

Reporting month: April 2026 Aircraft: Sample Aircraft — Midsize Jet, N-XXXXX Period: Apr 1 — Apr 30, 2026 Prepared for: Aircraft Owner
 Prepared by: Cory Cook, FlightLine Solutions

| | | | |
|----------------------------|-------------------|---|---|
| 13.2 HOURS FLOWN | 3 TRIPS | \$67,990 AMOUNT DUE <small>to FlightLine</small> | 2 OPEN SQUAWKS <small>none grounding</small> |
|----------------------------|-------------------|---|---|

FLIGHT ACTIVITY

| | |
|------------------------------|-----------------------------|
| Hours flown (block / flight) | 13.2 / 12.4 |
| Legs | 8 |
| Trips | 3 |
| Airports visited | SDL · HOU · AUS · SAT · ELP |

TRIPS THIS MONTH

| # | Dates | Route | Legs | Hrs | Trip total |
|---------------------------------|-----------|-----------------------------|----------|-------------|-----------------|
| 1 | Apr 3–5 | ADS ⇄ SDL | 2 | 4.2 | \$18,420 |
| 2 | Apr 11–12 | ADS ⇄ HOU | 2 | 2.1 | \$9,860 |
| 3 | Apr 22–25 | ADS → AUS → SAT → ELP → ADS | 4 | 6.9 | \$27,540 |
| Trip expenses (subtotal) | | | 8 | 13.2 | \$55,820 |

Each line is backed by its full trip file — flight log, every receipt, and crew invoices — on record and available any time.

FINANCIAL SUMMARY & BUDGET

| Line item | Actual | Budget | Variance |
|--|-----------------|-----------------|-----------------|
| Fuel | \$26,800 | \$24,000 | +\$2,800 |
| Crew | \$14,200 | \$14,000 | +\$200 |
| Hotels / Rental cars | \$7,900 | \$7,000 | +\$900 |
| Catering | \$2,100 | \$2,000 | +\$100 |
| Other operating (landing, handling, ground) | \$4,820 | \$4,450 | +\$370 |
| Trip expenses — subtotal (3 trips) | \$55,820 | \$51,450 | +\$4,370 |
| Maintenance | \$5,400 | \$6,000 | -\$600 |
| Subscriptions (ForeFlight, iPad data, charts/wx) | \$520 | \$550 | -\$30 |
| Owner reimbursement to FlightLine | \$61,740 | \$58,000 | +\$3,740 |
| Management fee | \$6,250 | \$6,250 | \$0 |
| Total due to FlightLine this month | \$67,990 | \$64,250 | +\$3,740 |
| Hangar (owner-paid) | \$3,200 | \$3,200 | \$0 |
| Insurance (owner-paid) | \$4,500 | \$4,500 | \$0 |
| Total operating cost (incl. owner-paid — for budgeting) | \$75,690 | \$71,950 | +\$3,740 |

One payment to us (\$67,990), backed by receipts on file. Over budget mainly because you flew 13.2 hrs vs. ~11 planned — the extra leg and a weather overnight on Trip 3 drove fuel and hotels up, partly offset by a lighter maintenance month. Year-to-date still tracking close to plan.

UPCOMING ITEMS

- **2 trips** currently on the May schedule.
- **Insurance renewal** due Jun 30 — quotes being gathered.
- **Chart / nav subscriptions** renew May 15 — routine, budgeted.
- **Phase inspection** slot tentatively booked for early August.

MAINTENANCE STATUS

| Item | Due | Status |
|---------------------------------------|----------------------|----------------------|
| Phase A/B inspection | ~47 hrs / Aug 2026 | Major — slot held |
| Engine borescope (both) | Sep 2026 | Major — on schedule |
| Crew O ₂ bottle hydro test | Jun 2026 | Next up — scheduling |
| Main battery capacity check | May 2026 | Coming due |
| Cabin fire-extinguisher recert | Jul 2026 | Tracking |
| AD 2024-19-05 (thrust reverser) | Recurring — Jun 2026 | Parts on hand |

Open squawks: 2 — neither affects dispatch.

- Left aft cabin reading light flickering — part on order; deferred properly, no impact on flying.
- Right brake nearing wear limit — scheduled for next hangar visit (see Decisions).

Watching: APU start times trending slightly long — still in normal range; monitoring and will flag early if it changes.

NOTES / DECISIONS NEEDED

1. **Insurance renewal (by Jun 15).** Two quotes in hand; one ~8% higher with a higher liability limit. We recommend the higher-limit option for this size of aircraft — your call, we handle the paperwork.
2. **Right brake replacement (~\$3,400).** Not urgent; we'd do it at the next hangar visit rather than a separate trip. **Approve to schedule?**
3. **Heads-up, no action:** Trip 3 ran a day long for weather — the main reason this month came in slightly over budget.

Questions? One call, one contact. ➔

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