

## SOMETHING NEW ON THE FLIGHT SCENE

Unless you're an airline or large charter operator with your own IT department, most likely you complete FAA paperwork by filling out forms. The fortunate ones have some spreadsheet knowledge, and some make it the pilot's responsibility. Ultimately, it's the operator's responsibility. As important as it is, many simply do not have time to run the business and keep up with the paperwork. And from a pilot's perspective; after a day's flying, flight management, and getting ready for the next trip, doing FAA paperwork does not lend itself to accurate reporting.

This message has been repeated for the last several years to owner Ray Shinneman of Air Carrier Compliance Group, Inc. ACCG helps operators find there way through the FAA certification paperwork for Part 135 certifications. During such, the subject inevitably comes up how to comply with the day to day flight and duty time reports, and other FAA required paperwork. ACCG usually recommended an aviation software provider. Most operators responded that the programs available today are too costly and complicated to operate.

With the need of an affordable system to help with the paperwork, Ray partnered with Mr. Ron Dexheimer, a successful Kansas City entrepreneur, and formed [myFLIGHTDATA](#). System development took off over the course of the next 3 years, and then the [myFLIGHTDATA](#) system was officially launched in 2008.

### ***The Goal***

**Just File and Fly, We'll take care of the paperwork!** The goal was set out to make a system as automated as possible, as simple as possible to use, while maintaining at least the standards of Federal Aviation Regulations. It was decided early on that a good automated FAA recordkeeping system prompts users for the information, alerts you to deficiencies on compliance, and increases accuracy. Additionally, the system should be easy to use, and save time, which ultimately equates to increased profits.

As a result the [myFLIGHTDATA](#) system became the most automated, state of the art, and user friendly record-keeping and flight tracking system for pilots, aircraft owners, and operators available to the aviation industry! Here are just a few key features of the system:

- ✈ **Aircraft Legal** checks when a flight plan is filed
- ✈ **Pilot Legal** checks automatically when the PIC is assigned
- ✈ **Flight monitoring** (locating) from any computer online or remotely by alerts to a cell phone or PDA.

- ✈️ **FAA Required Reports** including flight and duty times, aircraft maintenance status, flight history, and pilot qualifications
- ✈️ **Aircraft Maintenance Status** reports keep the pilots in the loop for upcoming maintenance, and a legal aircraft
- ✈️ **Pilot Logbooks**, free for each pilot employed

## ***The Results***

In today's world you can either buy software that you have to maintain and update, or you can use internet based systems. With an internet based system you can simply log on and use the system. Having this in mind led [myFLIGHTDATA](#) to an internet based system, which we maintain for you.

[myFLIGHTDATA](#) also negotiated a direct feed from the FAA, which allows us to see when you file IFR flight plans, fly, or have flight following. Basically, when you're on the FAA Air Traffic Control radar we can see you as well. You can then import that information into your flight history reports, thus removing most of the manual flight data entry that is needed to make your reports.

As per part of the FAA requirements for receiving the FAA data feed, [myFLIGHTDATA](#) installed state of the art servers that are located in a highly protected data building. Additional hardware and software safety precautions were also implemented to help protect you and the system from any unauthorized access.

## ***The Future***

The [myFLIGHTDATA](#) system is under constant improvement. The largest modifications that take place are when custom packages are developed. The [myFLIGHTDATA](#) team routinely works with small, medium, and large entities to help provide flight department recordkeeping solutions.

Current plans involve establishing sustainable growth in the Part 135 air operator market, while maintaining our high level of customer care. Customer satisfaction is [myFLIGHTDATA's](#) number one priority.

## ***Special Thanks***

Of course none of this would be possible without the help and contributions from the Federal Aviation Administration (FSDO's; Oklahoma City, Miami, Kansas City, Ft. Lauderdale, and FAA Computer Specialist John McClure), the testing and input from Part 135 operators (Air Stat, Jet Charter International, Bygone Aviation, Eastern Air Express, Key West Executive Air Charter, Liberty Helicopters, Presidential Airways), and other contributors (Dick Gibbs, Kathy Wood, Frank Craven, Vanessa Coradetti, Nicole Shinneman), as well as the IT companies' extensive programming knowledge.