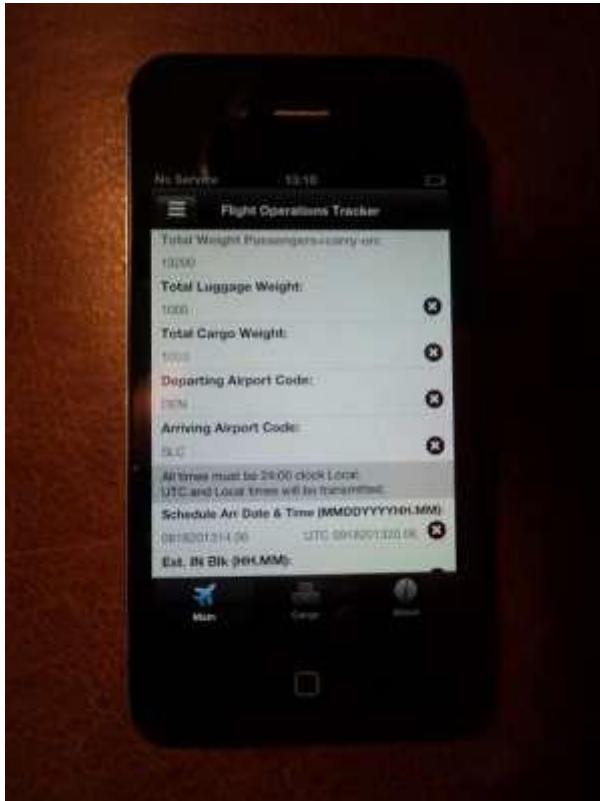
TOTAL	Optional	Est. \$/Gal:	3.60	Total
Lbs	GAL	Lb/Bhr	Gal/Bhr	\$/Gal
762375	113788	2016	301	3.40
				1023
				378.16
				386942

Delete Hardcopy Update Exit Print Form Browse

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.

The screenshot displays the 'Flight Operations Tracker' app interface. At the top, it shows 'Selected time zone is UTC - 06:00'. Below this, there are two date fields: '0918201314.06' and 'UTC 0918201320.06'. The main section contains three time input fields, each with a local time, a UTC time, and a clear button (X):

Field Label	Local Time (HH.MM)	UTC Time
Est. IN Blk (HH.MM):	14.02	UTC 20.02
OUT Blk Time (HH.MM):	12.30	UTC 18.30
OFF Time (HH.MM):	12.38	UTC 18.38

Below the time fields is a numeric keypad with two columns of numbers:

10	36
11	37
12	38
13	39
14	40

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 off 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.

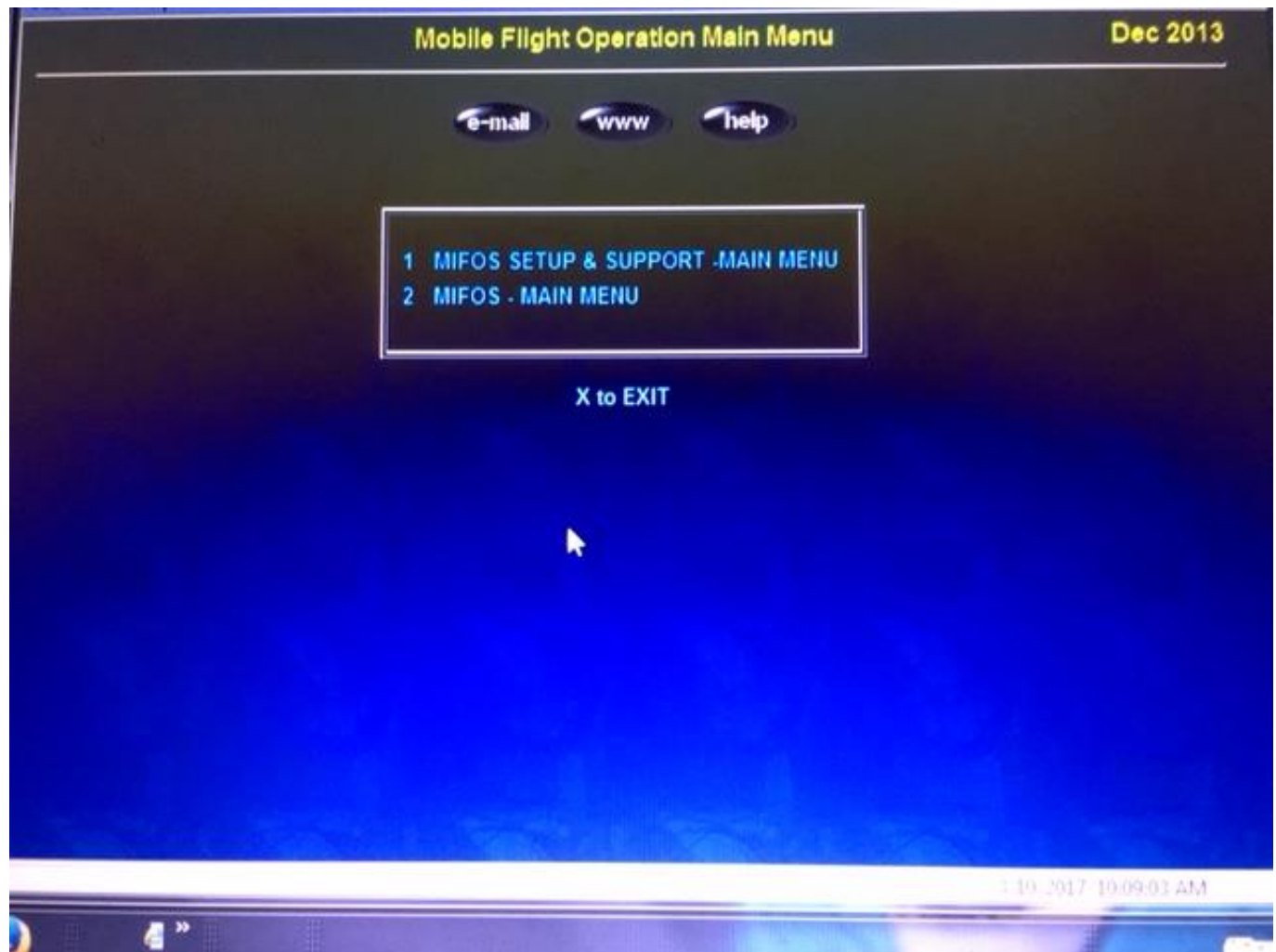
4.0 Aircraft Takeoff Performance (ATP)

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



The first time MIFOS login:

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.

Support file Menu #1 Company Personnel Names and Positions:

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.

The second time MIFOS login:

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-----