CLAIMS

1. A method of managing aircraft information comprising:

receiving scheduling information, the scheduling information comprising flight and turnaround information relating to a plurality of aircraft;

extracting the flight and turnaround information for each of the plurality of aircraft from the scheduling information;

assigning the extracted flight and turnaround information for each of the plurality of aircraft to a channel, wherein each channel corresponds to one of the plurality of aircraft; and

providing access to the channels to a user.

2. The method of claim 1, further comprising:

determining, for each aircraft based on the extracted flight and turnaround information for that aircraft, one or more turnaround tasks to be completed;

monitoring the progress of the one or more turnaround tasks; and

presenting a current status of the one or more turnaround tasks.

3. The method of claim 2, wherein determining, for each aircraft based on the extracted flight and turnaround information for that aircraft, one or more turnaround tasks to be completed comprises:

obtaining an aircraft identification from the extracted flight and turnaround information; and

querying a database for turnaround tasks corresponding to the aircraft identification.

4. The method of any of claims 1 to 3, wherein the method further comprises:

receiving a plurality of communications;

extracting an aircraft identification from each of the plurality of communications, the aircraft identification indicating an aircraft the message is associated with; and

assigning each of the plurality of communications to the channel corresponding to the aircraft associated with each message.

5. The method of claim 4, wherein the plurality of communications comprise communications of a first type and communications of a second type; and

wherein the communications of the first type and the communications of the second type are presented in the channel in an integrated manner.

6. The method of claim 5, wherein the communications of a first type are ACARS messages, and wherein receiving a plurality of communications comprises:

receiving one or more ACARS messages;

extracting an aircraft identification from each of the one or more the ACARS messages, the aircraft identification identifying an aircraft from which the corresponding ACARS message originated;

converting each of the one or more ACARS messages to a message of the second type; and

assigning each of the one or more converted ACARS messages to a channel corresponding to the aircraft from which the message originated.

7. The method of claim 6, wherein each channel corresponding to an aircraft is not capable of displaying ACARS messages but is capable of displaying messages of the second type.

8. The method of any of claims 5 to 7, wherein the communications of the second type are not ACARS messages, or wherein the communications of the second type are SMS messages, emails, or IP messages.

9. The method of claim 6, wherein the one or more ACARS messages comprise a notification of a status of the originating aircraft or a component of the originating aircraft.

10. The method of claim 9, wherein the method further comprises:

determining, for each aircraft based on the extracted flight and turnaround information for that aircraft, one or more status events;

monitoring the progress of the one or more status events based on the one or more ACARS messages; and

presenting a current status of the one or more status events, preferably wherein determining, for each aircraft based on the extracted flight and turnaround information for that aircraft, one or more status events comprises:

obtaining an aircraft identification from the extracted flight and turnaround information; and

querying a database for status events corresponding to the aircraft identification.

11. The method of any of claims 3 to 10, wherein the aircraft identification uniquely identifies an aircraft, or wherein optionally the aircraft identification comprises one or more of an aircraft registration code, an aircraft model, and a flight number.

12. The method of claim 1, wherein providing access to the channel to a user comprises:

receiving a channel access request from a user;

receiving a permission status of the user; and

allowing access to the channel in accordance with the permission status.

13. The method of claim 12, wherein if the permission status of the user is indicative of a full permission, the method further comprises allowing access in accordance with the permission status comprises allowing the user to view and send communications of a first type and a second type, or wherein if the permission status of the user is indicative of a partial permission, the method further comprises allowing access in accordance with the permission status comprises allowing the user to view but not send communications of the first type, and view and send communications of the second type, or wherein if the permission status of the user is indicative of no permission, the method further comprises allowing access in accordance with the permission status comprises not allowing the user to view or send communications of the first type, but allowing the user to view and send communications of the second type.

14. The method of claim 13, wherein the communications of a first type are ACARS messages, and wherein the method further comprises:

receiving, in a channel and from a user with full permission, a message to be sent to the aircraft corresponding to that channel;

converting the message into an ACARS message; and

sending the ACARS message to the aircraft.

15. A computer system having a non-transitory memory, the non-transitory memory having stored thereon instructions that, when executed, cause the computer system to perform the method of any of claims 1 to 14.