Subscriber News

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Bits and Pieces

Support Requests

A search feature has been added to your listing of previous requests (Support tab / Request Support). This will allow you to locate previous requests already answered more quickly.

The MyFBO.com support staff is also documenting more telephone inquiries and responses for future reference.

Help Wanted

While extensions and enhancement to the online system are proceeding rapidly, MyFBO.com would like to pick up the pace. If you know of a web programmer / developer interested in General Aviation and small town living, please ask them to contact us.

Image Adjuster

For users of the Pictures / Documents On File feature, an image adjuster has been added to the online system. This feature supports the rotation, resizing, and cropping of JPEG (Joint Photographic Experts Group) images – the most common output of digital cameras and webcams. It is available when you upload a new image, and for JPEG images already on file.

The purpose of the Rotate feature is obvious – you can now use pictures taken holding your camera vertically and rotate them after upload.

Many digital cameras produce images far too detailed for use on the low-resolution web. The Resize feature of the image adjuster reduces that resolution (number of pixels) to an appropriate size – saving storage costs and reducing download / display times.

For the production of ID badges and for the ID on Dispatch Ticket function, just a close-up or "head shot" of your customer is best. Many of us stand too far away when taking these pictures. The Crop feature, shown below, eliminates unneeded background, keeping just the selected portion of an image.

Maintenance Tracking Subsystem

The support staff sometimes hears that the Maintenance Tracking System (MTS) is "broken." Most often, users need help understanding how it works.

The MTS calculates when a maintenance item is next required using the date or hours when the item was last completed plus the interval specified in the maintenance plan for that resource.

Next, the MTS calculates the days or hours until maintenance by subtracting the time on the resource now or date now from the result of the previous calculation. Any data entry errors must be corrected to produce the correct days or hours until maintenance.

On the maintenance calendar and schedule pages, flights in progress and future reservations are also considered when estimating the time until maintenance, predicting the date when a resource must be taken offline.

Additional information is always available from the online help system or by attending a *Maintenance Tracking Webinar* (online seminar).

Regularly scheduled webinars are short (45 minutes to one hour), free, and a great way to learn more about how the online system operates. Please see the Support tab / Training for addition information and schedules.

Duty Time In Testing

Premium +
Editions

MyFBO.com has frequently been asked to add duty time to the online system – a testament to the difficulty of the task. Duty time tracking is now available in experimental form for testing and comment.

The duty time beta is available in four FAA "flavors" plus for Australian operators:

- FAR 91.1057 - for Fractional Ownership (Subpart K) operators
- FAR 121.471 - for Domestic Airline operators
- FAR 135.265 - for Scheduled Charter operators
- FAR 135.267 - for Unscheduled Charter operators
- CASA Civil Aviation Orders Section 48.1.

System Administrators can enable this function from their Feature and Option Parameters – Premium Edition section.

Flight Crew can access the duty time analysis report from their Personal Menu / Personal Reports section. Manager-level users and above can access the duty time analysis report from the Manage tab / Resource Management Menu in the Staff Reports section. In either case, the report is labeled "Flight Time Limitations and Rest Requirements."

Flight staff will need to report their on-duty time for proper operation. This is done through the system's present time clock feature on the Personal Menu.

During beta testing, there is no general duty time report – duty time analysis must be conducted for each flight staff member individually. Similarly, duty time validation is not yet included in the qualification and limitation checker.

Flight Training Devices

A major upgrade in the internal handling of flight training devices (FTDs) occurred on April 3, 2008. The major effect of this change was to treat FTDs the same as aircraft in almost all regards.

Previously, some subscribers had categorized their FTDs as aircraft as a work-around for system limitations, but this created difficulties in the qualification and limitation checker.

Flight training devices can now be fully included in the Maintenance Tracking Subsystem as well as your leaseback payment calculations. And the qualification and limitation checker does not impose flight restrictions on these devices.

Using the new "do not schedule with" function below, you can also include an FTD in your pricing data twice – once as multi-engine and again as a single.

More New Features

Competency and Line Checks

For Part 135 and 91K users, the online system can now track competency check and line check dates. The fields for these dates automatically appear in the Resource Data for charter or fractional flight staff.

The system can also review for expiration of those checks as specified in the Qualification and Limitation Parameters – Flight Staff Limitations.

Service Order Shop Supplies

Premium +
Editions

A new feature of the Service Order Subsystem supports the addition of a percentage adder for miscellaneous shop supplies. This adder is specified in your Service Order Parameters – General, and can be applied to the total parts charge or to the total order.

Do Not Schedule With

A new option has been added to the Miscellaneous Resource Data that will prevent any two resources from being scheduled at the same time. While developed to prevent simultaneous scheduling of an FTD that is included as both single and multi-engine resource, we expect subscribers will find other creative uses for this feature.

Airport Names

One multi-airport subscriber told us that his office staff did not understand airport identifiers. Because we work with identifiers every day, this simply did not occur to us. Airport names have now been added to many pages for multi-airport users, including reservation creation, schedule reports, and the Review tab.