



The ATA e-Logbook specification in operational use

Challenges using it in a mixed
environment

2011, June 07 - ATA e-Business forum Montreal



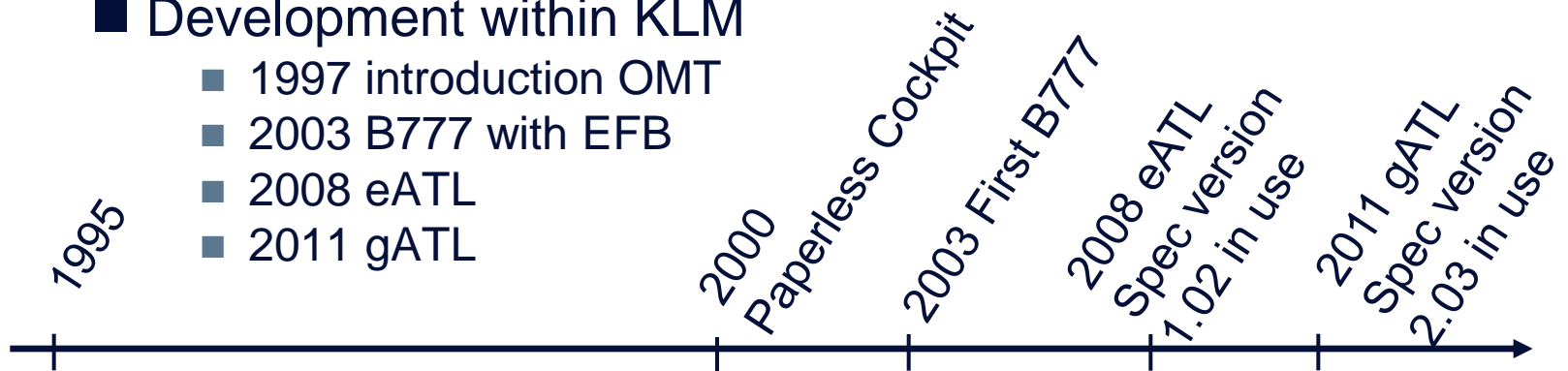
Agenda

- **Historical overview**
- **Elementary Data management**
- **New insights**
- **DSELogbook standard use in the IT landscape**
- **New insights**
- **The future**

Historical overview

■ Development within KLM

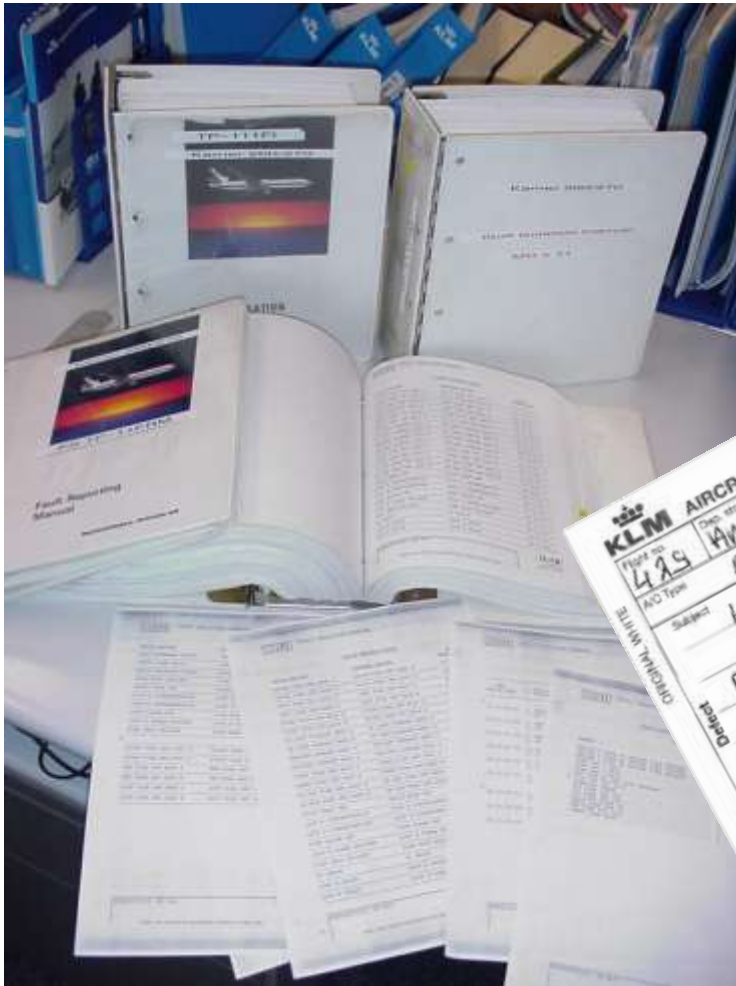
- 1997 introduction OMT
- 2003 B777 with EFB
- 2008 eATL
- 2011 gATL



Elementary Data management



Elementary Data management



KLM AIRCRAFT MAINTENANCE LOG PAGE

Flight no: **429** AMS **A332** **030210** M 984 **2570**

Subject: **EQUIPM. FURN**

Describe: **Remote control for IFE ST 22 A controls ST 22 B VICE VERSA. ALSO R.C. ST 16 F IFE ST 16 G AMO VICE VERSA**

Part/Contr. no. exchange: **25-70-70-01 B**

Serial no. DUT: **100027**

Item: **Found ALL DISCS X WIRED**

CAT: **D** EN ROUTE DEFERRED DEFECT **04/02/10**

EN ROUTE DEFERRED DEFECT **DISCS** Data: **KLH** LTO: **0300**

Name: **TO 24 AD/DEFCHJ RE-CORRECTED** No. **100027**

Signature: **MS** Date: **03/02/10**

Signature: **AKA** Date: **03/02/10**

STOP NO: **120190** Part MEL Description no: **25-70-70-01 B**

Part: **AMS 504021230**

Act on: **D M M LTO**

Signature: **MS** Date: **03/02/10**

Signature: **AKA** Date: **03/02/10**

Original in file

Approved by: **AKA** Date: **03/02/10**

Elementary Data management

PH-BUW	M701-M799
49-60-DD-00	
12	
12	
12-00-00	
12-00-00-00	
23-20-XF-01	
23-40-XF-00	
23-60	
26-11-00-07	
27-80-XH-02	
30-40	
33-40-XH-04	
33-40-XN-04	
49	
49-60-00-00	
49-60-00-07	
49-60-DD-00	
49-60-DE/DH-00	
71-03-BA-05	
71-03-BA-05	
71-03-M6-03	
71-03-XF-00	
78-01-XR-02	
78-03-BD-02	
24 ENTRIES	

PH-BUP	M501-M599
21-50-00-00	
23-30-XE-00	
23-50-XM-04	
23-50-XP-04	
25-00-00-00	
25-10	
25-10-00-02	
25-10-00-02	
25-20-00-00	
25-60-00	
25-60-00-00	
25-60-00-00	
25-60-00-09	
25-60-00-12	
27-60-XD-01	
32-00-00-00	
32-30-00-00	
32-40-YG-00	
32-40-YG-00	
33-20-00-13	
33-40-XK-03	
33-40-XN-10	
33-50-XF-05	
34-21-XH-01	
34-41-00-06	
36-10-00-04	
36-10-00-04	
71-03-NH-03	
71-03-XK-03	
77-03-YX-02	
30 ENTRIES	

PH-KCF	M501-M599
NUL ENTRIES	

PH-KCA	M901-M999
NUL ENTRIES	

PH-BZH	M801-M899
23-25-01-00	
1 ENTRY	

PH-BZD	M701-M799
23-42-10-17	
30-31-08-01	
30-31-08-01	
3 ENTRIES	

KLM AIRCRAFT MAINTENANCE LOG PAGE

Flight no. **KL626** Dep. str. **MEM** A/C Reg. **PH-KCA** D D M M Y Y **200700** SEQ no. **M904**

A/C Type **MEM**

Subject

Item: **Electrical System Control Panel**

Subitem: **AC TIE 2 "ARM OFF"**

Description: **Light lens is cracked**

Lens is cracked on top right corner

Defect (FRM Code)

Relief E

ETOPS NE 120

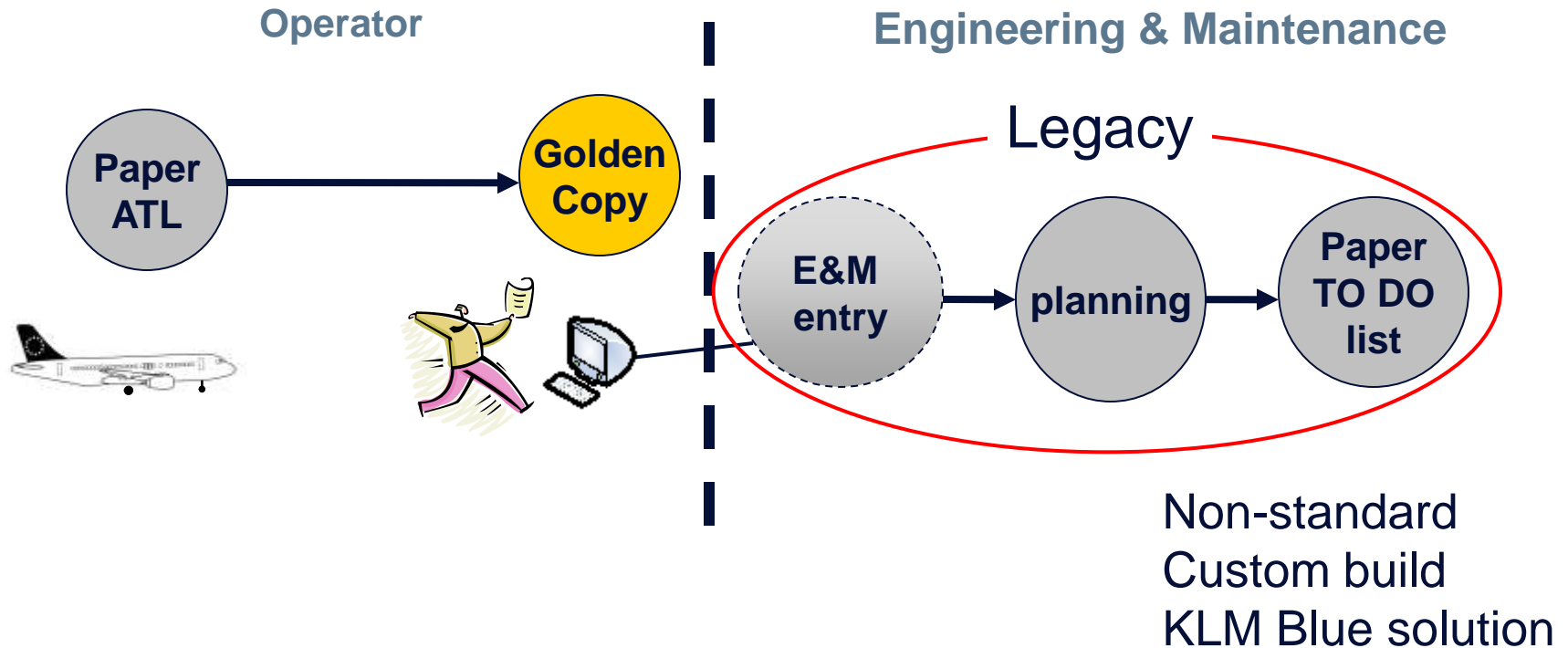
KLM's vision

The aircraft as part of the Airline IT network



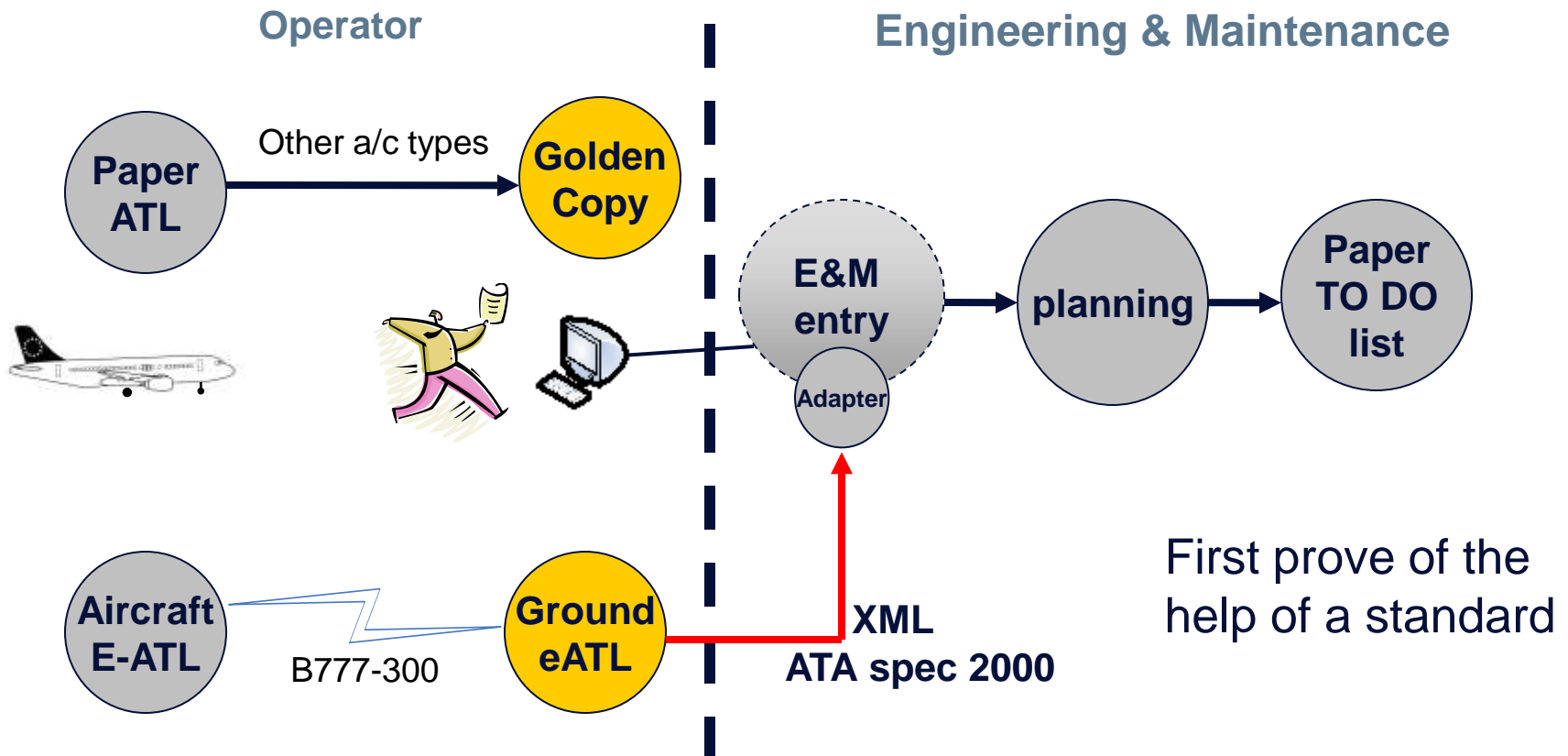
DSELogbook standard use in the IT landscape

Before



DSELogbook standard use in the landscape

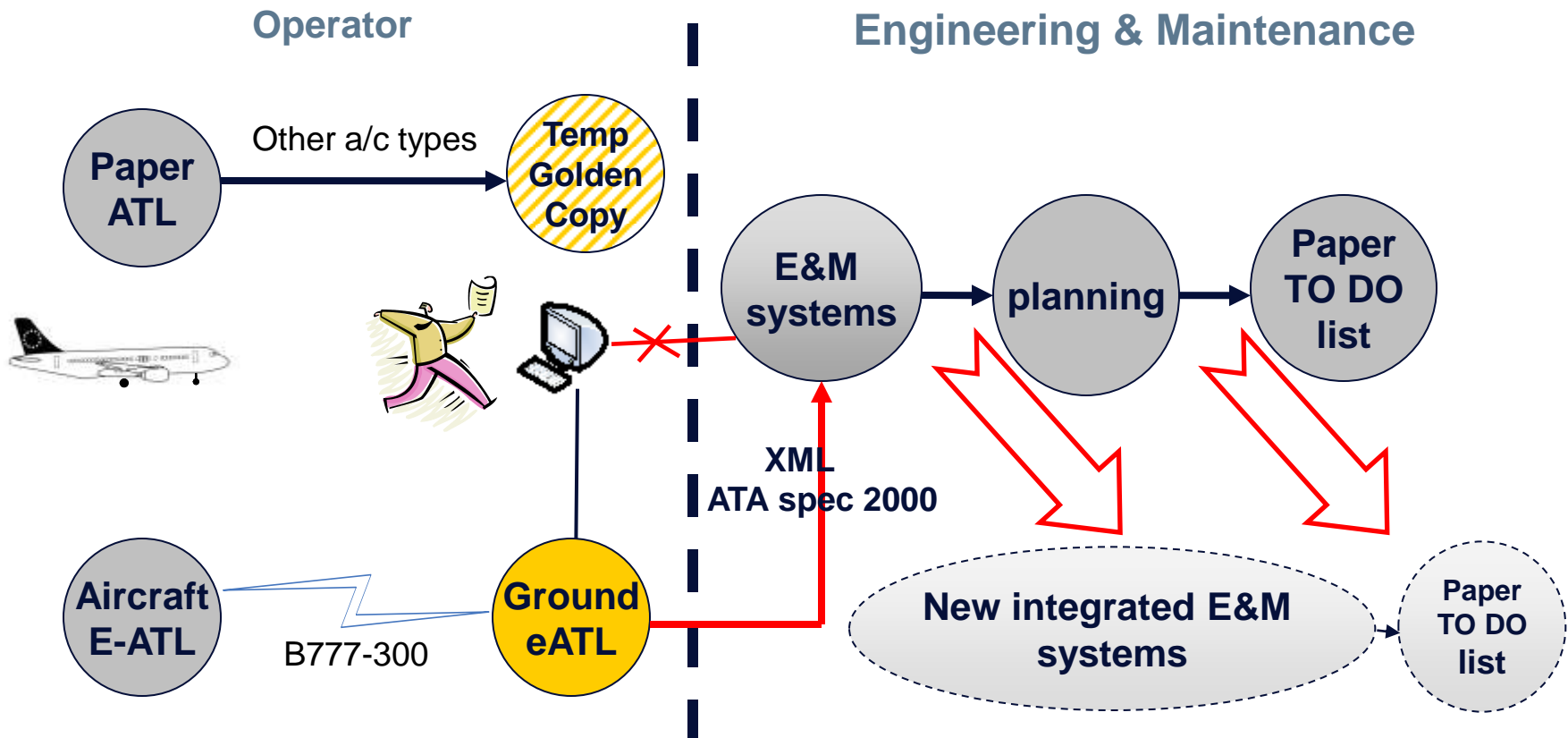
Current
eATL in Legacy



DSELogbook standard use in the landscape

Next

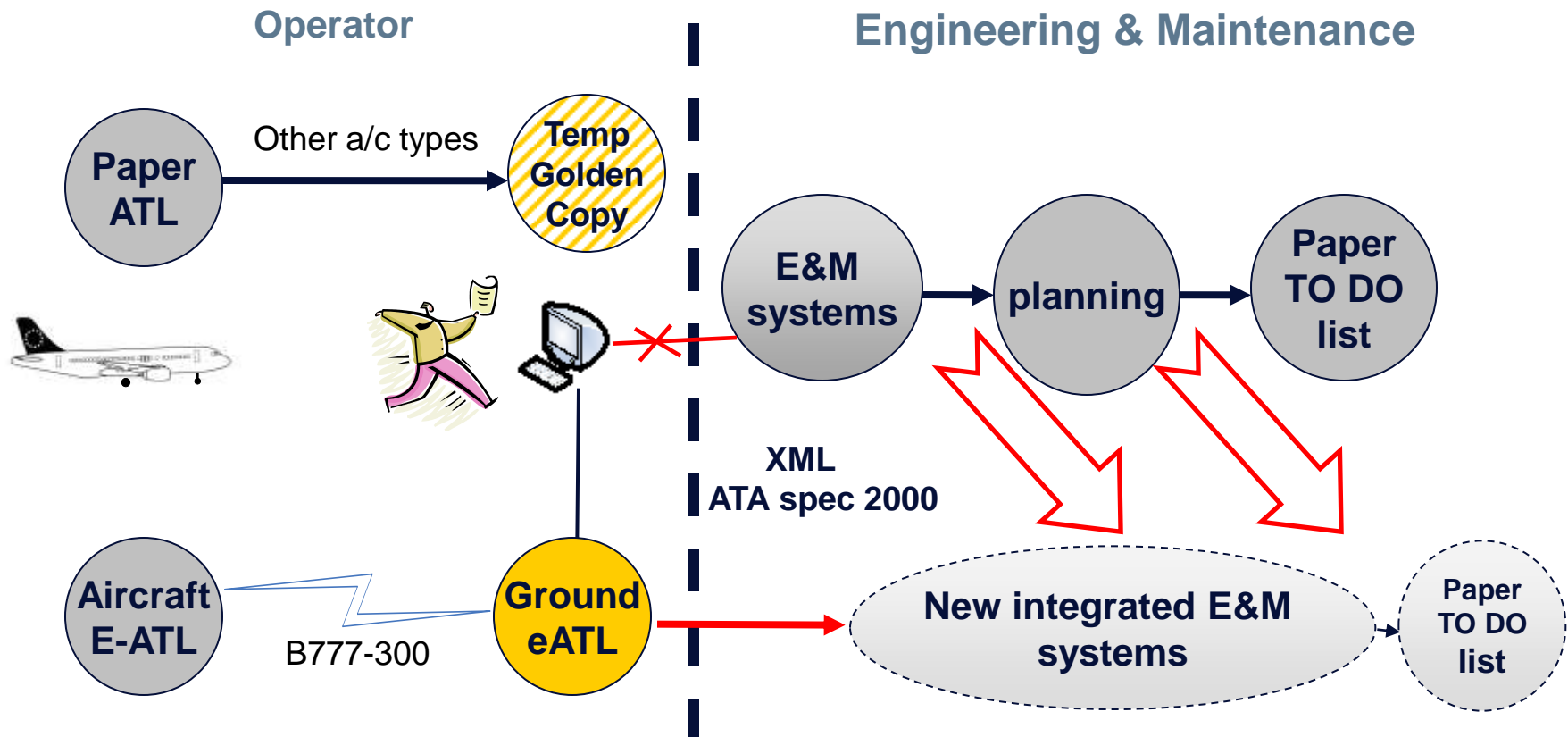
Paper ATL in gATL



DSELogbook standard use in the landscape

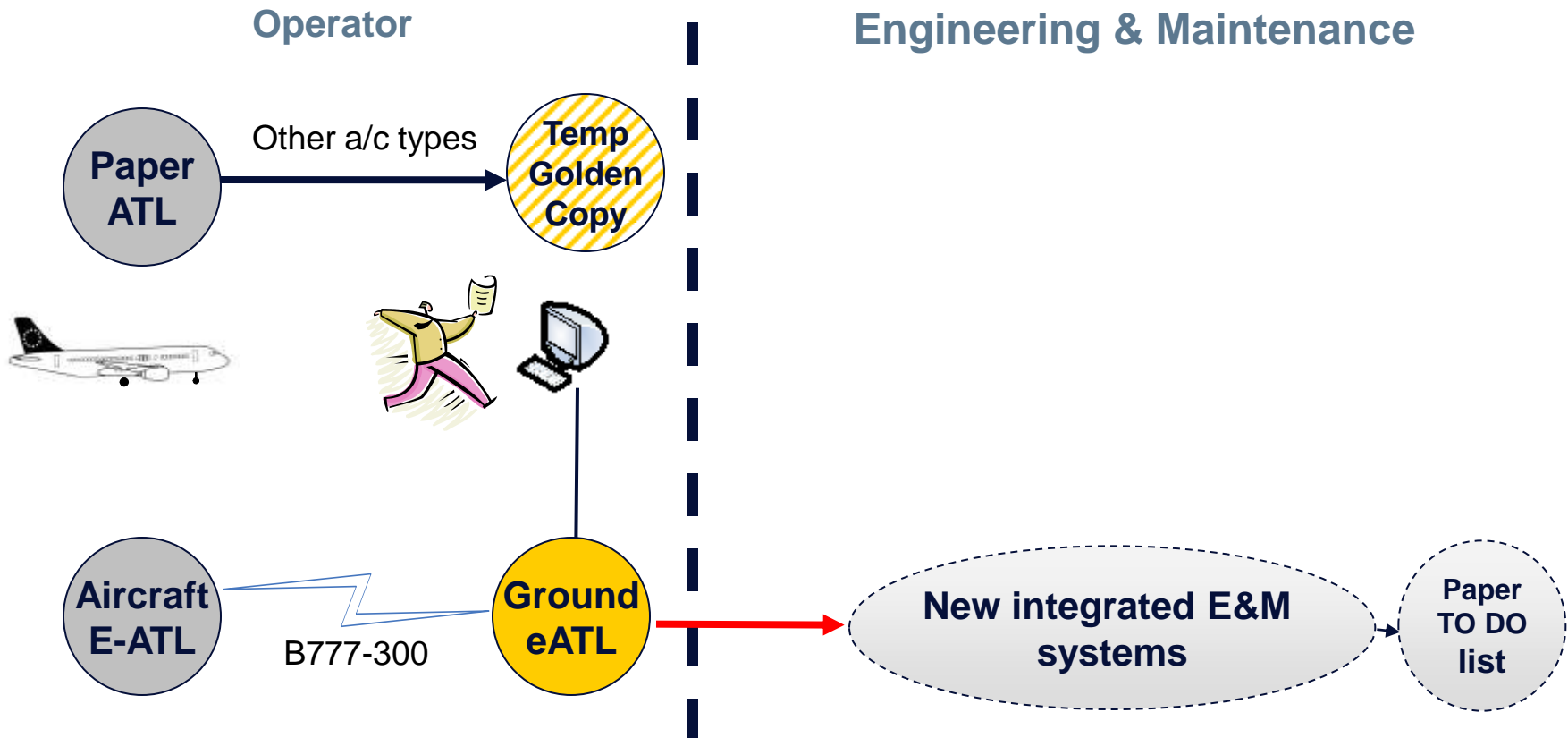
Next

Integrate with the new systems



DSELogbook standard use in the landscape

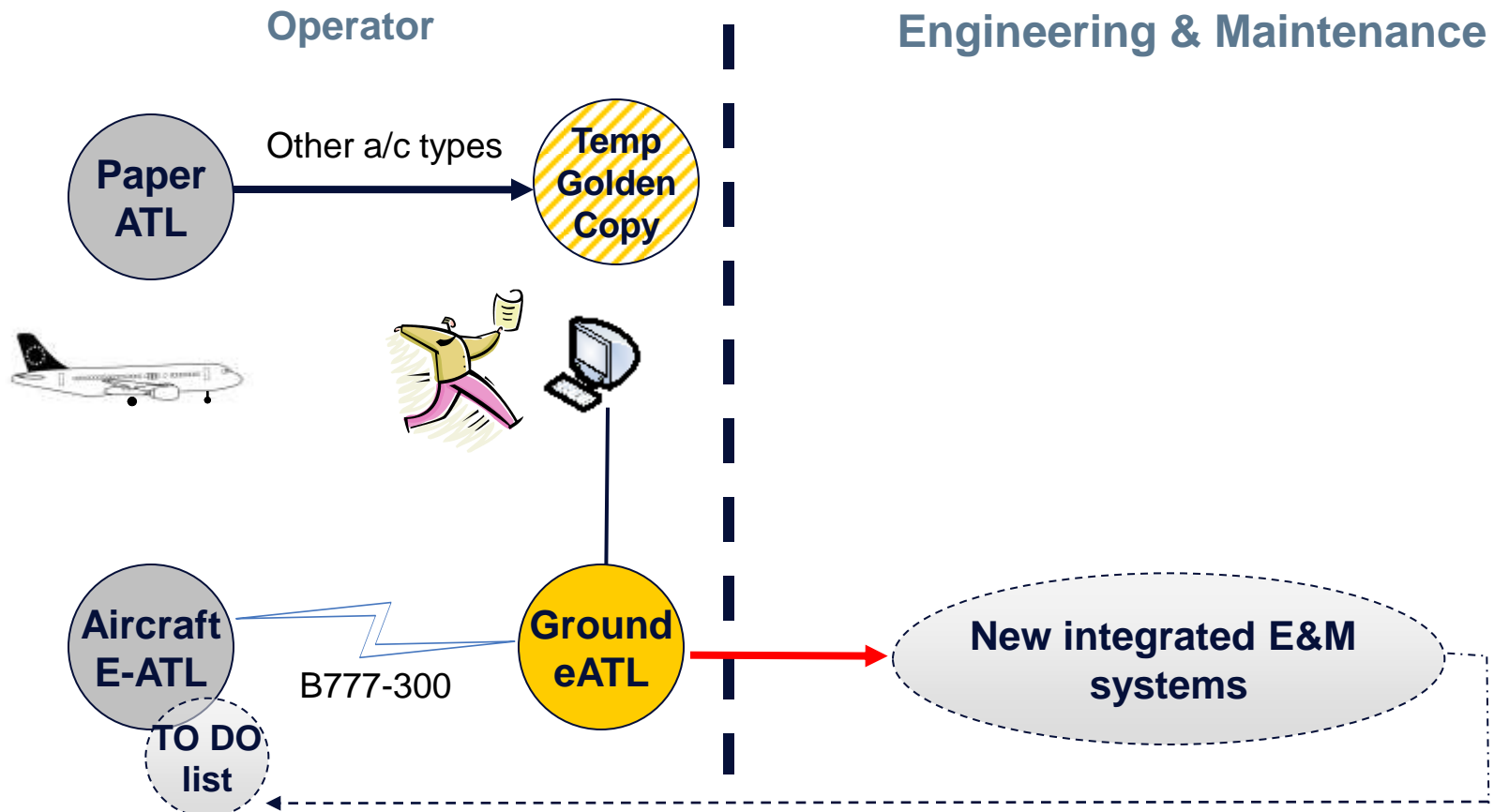
Next
Legacy faced out



DSELogbook standard use in the landscape

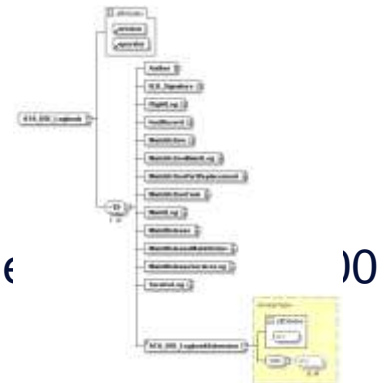
Next

Planning information in eATL



DSELogbook standard use in the landscape

- In the communication and/or transport
 - ATA spec 2000 chapter 17 eLog XML schema
 - ARINC 633 chapter 7 Aircraft ground communication
- Archiving and use
 - Single source
 - The archiving is irreversible according to the ATA Spec 2000 Chapter 17 format.
 - full trail is available complete with Time/date stamp and user information
- Data warehousing
 - Standardized field names
 - The archiving is irreversible according to the Chapter 17 format.



New insights, for KLM, in the use of eLog



e-ATL
Dashboard

ETOPS Status Pending
Pre-flight Inspection: None
Daily Check: Jan0510 10:19z

PRE-FLIGHT INSPECTION HISTORY

Last Leg Defects
Total: 1 Open; 2 Pending; 1

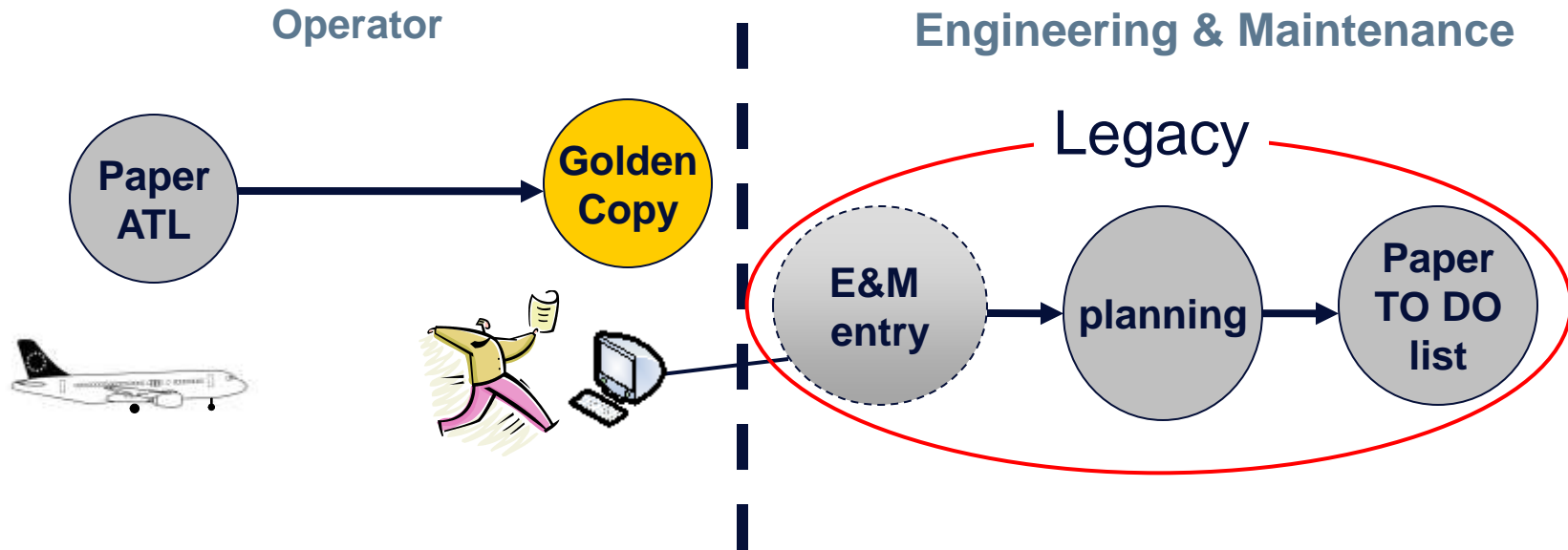
Number	Defect	Action
M513	NIL	
M511	Hydraulic air drive unit (ADU) turbine gearbox assembly diff>>>	
M509	Thrust levers do not move tog>>> during autothrottle operation - >>>	Deferred for next stop at AMS

Deferred Defects
B: 1 C: 2

Cat	Number	Defect	MEL/CDL
B	M510	HF radio transmission problem, left	23-42-03-20
C	M507	Cabin altitude indication on EICAS display indication blank	21-31-04
C	M509	Thrust levers do not move together during autothrottle operation - right >>>	22-31-01

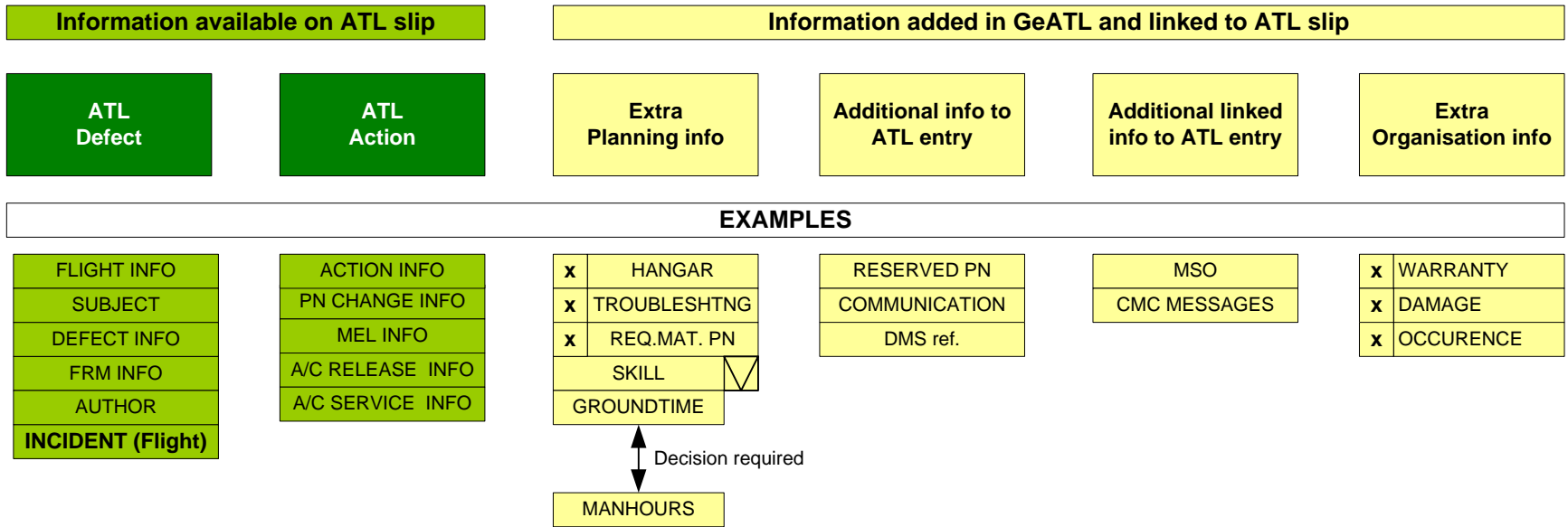
MENU START FLIGHT

Additional information to the standard logbook data



Not only ATL data is entered!

Additional information to the standard logbook data





The future

Growth into a holistic model

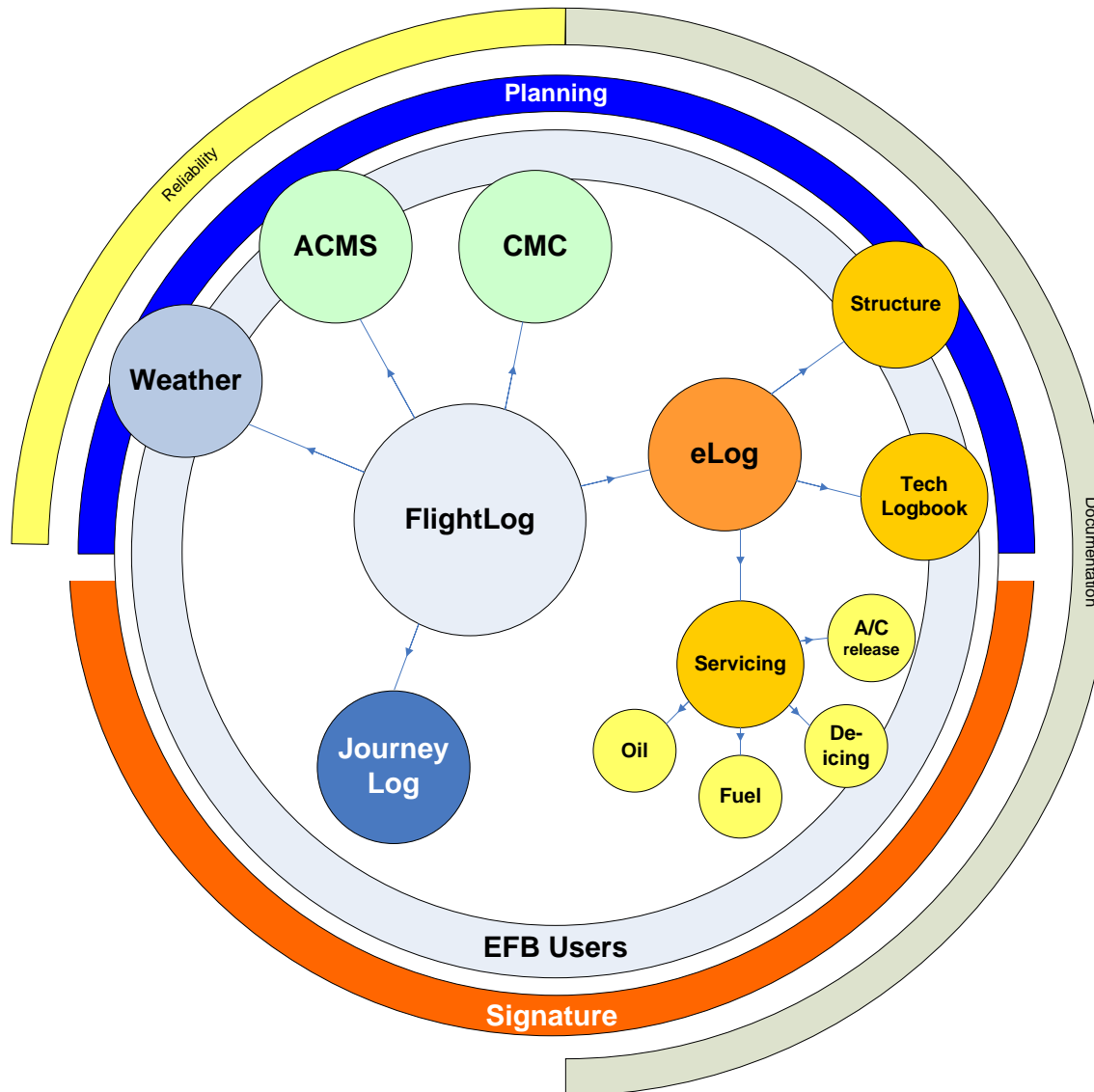
■ Maintenance

- Defects
 - Logbook
 - AMP (Adopt a/c maintenance program tasks)
 - Structural (Link with structure programs)
 - Links with the CMC faults
- Actions
 - Standard use of MEL information
- Planning information
 - Timing and action
 - Expiration
 - Maintactions
 - resources
 - Material (Parts etc.)
 - Skills
 - Facilities

■ Operation

- A/C releases
- Fuel
- De-icing
- Journeylog

The future Growth into a holistic model





The future

What we really need

- More support needed from
 - Airlines
 - Vendors

- To better understand the supported processes
- To have a higher acceptance of the standard

A future direction could be the consolidation of data used on EFB's in a more general way. E.g. journey log

Together We Bring You more Availability



Thank you for your attention

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