

AIRCRAFT IT Operations

SUMMER 2022 • V11.2



Star Air's new EFB has unleashed a range of opportunities

Paperless working helps pilots and the airline

What will be the next generation of EFB's

The EFB in the airline and Cyber Security

An upgrade for an established EFB

Better capability, wider scope and an OS agnostic future

24/05/2022 10:26 15%

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Pre Flight Security Search

Preflight Inspection

FLIGHT

- Overview
- Crew

BEFORE TAKE-OFF

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- NOTAMs
- Pre Flight Reporting**
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- LoadSheet
- View and Sign

Inspection Time Date (dd/MM/yyyy) 24/05/2022 Time (HH:mm) 08:22

DONE BY TLC IFS

Pre Journey Log Values

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Aircraft IT Operations: evolution, convergence, capability upgrades; IT solutions are becoming ubiquitous

WORDS: ED HASKEY

Sometimes life is quiet; other times it's very busy and this is a very busy time for airlines, operators, and the IT solutions developers and vendors who supply what has, since the pandemic, become the foundation requirement for the aviation business — IT power. One big theme over the last ten years or more has been the development of the electronic flight bag, EFB, and now we're seeing that development taking huge strides into new capabilities. Just as the technology in our pockets has grown with convergence into a phone, music center, camera, email recipient, browser and more, so the EFB is playing an ever-larger role, not just in the cockpit but throughout the business.

In this issue we have three great articles about EFB developments and applications. First, we have a case study from Star Air, a cargo and passenger business in South Africa which took the bull by the horns and decided to move wholly from paper-based systems to a modern, digital EFB solution. Not only has it removed huge quantities of paper from the business but it has introduced a whole spectrum of processes that will make the business more manageable and

more effective. Our white paper looks at that broader picture of how the EFB is evolving, what are the latest developments, how it fits into the broader landscape of the airline and, critically in this day and age, what are the cybersecurity issues of which EFB administrators need to be aware. Finally, 'How Technology Works' is the story of how one of the longest established EFB solutions is being upgraded and how it is being integrated further into the overall IT architecture of the airlines that use it. Two of our articles also look at how developers and vendors are making their products Operating System agnostic, able to work as well with iOS, Windows or Android.

Paul Saunders offers his usual clear-eyed take on a topical matter of the day. This time it's the impact that the pandemic has had and its likely long-term effects. There are also five Vendor Flight Logs from Weathernews, Tomorrow.io, StorkJet, Honeywell Forge and Yonder as well as the regular round-up of news and technology developments: plus, of course, the comprehensive 'Operations Software Directory'. **Aircraft IT Operations:** as challenges change, we'll inform you how IT solutions are evolving to meet those new challenges.



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Renata Niedziela shares how a focus on efficiency through a data driven performance model has taken StorkJet from start-up to success.

In our final Q&A piece, Renata Niedziela, the CEO and Co-Founder at StorkJet, completes her 'Flight Log' for Aircraft IT.

72 Operations Software directory

A detailed look at the world's leading Operations IT systems.

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New Vendors Join Aircraft IT Operations



We are pleased to welcome three new vendors to Aircraft IT for this issue. Our vendors are the lifeblood and sources of real-world information that have made Aircraft IT the go-to source for people who want to keep up with the latest developments in the sector and, when they are considering a new IT development, will appreciate Aircraft IT's large and growing resource of case studies, white papers and articles on the latest developments.

This issue, we welcome, Flightman, FLYHT and SkyPath...

Flightman's early market engagements were typically in consulting and systems integration projects with global carriers in 'Lean Flight' consulting workshops and projects. This led the company to identify a significant opportunity in the Electronic Flight Bag (EFB) software solutions area. FLYHT's Automated Flight Information Reporting System (AFIRS) offers a reliable, future-proof, voice data connectivity with 5G and SATCOM, along with backwards compatibility with 3G and 4G/LTE. AFIRS is also a platform to access value-added real-time business intelligence through their AFIRS technology suite of innovative data and reporting services. SkyPath is a leading turbulence and auto-PIREPs data service provider whose alert system improves cabin safety and cuts airline operating costs by providing unique turbulence data based on a smart patented algorithm. SkyPath provide service to thousands of users a day and becoming the industry gold standard.

Aircraft IT, COO Scott Leslie welcomed the new vendors, saying, "In light of all that has happened in recent years, it has been aviation IT vendors who have been able to offer the sector the critical tools with which to work and thrive in the post-pandemic world. We are pleased to add three great vendors to our expert Vendor panel."

KEEP UP WITH IT DEVELOPMENTS



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AIRCRAFT IT
Operations

Etihad Airways adopts Boeing Digital Solution to optimize efficiency

In early March 2022, Boeing announced that it has been selected to provide Etihad Airways with the Jeppesen FliteDeck Advisor digital solution for the carrier's 787 Dreamliner fleet to optimize operational efficiency and reduce fuel consumption. Etihad has already found benefits from the use of FliteDeck Advisor. During a trial on several of its 787 Dreamliners, the airline found that the digital solution delivered cruise fuel savings of 1.4%, saving an average of 350 kilograms of fuel and 1,100 kilograms of CO₂ per flight.

"We have been very pleased with the fuel and cost savings we have achieved with FliteDeck Advisor," said Sulaiman Yaqoobi, vice president of Flight Operations, Etihad Airways. "FliteDeck Advisor was tested as part of the Etihad Greenliner program, and it is great to now see it deployed across the 787 fleet, helping Etihad achieve efficiency gains and reduce CO₂ emissions."

Since 2019, Boeing and Etihad have collaborated on sustainability efforts centered on the airline's 787

Dreamliner fleet, including on Etihad's participation in Boeing's ecoDemonstrator program, where the FliteDeck Advisor solution was initially trialed. In 2021, the two companies renewed and expanded their sustainability alliance to focus on enhancing the efficiency of navigation and flight operations, airframe technologies and sustainable practices to reduce emissions.

Jeppesen FliteDeck Advisor analyzes airplane-specific performance metrics for all Boeing aircraft, including changes over time with aircraft age and maintenance action. The tool enables flight crews to make small, real-time adjustments to their course, altitude, and speed to optimize fuel use and minimize the carbon footprint of each flight.

"Etihad has been a tremendous partner in advancing sustainable aviation technologies, and we are excited to continue providing them with solutions that help them decarbonize their fleet while meeting their commercial

goals," said Duane Wehking, vice president of Digital Aviation Solutions at Boeing Global Services.

Boeing provides several other digital solutions and services to Etihad's 787 fleet including Jeppesen FliteDeck Pro, Jeppesen Crew Rostering and Boeing Wind Updates, which provide crew scheduling, charting, navigation, and flight efficiency capabilities.

With 39 Boeing Dreamliner airplanes currently in operation, Etihad is the largest operator in the Middle East of the 787.

Boeing's strategy to decarbonize aerospace is focused on four key areas, spanning fleet renewal, operational efficiency, renewable energy and advanced technology. Within the operational efficiency strategy, Boeing Global Services provides a portfolio of services including data analytics tools to help customers uncover cost or efficiency savings that reduce fuel consumption.

[Read the full story on Aircraft IT Website](#)



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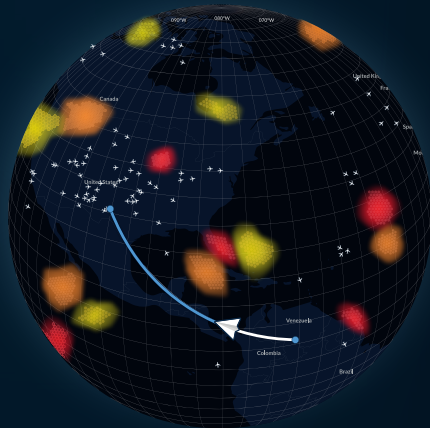
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The charter sales synergy with the new Leon and Quorem integration

In late March 2022, Leon Software announced that it has partnered with Quorem to provide their client base with a new integrated solution, offering sales process optimization on top of advanced data analytics. Over the course of the last few years, the Sales functionality in Leon has grown exponentially, providing its users with a fully-fledged ecosystem for charter sales. Even with its current extensive development though, there was never a plan to stray away from the focus on the core functionality, leaving a number of strong supporting features (e.g., cryptocurrency payments or paperless signing) to the third-party software integrated with Leon.

To answer the needs of charter sales teams in a better way, Leon Software has teamed up with Quorem — a platform developed to give proactive sales teams a faster and more informed way to build optimized flight programs. The partnership with Quorem introduces an integration that enhances sales processes for operators using Leon, analysing the flight schedule and tracking the best of the available opportunities. Quorem's ML-powered data engine will look up the aggregated data for the most efficient way to optimize the sales pipeline, fine-tuning the available bookings with empty legs availability, as well as offering extensive automation for workflows and alerts.

This creates a real synergy between

systems, giving their users the best of both worlds — a robust functionality for charter quoting and OPS management in Leon, with advanced analytics provided by Quorem, designed to increase profitability for operators.

Common goals and vision

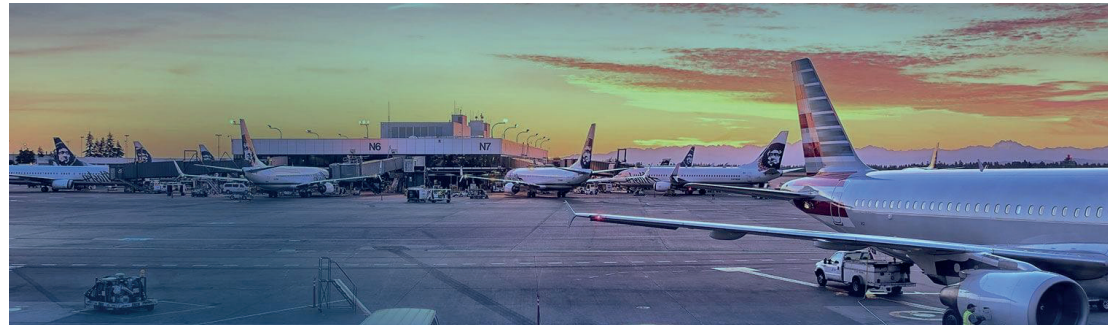
It is no wonder that Leon Software and Quorem started their cooperation with such high expectations. Both companies have similar standards when it comes to product development and engaging their client base. The development of Leon is strongly intertwined with the customer feedback that helps continuously improve the application according to valuable guidelines from the community. Steady development also translates well into the number of features that are released, with more than 500 improvements delivered over the course of the last year. Quorem has a small number of early adopters that are already seeing 3%-6% of turnover driven to bottom line profits.

Another reason for the integration to go live already was the development of Leon API that allowed a smooth connection of those two systems in a very short timeframe. With the recent introduction of the webhook technology for Leon API, future implementation plans for the integration include instant alerts for valuable scenarios, tailored to the users' unique commercial strategy.

Data-driven solutions for the modern aviation business

The way the business aviation market evolves puts an emphasis on toolsets that tackle current-day challenges and business opportunities most transparently, through data feeds producing actionable data. It is both commercial and operational data that stimulate the decision-making process of sales teams, allowing them to maximize the profit of their charter operations by exploring the best possible outcome. It is not a coincidence that out of all European operators surveyed by Quorem, the most proactive sales teams were also Leon users.

"We have found the partnership with Quorem a great way to address the needs of our client base, which also highlights the importance of business intelligence in their everyday agenda. With the BizAv market consolidating rapidly, the time for tailor-made solutions is now," said Pawel Kruk, CEO of Leon Software.



Leon Software: Leon Software excels in delivering an advanced cloud-based solution for the aviation business, including scheduled and cargo operators, business aviation, trip support companies and brokers. From charter sales and flight OPS to crew management, Leon provides a versatile platform design in a digital ecosystem of an aviation organization.

Established in 2007 in Warsaw, Poland, Leon

Software is currently the leader in its area of expertise in Europe, with over 300 companies consistently capitalizing on the platform's functionality in their day-to-day operations.

Quorem: Quorem was founded in Jan 2020 by industry veteran Phil Brockwell to address the lack of profitability across on-demand operators. Quorem's feature list was developed following hundreds of interviews with commercial aircraft operators.

Digital LI/R at your fingertips

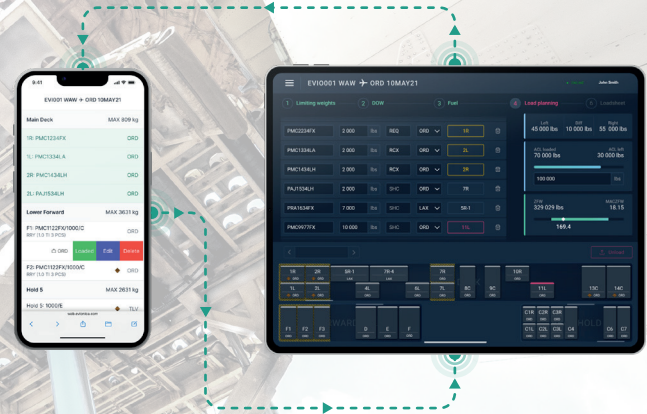
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Lufthansa Systems launches new Crew Qualification and Training Management Solution

In late March 2022, Lufthansa Systems announced the launch of NetLine/Crew Qualification and Training Management. The module provides an accurate overview of crew member and ground staff training planning and qualifications on a single platform. NetLine/Crew Qualification and Training Management handles airline employees and their qualification, recurrency and training needs.

"Airlines face the challenge of maintaining valid crew members and ground staff licenses and qualifications. NetLine/Crew Qualification and Training Management's methodical structure gives an ideal overview. Curricula can be customized to the airline's need and training records can be accessed easily", explained Somaya Jouini, Product Owner NetLine/Crew Qualification and Training Management. "Expired trainings are quickly identified so that staff can be



With the NetLine/Crew Qualification and Training Management module, trainings, planning and qualifications come on one platform. This ensures the highest level of security and compliance.

trained and retrained in time."

NetLine/Crew Qualification and Training

Management is offered as a web-based solution and with a state-of-the-art user interface. "With the launch of NetLine/Crew Qualification and Training Management, we have taken a big step towards the realignment of NetLine/Crew. We have implemented an intuitive user interface and used the latest software architecture. Our airline customers benefit from the high-speed-implementation and continuous delivery of newly developed functions to maintain training and qualification of their crews", added Philipp Kemmer, Head of Product Development NetLine/Crew.

NetLine/Crew covers crew management business processes and supports an airline's crew management team with 24/7 operations support and industry expertise. NetLine/Crew comprises system components for the various crew management

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domains. This includes the communication and information exchange with flying personnel with dedicated applications for crew members.

Lufthansa Systems: Lufthansa Systems GmbH & Co. KG is a leading airline IT provider determined to shape the future of digital aviation. It draws its unique strengths from its ability to combine profound industry know-how with forward-looking technological expertise and has lived by its slogan “We’re into IT” for more than 25 years. A wholly-owned subsidiary of the Lufthansa Group, the company offers its more than 350 customers an extensive range of successful IT products and services for the aviation industry, many of which are market leaders. Lufthansa Systems’ pioneering portfolio covers all of an airline’s business processes – in the flight deck, in the cabin and on the ground. As a tech company and airline IT provider, Lufthansa Systems is committed to identifying its own environmental footprint and improving that of its airline customers across the globe.

[Read the full story on Aircraft IT Website](#)

Allegiant Air implements N-Preferential Bidding System (N-PBS) to improve the crew members quality of life

At the start of April 2022, Allegiant Air, headquartered in Las Vegas, Nevada signed a multi-year contract with NAVBLUE to use N-Preferential Bidding System (N-PBS).

N-PBS is an innovative seniority-based crew bidding system that will enable Allegiant Air to maintain the airline’s schedule integrity while improving the crew members’ quality of life.

The solution will be deployed for flight attendants, who will enjoy the enhanced product features with a wide range of bidding preferences and the ease of use it provides. Adopting NAVBLUE as the PBS for flight attendants is one more way Allegiant Air continues to enhance their relationship with the Airbus digital suite.

Allegiant Air, which has also been using NAVBLUE’s N-Flight Planning and Flysmart+ solutions, currently has an all Airbus fleet composed of A319/A320s.



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Digital LI/R – the modern load control and ramp communication

While safety and on time performance are playing an important role in flight operations, the development and availability of software solutions to improve the aircraft loading process and synchronize communication between key stakeholders is a vital for the Weight & Balance process.

Evionica, well known for its fast and easy to use passenger and cargo aircraft Weight & Balance solutions, confirmed in early April 2022 that is continuing to develop a mobile app for Digital LI/R. This new solutions for ground handling operations aims to accelerate data exchange and simplify decision making process. It enables real-time synchronization and communication between Load Control and Ramp Agents/Loadmasters.

Digital LI/R will assure our operations are safer and paperless. It works on mobile phone, which is innovative, and Evionica will continue to improve our Safety Performance Results.” said Maciej Zochowski, Wizz Air, Regional Ground Operations Manager.

How Digital LI/R will improve Weight & Balance operations:

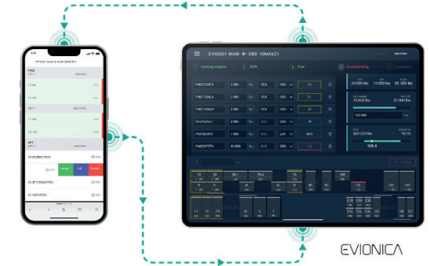
- Seamless communication between Load Controller and Ramp Agent/ Loadmaster;
- Always up to date Loading Instructions;
- In place trim validation prior change request;
- Accessible on mobile phone or on any device with a web browser;
- Low-bandwidth internet connection optimized.

Seamless interaction between Ramp Agent/Loadmaster and Load Controller

Digital LI/R's intuitive interface is designed to receive, monitor and confirm payload information and review the most up-to-date information, allowing seamless payload confirmation. A live trim validation and consistent communication ensure that compliance is followed. The mobile application works even with low-bandwidth internet connection.

While Evionica is highly committed to safety, performance and excellence, we are proud that our Digital LI/R is allowing a greener and more safe Weight & Balance process.” said Mateusz Godun, CEO Evionica.

[Read the full story on Aircraft IT Website](#)



Jazeera Airways select Conduce eTechLog8

Conduce was delighted to announce in late April 2022 that Jazeera Airways have selected eTechLog8 as their Electronic Log Book (ELB) to replace all paper journey, defect, and technical logs across their A32X fleet.

The Conduce eTechLog8 application will be fully integrated into Jazeera's CAMO solution — Commsoft OASES — to enable real time aircraft status data to be available 24/7.

eTechLog8 has been selected following a formal RFP process and is considered by Jazeera as the most ultra-modern and flexible ELB available that is well positioned to address the needs of the fast-growing Kuwaiti airline. eTechLog8 is widely adopted in the Middle East, being in use with five other operators. The Conduce depth of experience and practical ELB knowledge is expected to facilitate an on-time and on-budget ELB project, with full fleet paperless ELB operations targeted for Q4/2022.

"Jazeera Airlines are well known for the progressive and aggressive adoption of cutting edge technologies and we are looking forward to utilising eTechLog8 to its full potential, eliminating all paper based ELB processes that are currently in use," said Raghed Al Kaasamani, Head of Engineering at Jazeera Airways.

Paul Boyd, Managing Director at Conduce added, "Conduce is excited to be working with the Jazeera Airways team to implement eTechLog8. Jazeera is the 21st AOC operator to have selected eTechLog8, which is now fully established as the leading and most modern electronic logbook (ELB) solution available today. We welcome Jazeera to the eTechLog8 family and look forward to a long and mutually beneficial relationship on the road to greater efficiency through digitalisation."

Conduce: With offices in the UK and Australia, Conduce provide robust mobile solutions for the world's airlines. eTechLog8 is the leading ELB solution to replace paper technical logbooks. eTechLog8 is certified around the world and fully integrated with leading MIS/MRO back-office airline systems.

Jazeera Airways: Jazeera Airways operates commercial and cargo flights out of its Jazeera Terminal T5 at Kuwait International Airport. The airline flies to over 45 popular destinations across the Middle East, Central and South Asia, Africa and Europe comprising high-demand business, leisure and weekend destinations.





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Air Corsica selects NAVBLUE's RNP AR and improves the efficiency and environmental impact of its operations

In early April 2022, Air Corsica, the flag carrier of the French insular region of Corsica, announced that it has selected NAVBLUE's RNP AR services to allow them to operate in diverse weather conditions while reducing their environmental footprint.

Required Navigation Performance with Authorization Required (RNP AR), is a Performance Based Navigation (PBN) specification based on a satellite positioning system. Authorizing a navigation accuracy from 0.3NM down to 0.1NM and turns after the final approach point, the RNP AR concept offers significant operational and safety benefits, positively impacting fuel consumption and pilot workload.

Air Corsica, has performed the inaugural RNP AR APCH flight on Monday April 4th on flight XK773 from Paris Orly, to Runway 20 in Ajaccio Napoleon



Bonaparte Airport (IATA: AJA, ICAO: LFKJ). NAVBLUE supported Air Corsica in obtaining their

Operational Approval, delivering the ops package and Flight Operations Safety Assessment (FOSA). In

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addition, NAVBLUE provided training for pilots with an RNP AR e-learning and a FFS (Full Flight Simulator) training.

RNP AR on runway 20 at Ajaccio is an instrument procedure that follows a similar trajectory as the visual approach, allowing Air Corsica to operate in more diverse weather conditions.

Compared to existing circle to land instrument procedures the RNP AR provides several benefits:

- Greatly improves the published minima;
- Enhances safety by providing a fully managed and repeatable procedure;
- Reduces distance flown (by 10 nautical miles), and consequently fuel burn and emissions at each flight.

Overall, by using RNP AR, Air Corsica significantly reduces the likeliness of weather diversions, while improving the efficiency and environmental impact of its operations. NAVBLUE had collaborated with the French authorities to produce the original procedure design of the RNP AR APCH procedure

into Ajaccio.

“NAVBLUE is proud to have supported Air Corsica with its adoption of RNP AR operations”, said Fabrice Hamel, CEO at NAVBLUE. “With the growing number of RNP AR procedures around the world, NAVBLUE has unmatched experience assisting airline operators obtain the necessary approvals from regulatory authorities.”

Air Corsica: Air Corsica has always wanted to sustainably anchor social, societal and environmental themes within its company. Societal and environmental issues are more than ever at the heart of business development strategy, and are now part of the selection criteria motivating consumer purchases. The airline has set itself the goal of developing its international network in summer 2022 while consolidating its local and national market.

This is why, starting this year, the company is going to strengthen their actions in favor of sustainable development and make them known in order to improve its image as a virtuous company and attract

new passengers. To reduce greenhouse gas (GHG) emissions into the atmosphere, Air Corsica is committed to implementing a modern and ambitious policy, based on the modernization of its air fleet, the reduction of general fuel consumption and aircraft weight. Air Corsica undertakes to finance projects to offset its CO₂ emissions. The synergy between these actions will limit the airline's carbon footprint and reduce CO₂ emissions by 16% per seat/km by 2025, compared to 2019.

NAVBLUE: NAVBLUE is an Airbus Services company, wholly owned by Airbus, and dedicated to Flight Operations and Air Traffic Management Solutions. NAVBLUE provides products and services, and supports both civil and military environments, on the ground and onboard any aircraft and offers expertise in a range of areas, including digital cockpit operations, Operations Control Centre (OCC) systems, Flight Ops Engineering, Performance Based Navigation (PBN) and Air Traffic Management (ATM). [Read the full story on Aircraft IT Website](#)

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Lido mPilot 6.1: Lufthansa Systems unveils a new release of its charting solution

In late April 2022, Lufthansa Systems announced the release of the iPadOS-based charting solution for pilots, Lido mPilot 6.1, which is now available in the App Store. With this version, airline customers can look forward to better usability through significantly improved workflows, enhanced situational awareness, and increased efficiency in downloading data.

“The Lido Pilot Solutions are designed together with, and specifically for, pilots. Lufthansa Systems continually strives to improve the user experience of their apps and are excited to share some new features within the Lido mPilot, which make the workflows of pilots more efficient than ever before,” explained Philipp Barzen, Head of Product Strategy & Chief Product Owner Lido at Lufthansa Systems.

The new version of Lido mPilot comes with the

single procedure selection feature, which also enables charts to display in split view. KLM has already successfully tested Lido mPilot 6.1 in practice. “For us at KLM, the evolution of this product has benefited us greatly, due to the ability to select a single procedure for take-off and landing by runway and type. It not only improves the process of setting up the flight, but also significantly reduces the time to do so,” said Maarten Koudijs, Air Traffic Management, Digitizing & Navigation at KLM Royal Dutch Airlines. “The readability of the chart is enhanced, as it displays only the particular procedure and its pertinent information. Moreover, the split view allows the pilot to more easily read the navigational information.”

Lufthansa Systems is pleased to introduce new weather features that reduce the data consumption by 90 per cent. After a flight plan is loaded, the app

sends coordinates along the route, building a 500 nautical miles radius to the weather server. The corridor extends on both sides, left and right, in order to depict only the relevant weather for the flight, so pilots can focus on the most pertinent information based on the corridor.

To increase the safety of missions, the Lido mPilot now also offers the display of an own-ship symbol on terminal charts. By displaying the own-ship symbol on the airport moving map, enroute modules and terminal charts, pilots benefit from improved situational awareness.

Lufthansa Systems continues to enhance the dark mode colors to improve the functionality of the app in low-light conditions and improve the iPad's battery consumption. By updating the dark mode colors for terminal charts, which maintain the minimum color



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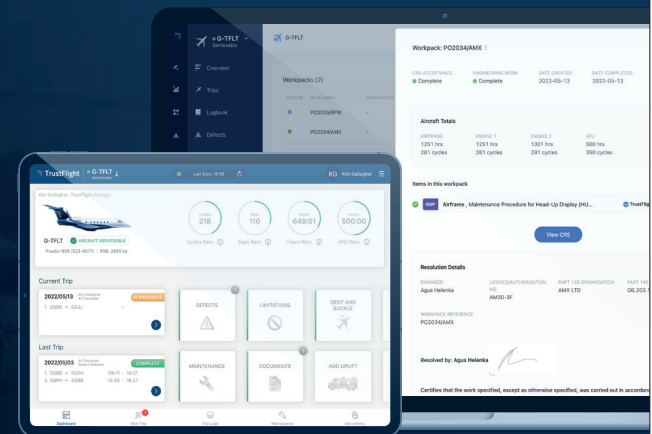
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Lufthansa Systems launches Lido mPilot 6.1 with improved features such as single procedure selection.

contrast ratios, Lufthansa Systems improved the legibility of our charts, reducing eye strain in low-light conditions.

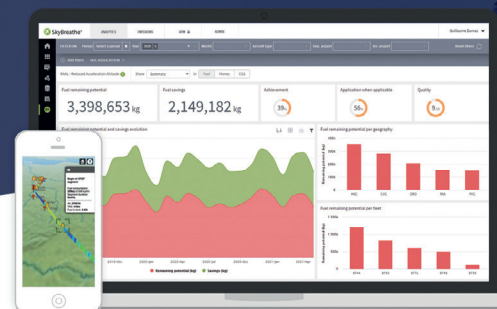
Registering Lido mPilot is made easier now when using the new registration option via MDM. Barry Comerford, Head of Flight Operations Technical & Captain Boeing 737-800 at Jet2 confirms this enhanced feature with their experience: "The biggest benefit for us is around the MDM auto-registration, especially because we are in the middle of an iPad and MDM refresh. Previously the DDS process was very onerous for airlines, and now it is almost a non-event." In a nutshell, the airline administrator can set up and distribute registration files to pilots, which will pre-fill all the required data on Lido mPilot's registration page. This simultaneously synchronizes with Lido's back-end systems to speed up the automatic approval.

Lufthansa Systems: Lufthansa Systems GmbH & Co. KG is a leading airline IT provider determined to shape the future of digital aviation. It draws its unique strengths from its ability to combine profound industry know-how with forward-looking technological expertise and has lived by its slogan "We're into IT" for more than 25 years. A wholly-owned subsidiary of the Lufthansa Group, the company offers its more than 350 customers an extensive range of successful IT products and services for the aviation industry, many of which are market leaders. Lufthansa Systems' pioneering portfolio covers all of an airline's business processes — in the flight deck, in the cabin and on the ground. As a tech company and airline IT provider, Lufthansa Systems is committed to identifying its own environmental footprint and improving that of its airline customers across the globe. Headquartered in Raunheim near Frankfurt/Main, Germany, Lufthansa Systems employs around 2,400 people at its locations in 16 countries.

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OpenAirlines opens a new subsidiary in Montreal

After Hong Kong in 2015 and Miami in 2017, OpenAirlines continues its geographic expansion. In mid-May 2022 French cleantech announced the opening of its third subsidiary office located in Montreal, Canada.

This decision aligns with the company's DNA to maintain a close relationship with its customers. It also helps minimize the carbon emissions from long-haul flights between Europe and America. So far, 50 airlines have integrated the SkyBreathe 360° eco-flying platform in their operations, and OpenAirlines' solution is now used in over 34 countries. The opening of the new office will support the company's growth as they cover an increasing number of territories.

Olivier Paillot has been appointed Regional Account Director Americas and will be at the head of this new office. Having graduated with an MSc in Air Transport Management from ENAC (Ecole Nationale de l'Aviation Civile), he has more than 20 years of experience working for software companies implementing mission-critical Flight Ops software to airlines. For the past eight years, he has worked for OpenAirlines, helping airlines save fuel worldwide. He moved to Canada in

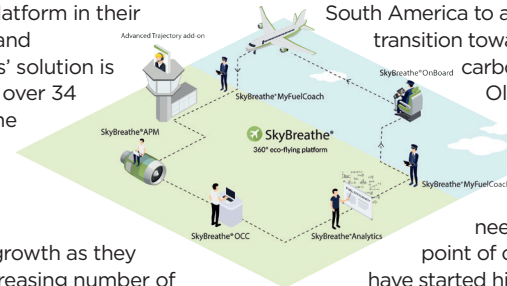
2018 to support local customers and develop OpenAirlines' presence in the Americas.

"I am delighted to take on the role of Regional Account Director Americas. I have a long history with OpenAirlines, and I am excited to continue writing it in the Americas. There is incredible momentum in sustainable aviation right now, so we need to work closely with our clients to help them optimize fuel savings. I also feel it is important to deploy our expertise further in North and

South America to accelerate the transition towards net-zero carbon aviation," said Olivier Paillot. "Due to our growing customer base in the Americas, we needed an additional point of contact and we have started hiring new talents here in Montreal to support local activities"

OpenAirlines: Based on the observation that every year, nearly 660 million tons of CO₂ are emitted by airplanes globally — representing 20,000kg of CO₂ per second, OpenAirlines decided to develop innovative solutions to help airlines reduce their environmental impact and costs.

OpenAirlines has drawn on seven years of R&D before launching its eco-flying software SkyBreathe®.



Relying on Big Data algorithms, Artificial Intelligence, and Machine Learning, the software automatically analyzes the large sum of data available in aircraft black boxes to provide recommendations to airlines and pilots that help them reduce their fuel consumption and CO₂ emissions.

In 2018, OpenAirlines continued its growth and began the development of a new module, called SkyBreathe® OnBoard, designed to be embedded in the cockpit to give recommendations to pilots in real-time.

In 2021, the platform is completed by SkyBreathe® APM, an innovative solution that continuously monitors aircraft performance with an up-to-date view of the entire fleet's health.

Today, SkyBreathe® is the most widely used eco-flying solution in the world. Its active community federates more than 50 airlines across the planet, including Air France, easyJet, DHL, Norwegian, IndiGo, flydubai, and Atlas Air. In 2019, its customers saved more than 590,000 tons of CO₂ and 150 million USD.

ASQS welcomes Norse Atlantic Airways

Another example that IQSMS is an easy and user-friendly software that adapts to any company needs and complexity is shown by ASQS's newest customer, announced in mid-May 2022 — Norse Atlantic Airways. The start-up will offer flights between Europe and North America, with the first flights taking off from Oslo, and was therefore looking for an intuitive management system that makes reporting of occurrences to the authority easy and helps to streamline internal safety and compliance management processes. As preparation is not only the key to success but to safety in particular, the new airline implemented ASQS's web-based and Integrated Quality and Safety Management System IQSMS from the very beginning.

The airline, which is inspired by Norsemen and Norsewomen, has a fleet of 15 modern and more environmentally friendly Boeing 787 Dreamliners. The company's highly trained team will be accompanied



with ASQS's smart quality assurance and compliance monitoring system IQSMS, that will ensure a safe and smooth journey.

Demonstrating a strong focus on operational safety, our Norway-based partner implemented the three IQSMS core modules, as well as the Document Distribution Module, Emergency Response Module and offline apps. Additionally, and due to the modular structure of our system, ASQS provides an integration to the crew scheduling and maintenance planning software for active data exchange.



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Green Pilots: making aviation sustainable one best practice at a time!

On 16 May 2022, we celebrated **World Pilots' Day**. Openairlines wanted to recognize all the men and women who act for the planet straight from the cockpit. Hugo Possamaï is one of them. The 737 Captain at Transavia airline shares his passion for aviation and the environment on his channel 'High Pressure Aviation'. He also joined the Green Pilot movement which unites Pilots, airlines, and aviation enthusiasts to act for the planet. Openairlines sat down with him to talk about sustainable aviation, and it turns out he has a few eco-flying tips up his sleeve.

Five eco-flying best practices that Captain Hugo Possamaï applies on a daily basis.

Openairlines: Hugo, you're applying fuel-saving best practices on all your flights. Could you give us some examples?

Hugo Possamaï: There are many fuel-saving best practices that pilots can apply depending on conditions. Some of them I do daily. For example, EOTI, which stands for Engine out Taxi in. Its principle is to perform taxi with one engine shut down. We just need to respect a cooling time of three minutes to preserve engine life. It represents savings from 4kg to 6kg of fuel on each flight. At Transavia, the application of this best practice represents fuel savings of around 180t/year.

Openairlines: 180t/year with one single initiative, that's impressive. So, this initiative is done on the ground.

What about in-flight procedures?

Hugo Possamaï: For in-flight procedures, there is idle reverse thrust. It is one of the easiest to apply because we just need to apply idle instead of full reverse thrust just after landing for the deceleration of the plane. Keeping a safe margin regarding our weight and approach speed, idle reverse thrust is enough 99% of the time. Again, it represents another 10kg to 15kg of fuel saved on each flight and 480t/year at Transavia.

Openairlines: Are there any other inflight procedures that you apply?

Hugo Possamaï: There is also RAAL which stands for Reduced Acceleration Altitude. It takes place during the climb phase, just after take-off. Usually, we must reach 3000ft to accelerate in most airports due to noise policies. However, at some airports, we can accelerate at 1500ft instead. The sooner we accelerate, the sooner we reach the clean configuration, reducing drag and improving fuel efficiency. It represents another 20kg of fuel on each flight and there is still room for improvement. Transavia manages to save 360t/year through the RAAL application. They achieved these remarkable results thanks to

monitoring this practice through SkyBreathe. They noticed the BP's application numbers were low and identified the cause: communication. From then on, Transavia started to add the information in the flight files so the crew could access it easily and it was a real eye-opener.

Openairlines: These initiatives are based on the pilot's actions. But sometimes, pilots are not the only ones involved in applying such procedures.

Hugo Possamai: You're right. For example, CDA, which stands for Continuous Descent Approach, is difficult to apply because it depends on ATC and traffic. What makes you burn a lot of fuel is the step-by-step descent. You adjust thrust to maintain your speed and flight path at each flight level. With CDA, we have a smooth constant descent at idle thrust instead of the many throttle adjustments required by the step-by-step clearances. This avoids much fuel burn. It is harder to apply at large airports, but when flying to small airports, there is always a chance to be allowed to perform it.

Openairlines: Any other initiatives related to ATC?

Hugo Possamai: Yes, there are also Direct routes. We try to get direct routes during the flight to save both time and fuel. Every opportunity with ATC must be taken; we leave no stone unturned. Even if your route is prepared to be the shortest possible, you can sometimes get a shortcut and

save a few minutes. It is another big factor in saving fuel.

Openairlines: Is it easy to apply these best practices in your daily business life, or can it be challenging somehow?

Hugo Possamai: In my experience, pilots who adopt eco-flying practices usually face two issues:

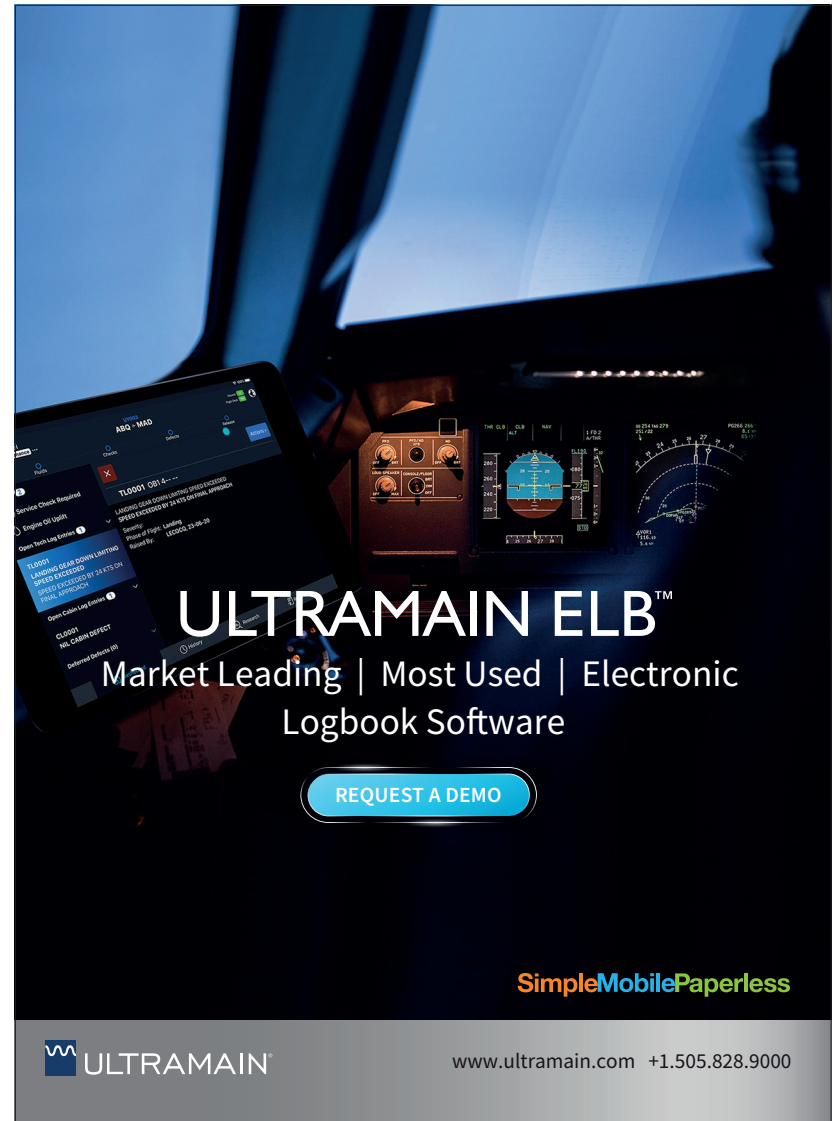
The first is the difficulty of staying engaged. Having the motivation to start is not difficult but keeping it overtime is. Few pilots consider it an additional workload during the flight. It is easier now that I am a Captain as co-pilots will follow my lead in applying these procedures.

The second issue is that it is hard to estimate success: even if you apply all the best practices in the world, how would you know you're doing well? How would you measure success and progress? And ultimately, how much fuel do you save?

Openairlines: You probably know this famous quote from Lord Kelvin: you cannot improve what you cannot measure?

Hugo Possamai: Exactly. Be aware and measure. These are the two reasons that led me to use MyFuelCoach. In my everyday life as a pilot, I am aware of the procedures I could follow or not. It also helps me build my experience as a young Captain.


Openairlines: It is exciting to see that pilots have many levers to reduce fuel burn and CO₂ emissions on flights. Thank you for sharing your expertise, Hugo!



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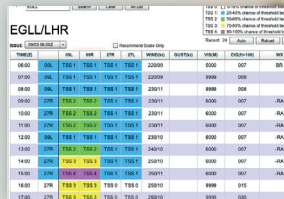
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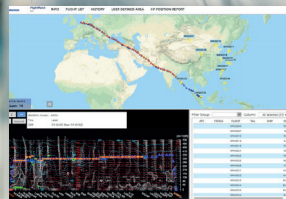
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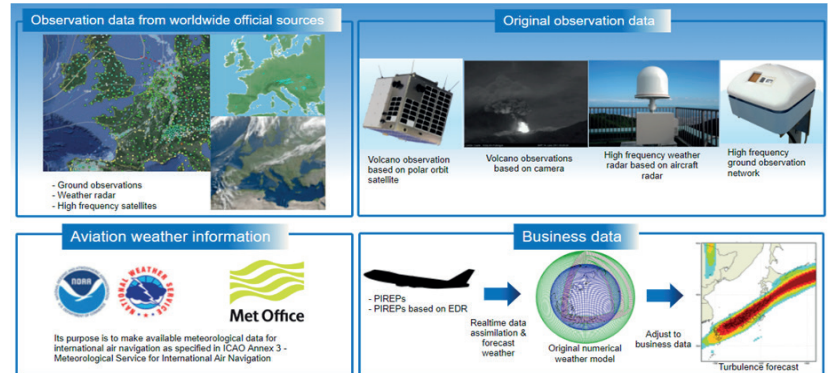
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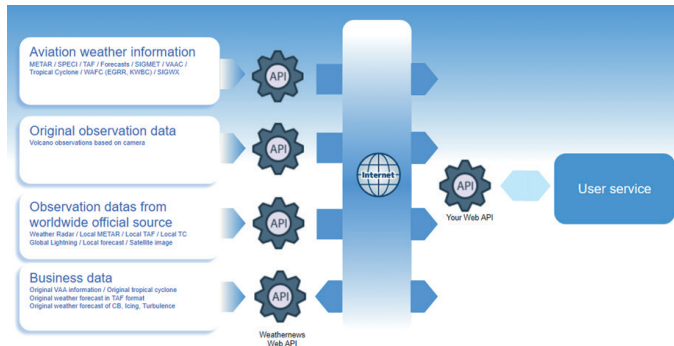


There are many weather types to consider that will affect flights. To ensure safety, it is important for pilots and flight operations to have the latest weather information as thunderstorms, winds, fog, rain and snow can have a big impact. Most airlines try to fly in almost all-weather conditions but sometimes delays and cancellations are implemented so that the number of delays can be minimized.

As airlines emerge from the pandemic, there is an increasing trend to integrate more weather data, especially with existing flight operation systems. Integration of weather data into existing systems brings many benefits. For instance, better tracking of advancing weather can be achieved with the latest weather updates supporting an alert facility. As a result, operations teams have better situational

awareness and this leads to more efficient monitoring and management of Irregular Operations. Various forecast model data can be consolidated along with various observation data into one platform allowing for more comprehensive analysis and better decision making. To respond to this demand, Weathernews Inc. has developed an API service in which different types of weather and business data can be delivered to an airline's system.

In particular, aeronautical meteorological information in accordance with International Civil Aviation Organization (ICAO) standards such as WAFS products and OPMET data can be provided. In addition, Weathernews' proprietary observation data from our proprietary infrastructure network, proprietary forecast products



such as turbulence, icing and convection as well as business data from airlines can be made available through our API solution.

Most importantly, Weathernews Inc. spends time to understand the exact requirements of a client so that a solution can be designed that not only allows users to customize setting to automatically acquire data but meets the required quality assurance that is necessary in any integrated solution.

[Read the full story on Aircraft IT Website](#)

Is turbulence here to stay?

An Embraer E175 was forced to divert after encountering severe turbulence.... Envoy Air Flight 3729 from Charleston, South Carolina to Dallas, Texas was diverted after encountering severe turbulence that ripped off part of its wing.” By AirLive, May 4th, 2022.

While clear sky turbulence is the most common type of airline accident, the 30K subscribed pilots who use SkyPath need not worry as they have access to reliable, high-resolution, real-time data on turbulence along their planned flight route.

Uploaded directly to the pilot’s iPad, SkyPath turbulence data can prevent accidents and improve customer satisfaction by helping pilots and dispatchers to optimize flight routes, cut fuel costs, and tailor in-flight service and announcements to weather conditions.

Unlike other meteorological conditions, current models are unable to predict or forecast turbulence which means that pilots are, to some extent, flying blind when it comes to turbulence. Similar to popular apps which build on data from drivers to estimate traffic conditions, SkyPath taps into data collected by thousands of aircrafts and plugs it into its patented AI algorithm to map and grade the severity of active turbulence and send users relevant turbulence alerts. With over 150 million turbulence reports annually (from smooth to severe), SkyPath’s proprietary data can also be used to improve weather forecasting and nowcasting.

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Scandinavian Airlines System group selects ULTRAMAIN® ELB™ for paperless operations

In mid-May 2022, Scandinavian Airlines System (SAS) announced that it has selected Ultramain Systems to provide its market leading electronic logbook software. ULTRAMAINELB fully replaces the aircraft paper technical log, cabin log, journey log, damage log, and fueling logs providing a validated electronic Certificate of Release to Service (e-CRS). The ELB application will be used by Flight Crews, Cabin Crews, and Mechanics on iOS and Windows devices to provide integrated workflows with SAS maintenance and operations systems. Once implemented, ULTRAMAIN ELB will provide a variety of benefits including enabling accurate, real-time global operational visibility of the SAS fleet, resulting in fewer maintenance related disruptions, reduced defect life cycle time, higher dispatch reliability, and increased aircraft utilization. Ultramain's off-line eSignature validation capabilities will ensure reliable electronic operations even when connectivity is unavailable.

According to SAS, ULTRAMAINELB will enable process efficiencies that will avoid disruptions and reduce turn times. The removal of paper-based processes will increase productivity by 6,500 man-hours per annum. As part of the SAS digitalization and paperless initiative, ULTRAMAIN ELB reinforces the SAS commitment to providing



sustainable travel. Implementing ELB will avoid the consumption of 300 logbooks per year across the SAS group of airlines.

"We are pleased to welcome SAS to the ULTRAMAIN ELB family. As the launch customer of ULTRAMAIN Electronic Line Checks™, a companion product to ELB, SAS will further increase productivity with digital line maintenance check sheets. This is an important step toward the SAS goal of reducing the environmental impact for the communities in which they serve," stated Mark McCausland — President and CEO of Ultramain Systems.

Scandinavian Airlines: As Scandinavia's leading airline for more than 75 years, Scandinavian Airlines System group (SAS) has flown and kept Scandinavia connected to the world and the world to Scandinavia. They have always stayed at the forefront of what's new, and looked towards the next horizon. They've seen the world

change, sometimes over decades, and sometimes, all at once. Changes that have made us rethink, adapt, and rebuild. We're now heading into a future where change is never-ending, and the need to rethink is constant. A future of conscious thought and sustainable innovation, our way, the Scandinavian way.

Ultramain Systems: Serving aviation industries worldwide for more than 35

Years, Ultramain Systems is dedicated providing our customers worldwide with simple mobile paperless aviation maintenance software products and professional services. ULTRAMAIN ELB — the market leading electronic logbook software — is approved for paperless use at airlines worldwide. ULTRAMAIN ELB operates on mobile or installed devices.

[Read the full story on Aircraft IT Website](#)

CrossConsense receives research seal 'Innovative Through Research'

In late May 2022, CrossConsense was awarded the research seal 'Innovative through research' for the year 2022/2023. They received the seal for the first time two years ago and have been awarded again for continuous efforts in the area of research and development for aviation and space. The seal has been awarded by the 'Stifterverband für deutsche Wissenschaft' (Donors Association for German Science).


Stifterverband is a joint initiative started by companies and foundations — the only one in

Germany to be devoted entirely to consulting, networking and promoting improvements in the fields of education, science and

innovation. It promotes cooperation and interaction between business, science and civil society. In our case we are working in a project together with the Deutsche Zentrum für Luft- und Raumfahrt.


"We are very pleased to receive this award and are motivated to continue our research activities. Ultimately, supporting scientific progress always is a way of supporting our customers. Our customer's trust sets us on a mission of solving today's big challenges in electronic record keeping and big data, paving the way to Net Zero," said Axel Christ, Managing Director of CrossConsense.





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Comply365 to streamline digital document operation for Prescott Support

In mid-May 2022, Aviation software leader Comply365 was pleased to welcome its newest customer, Prescott Support, who will rely on Comply365's cloud-based document and compliance management system to transform their digital operations. Pilots will access critical operational content, record their compliance, and send important data through electronic forms using Comply365's mobile platform.

Headquartered in South Carolina, Prescott is an air cargo charter and air freight company specializing in time-critical, high-value, and outsized goods. They transport cargo and passengers to remote, unimproved locations typically not served by traditional air carriers, serving more than 126 locations across 60 countries.

"We were looking for a single solution to use across the enterprise that could scale with us as we continue to grow. The efficiencies the Comply365 solution brings will support us in better managing our operation with compliance tracking and ensuring our pilots are always accessing the latest versions of their manuals," stated Duncan Wolford, Vice President of Flight Operations at Prescott Support.

Pilots at Prescott needed a better mobile document viewer with global search capabilities, as well as to track compliance and complete forms that would not just send an email but instead kick off an automated workflow. The carrier also needed offline capabilities as they face connectivity challenges in remote areas across the globe.

Using Comply365's mobile app, pilots will be able to search across all their manuals at once and be able to add personal annotations, bookmarks, and highlights that will be retained whenever a document is updated.

Flight crew members will be able to send data back to the operations team through forms that will automatically be routed to the appropriate staff and be easily tracked. Prescott will be able to deliver content and personalized notifications based on roles and drive higher rates of compliance with reporting insights.

Comply365: Comply365 is the leading provider of enterprise SaaS and mobile solutions for content management and document distribution in highly regulated industries including aviation, rail, and energy. Comply365 supports the world's most mobile and remote workforces with targeted and personalized delivery of job-critical data that enables safe, efficient, and compliant operations.

Prescott Support: Prescott is a U.S.-certificated, Part 135 On-Demand Air Carrier — a global provider of tailored transportation services for passengers and freight, including time-critical, high-value, and out-sized cargo. The mission is to provide each client with right-sized and responsive air transportation solutions while delivering the highest levels of safety, security, and reliability.

[Read the full story on Aircraft IT Website](#)

StorkJet granted with European Startup Prize for mobility

StorkJet started the first part of the year on a grand scale. In late May 2022, the company was proud to confirm that it has been selected as the winner of the European Startup Prize for mobility. The applicants were from 563 companies in 36 countries and all of them had to face very strict criteria. However, despite so many competitors, it was StorkJet, that has been granted the Gold Award and, as a result, was selected as the best and most promising company on the market.

European Startup Prize for mobility was created in 2017 by Chairwoman of the European Parliament's Committee on Transport and Tourism, Boston Consulting Group, and Via I, Karima Dell. From the very beginning, it was directed to sustainable mobility. The winners of the prize are provided with investment opportunities such as a 'one-stop-shop' for EU funds and private investors, tailor-made mentoring from Boston Consulting Group, connections, and visibility.



This year was the 4th edition of the European Startup Prize. The Final Ceremony took place in Paris on the 19th of May. It was the official event of the French Presidency of the EU, held at the ChangeNow festival, the world's largest event for the planet. The winners that were invited had the opportunity to give a pitch in front of the entire ecosystem of major

companies, EU institutions, VIPs, and investors. It is worth mentioning that there were among others the Prince of Monaco, HSH Prince Albert II, Vice-President for Interinstitutional Relations and Foresight, Maroš Šefčovič, and Vice President at European Investment Bank (EIB), Lilyana Pavlova.

StorkJet's pitch, presented by Piotr Niedziela (VP, Head of Business Development), was about how to reduce aviation footprint on the environment and it was met with great interest. What is more, the whole ceremony was live-streamed by The Brussels Time, so the viewers had the opportunity to vote on the best pitch and therefore the best company. As a result, StorkJet received the best marks from the jury and the viewers, which contributed to the fact that they were announced the winner. Congratulations to the whole StorkJet team! It is great to see how such companies contribute to sustainable aviation by reducing their footprint on the environment.

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Danish health drones are taking off: Towards faster and better treatment

On 30 May, Danish health drones flew for the first time from Odense University Hospital (OUH) in Svendborg to the island of Ærø. The drones can carry blood and medicine, and the transport time of 40 minutes is much faster than by car and ferry. It ensures proper treatment for the patients faster.

Today, if you live on one of Denmark's smaller islands and have a blood sample taken, the sample must be transported by ferry and car for analysis at the hospital's laboratory. In future, the distance will be shorter, because now the way has been paved for the blood sample to be sent by drone directly and immediately to the laboratory.

This became reality on Monday 30 May, when Danish Minister of Transport, Trine Bramsen, stood by in Svendborg to send the first Danish health drone off via a radio connection.

After years of planning and testing, the

partnership behind the health drones is ready to demonstrate the first flights across the water. A route of 50 kilometers, taking place at an altitude of 80 meters.

The drone will fly from OUH Svendborg Hospital to Ærø. The first version of the drone can bring blood samples from the small island community to the laboratory. In the longer term, the plan is for medicines and equipment to be transported between hospitals, laboratories, medical centers, nursing homes and home care. In line with the government's new health care reform, the scheme can be extended to smaller islands or areas that are far from a hospital, thus bringing the health service out to the patient.

"There is no doubt that with the entry of health drones into the health care system, we are entering a new era", said project manager from the University of Southern Denmark (SDU), Kjeld Jensen.

What are the health drones?

The HealthDrone project will integrate drones into the Danish healthcare system. Behind the project is a partnership consisting of OUH, Falck, Holo, Unify, Scandinavian Avionics and SDU. HealthDrone is in the process of developing and testing drones for transporting blood samples and medicine between Ærø, Svendborg and Odense.

"It is exceptional in a European context that we fly with the drones without shutting down the airspace. Together with Naviair, Unify and the Danish Transport Authority, we at SDU have developed a method for tracking helicopters and aircraft so that we can manoeuvre around them. The air traffic control at Naviair can see on their screens when a drone flight is in progress and will act if e.g., a rescue helicopter needs the airspace. We have paved the way for this to be possible", said Kjeld Jensen.

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Wizz Air signs up for Cargo Weight & Balance solution from Evionica

After Western Global Airlines, which selected Evionica as a global Weight & Balance software partner in March 2021, it was announced at the end of May 2022 that Wizz Air has signed up a contract to implement Evionica's solution for cargo airlines. Following the successful introduction of the Passenger Weight & Balance solution in 2020, Wizz Air is now expanding its partnership with Evionica to support cargo operations. The solution — a fully scalable web-based application, open for integrations with external data sources — will support Wizz Air with the load control process of A330F, which is the first wide-body aircraft in its history.

"For Wizz Air, being European fastest-growing and greenest airline, the safe and efficient load planning process that matches the fleet's capacity is very important. The Weight & Balance solution from Evionica is reliable and gives us the flexibility to be run by either CLC or Loadmasters," stated Balazs Acsai, Cargo Operations Manager at Wizz Air Hungary.

Currently, more than 10.000 Wizz Air flights monthly are processed through Evionica's Weight & Balance solution.

"I am certain that Evionica Weight & Balance solution will strengthen the cargo operations of Wizz Air worldwide. Being a dynamic partner for airlines we see growing demand for cargo operations. With visual and interactive interface operating on any device, the load distribution is comfortable for load controllers and can be



quickly implemented on any infrastructure," added Mateusz Godun, CEO, Evionica.

The solution will be implemented by Wizz Air latest in Q3/2022 and Evionica looks forward to extending its cooperation with cargo airlines, ensuring safe and efficient flights over the network.



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FLYHT's AFIRS Edge A320 Platform to launch on Coral Jet

At the end of May 2022, FLYHT Aerospace Solutions Ltd. and Coral Jet, a start-up airline that will service the Caribbean, United States and Canada, announced that Coral Jet has placed an initial order to become the launch customer for the AFIRS Edge™. The Edge will be added to Coral Jet's existing AFIRS™ satcom products, as previously announced on January 11, 2022.

The AFIRS Edge is an aircraft interface device (AID), pushing aircraft data to EFB applications, providing airlines with Wireless Quick Access (WQAR) capabilities, all while serving as a gateway on the aircraft for critical real-time information and onboard data storage. With powerful onboard analytics capabilities, the Edge leverages innovative technology to allow complex analytics to be developed and deployed more efficiently than conventional updates. The Edge also serves as a data port for the Actionable Intelligence services such as fuel management, aircraft health monitoring and real-time engine data reporting. These tools will help airlines recover from the pandemic while monitoring and reducing fuel burn and thereby greenhouse gas emissions.

FLYHT's development of the Edge as well as its suite of Actionable Intelligence tools was developed with repayable funding support from PrairiesCan through its Western Innovation Initiative.

Kent Jacobs, President of FLYHT stated, "We are very excited to have a launch customer for the Edge product line and plan to complete the STC process for the A319/320/321 and the B737NG this year. Our AFIRS Edge is a light weight, powerful avionics product that provides airlines with a wireless QAR (Quick Access Recorder), AID functions, and ACMS capabilities that will help airlines improve their operational efficiency. Completing these two STCs this year will allow us to meet the demand we are seeing in the marketplace. We see this as a significant step forward in the rollout of this product."

Wes Gardner, Director of Flight Operations of Coral Jet said, "FLYHT products have always been ahead of their time, and we see the Edge product line solving most of our data and pilot communication needs. We look forward to the new products being developed for the Edge to help us run an efficient and environmentally friendly airline."

FLYHT Aerospace Solutions Ltd.: FLYHT provides airlines with Actionable Intelligence to transform operational insight into immediate, quantifiable action, and delivers industry leading solutions to improve aviation safety, efficiency, and profitability. This unique capability is driven by a suite of patented aircraft certified hardware products. These include AFIRS™, an aircraft satcom/interface device, which enables cockpit voice communications,

real-time aircraft state analysis, and the transmission of aircraft data while inflight. The AFIRS Edge is a state-of-the-art 5G Wireless Quick Access Recorder (WQAR), Aircraft Interface Device (AID), and Aircraft Condition and Monitoring System (ACMS). The Edge can be interfaced with FLYHT's TAMDAR probe or the FLYHT-WVSS-II relative humidity sensor to deliver airborne weather and humidity data in real-time.

CrossConsense, FLYHT's wholly owned subsidiary, offers highly skilled services to the commercial aviation industry and provides preventative maintenance solutions. These include Aircraft Fleet View, a native application that gives a real-time view of airline fleet status; AviationDW, a managed data warehouse for enhanced business intelligence; and ACSIS, a visualization and predictive maintenance alerting tool.

FLYHT is headquartered in Calgary, Canada, and is an AS9100 Quality registered company. CrossConsense, located in Frankfurt, Germany, is an ISO9001 certified operation.

[Read the full story on Aircraft IT Website](#)

Web Manuals speeds up compliance operations with Aerofoil

In mid-June 2022, Web Manuals, a world leader in digitalizing manuals for the aviation industry, announced a partnership with Canada's leading compliance expert, Aerofoil, shortening the lead time to get Minimum Equipment Lists (MEL) approved for its customers.

Available through the Web Manuals Store, Aerofoil will provide prepared MELs to existing Web Manuals users, developed using the appropriate original equipment manufacturer (OEM) data, Transport Canada documentation and regulatory guidance. Each MEL is designed for specific operators and only once approved, in line with the Canadian Aviation Regulations, can users apply control processes to ensure they remain compliant and operate equipment safely. This is often a lengthy process, delaying operational timelines.

Krister Genmark, Vice President of Sales U.S., Web Manuals, said: "The task of writing compliant MELs can be timely and mundane, and thorough approval processes often means that implementation is delayed. Our partnership with Aerofoil will provide significant time saving benefits for our growing Canadian corporate operator client base, promising a more streamlined approach to MEL management. The collaboration will also widen our offering to the Canadian private operation market, marking our continued worldwide growth to-date and placing us in a strengthened position to continue working throughout the Canadian aviation sector."

Web Manuals' online store allows customers to buy additional products and services to help support their compliance needs in a seamless, intuitive way.

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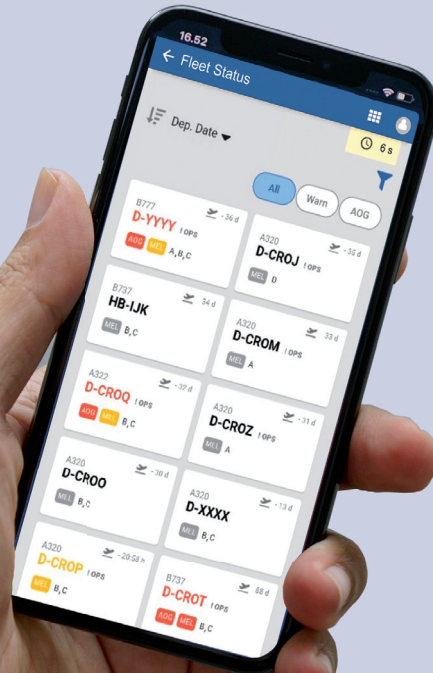
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Eight airlines enter the era of Electronic Flight Assistant with NAVBLUE's brand new Mission+



Officially launched by Airbus last November at Dubai Airshow, Mission+, the first Electronic Flight Assistant, has already been selected by eight operators, NAVBLUE was pleased to announce at the start of June 2022. The Mission+ community includes National Airlines, Air Transat, Peach Aviation, flyadeal, Jazeera Airways, Cyprus Airways, Air Malta and Airbus Transport International (ATI).

Mission+ was created by NAVBLUE combining its Flight Operations expertise, the technical experience of Airbus pilots and the feedback from airlines worldwide. Gathering all the information pilots need in one single application on a globe-centric display, Mission+ integrates mission management data and documentation, cockpit check-list, navigation charts and airport maps, real time weather conditions, aircraft performance data — usually only available to pilots via multiple sources.

A true Electronic Flight Assistant, Mission+ reduces pilot workload and



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streamlines the flow of information between ground and onboard systems. The pilot's journey is optimized from preparation to closure of a flight. Mission+ also increases efficiency by reducing manual entries and therefore risks of errors.

The solution ensures a flexible platform with optional modules that can be customized to airline specific requirements. National Airlines, Air Transat, Peach Aviation, flyadeal and Air Malta will use the mission management module (electronic flight folder), while Jazeera Airways, Cyprus Airways, Airbus Transport International (ATI) have selected Mission+ for both charting and mission management modules.

"With NAVBLUE and Mission+, we aim to improve our airline's operational efficiency, with a new generation EFB integrating all the information our pilots need, before, during and after flight, on an easily accessible and fully integrated platform," said Captain Ali Bourahla, Chief Pilot at Jazeera Airways.


"With over 30 years of experience in charting and paperless cockpit operations, we offer the first Electronic Assistant that enhances the pilot's journey experience and the airline's operational efficiency. We are proud to already count eight airlines joining the Mission+ community", added Fabrice Hamel, CEO of NAVBLUE

NAVBLUE: NAVBLUE is an Airbus Services company, wholly owned by Airbus, and dedicated to Flight Operations & Air Traffic Management Solutions. NAVBLUE provides products and services, and supports both civil and military environments, on the ground and onboard any aircraft and offers expertise in a range of areas,



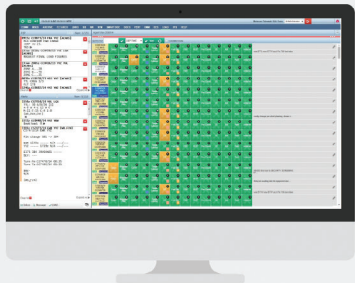
including digital cockpit operations, Operations Control Centre (OCC) systems, Flight Ops Engineering, Performance Based Navigation (PBN) and Air Traffic Management (ATM). NAVBLUE has offices in Canada, France, Sweden, Thailand, UK and US and representatives in several other countries across the globe.

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Kathmandu airport implements new RNP AR procedures designed by NAVBLUE, for enhanced efficiency and reduced risks in a challenging environment



At the start of June 2022, the Civil Aviation Authority of Nepal (CAAN) published an Aeronautical Information Publication (AIP) amendment for the entry into service of new RNP AR approaches and departures developed by NAVBLUE for Tribhuvan International Airport (IATA: KTM, ICAO: VNKT), the main airport serving Kathmandu, surrounded by mountains with a very challenging operating environment.

Required Navigation Performance with Authorization Required (RNP AR), a Performance Based Navigation (PBN) navigation specification, is the ideal solution for this type of airport. RNP AR allows navigation accuracy down to 0.3NM and below, and performing turns after the final approach point: trajectories can fit better in the obstacle landscape, reducing minimas whilst maintaining safety.

NAVBLUE had already developed RNP AR procedures in 2012 for Runway 02 at Kathmandu Airport, which includes Radius to Fix (RF) turns in the final segment to allow a curved approach around the mountains, as opposed to the straight-in VOR approach (VHF omnidirectional range) usually required to go over a mountain. These RNP AR procedures allow a comfortable glide slope of 2.8 degree compared to the VOR glide slope of 5.3 degree.

The new RNP AR APCH procedures designed by NAVBLUE in 2021 for Runway 20 at Kathmandu airport offer an IFR (Instrument Flight Rules) alternative to the current VFR (Visual Flight Rules) / circling approaches. RNP AR departure procedures for both runway ends have also been developed thanks to NAVBLUE's

unique expertise, providing full benefits to operators equipped with this capability.

Thanks to these new RNP AR procedures, airlines flying to and from Kathmandu airport will benefit from:

- Improved airport accessibility thanks to a lower approach minima and less weather related diversion;
- An approach fully guided in lateral and vertical (using flight director and/or autopilot);
- Improved safety and fly-ability thanks to procedures that can be flown with fully managed guidance;
- An optimised airspace thanks to fully repeatable and predictable trajectories;
- Reduced fuel consumption due to shorter procedures compared to the conventional ones, and optimised vertical paths of the trajectories.

“NAVBLUE is proud that Kathmandu airport will now benefit from new RNP AR procedures, which should generate significant benefits for airlines flying into Nepal. For Runway 20 it even allows for instrument flight procedures where none existed before. These fully managed RNP AR procedures reduce the risk of unstabilized approaches and involve fewer go-arounds, bringing operational benefits for the airport, both in terms of efficiency and safety,” said Fabrice Hamel, CEO of NAVBLUE.

NAVBLUE has already supported many airlines in their Ops Approvals, Flight Ops Safety Assessment (FOSA), RAIM predictions and navigation database validation for their RNP AR operations into Kathmandu, in order to



enhance the regularity and safety of their operations in their flights to Kathmandu.

IndiGo, India's largest airline, has already chosen NAVBLUE and Airbus's RNP AR modification to upgrade some of its latest A320 aircraft and to obtain RNP AR approvals to take advantage of the new procedures. Kathmandu is the only international airport in Nepal, connecting the country to over 40 destinations in 17 countries, and a hub for two international airlines, the flag carrier Nepal Airlines and Himalaya Airlines, along with several other domestic and regional carriers.

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The Danish Armed Forces' T-17 aircraft digital instruments upgrade

Since 1975, the Danish Armed Forces has used the SAAB T-17 Supporter aircraft for e.g., pilot training. Now is the time for a thorough update of the instrumentation of the aircraft — a task that Scandinavian Avionics has helped greatly along the way. The prototype, which has undergone an upgrade and subsequent test flight, was handed over on 19 June 2022 at the Danish Air Show in Karup, Denmark.

The original analogue navigation and communication equipment has been dismantled and replaced by modern digital equipment. With its many in-house capabilities, Scandinavian Avionics has lifted the complex task of upgrading an older aircraft to become up-to-date.

In order to be able to solve the task, Scandinavian Avionics' design specialists and engineers, in close collaboration with the Danish Ministry of Defence Acquisition and Logistics Organisation, the Royal Danish Air Force, the Danish Armed Forces Maintenance Service and 2M Ståldesign ApS, have developed the necessary hardware and documentation incl. new layout of the instrument panel, diagrams, connections, wiring and placement of instruments.

The purpose of the prototype is to pave the way for a future proofing of the T-17 fleet, so that the type will be a relevant capacity for the Armed Forces on an ongoing basis. At the same time, up-to-date digital instrumentation means a more

natural transition for new pilots to more complex platforms. Furthermore, maintenance is significantly reduced, just as a smaller weight saving on the upgrade will reduce fuel consumption.

Digital touch screens

The original analog equipment in the cockpit has been replaced with a much more modern set-up with digital touch screens and the option of wireless uploading of planning and relevant databases related to flight. The pilot's old analog primary instruments have been replaced with a Garmin G500 TXi display, which provides a much better overview of primary flight data such as altitude and speed. This includes digital EIS (Engine Indication System), which makes, among other things, the original engine and fuel instruments redundant.

The new GTN750Xi GPS is the pilot's tool for navigation and communication, and a battery-powered GI275 standby indicator is installed in case the aircraft loses its primary power source. LED indicators are installed in the panel, which use less power and reduce the need for maintenance, as well as an ADS-B out solution, ensuring that statutory data on the identification and position of the aircraft is transmitted. Overall, a thorough update of the old training aircraft, which really lifts the cockpit and instrumentation to a new level.



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Development of the prototype

Scandinavian Avionics' total delivery to The Danish Ministry of Defence Acquisition and Logistics Organisation also includes specification and documentation of the prototype, which will form the basis for a forthcoming EU tender for modification of the Armed Forces' T-17 fleet.

"The collaboration with Scandinavian Avionics, as the main supplier of the prototype, has emphasized the value of a close collaboration with the Danish defense industry. Scandinavian Avionics' many years of experience in the field of aircraft avionics, together with their accommodating approach and immediate understanding of the needs of the Armed Forces, have in a short time ensured an excellent technical and future-proof operational solution. What Scandinavian Avionics has professionally delivered will also form the foundation for modification of the T-17 aircraft, which will ensure the continued relevance of the capacity for the Armed Forces for many years to come", stated Jens Vinther, Major, Capacity Manager T-17, The Danish Ministry of Defence Acquisition and Logistics Organisation.

In conjunction with the delivery of the prototype, Scandinavian Avionics has prepared a training program that will equip the military's T-17 technicians to understand maintenance of the new systems. This training program is organized and performed by AEROTEAM Training Solutions, which like Scandinavian Avionics is part of The SA Group.

"In the SA Group, we deliver, among other things, turn-key solutions to our customers, and this project is a perfect example, where we together with the Ministry of Defence Acquisition and Logistics Organisation have defined an optimal solution in terms of finances and functionality, designed the profound technical documentation, performed the actual installation and configuration, made the final test program and will in addition provide training of defense personnel. It has been a pleasure to work with the Armed Forces' skilled employees and develop an optimal solution — the result speaks for itself", said Hardy B. Truelsen, T-17 Project Manager, Founder & Chairman, Scandinavian Avionics A/S.

The Danish Air Force has a total of 27 T-17 aircraft, with room for 2 (3) men on board. The T-17 aircraft are used primarily as training aircraft for pilot training, but also for observation flights, connecting flights, maintenance of skills and much more.

The SA Group: The SA Group offers everyone, including complete turn-key, solutions within avionics, electronics, special mission, SAR, training and interior, to the military and civil aviation industry. Incl. sales, maintenance, repair and overhaul (MRO), certification, design & engineering, installation, product development, production, training and consulting services. The SA Group is represented in nine countries, at 14 locations in Europe, the Middle East, India and Southeast Asia. Scandinavian Avionics A/S, which is the headquarters of The SA Group, was established in 1978 and is located in Billund, Denmark.

[Read the full story on Aircraft IT Website](#)



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AirExplore signs-up for the EFBOne Cross-Platform solution

In mid-July 2022, IFS, the Copenhagen based EFB Software Platform SaaS provider, announces that it has signed a contract with AirExplore based in Bratislava, Slovakia, to implement the EFBOne from IFS.

AirExplore operates a modern fleet of eight Boeing B737-800 aircraft. The AirExplore core business is to provide the ultimate and most flexible ACMI solution to airline clients worldwide using modern aircraft, experienced crew, skilled maintenance, and comprehensive insurance. The implementation of EFBOne will take place during Q3/Q4-2022.

"Being an ACMI operator we selected this solution because it copes with our current and future demanding operational requirements. The EFBOne will be a cornerstone in our operational set-up and its flexibility secures that we can meet our long term EFB strategy goals. The effective and yet flexible architecture of this EFB software solution gives AirExplore the opportunity to bring even more automation into its processes to reduce the workload and increase operational flexibility for flight crews as well as for ground personnel", Mr. Pavol Klein, Flight



Operations Director of AirExplore said.

The EFBOne solution to be provided will include full Pre-flight reporting with Fuel Planning, In-flight reporting with Electronic Flight Planning module integrated with AirExplore's NAV Flight Services Flight Planning system output, Post-flight reporting integrated with AirExplore's LEON Scheduling & Crew planning system, as well as seamless integration of the LIDO mPilot application and Boeing OPT Performance app will provide the crew with a uniform and interconnected workflow. The solution includes the comprehensive EFBOne Back-Office System which powers the EFB

Platform, centralizes all data flows and controls data import/export to back-end systems and manages status of all individual and aircraft deployed EFB units.

"IFS is honoured to be selected by AirExplore for this EFB software platform project and is looking forward to finalizing the implementation together with AirExplore during Q3/Q4-2022. By selecting EFBOne AirExplore will get a centralized business intelligence tool and a highly customized application solution which can cover all present and future requirements. The choice indicates that IFS

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Andy Pyett, Line Maintenance Control
British Airways CityFlyer

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offers the right combination of product solutions, advanced technology, seamless integration and the highest cost/benefit levels in the market” says Sandra Daukste, EFB Relationship Manager of IFS.

AirExplore: AirExplore specializes in ACMI/Wet lease operations and is capable of setting up remote operational bases with short notice for their aircraft worldwide. Using own maintenance organization and highly experienced and friendly crew, AirExplore is able to satisfy any customer’s requirements.

International Flight Support (IFS): IFS is an innovative and experienced SaaS supplier of iOS and Windows based EFB Software Platform solutions aimed at commercial aircraft operators. The company was founded in 2005 and has 15 years of operational experience providing in-cockpit solutions to airline operators, cargo operators, business jet fleet operators and military users. The EFBOne software solution defines a new standard for high quality modular EFB architecture. It was built to achieve complete data integration to any back-end software systems used by the operator while offering a unique degree of customization options that reflects each operator’s preferences for modules and work-flow contents all set-up to match each airline’s standard operating procedures.

[Read the full story on Aircraft IT Website](#)

NAVBLUE opens new site in Gdansk, Poland for Data and Software Production

To expand its global presence, In early July 2022, NAVBLUE, Airbus’ subsidiary for Flight Operations solutions, announced the opening of a new site in Gdansk, Poland, a recognized aerospace and software hub in Europe.

The office in Gdansk, which will open officially by end of Q3 2022, will specialize in Aero Data and Software Production, leveraging a local talent ecosystem, to develop, produce and deliver continued state of the art flight ops products and solutions that drive airlines’ operational efficiency and support sustainable aviation.

With this opening, NAVBLUE continues its expansion worldwide, now with four sites in Europe (France, UK, Poland and Sweden) and offices in Canada, USA, Thailand, and Singapore.

“With our new office in Poland we are reinforcing the NAVBLUE network in Europe and throughout the world. We are happy to open in Gdansk with its recognized talent in software development. It will also facilitate working relations with other teams based in Europe, Asia and America. Our aim is to become an employer of choice in the area, as a high performing and attractive company, and we encourage potential candidates to start applying from now.” said Fabrice Hamel, CEO of NAVBLUE.

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Hilmar B. Baldursson, VP Flight Operation Icelandair

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VENDOR FLIGHT LOG: HONEYWELL FORGE

Boris Bliznakov shares the all-around efficiency improvement offer that keeps Honeywell Forge Flight Efficiency growing from strength to strength



Boris has been in the aviation industry for more than 12 years and part of Honeywell for the last seven years. Within the Honeywell Connected Enterprise, his responsibilities include product development and strategy of the Honeywell Forge Flight Efficiency portfolio. He holds an MSc Aviation Management from Cranfield University, where he specialized in Airline Sustainability SaaS Solutions and Airport Planning and Management.

Aircraft IT: Your name, your job title and the name of the business?

Boris Bliznakov: Boris Bliznakov, Senior Product Manager for Honeywell Forge Flight Efficiency, part of the Honeywell Forge suite of enterprise performance management solutions.

Aircraft IT: How did Honeywell Forge Flight Efficiency get started?

BB: Originally, Honeywell Forge Flight Efficiency was created in 2009 as Aviaso's fuel efficiency software. Honeywell acquired Aviaso in 2015, merging Honeywell's comprehensive service offerings and industry leadership with Aviaso's domain expertise. Since then, the start-up point solution has grown into a Flight Data Analytics platform, expanding beyond the fuel efficiency use case to address cross-domain use cases like Sustainability, On-Time Performance, Flight Safety and Maintenance, and Operational Efficiency.

Aircraft IT: What is the guiding business principle that drives Honeywell Forge?

BB: Honeywell Forge Flight Efficiency is part of a diverse collection of Honeywell Forge solutions that serve verticals including airlines, industrial, warehouse, buildings and more. At its core, Honeywell Forge solution is an enterprise performance management system that reinvents the way industries measure, analyze and run their complex operations. This means we provide software and services that allow customers to future-proof their investments, make data-driven decisions, and accelerate their digital transformation.

Aircraft IT: What has Honeywell Forge Flight Efficiency's greatest business achievement been to date, and why?

BB: We are proud to be the flight efficiency and analytics software of record for more than 30 airlines globally of all types and sizes. Over 2,700 tails on average report data daily to our system. Our greatest

achievement is earning the trust and partnership of these customers, several of whom pre-date our transition to Honeywell — and some of whom have been with us since the beginning.

“Over 2,700 tails on average report data daily to our system. Our greatest achievement is earning the trust and partnership of these customers, several of whom pre-date our transition to Honeywell — and some of whom have been with us since the beginning.”

“...Flight Operations Efficiency based on data-driven decisions is here right now and can contribute significantly to CO₂ reduction. Our decade-plus experience optimizing flight planning and operations means airlines can maximize the efficiency potential of both their current and future-state infrastructure as their fleet technology grows and evolves...”

Aircraft IT: What have been your disappointments and what have you learned from them?

BB: It is always disappointing to see airlines leaving savings potential on the table due to lack of timely communication. For instance, when key stakeholders are not fully engaged in the Efficiency Improvement program, optimization opportunities can be missed as a result. We have learned that we must keep providing the right communication tools to all stakeholders while sharing our knowledge and expertise on how they can make Flight Efficiency a truly company-wide initiative.

Aircraft IT: In a sentence, how would you summarize what Honeywell Forge Flight Efficiency does for aircraft operations customers?

BB: More than a fuel efficiency tool, Honeywell Forge Flight Efficiency captures and consolidates data from dozens of sources on and off the aircraft, cleanses and qualifies the data, and provides customizable analytics and reports that can enhance company-wide efficiency and sustainability initiatives while reducing fuel usage and lowering overall carbon emissions.

Aircraft IT: What do you feel will be the next big thing in operations Aviation IT?


BB: This is already a current trend, but we believe sustainable operations and net-zero carbon goals will become universal — with even more aggressive timelines. Sustainable Aviation Fuels (SAF) and

aircraft technology advancements as well as fleet renewal will be the long-term goals for the industry. However, Flight Operations Efficiency based on data-driven decisions is here right now and can contribute significantly to CO₂ reduction. Our decade-plus experience optimizing flight planning and operations means airlines can maximize the efficiency potential of both their current and future-state infrastructure as their fleet technology grows and evolves.

Aircraft IT: What do you want your customers to say about Honeywell Forge Flight Efficiency?

BB: We want our customers to say the Honeywell Forge Flight Efficiency has completely transformed their operations and allowed them to maximize their efficiency potential. By equipping them with historic data and analytics, we want our customers to be able to make meaningful, data-driven decisions powered by our tool — and then see the impact of those decisions per flight and cumulatively fleetwide. This continuous feedback and validation empowers our customers to continue trusting our solution, cyclically making decisions that reduce their fuel consumption or expand to new internal use cases. Hearing that our customers are continuing to benefit and improve operations with our tool is what makes our efforts worth the investment.

Aircraft IT: Boris Bliznakov, thank you for your time.



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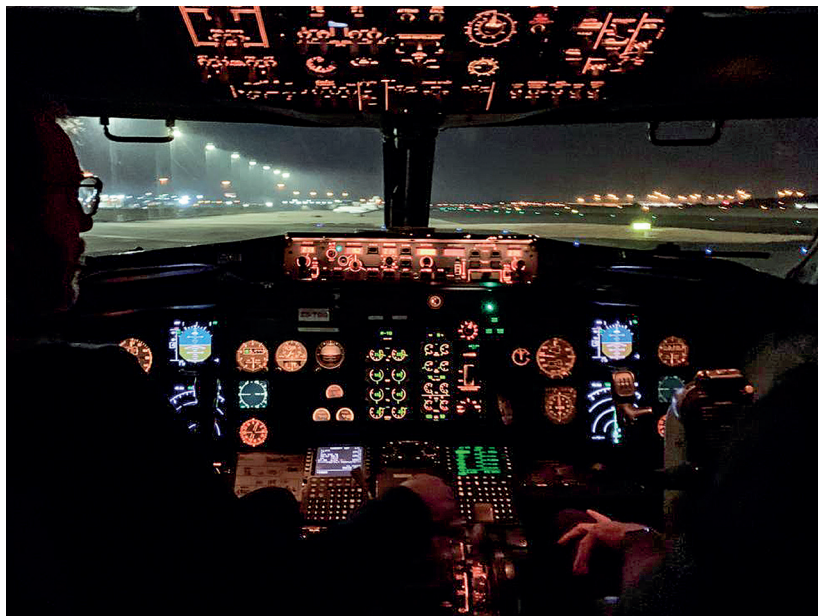
From paper to digital and paperless for Star Air flight crews and Operations

Shaine Labuschagne, EFB Technical Administrator at Star Air Cargo shares the selection and implementation, and the values gained from a new EFB

Every case study has a context: what preceded it, why the project was necessary, how it was done, what benefits it has delivered and, most importantly, the business to which it was applied. So, before we go any further, let me share with you some information about Star Air.

STAR AIR CARGO

Since its formation in 2000, Star Air Cargo, usually called Star Air and based in Johannesburg, South Africa, has delivered world-class chartered airline services to the aviation industry. We run freighter aircraft on night schedules for BidAir Cargo, and we also have passenger aircraft used for ad hoc charter leasing in South Africa and the region.



The business has grown to a fleet of six Boeing 737 classics, both freight and passenger variants, and more than one hundred staff with decades of dedication to on-time and on-demand operations. This has allowed us to cement a trusted legacy of safety, quality and reliability, whilst securing our relationships with valued clients. Led by Marcel Liebenberg and Peter Annear, Star Air is driven to maintain its competitive share of the aerospace market whilst providing attention to detail alongside best practice service delivery.

“...what better, we thought, than to invest in a state-of-the-art Electronic Flight Bag system. Something that would not only benefit the business and the operation but would generate some useful feedback.”

WHY STAR AIR NEEDED A NEW EFB SOLUTION

Star Air, like many other airlines and charter companies, is always finding new ways to keep up with technology in the aviation industry and, in that context, what better, we thought, than to invest in a state-of-the-art Electronic Flight Bag system. Something that would not only benefit the business and the operation but would generate some useful feedback. We were also concerned to limit costs and paper is becoming a very old and costly method in today's age. If we want to be the best and compete with the best, we had to up our game with the next generation technology. Keeping up with technology and running a high standard EFB would give any airline/charter company the edge over competitors.

THE CHOICE OF INTERNATIONAL FLIGHT SUPPORT

Having decided that the company would have an EFB and would digitalize the whole operation as far as possible, Star Air undertook some research into possible solutions in the market. International Flight Support (IFS) remained our first option because some local airlines also make use of IFS and have completed the approval process with our local regulatory authority plus, there was also a cost factor to be considered.

Given those factors, we felt that IFS would be the best fit for Star Air. It also made the choice easier as the IFS systems (PFB and EFBOne) both ran smoothly from the start. The IFS team provides 24/7 support and is always helpful. They strive to be the best and we can see it in their products. With constant improvements and bug fixes, they maintain a well-managed system.

THE INTERNATIONAL FLIGHT SUPPORT (IFS) EFB SOLUTION

IFS started in 2001 creating performance and Mass & Balance applications for the Nokia Communicator phones. In 2004, the new generation of tablets meant that software requiring power could be put on a tablet and IFS developed their first Class 1 EFB solution. Not just some Apps, it was a platform covering all the processes from pre-flight and in-flight to post-flight (figure 1).

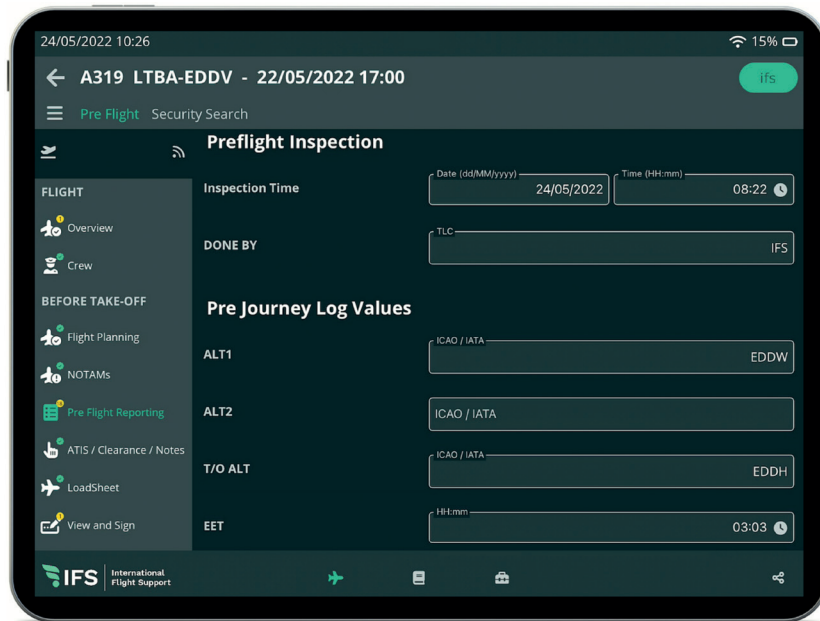


Figure 1

A couple of years later IFS upgraded to a Class 2 EFB incorporating LAN cable connections to the door. IFS Class 2 solution involved the more complex modules like Mass & Balance, Performance Integration and Document Library.

In 2011, IFS launched an iPad app — The Paperless Flight Bag, and from that moment on developed and maintained the iPad and Windows solutions in parallel.

In 2020, after rapid growth, IFS had more contracts than it could service in due time, and it was clear that something had to change. It was impossible to scale and keep clients happy while using the old fashioned approach of building an individual app per airline. That is when IFS appointed Alex Ribin, an experienced entrepreneur and technologist as its CEO, to bring IFS back to its innovative roots. The direction was set clear — to build the first cross platform SaaS EFB, now branded as EFBOne.

SaaS stands for Software as a Service and it is the modern way of software delivery. The SaaS approach is to craft a flexible product that can be customized by the users themselves, in this case by the EFB admin or the flight ops department, without the need to create support requests, pay, wait etc. Just click and update. Furthermore, SaaS is typically hosted on the cloud, eliminating the need of on-premise setup of any sort. Lastly, a true SaaS company constantly improves its

“...airlines like Star Air will be able to make changes to the pre-flight, in-flight and post-flight reporting on their own without needing to contact IFS.”

product based on feedback or requests, and continually releases new features and improvements to all users.

EFBOne is also cross platform, meaning that it is the same code that runs on both iOS and Windows devices, making it the obvious choice for airlines with mixed device types while also offering significant efficiency gains for the development team that maintains just one app instead of separate applications per platform. Cutting the maintenance workload down to a fraction this way has enabled IFS to heavily invest in new developments. One example is a new modern REST API that now powers EFBOne, which allows any third party provider to conveniently integrate with it, thus offering seamless data transfer from any system. Later this year IFS will release a new export tool, allowing the EFB admins to set new data flows fully on their own, thus optimizing the airline digital efficiency to the max, without any extra development costs. IFS is not resting here, and is set on the course to become the EFB of choice for any airline that believes in the power of technology.

Star Air has been running EFBOne, the newest solution from IFS. This was released to us earlier in 2022. The core calculations remained the same but the solution received a major facelift which, in return, made the application easier to use, look and feel better. IFS has met all of Star Air's needs and is constantly improving the system/application. IFS provides toggle switches in their application which enable you to jump between company applications like Boeing OPT and Jeppesen FD Pro.

EFBOne integrates with about twenty different systems on the back-end IT side: flight planning systems, scheduling and crew planning systems. The solution can also export data to maintenance systems plus there are integration options for safety management systems. Customized integration has been traditional in the market but, with EFBOne, IFS has standardized the way it imports and exports data to other systems, creating unique toggle switches in their applications that allow users to quickly jump to a different app with a single touch.

STAR AIR'S SELECTION AND IMPLEMENTATION OF EFBOne

The process was made longer with the impact of Covid-19 (see below).

At the time we started our EFB research, more than two years ago, Star Air decided that EFB would be the right solution. We started to research different

platforms and tools that would be used, put together an EFB team and then implemented our first iPad for testing with the chief pilot to see whether or not we liked the product and could use it. The decision to select International Flight Support was not only on the clear merits of the solution but also due to them already being an approved application with the local authorities in South Africa.

When we finally got the go-ahead from everyone, we sourced all the iPads we needed and arranged crew training and familiarization with the device. We arranged training into three sessions: first to get used to the iPad; second was with IFS and all other company systems, using some simulated test flights; and third was with the Boeing OPT (Onboard Performance Tool) training. We then implemented the iPad into the flight deck system and, after lots of trial and error, we felt that we were ready to implement the project and apply to our local authorities to go live, starting with a demonstration in the Simulator. After our local authorities were satisfied, they gave us approval to do live testing for six months, during which period we had to submit post flight report and documents as evidence. After the six months a live demonstration full flight was conducted routing Johannesburg — Cape Town — Johannesburg (JNB-CPT-JNB) with the local authorities inspecting the EFB process. Finally, the approval letter was issued and Star Air is now EFB approved as an operator.

Star Air also regularly sends a form to all those involved to ensure that they have the Apps they need and that they are all working from the same information and solutions.

IMPACT OF COVID-19 AND OTHER CHALLENGES

Star Air has been very fortunate, during the pandemic, to have enjoyed an increase in flights and payload on our cargo aircraft, including transporting supplies of vaccinations. That said, we have had our fair share of difficulties in the COVID-19 period with lockdowns and restrictions. Star Air had to adapt quickly to today's remote work and digital world, to successfully drive the EFB project over the finish line. COVID-19 delayed our project by a few months due to the restrictions and lockdown we experienced. We can finally say, with a great smile, that our EFB has been approved by our local authority and with very high standards.

As for other challenges, they include facing the unknown and getting familiar with a new system. Star Air started this project with a dedicated team. This was a massive task as we had never previously undertaken an EFB project as a team or company. Where to start? It's a common question that we all ask when tasked with a big project and that is exactly what we asked ourselves. A lot of research and training made the road to EFB approval that much easier. We faced many obstacles as a team and company but overcame those obstacles with proper planning, research, testing and training.

Moving from a paper-based to a paperless system is a big change but I can say with confidence, a change that everyone could adapt to. We have grown as a



company and it is also easing our way to an eco-friendly environment. Every time that we implement a new system, we have to think of a strategy on how to train people, including whether it could be remotely or online, and to consider what will be the impact on everyone in the business, on the operation and how we can implement it in the best possible way.

ORGANIZING AND CARRYING OUT TRAINING

Star Air has a wonderful training section in their EFB Manual that takes a new user from start to finish. Our training consists of iPad familiarization training, Systems training and Performance training. Each training section gets done by the EFB Administrator and OPT Administrator. Each pilot will also write two exams, one after each training section, to test their knowledge of the EFB. The chief pilot will roster the new member for onboard training in the flight deck and a week of flight training to be conducted on live flights. The senior Captains will also conduct training on new crew members.

“Star Air has been very fortunate, during the pandemic, to have enjoyed an increase in flights and payload on our cargo aircraft, including transporting supplies of vaccinations.”



IMPACT OF THE NEW SYSTEM ON USERS

We have received some really positive feedback from users and everyone was on-board when the change was announced. Star Air has seen a massive change in the office staff and flight deck crew on the new EFB system. We have noticed that Flight Crew and Operations Personnel are more relaxed and focused on the task at hand. We have also noticed that errors are at an all-time low. Changes can be made with a single click of a button. There's no messy cockpit or flight operations and Star Air has also cut their previous paper usage by sixty percent, and we can see those numbers climb as more systems are being digitalized. This has had a big financial impact on the company. With the EFB solution we could easily reduce boarding time by 20 minutes and briefing time by 15 minutes. This, in turn, makes the operation smoother and more controlled. It is also easier to deal with last minute changes without printing out a single page. IFS has truly changed the business and mindset of Star Air.

We have received such positive feedback from the staff and crew on the implementation of the EFB with most crew stating "it's about time" as our old

"With the EFB solution we could easily reduce boarding time by 20 minutes and briefing time by 15 minutes."

paper base system was due for an upgrade. Technology is the future and we at Star Air now welcome it with open arms. Who does not want to work on an iPad/tablet compared with a paper base system? This adventure and project opened our eyes to new possibilities. Star Air can now keep up with the market and with demand. We are happy to be approved and able to use the EFB platform to its full extent.

LESSONS LEARNED AND ADVICE TO OTHERS

If doing this project again, we would do more research on the complete EFB solution and what to expect for the future. Technology is ever changing and the challenge to keep up with technology and the market/competition would be the biggest challenge. We have made a few mistakes but will learn from these, use that to our advantage and succeed. One big lesson we have learned is to always document any changes, errors, and solutions. This will help any airline or charter company from the start. Gather as much information from the start on changes, errors, and solutions as you will need that information for future planning or problem solving, and to inform the supplier, in this case IFS, whenever any support tickets are opened. Build a strong profile from the start and you will be set for the future.

We at Star Air will always encourage other companies to also go for an EFB solution, but we can only give advice for new comers. Do your research to the best of your ability. Compare and test systems or applications from different suppliers. Get a solution that suits your business needs rather than choosing the best because of your competitors. And finally, research the cost and financial impact on the business. These statements should assist any airline or charter company to make the right decision, to plan, execute and reap the benefits that follow.

BENEFITS FROM IMPLEMENTING EFBONE

Star Air has experienced a lot of benefits, and some are listed below:

- Paperless environment (cost of printers, toners and paper has reduced a lot);
- Sterile and clear environment (Operations and onboard the aircraft);
- Relaxed and focus personnel (Operations and Flight Deck Crew);
- Ease of last-minute changes;
- Accurate charter quotations;
- Fuel saving;
- Accurate planning (both for Operations and Flight Deck Crew);
- Briefing time has been reduced compared to using the paper solution;
- Boarding times have improved;
- Staying ahead or equal to opposition systems;
- Integrating to our clients (airlines/charter companies) on a much easier level.

The list of benefits keeps on growing and, as the EFB Solution keeps evolving, we will see further, bigger benefits compared with the previous, outdated paper solution.

“The EFB Solution has, of course, opened new processes and procedures within the company but it has propelled us forward into a new era of Aviation.”

CHANGES MADE BY STAR AIR CARGO

We had to change the culture at Star Air to accommodate the new and improved EFB solution and current trends as well as the technology at our disposal. This included updating procedures and processes in our manual and daily use. This was because we are now doing things remotely and online with no more need for paper or classrooms and no need to bring people in to a particular location for training.

Manuals have had to be updated and changed, but this was all for a better future with the EFB solution. The changes were completely positive and have motivated us as a company to reach for new heights. The EFB Solution has, of course, opened new processes and procedures within the company but it has propelled us forward into a new era of Aviation. Star Air is now keeping up with the trends. These changes are all extremely positive and should motivate any company to investigate this option or solution. It has completely changed Star Air and we are now an even stronger competitor in the industry.



FUTURE PLANS

Star Air will work hand in hand with International Flight Support on new upgrades and solutions for the EFBOne platform. Our next project will be to implement the Boeing OPT Launcher function with the data import integration that IFS already offers that will enable us to swiftly jump between EFBOne and Boeing OPT and automatically record performance data calculations for each flight. This project will soon commence and take effect after mid-summer 2022. One of our new projects that we have agreed on would be to make training available online for all the EFB systems and procedures. Star Air believes in improvements, whether it is in our staff, office environment or systems. We prompt a positive change and the challenge of improving on all functions within the business. We will also start internally to digitize as much of our own systems and procedures as possible. We would like to achieve an eco-friendly company in the near future. Star Air will always strive to improve and be the best at what we do.

SHAINE LABUSCHANGE

Shaine is an experienced Flight Operations Officer with a demonstrated history of working in the airlines/aviation industry. He is skilled in Operations Management, Aviation Security, Aeronautics, Business Aviation, and Airport Management, and a strong operations professional with a Flight Operations Officer focus on Aviation from EFO College. Recently, Shaine has acquired skills as an IT Professional and EFB Technical Manager.

STAR AIR CARGO



Established in 2000, Star Air Cargo is a South African registered company that operates unscheduled passenger and cargo services from its hub at Johannesburg Airport. It also offers wet, dry or damp leasing on short to medium term leases to airlines in Africa as well as aircraft maintenance services. Star Air's fleet of six Boeing 737s are largely freighter variants fulfilling contracts with major freight carriers. One passenger aircraft is available for leasing in local and regional markets.

INTERNATIONAL FLIGHT SUPPORT (IFS)



International Flight Support (IFS) is a modern Danish SaaS company with a mission to bring the newest tech innovations to the aviation industry. A few years ago, IFS introduced the world's first true EFB Cross-Platform software — EFBOne. The new platform seamlessly integrates all flight ops in one place and offers the most flexible set-up options of any App in the market providing airlines with a truly agile and customizable workflow process.

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VENDOR FLIGHT LOG: TOMORROW.IO

Scott Gilmore explains how hands-on experience has enabled Tomorrow.io to design a service that helps customers to better deal with weather



Scott Gilmore is the Global VP and GM of Aviation at Tomorrow.io. With more than 40 years in the aviation industry, including 27 as a pilot, Scott drives all aspects of Tomorrow.io's aviation go-to-market offerings, including sales activity, revenue management, and product roadmap. Backed by his industry knowledge, Scott has demonstrated expertise in aligning processes, cultures, IT systems, and people. Prior to Tomorrow.io, Scott served as the Senior Product Manager for Flight Deck Solutions at The Weather Company/IBM and has also held various senior leadership positions at IATA and Unisys. He holds a bachelor's degree in aviation technology from University of Alaska Anchorage.

Aircraft IT: Your name, your job title, and the name of the business?

Scott Gilmore: Scott Gilmore, GM of Aviation at Tomorrow.io.

Aircraft IT: How did Tomorrow.io get started?

SG: Our founders spent more than ten years flying helicopters and jets in the Israeli Air Force. They found their number one source of risk was unexpected weather and not knowing the operational impact of weather forecasts in advance. With that, Tomorrow.io was started.

Aircraft IT: What is the guiding business principle that drives Tomorrow.io?

SG: Tomorrow.io's mission is to equip humanity with the weather intelligence needed to adapt and thrive in an era of climate crisis. We help countries, businesses, and individuals better manage their climate security challenges.

Aircraft IT: What has Tomorrow.io's greatest business achievement been to date, and why?

SG: Since beginning the company six years ago, we've already built the industry's most innovative

and cutting-edge technology. This includes proprietary global weather data, cutting-edge

"Tomorrow.io's mission is to equip humanity with the weather intelligence needed to adapt and thrive in an era of climate crisis."

“...customers using our proprietary forecast and weather data are able to better be proactive than reactive: using our SaaS based platform aircraft operations can better plan for weather driven events.”

sensing and forecast models, and an innovative software platform and API that provides business with predictive insights, not just weather data, so that airlines can be proactive against weather impact before it's too late.

Aircraft IT: What have been your disappointments and what have you learned from them?

SG: With any start-up, we always look back at each quarter or year and think of what more we could have done. We're moving fast and disrupting the aviation industry with our weather and climate security platform, and we always wished we had done more.

Aircraft IT: In a sentence, how would you summarise what Tomorrow.io does for aircraft operations customers?

SG: Tomorrow.io Aviation customers using our proprietary forecast and weather data are able to better be proactive than reactive: using our SaaS based platform aircraft operations can better plan for weather driven events.

Aircraft IT: What do you feel will be the next big thing in operations Aviation IT?

SG: Weather impacts aviation in so many ways. With Tomorrow.io global satellite coverage of radar with refresh rates never seen before, airlines can

drastically save fuel over long haul routes. Airlines will also be able to save millions of dollars from more accurate forecasts. This will greatly impact airlines' carbon emissions as well as reducing costs.

Aircraft IT: What do you want your customers to say about Tomorrow.io?

SG: We want them to say how Tomorrow.io helps them, and as our champion at JetBlue has said “Tomorrow.io was designed with an understanding of the decision-making pressure aviation leaders face every day.”

Aircraft IT: Scott Gilmore, thank you for your time.



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EFB latest developments and what's next

Klaus Olsen of EFB Admin Services shares his considerable experience of EFB integration and connectivity

THE CHALLENGES FOR EFB TODAY

Many of the discussions about this subject today are around the integration of various functions within the EFB, collaboration between various departments and the need to protect data — cybersecurity has become a very important part of managing the EFB (figure 1). In this, both employees and the company will have specific goals and these goals will all need to be met if any cybersecurity system is to avoid impeding work, and secure the safety of company data and information.

Challenges of modern EFB Solutions

How do you empower EFB users and airline staff while protecting your most important assets?

Employee goals

Collaborate

Easy access

Work anywhere

Company & IT goals

Protect data

Manage access

Stay innovative

Figure 1

“In order to stay secure, it is definitely necessary to have an MDM (Mobile Device Management) solution to control the devices in the business.”



Any EFB solutions management and security program will need to both enable users and protect data (figure 2.1 and 2.2).

EFB solutions management and security

Flexible Device Management & Connectivity

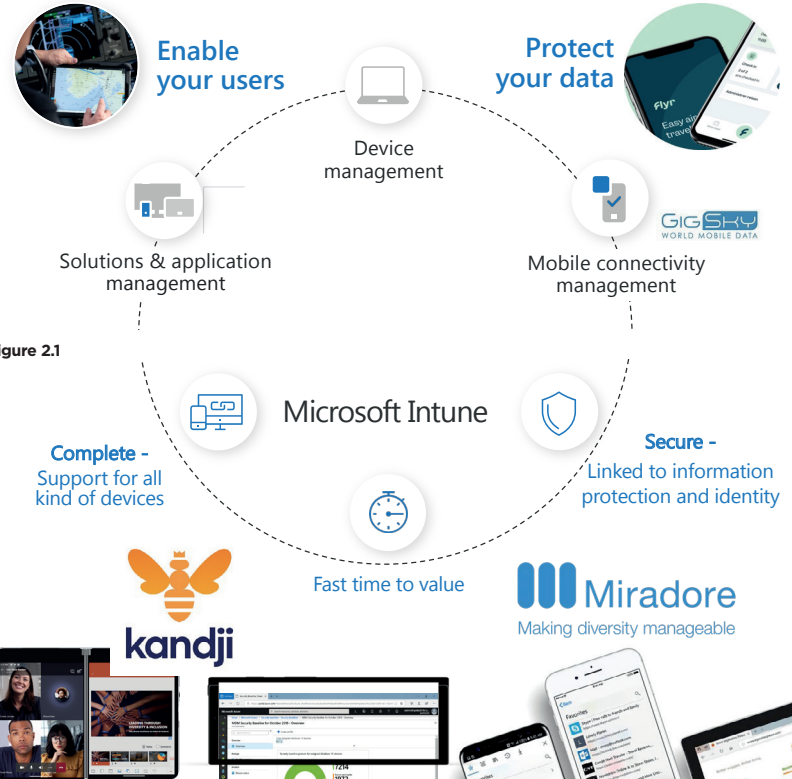


Figure 2.1

Figure 2.2

In order to stay secure, it is definitely necessary to have an MDM (Mobile Device Management) solution to control the devices in the business. Microsoft has the Intune application which is one of the best but also one of the more cumbersome; so, depending on your needs, I'd also suggest looking into solutions like Miradore or Kandji if you have a straight iOS solution. But, come what may, businesses have to secure their devices.

We've mentioned collaboration between different parts of the organization (figure 3) with people nowadays talking about integrating Techlog and much else besides.

Airline scenarios for EFB, collaboration & integration

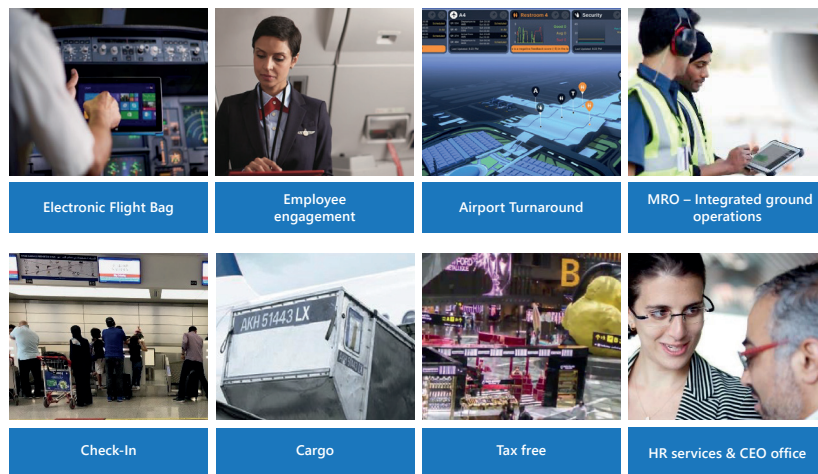


Figure 3

The goal is to limit the number of applications, or integrate them with pre-populated data, rather than having to open seven different applications that don't even speak to each other.

Today, it's possible to do quite a lot more than just download the flight plan. Within the flight plan there is practically all the information that is needed to pre-populate all the other applications that are being used whether that's eTechLog, Charts App or others; there should not be a need to go into a separate

"Within the flight plan there is practically all the information that is needed to pre-populate all the other applications that are being used whether that's eTechLog, Charts App or others; there's really no need to go into a separate application..."

application and put in the aircraft registration or the route; it should all be done automatically and in as integrated a manner as possible.

I've been working in the EFB sector for nearly fifteen years. Some of you might remember the EFB at the bottom right of figure 4, the old NavAero C2 solution which was marketed as a portable solution but it did weigh quite a lot and was not easy to replace on a turnaround.



Figure 4

During the past decade, the industry has evolved quite a lot; these days it will be an iPad or a Windows tablet which can be replaced in less than a minute.

CYBERSECURITY

The EFB needs to be secured and that depends on the kind of data that is going on to the EFB. If QAR data is being downloaded then there should always be a zero-trust approach to security with no pilot access to the data being captured. There also needs to be end-to-end encryption, for the transfer and checksum to ensure that there is no corruption of data, and, preferably, compression. Nowadays, typically, the EFB will integrate with a cellular or Wi-Fi network (needs to be secured by the airline). The risks are mostly in the EFB as a secured unit and depending on whether you have an aircraft attached or pilot attached EFB; if the pilot takes the EFB with him when he leaves the aircraft, he also takes the data gathered on that EFB including all the documents and flight plans. It could be sensitive information, so how do you ensure that those documents are kept secure and inaccessible to other parties? If there is a reporting system, the pilot usually takes it back to the hotel where he'll connect to the hotel's Wi-Fi

“I recall one incident a couple of years ago, where a pilot figured out how to set up a wireless network through the EFB and to share that with the entire crew. What he didn't consider was that he had also created a Wi-Fi that all the passengers could see and which therefore posed a big threat.”

which the most insecure transmission possible without any kind of VPN or similar, it is very easy for data to be stolen unless it has been secured.

The biggest cyber security threat, unfortunately, is from the pilots. Typically, a pilot going from, say, Stockholm to Dubai will have five or six hours just cruising when he will be fiddling with the EFB, playing around. I recall one incident a couple of years ago, where a pilot figured out how to set up a wireless network through the EFB and to share that with the entire crew. What he didn't consider was that he had also created a Wi-Fi that all the passengers could see and which therefore posed a big threat.

Ensuring data integrity

Data integrity and security needs to be at many levels. Data encryption and checksum helps protect and secure the device and there are further layers that can be added to that. Device authentication takes us back to the MDM solution and that is absolutely necessary or you'll be in trouble today. Make sure there is a secure link from air to ground with protection to ensure that there is no 'man-in-the-middle' attack. Remember the incident cited above where the pilot had set-up a wireless network: but there are also a lot of EFBs that connect to the on-board Wi-Fi today. You might think that would be secure but, whether you use on-board Wi-Fi or Bluetooth to transmit data between the EFBs, that will be an insecure channel that can be opened. If there's a fifteen years old hacker onboard, he'll have a lot of time on his hands to figure out a way to become that man in the middle and intercept all the data being sent over the network. Cybersecurity is very important.

Even though there are a lot of intelligent solutions available they need to be combined with human expertise. You can buy the most expensive software in the world to keep your systems safe but there will always need to be a human element to ensure that it's really secure. That is the key to success where cybersecurity is concerned. In fact, there is an entire cyber security model that can be followed: threat intelligence plus human expertise = Success.

We mentioned above, the integration and automation of some tasks and the use of the wireless QAR to transfer files. A lot of airlines don't have that solution but would probably like to have some kind of automation to make sure that files are being sent securely and safely without too many people being involved in those processes (figure 5).

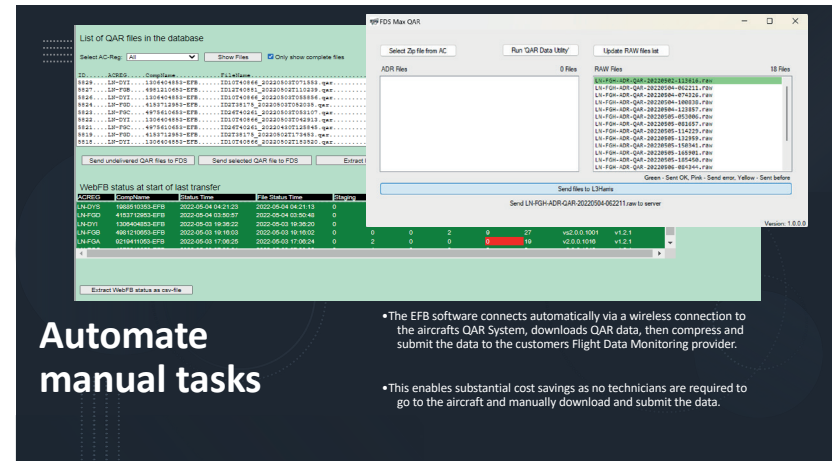


Figure 5

So, there are several solutions that can be used today to automate the sending of QAR files and AHM (Aircraft Health Management) data if the airline doesn't have automated tasks to do that or wireless QAR.

“We mentioned above, the integration and automation of some tasks and the use of the wireless QAR to transfer files. A lot of airlines don't have that solution but would probably like to have some kind of automation to make sure that files are being sent securely and safely without too many people being involved in those processes.”

Another integration that we mentioned was the electronic Tech Log (ETL). There are a lot of suppliers who require a separate device for the eTechLog but I cannot see any reason for that. All vendors are able to produce CSV files, XML files that can be integrated into an existing EFB, as is shown here in figure 6, where all the items and the due dates, etc. can be listed.

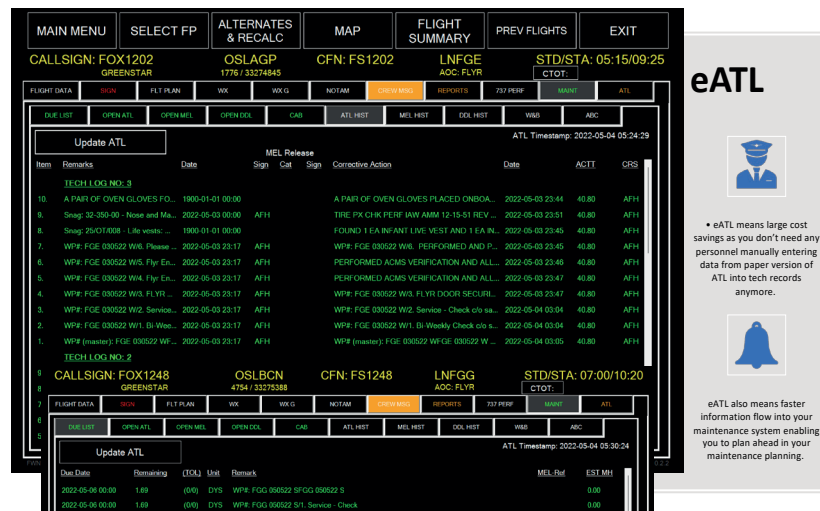


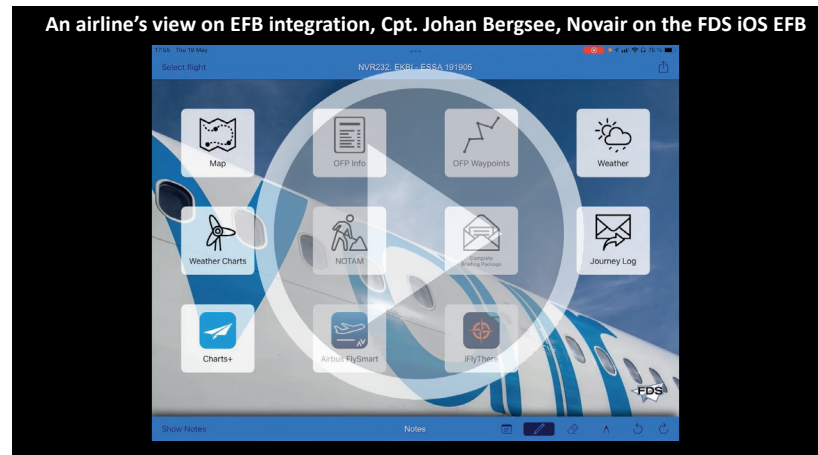
Figure 6

OPERATING AN INTEGRATED EFB IN PRACTICE

Here is a short video presentation by Captain Johan Bergsee of Novair on how Novair operates and integrates their EFB on the FDS iOS EFB. The video is self-explanatory but we've added a transcript to save you from having to take notes.

This is where I start when I check-in for a flight. I select and download the flight that I am performing today and, from the main interface, I can perform all the tasks that I'll be doing during the whole day, despite the fact that different applications specialize in different functions.

So, for example, within this application, I go through the briefing package, I check the NOTAMs, I check the weather and I can bring up a passenger briefing. But, if I go to the Charts application, which is better at showing the route and the approach plates, you can see that it has pre-populated my Charts application with the flight number, departure, destination and the active route, and any alternate airports.



This application is better at showing charts than the main application, so therefore its task is to perform that. This can be done with Lido and Jeppesen as well but, at least the last time I checked, with Jeppesen, you have to pay extra for their service of opening up the possibility of transferring data to their application. And, with a tap in the upper left corner, I can get back to the main interface. This is common throughout all applications on the iPad.

An example of a not-so-good integration is with Performance and Mass & Balance. Here the big vendors, Airbus and Boeing, do not let third-party providers send them any data, although an API is already in place and used by themselves. So, if I go to the Take-off Performance application, I have to fill this in and am not able to send them [the data] over to that application. There are smaller Performance software providers that can do this, that allow data sharing which will give a better experience for the pilots. So, as long as the big players have private APIs, there is an opportunity here for those smaller suppliers to provide a better overall experience and take market shares.

I also want to show you an example of exactly the kind of integration that we're looking for.

During winter operations or winter conditions, when applying anti-ice fluid, it is an EASA requirement to note the type of fluid and the hold-over time somewhere in the operational documentation of the flight. In our company, we do it on the flight plan, the operational flight plan. So, here, I can select the fluid that we use (I have generic fluids and some brand specific fluids that we use within our company). I select one of them and then, by a tap of this button I go to a specific application that specializes in calculating hold-over times. So you see, the fluid is already selected, all I have to do is select the weather, the actual temperature and the



concentration of the fluid, and we'll get a result. In this application, I can also set a timer that will warn me when the hold-over time has expired, and the result from here, the two hours, shall be noted on the flight plan; Which it is, at the tap of this button.

Another example is for Station Information. Having company specific information for a company's different destinations is the task of another App: however, this application that manages my flight plan knows which airports I'll be going to; so, I can select the airport for which I want more information, tap on it and it takes me to the other application that shows the information about this airport. If, for example, I want to know which de-icing provider we have at that airport, I can find that here; or the fuel provider, I can also find that here and, once again, upper left corner to come back into the main interface.

There are more examples of what we can integrate here: Mass & Balance, Reports and TechLogs, for

example. But the point is that one application cannot do it all in the best way for every company. There are a few big airlines that can influence the functionality of the biggest software providers' products, but there are also thousands of smaller companies, just like Novair, that look for exactly what we have shown here. Integration between smaller and specialized applications. Therefore, we pledge to all software providers to allow data sharing in some way. For example, with public APIs and, what I mean by public APIs is, at least, a documented way, a free-of-charge way to sharing data.

In that presentation, Johan touches on something really important, the sharing of information. As he says, Boeing has APIs to push and pull information to and from other applications. Airbus has them so do all the eTechLog providers, so it shouldn't really be that hard to get some kind of data sharing

between applications to save time. If a pilot can save four or five minutes from just going back and forth between different programs and entering manual information, he can be ready to depart five minutes earlier, if he's lucky.

CONNECTIVITY

Obviously, something that's very important is the connectivity. Back in the early EFB days I remember that there was manual offload of the EFB with no connectivity at all; then came 3G, then 4G and now there is a connected wireless Internet on board, there are connections through satellites and the importance of getting the latest data has become more and more urgent. So, if you are doing some sort of flight optimization or fuel saving, maybe looking into tankering to save money, especially nowadays with high fuel prices, you need accurate information when you land.

For connectivity, I regard GigSky (figure 7) as one of the best providers in my experience over several years.

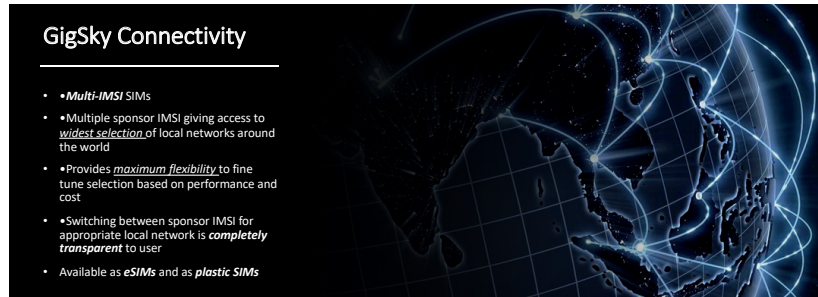


Figure 7

At Gatwick we saw a multitude of operators all fighting for your 'connection', but at gates 1 to 10 we could only receive a couple of them. Gates 20-32 always selected a good operator, so we needed to fine tune, with GigSky, how to only allow the best operator for our operation at all gates, and that might not always be the one with the strongest signal. Normal cellular behaviour is to connect to the strongest signal, but we have seen many cases where the strongest signal had to be blocked, in order to get better bandwidth from operator 2 or 3 in the list. GigSky have proven to be brilliant when it comes to such fine tuning for many of the operators we support today.

EMPOWERING THE AIRLINE AND TRAVEL REBOUND

Talking about empowering the airline and travel rebound there are some things on which we need to focus (figure 8).

Empowering Airline and Travel rebound



Figure 8

Enable productivity with artificial intelligence, align partnerships around a new digital ecosystem and drive platform interoperability across the Cloud continuum. Cloud has become key when it comes to EFB with all of the necessary data now stored in the Cloud so, again, the need to secure that data is really, really high.

NEXT STEPS IN EFB CO-OPERATION

At EFB Admin Services, we work closely with Microsoft and other suppliers supplying a range of services such as the EFB administration role under ORO.GEN.205, or we'll undertake special projects to look at the EFB operation, to help fine tune it, to program it to the user's needs including help with connectivity and the like.

Security is a main focus: a lot of new devices are in the pipeline, as you'll know, and it will probably be necessary to replace the EFB every three years now because of a new model and/or a discontinued model. We aim to work closely with partners to ensure a quality and tight integration. It's really time that the big vendors opened up, shared their APIs so we can create more seamless EFBs than we had before.

Unfortunately, the perfect EFB does not exist so we need to take the best pieces that are out there, put them together and integrate them as closely as possible.

KLAUS OLSEN



Klaus has more than 15 years of EFB Administrator experience with Norwegian Air and now for a handful of airlines, including new start-up Flyr. He manages EFB Admin Services Int. delivering EFB Admin services under the oro.gen.205, and EFB support to airlines and suppliers world-wide. Klaus was IT operations manager for Norwegian Financials Daily for two decades, and is a cyber security certified engineer. He is never afraid to look at, and implement, new technology if it seems beneficial for more effective operations and a safer cockpit.

EFB ADMIN SERVICES



EFB Admin Services Int. delivers EFB Administrator services, has decades of experience in the airline industry, and has had the EFB Administrator role in multiple airlines, AOCs and models under both EASA and FAA regulations. Highly experienced in both portable and installed EFB, EFB Admin Services can arrange airport connectivity over Gatelink or airport Wi-Fi, private 5G nodes, etc. and can assist with training EFB Manager/Administrator, and other Flight Operations staff.

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ASAP • LOGIPAD BY DEXTRADATA
LUFTHANSA SYSTEMS

AIRCRAFT IT Operations

VENDOR FLIGHT LOG: WEATHERNEWS

Steven Llaguno shares the strong customer relationships that ensures Weathernews is aware of customers' requirements to always be able to offer the best service



Steven has worked for more than 10 years in the Aviation Weather Department at Weathernews Inc. He is currently in charge of the Service Value Creation Section and Service Account Management in Southeast Asia and Europe.

Aircraft IT: Your name, your job title, and the name of the business?

Steven Llaguno: My name is Steven Llaguno. I currently have the responsibilities of Service Value Creation Section Leader in the Aviation Weather Department at Weathernews Inc. I also take care of Service Account Management in Southeast Asia and Europe.

Aircraft IT: How did Weathernews Inc. get started?

SL: Weathernews Inc. actually has its roots in the 1970s in marine weather, in which routing services

— recommending the safest and most economical route — were provided to vessels. In terms of our aviation weather services, we started providing support to the industry in 1985.

Aircraft IT: What is the guiding business principle that drives Weathernews Inc.?

SL: We actually have several principles. I believe two principles which would be of interest to readers would be the importance of sharing interests with our clients and creating new innovative content with them; also, to always show appreciation to our

clients and to make sure we reinvest what we receive to create more innovative and value creation solutions for them in the future.

Aircraft IT: What has Weathernews Inc. greatest business achievement been to date, and why?

SL: In the aviation industry, weather can affect any phase of flight. I think it has been a great achievement to grow our business by creating various services and support along with various airlines that can minimize the impact of weather and ensure safety during all phases of flights. This could not have been achieved without support from various airlines we have collaborated with.

Aircraft IT: What have been your disappointments and what have you learned from them?

SL: We were disappointed that we were not able to visit airlines during the pandemic.

Visits to airlines provide us with an opportunity to

“Visits to airlines provide us with an opportunity to understand and confirm the latest needs in detail, receive feedback on ongoing developments and current services...”

“... stakeholders in the aviation industry can realize benefits such as improved safety, optimized efficiency and lower operational costs, if information is shared more easily and the digital technologies to capitalize on big data are developed.”

understand and confirm the latest needs in detail, receive feedback on ongoing developments and current services, plus understand the operational flow or systems on which we contribute our services so that we can further customize support under the ‘Management by Exception’ principle. We were able to cope with the travel restrictions by holding more video conference meetings. Luckily, travel restrictions are starting to relax this year.

Aircraft IT: In a sentence, how would you summarize what Weathernews Inc. does for aircraft operations customers?

SL: We spend time understanding and confirming clients’ requirements so that we can provide innovative weather solutions that ensure safety, and contribute to efficiency and cost savings for an airline. It would be difficult to over-state the value of knowing this information.

Aircraft IT: What do you feel will be the next big thing in operations Aviation IT?

SL: I believe Digital Transformation will be one of the next big things. Many stakeholders in the aviation industry can realize benefits such as improved safety, optimized efficiency and lower operational costs, if information is shared more easily and the digital technologies to capitalize on big data are developed. Solutions to reduce carbon emissions will also take advantage of the technology.

Aircraft IT: What do you want your customers to say about Weathernews Inc.?

SL: We are happy when customers are actively using our solutions and providing periodic feedback to help us improve our services. It is always a pleasure to hear that customers are recommending our services to other airlines.

Aircraft IT: Steven, thank you for your time.



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AIRCRAFT IT
Operations

The other new normals

Paul Saunders, Solutions Director at Vistair Systems considers how the pandemic drove some long-overdue changes in work practices

I think it was at the virtual Zoom Developer Conference in the Spring of 2020 that I first heard the term 'new normal'. It's a useful but annoying term to summarize all of the rituals of home working, mask-wearing, sanitized groceries, and elbow bumps, into one handy catch-all phrase. It was a term bandied around so much at tech conferences to define product strategy that a few of my colleagues and I reverted to a drinking game every time 'new normal' was mentioned.

blah blah blah... working from home... blah blah blah... chat-ops... blah blah blah.... new normal... 'DRINK!' I remember getting quite drunk at a virtual Slack conference.

As 2020 rolled into 2021 and 2022 new concepts entered the new normal. Vaccination status, hybrid working, and lesser-known letters of the Greek

alphabet are factors that impact our lives now. However, coming nearer to home, there have been some other less subtle new normals that I've noticed in recent months that have radically changed the nature of my work in Flight Operations technology.

DO MORE WITH LESS

Perhaps the most heard challenge from customers and contacts is that people are expected to do more with less. What does that mean for an industry that was fairly lean in the first place?

At the time of writing, commercial passenger and employee numbers were still several percentage points below pre-pandemic figures (according to the Bureau of Transport statistics). Add the Great Resignation to the mix and we're seeing fewer experienced staff in the workplace. Airlines are turning to more automation, more mobility, and more digital transformation to squeeze the last drop of productivity out of a smaller headcount. I'm seeing an acceleration of the shift to the cloud, and an overhaul of long-established legacy procedures. Airlines are more reluctant to host or build their own software allowing them to focus on their core business.

PAPERLESS 3.0

I voted recently. The most notable change was how you filled in your ballot paper. Instead of a pencil tethered to the polling booth, I was given a single-use pencil by the clerk. This was additional proof to

me that as a society we are expected to touch fewer things that others have handled. Does this mean the ultimate death of the shared desktop and a further drive to rid the aircraft of the final few pieces of paper we have left? I'm seeing evidence of crew check-in procedures being modernized and personal issue mobile devices being distributed to more crew. The first wave of paperless innovation was the introduction of the first EFBs; the second wave accompanied the introduction of the iPad. Along with the requirement to do more with less, the third wave that is now upon us seems to be driven by the removal of items that multiple people must touch. Fax machines, printers, and desktops have been cluttering crew rooms and harbouring germs for decades. Has the pandemic finally seen them all consigned to the dumpster? Let's hope so.

"Airlines are turning to more automation, more mobility, and more digital transformation to squeeze the last drop of productivity out of a smaller headcount."

"The first wave of paperless innovation was the introduction of the first EFBs; the second wave accompanied the introduction of the iPad."

“The pandemic has shone a light on data literacy and data-driven decision-making. A pre-Covid study found that only ten percent of UK workers felt prepared to work with data.”

DATAFICATION

The pandemic has shone a light on data literacy and data-driven decision-making. A pre-Covid study found that only ten percent of UK workers felt prepared to work with data. Given this, many government bodies and mainstream media outlets found they had to evolve their presentation of statistics to ensure that public health messages could land with little room for misinterpretation. The accuracy, trustworthiness, distribution, and presentation of data have been a global challenge for data practitioners, but their advances have benefited other industries looking to communicate with data in order to drive efficiencies and new normal practices.

It seems like it is more and more commonplace for decision-making to be driven by evidence and less by gut feel. I'm seeing an increase in investment in data science, data engineering, and data platforms. Where those resources are bottlenecked by revenue generation initiatives, then we are seeing data projects being decentralized.

We may continue to argue about new normal public health policies such as vaccinations, masks, and working from home; but I'd like to think that the removal of paper-generating technologies will be universally welcomed. Or at least that's my take on IT & Me!



PAUL SAUNDERS

Paul is a product visionary and geek who's spent over 20 years in aerospace IT working with airlines, MROs, OEMs and software companies around the world. He believes that much business software sucks and is on a mission to redress that. Currently he's leading a team of Product Managers, Product Specialists and Project Managers as Solutions Director at Vistair Systems. He spent the last three years outside of aerospace working in the Atlassian ecosystem and is currently banging on about bringing some of that SaaS, cloud and serverless tech into the aviation world.

WHAT'S IN THE MRO ISSUE?

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Iryna Khomenko, Manager, Operational Efficiency, IATA TechOps Ensuring that updates and amendments get implemented everywhere is difficult. IATA's new Scheduled Maintenance Data Standard (SMDS) tackles that problem.

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VENDOR FLIGHT LOG: YONDER

Christoph Mächler sets out the background in real world experience that makes Yonder's digitization of documents end-user friendly and easy to work with



Christoph Mächler, Co-Founder and Chief Product Officer of Yonder, has more than 30 years of experience in the aviation industry. As an Information Technology graduate and former A330/340 long-haul captain, Christoph leverages his background and experience to shake up the industry together with his like-minded co-founders, aiming at nothing less than to revolutionize aviation in the documentation management domain.

Aircraft IT: Your name, your job title, and the name of the business?

Christoph Mächler: Christoph Mächler, Co-Founder & CPO of Yonder

Aircraft IT: How did Yonder get started?

CM: All of Yonder's co-founders have a solid aviation background, ranging from a former EFB Admin to the Head of an Airport Authority. I myself have spent most of my life as an A330/340 pilot while also being responsible for developing an airline's in-house documentation system and maintaining several successive versions of that solution as a product owner in the past. Since all of us were facing similar issues in working with digital documentation in our respective functions at the time, we decided to come up with Yonder — a solution dedicated to simplifying digital documentation altogether, for both editors and end-users.

Aircraft IT: What is the guiding business principle that drives Yonder?

CM: We take pride in being a solution provider, as opposed to just being a software provider. We actively support our customers in their digital transformation journey and even convert their legacy documentation into truly digital content. We do so in a transparent manner and without applying any hidden costs whatsoever.

Aircraft IT: What has Yonder's greatest business achievement been to date, and why?

CM: Creating a differential importer for OEM documentation. That's a big deal because it breaks the separation between manual editors and subject matter experts. However, creating the differential xml importer was quite a challenge; especially for manuals originating from some OEMs, due to the inconsistent quality of the raw data we receive.

Aircraft IT: What have been your disappointments and what have you learned from them?

CM: Luckily, we haven't had memorable disappointments so far. Worth mentioning is, that some of our customers requested a big-bang transition from their legacy solution(s) to Yonder. Considering all of the dependencies involved when dealing with an airline's documentation, we certainly face extraordinary challenges whenever this scenario applies. Challenges that involve many workarounds and call for an extraordinary team effort altogether indeed. But, as previously mentioned, we are a solution provider that will always go the extra mile for our customers. On another note, occasionally we get asked, 'Why can't we just use SharePoint and upload PDFs?' Hearing that after several interactions during the sales process makes me doubt whether people truly understand what digitization of documentation is all about.

“From creating and publishing content, all the way to revising it based on an end-user’s role and mission, Yonder stands for smart documents and allows our airline customers to deliver reliable, role-based information to their frontline employees at all times.”

Aircraft IT: In a sentence, how would you summarize what Yonder does for aircraft operations customers?

CM: We provide end-to-end digitization of all documentation processes, both via web client and the offline app that is available for tablets and smartphones. From creating and publishing content, all the way to revising it based on an end-user’s role and mission, Yonder stands for smart documents and allows our airline customers to deliver reliable, role-based information to their frontline employees at all times.

Aircraft IT: What do you feel will be the next big thing in operations Aviation IT?

CM: In operational systems, we observe a transition to cloud-based solutions. We fully back this trend and are convinced that this shift will transform aviation IT in the foreseeable future. Moreover, there are still too many legacy IT systems around that neither communicate nor properly integrate with each other. For cost efficiency’s sake, this has to stop. Meanwhile, large integrated software suites claiming to do it all won’t solve this issue. For that reason, we are following an open-interface strategy that allows for

third party systems to further enhance Yonder Mind’s capabilities to the end user’s benefit. One system we interface with successfully is IQSMS — most of our airline customers in fact use this integration.

Aircraft IT: What do you want your customers to say about Yonder

CM: That Yonder is a fair, reliable partner that fully supports them in taking the leap to truly digital documentation management.

Aircraft IT: Christoph, thank you for your time.

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Appreciate your time: Logipad upgrades for an efficient future

Dirk Leese, Manager Process Automation Practice at DextraData shares how the latest generation of Logipad will take the EFB to a whole new level

Logipad's first EFB project started in 2002 with a German airline and, since then, there have been many changes and developments. Responding to feedback from users and in a continual process of development and improvement, the solution has been extended in incremental steps. At DextraData, we will always strive to ensure that the solution is at the top of its class and reflects the latest processes and technology. Looking to this latest technology upgrade, there were several drivers behind the decisions to further develop Logipad.

The first was in order to incorporate the latest technologies into Logipad because, as readers will know, technologies change and advance frequently, especially in IT. For example, one of the latest developments has been two-factor authentication (2FA), a security process. So, to have the latest security measures available and also from a development perspective, everything has been put inside 'containers' in order to be able to deploy new developments very easily and very fast.

In addition, our architecture will automatically scale up a user's cluster as soon as they need it and scale it back down to save them money when they don't. In the upcoming digital era, applications will be the daily business. Speed and innovation are creating winners and losers especially in the aviation industry. The advantage of containers, and why we're moving in this direction, is that they dramatically speed up development and deployment.

Furthermore, in the latest version of Logipad, we have ensured the ability to scale the software has been incorporated from the outset. If more resources are needed, it's very easy to grow the solution to match the need. Finally, we have created a new and modern visual design (figure 1) and feel for the application itself, and for the administrative interface.

"...our architecture will automatically scale up a user's cluster as soon as they need it and scale it back down to save them money when they don't. In the upcoming digital era, applications will be the daily business. Speed and innovation are creating winners and losers especially in the aviation industry. The advantage of containers, and why we're moving in this direction, is that they dramatically speed up development and deployment."

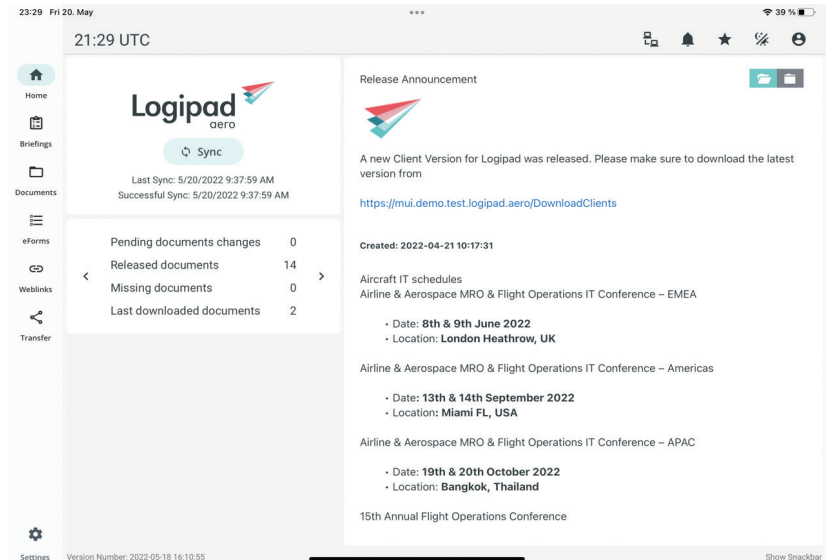


Figure 1: Home View with News Ticker

While technology is at the heart of Logipad, the development focus is always from the users' point of view. In order to ensure that is the case, it is important for DextraData to understand the customer's business and their requirements: we don't just sell the solution.

The Logipad name will stay the same but there is a re-branding to accompany the changes. Logipad has been serving airlines for twenty years and does so many things as well as supporting pilots in flying the aircraft. But the solution always had the goal of optimizing processes. And this need also exists in other sectors, such as logistics. We want to help there, too.

Every aspect of the business needs process optimization and Logipad will be offering capabilities to serve those other areas as well. This is why the logo has been updated to something more modern to reflect that the solution can do a lot more besides optimizing the pilot's day. The converging triangles in the new logo symbolize the streamlining of processes and the merging of different information. These are the main reasons why it was decided to undertake the re-branding.

CHANGES MADE

It will be a new version of Logipad which looks a bit different and includes lots of new features to use within the solution. Indeed, we have been able to greatly expand Logipad.

Logipad

aero



Optimize processes inside and outside your cockpit with Logipad EFB & EFF

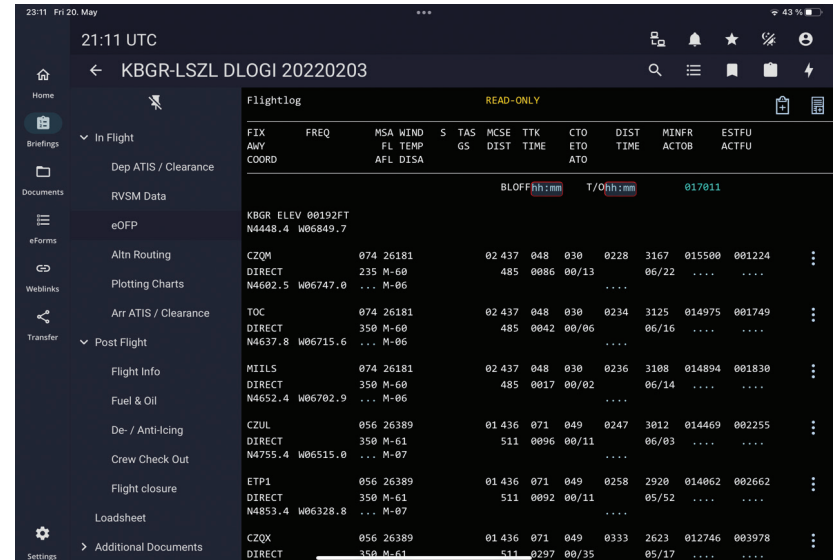
- ▶ process optimization through digitalization
- ▶ flexible and adaptable to your needs
- ▶ high usability tailored for pilots
- ▶ seamless integration into your IT infrastructure
- ▶ efficient & reliable information management
- ▶ latest security standards through 2FA



MORE INFORMATION: www.logipad.aero

DextraData 

For example, the eFormGenerator: creating eForms now works via drag and drop. It also now supports signatures, adding pictures with the camera or saved graphics. In addition, it is now possible to pre-fill data fields. Forms can be created without programming knowledge and used immediately in Logipad.



23:11 Fri 20. May 21:11 UTC KBGR-LSZL DLOGI 20220203

FlightLog READ-ONLY

FIX	FREQ	MSA	WIND	S	TAS	MCSE	TTK	CTO	DIST	MINFR	ESTFU
AWY		FL	TEMP	GS	DIST	TIME		ETO	TIME	ACTOB	ACTFU
COORD		AFL	DISA					ATO			
BLOFFhh:mm T/Ohh:mm 017011											
KBGR ELEV 00192FT N4448.4 W06849.7											
CZQM	074	26181			02 437	048	030	0228	3167	015500	001224
DIRECT	235	M-60			485	0086	00/13		06/22	....	....
N4602.5	W06747.0	... M-06									
Arr ATIS / Clearance											
TOC	074	26181			02 437	048	030	0234	3125	014975	001749
DIRECT	350	M-60			485	0042	00/06		06/16	....	....
N4637.8	W06715.6	... M-06									
Post Flight											
MIILS	074	26181			02 437	048	030	0236	3108	014894	001830
DIRECT	350	M-60			485	0017	00/02		06/14	....	....
N4652.4	W06702.9	... M-06									
De- / Anti-Icing											
CZUL	056	26389			01 436	071	049	0247	3012	014469	002255
DIRECT	350	M-61			511	0096	00/11		06/03	....	....
N4755.4	W06515.0	... M-07									
Crew Check Out											
ETP1	056	26389			01 436	071	049	0258	2920	014062	002662
DIRECT	350	M-61			511	0092	00/11		05/52	....	....
N4853.4	W06328.8	... M-07									
Flight closure											
CZQX	056	26389			01 436	071	049	0333	2623	012746	003978
DIRECT	350	M-61			511	0297	00/35		05/17	....	....
N4853.4	W06328.8	... M-07									

Figure 2: Example eBriefing eOPF (Night Mode)

Another example is the BriefingManager: The BriefingManager allows a manual assignment of crew members to a specific flight. Additionally, content can be added to a briefing/EFF package, such as loadsheets, overflight permits etc. Finalized briefings can be viewed with the BriefingManager. The 'new' BriefingManager was developed as a web application and is therefore also platform-independent.

"...the eFormGenerator: creating eForms now works via drag and drop. It also now supports signatures, adding pictures with the camera or saved graphics. In addition, it is now possible to pre-fill data fields..."

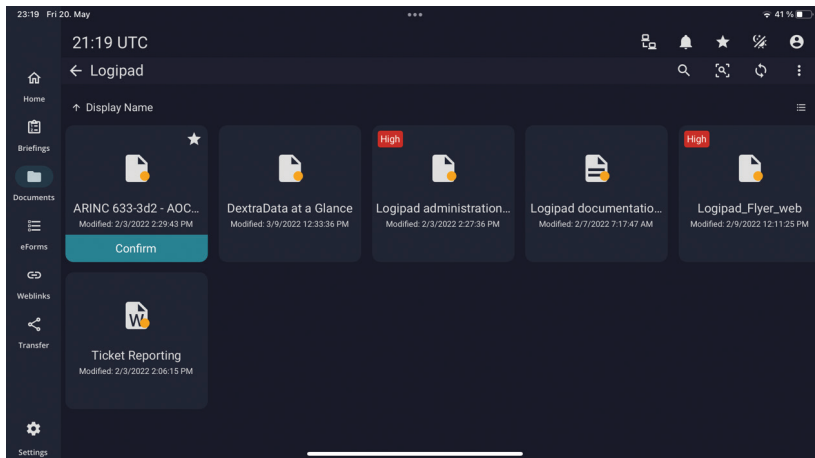


Figure 3: Example Document View (Night Mode)

The original version of Logipad supports a Windows client and iOS client, for example, which means that the solution has to have two code bases; one each

for Windows and for iOS, and that entails having to maintain two different platforms. With this latest development, we will be using the latest frameworks and technologies that enable there to be just one code for Windows application, for iOS application and for Android application: one code for three different platforms.

That is the main development because different companies have different servers and infrastructure environments. So now, on the server side, it doesn't matter whether the customer is using Windows, Unix, Linux or whatever, because Logipad is wholly platform independent. On the DextraData side, this enables developers and programmers to focus even more on the qualitative and capability issues that customers appreciate rather than having to spend time thinking about making any development compatible with different platforms.

THE IMPACTS OF CHANGES

There are a lot of features that will be different as well as that two-factor authentication security process. On the back-office side, Logipad will offer a lot of services including using REST (Representational State Transfer) APIs for those services. Also, a customer's existing applications will be able to use Logipad services plus the steps or processes are getting smaller, which simplifies processes for administrators to deploy content to the right person.



As has already been mentioned, Logipad will now be able to support different platforms. Airlines often have to make a decision as to what kind of hardware they should use, iPad or Android or Surface. In the past, a big consideration has been the platform used by their solution provider but now they can decide independently of any need to take that into account. When Logipad is their chosen solution vendor; they don't need to worry about what kind of platform Logipad supports and that will make a significant difference for customers.

When pilots first open the new version of Logipad, they will notice four things. First, they will notice that the 2nd generation has a cleaner look and feel and second, this look and feel continues across all platforms: iOS, Windows and Android. Thirdly, the Logipad client now supports single sign on and 2FA. The fourth thing is the Auto Sync functionality.

IMPACT OF COVID ON THE PROJECT

This development was largely managed remotely but, that said, the office didn't close during the pandemic. Developers were able to decide whether they were going to work from the office or from home or a mixture of both. So, the pandemic really had no impact from a development point of view.

TRAINING

With this development, Logipad has endeavored to stay with the old processes and user interfaces. There will be an update if customers do a migration but training specifically for the new application will not be necessary. Equally, there will be no need for customers using the latest version of Logipad to get any further clearances from regulators: from an end user point of view, nothing will change. It will even be possible to use the old interface or the old application from a user's side while also using Logipad's new services. From an end user point of view, there will be a smooth migration with nothing changing. Then, at a later point, they can use the latest version of the application in parallel.

LOOKING TO THE FUTURE

For the late summer, we plan to significantly expand the most popular feature 'eForm'.

The screenshot shows the 'eForms FlightLog (Day Mode)' interface. At the top, there's a status bar with the time '21:14 UTC' and battery level '42%'. Below this is a navigation bar with icons for Home, Briefings, Documents, eForms, Weblinks, and Transfer. The main content area is divided into several sections: 'Check In' and 'Check Out' fields, a 'Total Duty' field, and a 'Duty Type' dropdown menu. Below these are 'Leg 1' details, including 'Flight No.', 'Flight Code', 'From', and 'To' fields. There's a 'FUEL UPLIFT' section with 'Company', 'Unit', 'Uplift', and 'Quantity in LT' fields. The 'FUEL QUANTITY (GAUGES KG):' section includes 'Departure', 'Arrival', and 'Used' fields. The 'FLIGHT TIME: (UTC)' section has 'Off-Block', 'Take Off', 'Landing', and 'On-Block' fields. At the bottom, there's a 'Flight Time' field and a 'Block Time' field. A 'General / Split Duty Remarks' field is at the very bottom.

Figure 4: Example eForms FlightLog (Day Mode)

“We would also like to mention the partnership with Axion Ivy — this will have an even greater impact on workflow engine integration in the future.”

We are aware that good and meaningful dashboards are becoming increasingly important. Therefore, we want to expand existing reports and dashboards. In addition, we want to make an internal chart function available to all users.

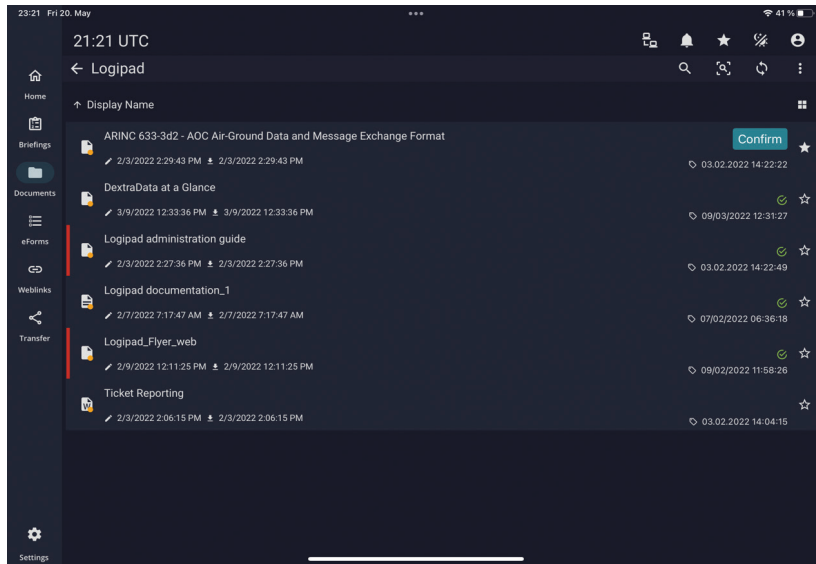


Figure 5: Documents List View (Night Mode)

We would also like to mention the partnership with Axion Ivy — this will have an even greater impact on workflow engine integration in the future.

The thing that summarizes the approach in this latest development of Logipad is the term 'Appreciate your time'. Do you think that you can save time in the same way that you can save money? We think that, no, you can't save time the way you save money but you can make better use of the time that is available to you. That's important and is Logipad's vision for digitalization.



DIRK LEESE



Dirk has enjoyed a successful career since starting as a business consultant with NetManage GmbH in 1997 and then T&A Systeme in 2002, leading to DextraData from 2017. In 2021, he was appointed Manager Process Automation Practice, in which capacity he is responsible for the development of Logipad, DextraData's EFB solution. As well as projects and process consulting and analysis in the aviation business since 2002, Dirk has worked on Identity Management, infrastructure and migration projects in IT project management.

LOGIPAD BY DEXTRADATA

Since 2002, Logipad has been providing airlines with a trusted Electronic Flight Bag (EFB) solution. Logipad makes flight management simple, fast and smart for pilots, crew and ground staff. Due to a Single Sync transaction process and modules like Document Management, eForms and eBriefing / EFF, Logipad reduces paperwork. DextraData's portfolio includes: Business Consulting, Cloud & Managed Services, IT Service & Enterprise Management, Next Generation Infrastructure, Modern Work / Software Infrastructure and Program & Project Management.

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VENDOR FLIGHT LOG: STORKJET

Renata Niedziela shares how a laser focus on efficiency through a data driven performance model has enable StorkJet to move from start-up to successful business in just a few years



Renata Niedziela is the CEO and Co-Founder at StorkJet. She leads a team implementing the new approach to Aircraft Performance Monitoring and fuel efficiency. Her adventure in aviation started by programming her own QAR raw data reader and analytics tool. Renata holds a master's degree in software engineering from AGH University of Science and Technology in Cracow, and an MBA at the Cracow University of Economics.

Aircraft IT: Your name, your job title, and the name of the business?

Renata Niedziela: Renata Niedziela, CEO and Co-Founder at StorkJet

Aircraft IT: How did StorkJet get started?

RN: StorkJet was originally a university project. In 2014, we started transforming it into a real business. Back then, we did not even imagine that the company would evolve at such a pace. In 2021 alone, our team increased by over 70%. We have also received four EU Research Grants, which helped us to develop the most precise performance models on the market. Recently, we have been selected as one of the top four companies out of almost 600 participating in the competition for mobility organized by the European Commission. Now, with more and more airlines joining as customers, I can

confidently say that we are a serious player in the aviation industry.

Aircraft IT: What is the attraction of aircraft-related software?

RN: That we are here for a reason and to make a real impact. With fuel efficiency solutions, we help airlines to save money and at the same protect the environment, which is a unique combination. In 2021 our customers saved 23.6 million dollars and reduced emissions into the atmosphere by 106 thousand tons of CO₂. To absorb this amount of CO₂ in a year, 17 million trees would be needed.

Aircraft IT: What is the guiding business principle that drives StorkJet?

RN: The fact that we focus on real savings created by science. We understand how important it is for airlines

to work on reliable data, so we provide the best data quality to ensure access to reliable information and results. Our customers get a report outlining the top areas with the highest saving potential. They receive from us specific information on what and how much they can save. Thanks to that they do not waste time on actions that do not bring results.

Aircraft IT: What has been StorkJet's greatest technical achievement to date, and why?

RN: I would say that what makes us unique is that we utilize tail-specific performance models based on Artificial Intelligence for each fuel initiative that can be implemented by the airline. We have separate models for flight planning, APU, a whole flight profile optimization including climb, cruise, and descent, and also for all the initiatives that can be implemented during arrival and departure. There are 44 initiatives in

“...you need to show to the customers not only that your pricing is attractive, but also that what you provide is better than the competitors, and that you have technological advantages.”

total. With that, we scan the operations of the specific airline and that gives us a clear overview of where the savings are. Thanks to that we can identify what is the saving potential for each area, how much of the savings have already been achieved, and what is still ahead to be achieved.

Aircraft IT: What has been StorkJet's greatest business achievement to date, and why?

RN: I think that has been winning big customers while still being a start-up. As a small company, to be selected when the competitors are big players, you need to show to the customers not only that your pricing is attractive, but also that what you provide is better than the competitors, and that you have technological advantages. For us, the biggest challenge and also achievement was moving from the start-up stage to winning customers from among the big airlines. Right now, I can say that we are a young but mature technology company with a solid base of satisfied customers.

Aircraft IT: What have been StorkJet's disappointments and what have you learned from them?

RN: I don't know if this is a disappointment, but we have learned that one thing we can be certain about is change. First, COVID happened and turned everything upside down. Now, we have war in Ukraine. All these changes require us to adjust but also resulted in different areas for the airlines to be optimized. For example, during COVID, suddenly statistical planning of the taxi fuel became an important area. Because airports were not handling

heavy traffic anymore, taxi time was reduced, and so on. We do not know yet what changes the future will bring us, but many external factors can have a huge impact on fuel efficiency. Thus, we cannot take it for granted that optimizing fuel initiatives once is enough. It's a continuous process in which monitoring and alerting are key.

Aircraft IT: In a sentence, how would you summarize what StorkJet does for aviation customers?

RN: We provide fuel efficiency and aircraft performance software and consulting, thanks to which airlines can increase the efficiency of their operations, engage pilots to be more eco-conscious and, as a result, save both fuel and the environment by reducing their carbon footprint.

Aircraft IT: What is new on StorkJet's development horizon?

RN: The next step for us is to enhance pilots' experience. We see that around 50% of savings are dependent on pilots' behavior. This is why we have invested heavily in FlyGuide — an EFB app, which informs the pilots how they contributed to the environment and also shares knowledge about how

to fly more efficiently. It is also important that messages are positive, and tailored-made for each pilot. In FlyGuide pilots can see personalized targets, compare their scores with their colleagues, and have information on improvements and how they can improve on the next flights.

Aircraft IT: What will be the next big thing in Aviation IT?

RN: Let's take a look at fuel prices — they have skyrocketed recently. Thus, I believe that the biggest focus for the airlines will be to reduce fuel burn, including all the software that supports that. Remember that, on top of the fuel prices, we also have the increasing cost of emissions. This forces airlines to explore new areas of savings. Plus, due to many changes such as new aircraft in the fleet, new routes, or simply changes in the regulations, there will be the need to constantly monitor which areas to optimize. The latest example is new EASA regulations that will allow airlines to reduce the amount of transported fuel. This will apply however only to airlines that have robust monitoring and accurate Aircraft Performance Monitoring. For those who don't, it results in a fuel penalty.

Aircraft IT: What do you want your customers to say about StorkJet:

RN: What they already say. That working with StorkJet was an eye-opener and it enabled them to look deeper into their operations to find where the savings really are.

Aircraft IT: Renata Niedziela, thank you for your time.

“I believe that the biggest focus for the airlines will be to reduce fuel burn, including all the software that supports that.”

Operations Software Directory

Key 'at-a-glance' information from the world's leading Operations software providers.

IT is a powerful force but, to leverage its greatest value, it must be harnessed and directed. It must also be able to handle huge and growing data streams that record every aspect in the ways that aircraft fly, how they are readied and the conditions they will meet. This challenge has attracted the best brains and most innovative enterprises to create IT solutions for one of the most demanding working environments, Aircraft Operations. Inevitably, there are many such developers and vendors offering solutions ranging from single function 'Specialist Point Solutions' to complete 'End-to-End' solutions covering the whole process.

Only readers will know the specific requirements of their businesses but we have assembled a directory of the best Operations software providers and listed them alphabetically to make it easier for you to undertake a brief-ish (there are 44 providers and the number continues to grow) survey of the market, preliminary to starting on any specification and selection process. Or you might simply read it to keep up to date with what is available today.



ACFT PERFO

W: www.acftperfo.com
T: +32 476 76 76 08
E: info@acftperfo.com

Location: Waterloo, Belgium

KEY BUSINESS/SOFTWARE AREAS

- **WORLD AIRPORT DATABASE**
Compatible for ALL TO Performance soft
- All A/C Types TO. & LAND.
- Performance soft
- EFB SOFTWARE SUITE
- Operational support in Performance and Operations
- EFLS Electronic loading system ground operations

ACFTPERFO has acquired a solid experience in the development of electronic flight bags tools and related support since start up in 1999. Our products are in continuous evolution in order to adapt to new regulations or practices in this rapidly changing business. We use our expertise to help customers and our commitment is to find the best solution for any challenge an airline could face. Safety is a major concern of our ACFTPERFO team and our airport database has been developed to be the best on the market. It is maintained up to date using extremely efficient tools which guarantee the highest level of accuracy and follow up.

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AIR SUPPORT

Air Support A/S

W: www.ppsflightplanning.com
W: flightwatch.ppsflightplanning.com
T: +45 7533 8889
E: sales@airsupport.dk

Location: Billund, Denmark

NAME OF PRODUCT MARKETED

- PPS Flight Planning, CrewBriefing
- Ops Control | Flight Watch

KEY BUSINESS/SOFTWARE AREAS

- Flight Planning
- Flight tracking
- Crew briefing facilities

AIR SUPPORT specializes in the provision of the desktop and cloud-based flight planning software PPS Flight Planning System (PPS) and the integrated CrewBriefing web application and flight tracking. The PPS Flight Planning System (PPS) is one of the leading flight planning systems in the world due to the optimization of operating costs along with its incredible and flexible usability. PPS generates a complete briefing package available directly on CrewBriefing or its accompanying app, providing the crew with online access to company messages, flight log, trip-tailored surface weather data, NOTAMS, wind- and significant weather charts and the high-quality vertical cross-sectional chart.

The combined synergy of PPS will ensure that your airline will have the most modern and powerful flight planning system available.

PPS offers:

- World's most flexible airline flight planning system
- Automated filing, calculation and dispatch of all selected flights
- Automated data import from scheduling/crew/maintenance systems
- Automated data export to EFB solutions
- Automated consideration of company policies and dispatch parameters
- Automated high quality flight briefing packages
- Low acquisition and running costs offering highest cost-benefit ratio in the market
- Premium flight tracking via OpsControl

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Automated Systems In Aircraft Performance (ASAP)

W: www.asapinc.net
T: +1 724-742-4777
E: info@asapinc.net

Location: Pittsburgh, Pennsylvania, United States of America

NAME OF PRODUCT MARKETED

- ASAP STAR System

KEY BUSINESS/SOFTWARE AREAS

- Runway Analysis
- Weight and Balance
- OEI Turn Procedures
- Drift Down
- Flt Planning/Sched/Res Integration

Automated Systems In Aircraft Performance, Inc. has been supplying runway analysis since 1995.

The STAR EFB and Flight Operations software would be a great asset by not only improving safety but also saving money through fuel planning and reduced wear on engines through the use of reduced power takeoffs.

The STAR product integrates runway analysis, weight & balance, drift down, flight planning, scheduling, reservations into one easy to use application. Along with these features the product also displays Weather, NOTAMS, and One Engine Inoperative escape routes.

To help manage users, devices, and system updates, the Mission Control Module eases the burden for the IT department. You may distribute the application through the Apple Business Manager for more control over software implementation and updates.

Additionally, the application has the ability to run with and without an internet connection, allowing pilots and dispatchers to always have the ability to calculate performance data. ASAP provides services for all aircraft variations, configurations, and engine types. All in one application.

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Avionics Support Group

W: www.asginc.net
T: +1 305-378-9786
E: info@asginc.net

Location: Florida, USA

NAME OF PRODUCT MARKETED

- Cockpit EFB Mounts, EFB Power Supplies.

KEY BUSINESS/SOFTWARE AREAS

- STC Certification
- EFB Mounts
- EFB Power Supplies
- Avionic Products
- Avionics Engineerings

Avionics Support Group, Inc. (ASG) is a premier Avionics Systems Integration & FAA-PMA approved Aerospace Manufacturing and Avionics Engineering company. ASG's competitive advantage can provide your company with a Single Source Solution for avionics engineering, manufacturing, aircraft installation technical support, Supplemental Type Certificate (STC's), video surveillance, SATCOM, and much more. We lead the aerospace industry with our US patented Constant Friction Mount (cfMount™), EFB Integrated Power Supplies, and EFB Cradles. Contact ASG today to learn how ASG's Single Source Solution can work for your company!

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ASQS (Advanced Safety and Quality Solutions)

W: www.asqs.net
T: +43 1 306 1234
E: sales@asqs.net

Locations: ASQS GmbH, Vienna, Austria,
 ASQS Ltd., Bangkok, Thailand

NAME OF PRODUCT MARKETED

- IQSMS (Integrated Quality and Safety Management System)
- Flight Data Monitoring (FDM) Service
- The IQSMS Suite consists of a total of 10 modules, varying according to the operator. (Airlines, Business Jets, Helicopter, Airports, MROs...)

KEY BUSINESS/SOFTWARE AREAS

- Quality Management Module
- Reporting Module
- Risk Management Module
- Document Distribution Module
- Emergency Response Planning Module

ASQS (Advanced Safety and Quality Solutions) is a global supplier of highly innovative QMS and SMS software for the aviation industry, supporting more than 200 large and small operators, including airlines, business jet and helicopter operators, groundhandling agents/FBOs, airports and maintenance organizations, in creating a safe and productive work environment.

The company specializes in intuitive, integrated, web-based solutions with exceptional customer support. ASQS's core product IQSMS allows clients to manage operational data 24/7 online and offline with a single integrated tool which significantly simplifies daily tasks. The easy handling of the software creates a positive reporting culture, enables comprehensive quality management and proactive risk management to maximize productivity, reduce operating costs, and optimize internal and external working procedures. IQSMS automates laborious processes like the submission of ECCAIRS or IDX compliant incident reports which, combined with a consolidated, up-to-date regulations database, ensures legal compliance with national and international requirements and standards.

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AVIOBOOK

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T: +32 11 72 10 30
E: info@avio.com

Location: Belgium (Hasselt), France (Toulouse),
 Singapore & Piscataway

NAME OF PRODUCT MARKETED

- AvioBook, AvioBook Connect, AvioBook Cabin, AvioBook Tech, AvioBook Base, AvioBook Systems, AvioBook Data, AvioBook Integrations, AvioBook SaaS

KEY BUSINESS/SOFTWARE AREAS

- EFB software solutions
- EFB hardware solutions
- Suite of ground & flight application
- Navigation DataBase, weather data, ADS-B

AvioBook, a Thales Group company, supports airlines as a partner in their digital strategy. AvioBook offers a comprehensive and highly integrated suite of ground and flight applications, systems and solutions that connect all stakeholders and key assets in a safe and secure manner. This, combined with expertise in data and cyber security, gives airlines an edge through greater efficiency and ultimately sustainable, profitable growth.

Proven solutions from AvioBook make communication between the cockpit, cabin and back office faster and more efficient than even before.

With the integrated and secure AvioBook application suite, pilots, cabin crew, dispatchers and ground staff can be securely connected to each other, making communication more efficient and driving value throughout the operation.

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AVTECH Sweden

W: www.avtech.aero
T: +46 8 544 104 80
E: sales@avtech.aero

Location: Sweden

NAME OF PRODUCT MARKETED

- Aventus NowCast™ - The FMS Optimization
- Aventus SIGMA - Severe Weather service
- Aventus AIR — Weather Uplink
- Consulting Service — ACARS and connection

KEY BUSINESS/SOFTWARE AREAS

- Wind Uplink FMS Optimization
- Reduce Fuel burn and CO2 footprint
- Severe Weather application

AVTECH, specializing in tailored information to the cockpit, offers easy, automated and inexpensive improvements in FMS optimization.

The Aventus NowCast™ weather service give pilots access to weather data of the highest available quality, and when the data is fed into the aircraft Flight Management Computer, the actual aircraft trajectory can be optimized, reduce the fuel burn and CO2 footprint.

Working directly with Met Office (UK), the Aventus SIGMA service supply the cockpit crew with severe weather information, based on Actual route and time in the FMS. The service brings adequate, timely and correct information on turbulence, icing and other weather phenomena that affect safety and comfort. The SIGMA service sets a new standard on how, when and where your crew gets their information.

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The Boeing Company

W: www.boeing.com/supportandservices
T: +1 206-655-2121
E: BoeingSupportandServices@Boeing.com

Location: 65 Offices Worldwide

NAME OF PRODUCT MARKETED

- Business Consulting
- EFB Document Browser
- Electronic Flight Folder
- Fuel Dashboard
- Onboard Performance Tool

KEY BUSINESS/SOFTWARE AREAS

- EFB applications
- Fuel Efficiency Solutions
- Consulting

Boeing is the world's largest aerospace company and leading manufacturer of commercial jetliners and defense, space and security systems. Boeing Support and Services combines airplane design and manufacturing expertise with unique access to fleet-wide operational data to offer optimization solutions.

With these offerings, Boeing addresses the evolving need for integration and optimization of data and information across the aviation ecosystem to empower smart decision-making. The portfolio includes services and solutions for flight operations, maintenance & engineering and procurement organizations to optimize the operational efficiency of airplanes and operations.

Boeing has more than 250 customers for its optimization solutions. The portfolio draws on solutions from a family of Boeing companies: AerData, Inventory Locator Services and Jeppesen, serving operators of Boeing and non-Boeing airplanes.

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Bytron Aviation Systems

W: www.bytron.aero
T: 01652 688 626
E: info@bytron.aero

Location: Kirmington, United Kingdom

NAME OF PRODUCT MARKETED

- skybook aviation cloud

KEY BUSINESS/SOFTWARE AREAS

- Dispatch Portal
- EFB Application
- Airfield Watch
- Flight Following
- Crew Briefing

Bytron Aviation Systems has over 35 years of industry experience and understanding driving the development of solutions engineered to make a big impact in the aviation industry.

The business specializes in the design and building of fully fledged, reliable, integrated systems that ensure critical data is consistently distributed to the right place, at the right time on the right device, increasing awareness and accountability, improving information capture, reducing costs and streamlining workflows. Above all, improving communication between flight ops and flight deck.

skybook is Bytron's core aviation solution that offers unrivalled flexibility, automation and integration, using the best and most reliable data sources to deliver all vital information across flight ops and dispatch and the flight deck. skybook enables operators and aircrews to work smarter, not harder and the firm's proven award-winning solutions cover Flight Dispatch, Crew Briefing, Airfield Watch, Flight Tracking plus there is a class leading Electronic Flight Bag application. Contact Bytron today to arrange your introduction and trial.

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Comply365

W: www.comply365.com
T: +1 (877) 366 2365
E: info@comply365.com

Location: USA

NAME OF PRODUCT MARKETED

- ProAuthor (XML-Based Authoring Solution)
- Electronic Flight Bag (EFB)
- Digital Briefing
- Document & Communication Manager
- Training Solution (LMS Learning Manager)

KEY BUSINESS/SOFTWARE AREAS

- XML-Based Authoring Solution (ProAuthor)
- Electronic Flight Bag (EFB)
- Digital Briefing Flight Release
- Document Mgmt. and Distribution Platform
- Targeted Distribution w/ Compliance Tracking

Comply365 delivers secure, cloud-based solutions, focusing on Authoring, EFB and Digital Briefing Solutions, as well as Targeted Distribution of Mobile Manuals.

The Authoring Solution, features ProAuthor: the aviation industry's first and only XML-based solution for authoring, revising and distributing publications.

Comply365's proven Electronic Flight Bag (EFB) solution lets crews access mission-critical information throughout each phase of flight.

Digital Briefing helps turn planes faster for more on-time departures with instant feedback to dispatchers when the flight crew accepts a release and signs Fit for Duty.

Comply365's full-featured Document Management and Targeted Distribution Platform boosts productivity by delivering any type of manual or document directly to any mobile device or stationary workstation.

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Conduce

W: www.conduce.net
T: 0044 333 888 4044
E: info@conduce.net

Location: Nuneaton, UK

NAME OF PRODUCT MARKETED

- eTechLog8
- eCabinLog8
- eCentral8
- eTraining8
- eForm8
- eDoc8

KEY BUSINESS/SOFTWARE AREAS

- Electronic Logbook (ELB)
- Cabin Log
- Electronic Forms Designer
- Document Viewer

Conduce pioneer mobile aviation solutions.

eTechLog8 is our world leading Electronic Log Book (ELB), fully approved by multiple Airworthiness Authorities and trusted by customers worldwide.

eTechLog8 eliminates the paper technical, cabin, and deferred defect logbooks, and replaces these with an easy to use, workflow controlled mobile solution. Available on both Windows and iOS, eTechLog8 is fully integrated with all the leading MRO and M&E systems. All eTechLog8 customers report significant benefits, ranging from improved efficiency, data accuracy and consistency to faster turnarounds, all contributing to reduced costs.

Conduce also offers a fully integrated suite of companion applications, which provide mobile paperless solutions for the cabin log, CBT training, custom forms, and ensuring key documents are at your fingertips.

Conduce has a sliding pricing scale, depending on fleet size and operates as a subscription model, with one flat fee, per tail, per month covering everything: hardware, software, 24/7/365 support, mobile data, future proofed upgrades and more. There are no hidden costs. Ask us today for a tailored proposal.

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CrossConsense

W: www.crossconsense.com
T: +49 69 4035 7600
E: contact@crossconsense.de

Location: Frankfurt Germany

NAME OF PRODUCT MARKETED

- Aircraft Fleet View
- ACSIS
- AviationDW

KEY BUSINESS/SOFTWARE AREAS

- Support and Hosting
- Consulting and Data Migration
- Business Intelligence solutions
- App and dashboard development

CrossConsense's portfolio runs from AMOS Support, BI-Management, Data Migration and Hosting to the products Aircraft Fleet View, ACSIS and AviationDW. As a wholly owned subsidiary of Canadian's FLYHT Aerospace Solutions Ltd., CrossConsense also offers solutions for Fuel Management, Turn Process Management and other software applications as well as AFIRS hardware that collects data during flight.

AMOS Support: CrossConsense has a long tradition in providing support for AMOS with one single point of contact for 1st and 2nd level; also realizing well-planned and organized data migration projects for airline customers and Reporting and Business Intelligence Analytics.

Aircraft Fleet View is a user-friendly App that gives an always up-to-date view on an airline's fleet status. It indicates AOGs, delays and other important information with the right level of detail to be useful but not crowded with information.

ACSYS is a powerful predictive maintenance software tool developed to assist any airline, operator, MRO facility and OEM to avoid AOGs, delays and turnbacks, improve aircraft utilization, and enhance safety.

AviationDW is a managed data warehouse, tailor-made for use with your backend system, e.g. AMOS. AviationDW simplifies KPI creation based on MRO System data.

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eTT Aviation

W: www.ettaviation.com
T: +1 208-424-9424
E: info@ettaviation.com

Locations: Boise, ID, USA

NAME OF PRODUCT MARKETED

- SkedFlex

KEY BUSINESS/SOFTWARE AREAS

- Flight & Crew Management
- Fleet (Movement) Management
- Qualification & Training Management
- Crew Pay
- Line & Preferential Bidding

SkedFlex is a full-featured, affordable, innovative and expertly supported flight and crew management solution designed to meet your needs and exceed your expectations. With its scalable platform and optional modules, SkedFlex provides air operators the ability to successfully schedule and manage crewmembers, flights, and aircraft in a flexible, efficient, and visual manner. Coupled with its proprietary rules engines, SkedFlex helps ensure regularity compliance under the Code of Federal Regulation parts 117, 121, 125, and 135, for flight, duty, and rest limitations and additional company requirements and rule sets from regularity authorities can be incorporated.

Crew and Flight Scheduling are the core components for the visual mastery of complex operations. **Crew Pay** ensures pay accuracy and accountability, freeing employees and administrators to focus on productivity, not paperwork.

Qualification and Training Management automates simulator and classroom scheduling, crewmember training delivery, currency, and qualification tracking. **Line and Preferential Bidding** provides an airline the option to build lines or trips for crewmember bidding, and allows crewmembers to establish standing bid criteria and further modify their bids as they desire. Entire fleets of aircraft can be scheduled in minutes with **Fleet Management** while scheduled inspections are displayed visually to optimize aircraft utilization around required inspections.

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Evionica

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T: +48 507 787 737
E: office@evionica.com

Locations: Poland (Warsaw), Austria (Vienna)

NAME OF PRODUCT MARKETED

- Evionica WB
- Evionica FTS

KEY BUSINESS/SOFTWARE AREAS

- Weight & Balance Software
- Flight Training Software
- Computer Based Training

Evionica delivers smart software for Weight & Balance, Flight Training and Computer Based Training to Airlines, Airports and Training Organizations.

With over 100 clients the business is cooperating with recognized partners like Wizz Air, LOT Polish Airlines, Lufthansa Aviation Training, Abu Dhabi Aviation Training Center and many more.

Evionica Weight & Balance Software: The solution allows users to reduce costs and has a very intuitive interface where training requires only 1 hour. Within 60 seconds you are able to produce a load sheet.

Flight Training Software: Streamline administrative processes for training. Automate operations and save time with cloud-based software, plus go paperless.

Computer Based Training: Pilot Training CBT with content explained in a straightforward way, having a natural lector voice, superior graphics and animation. A dark theme prevents users' eyes from tiring. Small portions of information make it easier to remember content.

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Evoke Systems

W: www.evoke-systems.aero
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Locations: UK

NAME OF PRODUCT MARKETED

- EFOS Training Management Suite
- EFOS Leave Management Suite
- EFOS Flight Management Suite

KEY BUSINESS/SOFTWARE AREAS

- Aviation software solutions
- Aviation leave (vacation) management
- Aviation Training Management System (TMS)
- Flight Management

EFOS Training Management Suite: An established and complete Training Management solution available exclusively for the aviation industry. EFOS TMS provides intelligent forms and records, course management and candidate progress tracking along with qualification and role profile monitoring, and supports AQP, ATQP and EBT programmes. Supported by a dedicated iPad application, EFOS TMS is available on web and for mobile and offline use.

EFOS Leave Management Suite: A sophisticated leave (vacation) management system, designed specifically for airlines. With highly customisable rules, the EFOS Leave Management Suite suits individual airline requirements and offers a fair, deterministic and transparent way to allocate leave. EFOS LMS can be integrated with airline rostering systems to provide a holistic view of staff availability.

EFOS Flight Management Suite: An iPad application for flight journey log information, flight folders, alert event and safety reporting which enables commercial analysis of the associated data to deliver lean airline operating environment. Integrations with other operating systems maximise data efficiency.

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[CLICK HERE](#) to Request Private Demo



Flatirons

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Locations: Europe, Asia, USA, Middle East

NAME OF PRODUCT MARKETED

- CORENA Suite

KEY BUSINESS/SOFTWARE AREAS

- Content Management System (CMS)
- Interactive Electronic Technical Publisher (IETP)
- Maintenance & Engineering
- Flight Operations
- Tablet Solutions & Mobility

Flatirons provides consulting, technology, and outsourcing for content lifecycle management (CLM). For more than 20 years, we have served global Fortune 1000 customers in aerospace, automotive, electronics, financial services, government, healthcare, and publishing. Our customer engagements help organizations efficiently deliver the right information, at the right time, to the right people by leveraging structured content and digital media — Turning Content into Knowledge.

The CORENA Suite by Flatirons is the leading content lifecycle management (CLM) solution developed specifically for organizations that rely on mission-critical data to design, manufacture, operate, or maintain complex assets over their product and service lifecycles as well as across multi-echelon business networks. For more than 25 years, the world's leading airlines, aerospace manufacturers, OEMs, and defense organizations have relied on the CORENA product suite to create, manage, and deliver large volumes of technical information throughout its lifecycle. Today, CORENA customers rely on the CORENA suite to modernize their IT infrastructures, improve customer satisfaction, and maintain their competitive advantage.

[CLICK HERE](#) for Product Details
[CLICK HERE](#) to Request Private Demo



Flightkeys

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Location: Austria, Vienna

NAME OF PRODUCT MARKETED

- FLIGHTKEYS 5D
- SPACEKEYS - RAIM PRO

KEY BUSINESS/SOFTWARE AREAS

- Flight Planning
- 5D Cost Optimization
- Data Services (Nav, Weather)
- Smart NOTAM Services
- Delivery, Integration, 24/7 Support

This Vienna service company was founded in April 2015 by a team of high profile aviation experts with very specific knowledge and long-term experience in the field of flight planning and optimization: Their mission is to completely re-write the science of flight management for the 21st century by precisely meeting the emerging requirements of cost-optimized airline operations, trajectory-based operations and the reduction of emissions. Flightkeys' research takes place in a corporate climate that promotes innovation and a continuous search for excellence. The focus is on user-friendly systems that provide the ultimate level of cost optimization and integrate seamlessly into future airline operations and ATM systems. FLIGHTKEYS 5D - as the only 21st century flight management system - will balance airline network throughput, greenhouse gas emissions and safety in the most cost-efficient way and covers a scope far beyond any solution currently available on the market. By improving communication and collaboration amongst stakeholders in the aviation industry it will lead to a smarter and more productive use of aircraft and airspace. So watch Flightkeys closely, or feel free to invite them to present their new 5D solution."

[CLICK HERE](#) for Product Details
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Flightman

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Location: Dublin, Ireland

NAME OF PRODUCT MARKETED

- eJourneyLog
- Electronic Flight Folder
- Cabin Manager
- eTechLog
- Cabin Defect Log

KEY BUSINESS/SOFTWARE AREAS

- Connected EFB Applications
- Streamlining Flight Ops processes
- Full Electronic Techlog
- Cabin Defect Management
- Enhanced Passenger Experience

The Flightman solution suite enables airlines to streamline their operational processes across Flight Operations, Maintenance and Inflight Services. Transforming data into meaningful insights.

[CLICK HERE](#) for Product Details
[CLICK HERE](#) to Request Private Demo



Flygprestanda AB

W: www.flygp.se
T: +46 40 642 00 10
E: sales@flygp.se

Location: Malmö/Sweden, New Milford, CT/USA

NAME OF PRODUCT MARKETED

- Guru2 w &w/o Mass & Balance,
- Airport Analysis, Drift Down,
- Load & Trim, AHM560

KEY BUSINESS/SOFTWARE AREAS

- Aircraft Performance Services
- Performance Engineering
- Special Performance Calculations
- Engine Failure Procedures

Flygprestanda AB, a pioneer in aircraft performance calculations, was founded 1969. For nearly 50 years Flygprestanda has been in the forefront of providing aircraft operators of all kinds with high quality services. Today Flygprestanda is serving around 200 customers worldwide from the head office in Malmö, Sweden and continues to lead innovation in this part of the aviation industry with its well known Airport Analyses and Guru2 application.

[CLICK HERE](#) for Product Details
[CLICK HERE](#) to Request Private Demo



Flyht

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Location: Calgary, Canada; Denver, USA

NAME OF PRODUCT MARKETED

- FLYHT AFIRS 228 Iridium SATCOM Solution

KEY BUSINESS/SOFTWARE AREAS

- Actionable intelligence
- Airborne hardware
- Communications solutions
- Weather sensors

FLYHT's traditional services are transforming into Actionable Intelligence that integrates the airline, airport and aircraft data into actions that increase profits and an airline's competitive advantage.

FLYHT's customers have the advantage of real time data from their onboard AFIRS technologies and every airline can benefit from the integration of the data between airline, airport, and aircraft. With more than 80 airlines operating over 800 aircraft and with 2,000 Airbus installed units we are confident the AI solutions being developed, using our proprietary jetBridge technology, will be well received by our current and future customers

The integration of FLYHT's traditional real-time AFIRS data services combined with the technology coming of age in other industries such as IoT, Edge computing, blockchain and Cloud infrastructure, along with data capture data from RFID, Wi-Fi, and other devices creates an opportunity for FLYHT's customers to get maximum benefit from these technologies for little or no capital investment.

[CLICK HERE](#) for Product Details
[CLICK HERE](#) to Request Private Demo



Gigsky

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Location: United States of America, Denmark, Canada & India. Danish Office For EFB, Aircraft Sales

NAME OF PRODUCT MARKETED

- GSM Roaming Data

KEY BUSINESS/SOFTWARE AREAS

- Consumer Data Roaming Solutions
- Enterprise Data Roaming Solutions
- OEM Data Roaming Solutions

GigSky for Enterprise offers end-to-end mobility services to meet your airline connectivity needs. With global coverage across 190+ countries, GigSky provides superior international network coverage through Tier 1 operators at competitive roaming rates. The GigSky Enterprise Portal provides reports and analysis that help intelligently track mobile data across your organization. GigSky Enterprise Portal Admin Users can create custom notifications, manage data policies, and see usage in real-time.

[CLICK HERE](#) for Product Details
[CLICK HERE](#) to Request Private Demo



International Flight Support

W: www.ifs.aero
T: +45 33464600
E: sales@ifs.aero

Location: Copenhagen, Denmark

NAME OF PRODUCT MARKETED

- EFBOne modules
 Base Solution covering: Journey Log Module (customized Pre- and Post-flight reporting); Electronic Flight Planning Module incl. eOFF/EFF (in-flight reporting); CrossFeed function enabling data exchange between EFB units; Back-Office Portal engine incl secure hosting services
- Document Management & Library Module
- M & B/Loadsheets Module (off-line capable)
- eReporting Module (Safety Management reporting)
- Performance integrations

KEY BUSINESS/SOFTWARE AREAS

- EModular PFB Platform Architecture
- Modular PFB GUI Architecture
- Seamless integrations with multiple back-end systems
- Fully customized set-ups without expensive R & D costs
- Designed for simplicity, userfriendliness and effectiveness

International Flight Support (IFS) is a modern Danish SaaS company with a mission to bring the newest tech innovations to the aviation industry.

A few years ago, IFS introduced EFBOne -the most flexible and modular EFB Cross-platform software solution currently available on the world market. The new platform is modular and seamlessly integrates the pre-flight, in-flight and post-flight operational processes in one app, providing airlines with a truly agile & customizable workflow process. The EFBOne workflow configuration is easily adapted to cover the exact operational reporting and calculation needs of your airline.

[CLICK HERE](#) for Product Details
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Leon Software

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Location: Warsaw, Poland

NAME OF PRODUCT MARKETED

- Leon

KEY BUSINESS / SOFTWARE AREAS

- Scheduled Operators
- Business Operators
- Cargo Operators
- Trip Support
- Charter Brokers

Leon Software excels in delivering an advanced cloud-based solution for the aviation business, including scheduled and cargo operators, business aviation, trip support companies and brokers. From flight OPS and crew management to charter sales, Leon provides a versatile platform design in a digital ecosystem of an aviation organization. With years of continuous development, customization and workflow automation are an essential part of Leon Software's philosophy.

Established in 2007 in Warsaw, Poland, Leon Software is currently the leader in its area of expertise in Europe, with over 300 companies consistently capitalizing on the platform's functionality in their day-to-day operations.

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Logipad DextraData

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Location: Essen, Germany

NAME OF PRODUCT MARKETED

- Logipad

KEY BUSINESS/SOFTWARE AREAS

- eBriefing / EFF
- iPad und Windows EFB Management
- Class-I EFB and Class-II EFB
- Logipad for Pilots, Cabin and Maintenance

Since 2002, Modern.Work has been providing airlines with Logipad, an inhouse-developed Electronic Flight Bag (EFB) solution. Logipad makes flight management simple, fast and smart for pilots, crew and ground members. Due to a Single Sync transaction process and modules like Document Management, eForms and eBriefing / EFF, Logipad reduces paperwork.

In 2017, Modern.Work GmbH merged with DextraData GmbH, an IT consulting company and independent software vendor. Together the companies not only offer comprehensive expertise in IT services and EFB, but also implement and develop IT solutions such as Logipad according to customer needs. Furthermore, clients can profit from the companies' cooperation with important IT and aviation manufacturers (e.g. Microsoft Corporation, Jeppesen Sanderson Inc. and Avialytics GmbH).

DextraData's portfolio includes: Business Consulting, Cloud & Managed Services, IT Service & Enterprise Management, Next Generation Infrastructure, Modern Work / Software Infrastructure and Program & Project Management. The company is located in Germany.

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[CLICK HERE](#) to Request Private Demo



Lufthansa Industry Solutions

Lufthansa Industry Solutions

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Location: Germany, Switzerland, USA

NAME OF PRODUCT MARKETED

- DocManage Product Suite,
- DocSurf Mobile, EFFOM, DocCreate

KEY BUSINESS/SOFTWARE AREAS

- IT Solutions and Process
- Consulting for MRO
- Electronic Flight Operation Manuals
- Airline Job Card Content Management
- Predictive Analytics and Maintenance
- RFID

Lufthansa Industry Solutions is an IT service company for process consulting and system integration. This wholly-owned subsidiary of Lufthansa Group supports its customers with the digital transformation of their company. Its customer base includes both companies within Lufthansa Group as well as more than 150 companies in various other industries.

The products EFOM and DocSurf Mobile were developed together with Lufthansa Airlines based on 15 years of common experience and excellence in electronic flight operations manuals and processes to fulfill both current and future requirements. • **EFOM** — A manufacturer independent Content Management System. Functionally mature and based on 17 years of experience, EFOM makes it possible to fulfill FlightOps requirements, e.g. expandable for new publishing backends; flexible to integrate new documents; open for customized enhancements or to integrate business processes such as Compliance Management. • **DocSurf Mobile** — A Library Viewer for MRO and FlightOps documents is available as a native iOS app or Windows application. The revision service allows change lists to be checked and content to be compared with a previous version. Navigation is intuitive and includes a fast and easy search. A user independent management of favorites and notes is provided, keeping this information revision safe and available.

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Lufthansa Systems

Lufthansa Systems

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Location: Germany and in 16 other countries.

NAME OF PRODUCT MARKETED

- IT Solutions

KEY BUSINESS/SOFTWARE AREAS

- Operations and Commercial Solutions
- Flight Deck Solutions
- Finance Solutions
- In-Flight Entertainment and Mobile Solutions
- Professional Services and Consulting

The company offers its more than 350 airline customers an extensive range of successful and in many cases market-leading products for the aviation industry. The innovative IT products and services in this portfolio offer customers a wide range of economic benefits while also contributing to improving efficiency and competitiveness. In addition, Lufthansa Systems also supports its customers both within and outside the Lufthansa Group with consulting services and the experience it has gained in projects for airlines of every size and business model.

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AN AIRBUS COMPANY

NAVBLUE

an Airbus Company

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Location: Toulouse, France; Waterloo, Canada; Hersham, UK; Stockholm, Sweden; and Bangkok, Thailand

NAME OF PRODUCT MARKETED

- Electronic Flight Bag applications
- Fuel applications
- Dispatch & Crew Planning
- Airspace & Airport Consulting

KEY BUSINESS/SOFTWARE AREAS

- Electronic Flight Bag & Documentations
- Fuel Solutions
- Ops Control Center Solutions
- Consulting
- Flight Data Analysis

NAVBLUE is an Airbus Services company, dedicated to Flight Operations & Air Traffic Management Solutions, wholly owned by Airbus. Through digital & collaborative innovation, our passionate and customer-focused team develops solutions to enhance the safety and efficiency of air transport.

NAVBLUE provides solutions and services for mixed fleets and supports both civil and military environments, on the ground or on board any aircraft. NAVBLUE offers the highest level of expertise in digital cockpit operations, Operations Control Centre (OCC) systems, Flight Ops Engineering, Performance Based Navigation (PBN) and Air Traffic Management (ATM).

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NVable

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Location: UK

NAME OF PRODUCT MARKETED

- ConNVerge for Aviation

KEY BUSINESS/SOFTWARE AREAS

- Electronic Techlog
- Electronic Forms (Assessments)
- Document Management
- Operational Analysis
- Station Operational Compliance

The concept behind our ConNVerge platform is simple. We believe that businesses should have the flexibility to easily innovate and add new applications to their toolbox, without being stifled by legacy technology or a single technology brand.

ConNVerge is all about minimising risk, fuss and capital costs and maximising efficiency. Provided as a service, it combines a hosted environment and web portal with mobile applications and data interfaces to virtually any system.

The platform is easily integrated into your existing business systems and brings together the best tools to handle data acquisition and data analysis — all on scalable infrastructure. Best of all, we even take the day-to-day management off your hands.

Our ConNVerge platform is blazing a trail in the aviation sector. In a hi-tech industry, where the stakes are even higher, long-standing clients such as British Airways Cityflyer know they can rely on NVable and our custom-designed software to make things simple, safer, more secure and streamlined. We provide airlines with technology solutions that reduce effort, improve processes and produce useful information, with one simple goal — to change things for the better.

Bring everything together and do IT better when you bring onboard ConNVerge and NVable.

[CLICK HERE](#) for Product Details
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OpenAirlines

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Location: France, Asia, USA

NAME OF PRODUCT MARKETED

- SkyBreathe Fuel Efficiency
- Crew Intelligence
- OptiFleet
- CrewPad

KEY BUSINESS/SOFTWARE AREAS

- Fuel Efficiency
- Crew Efficiency
- Fleet Efficiency
- EU-ETS Management
- Cabin Crew CRM

Based in Toulouse, the cradle of aeronautics and space, OpenAirlines was created in 2006 to help airlines optimize their operations. Thanks to a highly qualified and committed team of Fuel Experts, Data Scientists, and IT Specialists, OpenAirlines is today a world leader in the market for flight operations optimization software with a range of complete solutions answering all the key requirements of aviation professionals.

Drawing on 8 years of R&D, OpenAirlines has developed SkyBreathe®, an innovative eco-flying solution based on Cloud, Artificial Intelligence, and Big Data to save fuel and reduce airlines' carbon footprint by up to 5%.

Rewarded by many innovation awards and leader in the low-cost market, the software is now used by a very active community of 30+ airlines around the world including Malaysia Airlines, Norwegian, Cebu Pacific, flydubai and Atlas Air...

Now composed of 40 fuel experts with offices in Miami and Hong Kong, OpenAirlines continues its growth and begins in 2018 the development of a new module, called SkyBreathe® OnBoard, designed to be embedded in the cockpit to give recommendations to pilots in real time.

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PACE — a TXT company

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Location: Germany, France, USA

NAME OF PRODUCT MARKETED

- Pancelab Flight Profile Optimizer
- Pancelab CI OPS

KEY BUSINESS/SOFTWARE AREAS

- Flight Profile Optimization
- Cost Index Operations
- Fuel Efficiency
- Operational Efficiency
- EFB Library Viewer

Working with many of the leading OEMs, engine manufacturers and airlines for more than two decades has enabled us to develop a range of innovative products that directly respond to the challenges of the international aviation community.

We closely collaborate with performance and cabin engineers, senior training captains, fuel conservation and operational efficiency managers, EFB teams and consultants to deliver hands-on support for strategic and operational tasks.

[CLICK HERE](#) for Product Details
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Pivot

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Location: Houston, Texas

NAME OF PRODUCT MARKETED

- PIVOT mounting solutions

KEY BUSINESS/SOFTWARE AREAS

- Mounts for EFB
- Mounting plate
- LTRM - Long Term Removable Mounts

PIVOT is a worldwide provider of EFB-related products, which are anchored by the patented and iconic universal PIVOT mounting plate. EFB devices housed in protective PIVOT cases connect directly to the PIVOT mounts. Featuring unequalled pilot EFB functionality while also retaining full corporate IT flexibility, PIVOT is deployed to over 100 airlines including Delta, United, Southwest, Cathay Pacific, Singapore and ANA. PIVOT revolutionized the process of EFB deployments and effectively removed the need for cradles driven by changing form factors, saving customers millions in equipment, labor, and deployment time.

PIVOT mounting solutions include a unique, new class of mounts referred to as LTRM's or Long Term Removable Mounts. LTRM solutions provide the integrated style, security and function of an installed mount at a fraction of the cost with virtually instantaneous deployment.

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The SA Group

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Locations: Denmark, Sweden, Norway, Czech Republic, Greece, Bahrain, CIS, India and Malaysia

NAME OF PRODUCT MARKETED

- Scandinavian Avionics' Tablet Based EFB Solution

KEY BUSINESS/SOFTWARE AREAS

- Electronic Flight Bag Solutions
- Avionics Certification
- Avionics Installation
- Avionics Maintenance, Repair & Overhaul
- Avionics Training

Scandinavian Avionics offers a state-of-the-art, future-proof, tablet based Class 2 EFB solution, which provides the functionality to meet today's operational requirements of airlines and aircraft operators and in addition is simple to upgrade in the future to meet coming requirements.

The concept consists of two ruggedized 10.1" Panasonic tablets installed in the cockpit combined with a data integration center and a communication unit installed in the avionics compartment. The data integration center is used for power, aircraft interface and server capability and the communication unit enables and controls the data communication between the EFB system and the airline's ground infrastructure.

The SA Group provides complete turn-key avionics solutions for civil and military aircraft.

[CLICK HERE](#) for Product Details
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Safety Line

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Location: Paris, France

NAME OF PRODUCT MARKETED

- SafetyCube, OptiClimb,
- FlightScanner, AirsideWatch

KEY BUSINESS/SOFTWARE AREAS

- Safety Management System (SMS)
- Fuel Efficiency
- Fuel Management Systems
- Flight Data Monitoring (FDM)
- Ground Operations

Safety Line is an innovative digital technology company, specialized in data management software solutions for aviation. With a team of highly experienced Aviation Industry and Safety experts (including former BEA investigators), Data Scientists and IT specialist, Safety Line is in a position to propose an extensive range of products able to match the world's issues challenges in air transport.

OptiClimb is based on Machine Learning combined with Optimization and aims at reducing the fuel consumption through the use of flight data. After 2 years of R&D, it was applied to a fleet of Boeing 737 at Transavia France and demonstrated that 10% of the fuel used during climb ended up in \$40 savings per flight. Yearly, it means that for one aircraft the savings can reach \$80'000. With 25 aircraft in its fleet, Transavia can save \$ 2 M per year. It is a very promising offer for any airline.

SafetyCube is an integrated risk and compliance management software that provides airlines with a ready-to-use solution for new IR-OPS requirements. FlightScanner allows you to automatically identify the factors which explain hazardous situations based on all flights data. AirsideWatch determines the runway condition without interfering with operations at a time when airport safety and capacity issues have become increasingly complex to manage.

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[CLICK HERE](#) to Request Private Demo



SITA FOR AIRCRAFT

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Location: Switzerland. Regional Offices in: USA, UAE, UK, Canada, France, Brazil and Singapore.

NAME OF PRODUCT MARKETED

- AIRCOM applications and services, Datalink, EFB solutions, CrewTab
- eWAS Pilot
- OptiClimb
- OptiDirect
- Opti Level
- OptiSpeed
- Mission Control

KEY BUSINESS/SOFTWARE AREAS

- AIRCOM applications: FlightTracker, FlightMessenger
- Cockpit Applications and Services
- AIRCOM ACARS Services
- AIRCOM Datalink Applications
- AIRCOM Information Services

SITA For Aircraft represents the aircraft arm of SITA. SITA is the IT provider for the air transport industry, delivering solutions for airlines, airports, aircraft and governments. Today, SITA drives operational efficiencies at more than 1,000 airports. SITA's technology provides solutions that help more than 40 governments strike the balance of secure borders and seamless travel, while delivering the promise of the connected aircraft to more than 400 airlines on 17,000 aircraft globally.

SITA is powering a digital shift to make air travel more connected, seamless, efficient, safe and sustainable. Its communications network connects every corner of the globe and handles vast volumes of data every second.

SITA is 100% owned by the air transport industry, with a presence in 200 countries and territories and a customer service team of more than 2,000 people around the world.

[CLICK HERE](#) for Product Details
[CLICK HERE](#) to Request Private Demo



Simplify

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T: +1 303 800 6506
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Location: Fully remote, global operation

NAME OF PRODUCT MARKETED

- EFB Omni™ Solution

KEY BUSINESS/SOFTWARE AREAS

- EFB setup and management
- Flight Ops Engineering support
- Aircraft Performance studies
- Escape Routes design
- Airport Briefs

Simplify was born from the eagerness to help startup airlines and small operators to implement and manage EFB in a simple and cost-efficient way.

The EFB Omni™ is the all-in-one solution designed with that in mind: Simplify streamlines Flight Operations processes by implementing EFBs in the client's fleet and managing them on the client's behalf thereupon, including all IT and Flight Operations Engineering related activities: Aircraft Performance, Weight & Balance, Flight Operations documentation and other EFB-related tasks.

An airline's daily operations become EFB-driven with confidence as the Simplify team of engineers takes care of all back-office tasks needed to assure that the airline's pilots have access to up-to-date data for a safe and compliant operation.

All that backed by a strong know-how of the aviation industry for a total hassle free setup and, the best of all, without hurting your pocket.

Simplify says: You fly. We take care of the rest.

Ready to get on-board or need more info? Contact Simplify for a dedicated webinar.

Also check also their website for other specialized services such as Escape Routes and Airport Briefs.

[CLICK HERE](#) for Product Details
[CLICK HERE](#) to Request Private Demo

SKY PATH

SkyPath

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Location: Tel-Aviv, Israel; USA

NAME OF PRODUCT MARKETED

- SkyPath™ Turbulence
- SkyPath™ PIREPS
- SkyPath™ data services

KEY BUSINESS/SOFTWARE AREAS

- EFB iOS App
- Dispatch flight planning WEB module
- Management Analytics and Bi
- Incidents and playback Debrief
- EFB and WEB integration SDK & APIs

SkyPath is world's leading turbulence and auto-PIREPs data service provider whose alert system improves cabin safety and cuts airline operating costs. Established in 2015, it is a one-of-a-kind software-only solution which provides unique turbulence data based on a smart patented algorithm.

SkyPath already has more than 30K subscribers, including major US airlines. Airlines using SkyPath join a larger crowdsourcing network, and gain access to turbulence mapping generated using SkyPath's patented AI technology and real time airborne data collection. SkyPath provide service to thousands of users a day and is becoming the industry gold standard

[CLICK HERE](#) for Product Details
[CLICK HERE](#) to Request Private Demo



Smart4Aviation

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Location: Netherlands, Poland, Canada, USA

NAME OF PRODUCT MARKETED

- Smart LOAD, Smart COMM, Smart BRIEF
- Smart VIEW+, Smart OPERATIONS MANAGER

KEY BUSINESS/SOFTWARE AREAS

- Weight and Balance
- Communication and Alerting
- Pilot and Cabin Crew Briefing
- Flight Planning and Tracking
- Fleet Management

Smart4Aviation is one of the fastest growing companies in aviation operations, founded to provide web and mobile based products and services designed to optimize, simplify and improve airline operations. Our company is committed to delivery of the highest quality, most innovative and cost-effective, state-of-the-art solutions to support all of your current and future operational business needs. Our products effectively manage all operational business units, such as Operations Control Management, Load Planning and Weight & Balance, Communications (all Operational and Corporate branches), Flight Planning, NOTAM Management, Flight Dispatch, Flight and Cabin Crew Briefing, Weather, Flight Tracking and Aircraft Performance.

Our web based and mobile solutions with an exceptional support are recognized within the industry as being some of the most dependable and innovative in the market. All of our current customers such as among others Air Canada, Delta Air Lines, Qantas, Emirates, Air France, easyJet, Alaska Airlines, Iberia and Cebu Pacific have all benefitted from implementing Smart4Aviation solutions.

Smart4Aviation's web and mobile-based solutions have been acknowledged as the "Smart Choice" within the industry by a number of international and domestic air carriers.

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[CLICK HERE](#) to Request Private Demo



StorkJet

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Location: Poland

NAME OF PRODUCT MARKETED

- fuelPro
- advancedAPM

KEY BUSINESS/SOFTWARE AREAS

- Fuel efficiency
- Aircraft performance monitoring
- Diagnosis of performance problems
- Aircraft/engine benchmarking

Aircraft Performance & Fuel Efficiency — Our Passion, Your Savings: We analyze airlines' flight data to provide the most precise aircraft performance and optimize fuel consumption.

fuelPro is a fuel efficiency platform powered by AI to help airlines optimize flight operations and build up a positive fuel efficiency ecosystem. Airlines we work with save on 44 fuel initiatives and engage pilots to be more eco-friendly by sharing feedback and best practices with them.

advancedAPM provides tail-specific performance factors for accurate fuel planning. The process is fully automatic and works for all aircraft types.

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AIRCRAFT IT Operations



Webinars eJournals Software Conferences News Advisory Unit

Want to be involved?

Simply email

info@aircraftIT.com

for more information

www.aircraftIT.com



Tomorrow.io

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Locations: Boston, Tel Aviv, Boulder, Singapore

KEY BUSINESS / SOFTWARE AREAS

- Weather Insights
- Hyperlocal Weather
- Airline Collaborative Decision Making Platform
- Lightning Detection and Alerting

Tomorrow.io is the world's leading Weather Intelligence Platform™, helping countries, businesses and individuals manage their climate security challenges. Fully customizable to any industry impacted by the weather, customers around the world including Uber, Delta, Ford, National Grid and more use Tomorrow.io to dramatically improve operational efficiency. Tomorrow.io was built from the ground up to help teams predict the business impact of weather, streamline team communication and action plans, improve productivity, and optimize profit margins.



TrustFlight

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Location: Leamington Spa, UK; Edinburgh, UK; Luton, UK; St Helier, Jersey

NAME OF PRODUCT MARKETED

- Tech Log, Task Cards
- Digital Logbook
- CAMO (service)
- Aircraft Registry (service)

KEY BUSINESS/SOFTWARE AREAS

- Aircraft log books
- Aircraft maintenance task cards
- Digital and paperless working
- CAMO support
- Aircraft Registry support

From inception, TrustFlight has been ingrained in the aviation industry. Founded by two commercial pilots with a proven track record at the intersection of technology and business, the business has grown considerably and with stability, having recently celebrated the opening of a fourth office.

Throughout, TrustFlight gained an incredible team with backgrounds spanning different areas of aviation and technology, ensuring a solid presence in the industry. Now offering a range of products and services within the sector, TrustFlight helps to remove costly paperwork and associated errors, preserve aircraft value, and increase efficiency and safety in aircraft operations.

Five values shape TrustFlight's culture, guide the business's work and the way it grows. **Integrity** Transparent and open: offering trust to partners and assuming it from them. **Responsibility** Owning the work they do and taking responsibility for it: striving to make it the best possible. **Leadership** Leading from within: providing support for the team to do incredible work and drive the industry forwards. **Innovation** Products are crafted for the future needs of the industry, going beyond what exists in the market. **Excellence** Every one of TrustFlight's values contributes towards the excellence in their products.

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Ultramain

W: www.ultramain.com
T: +1.505.828.9000
E: sales@ultramain.com

Location: Albuquerque, New Mexico, USA

NAME OF PRODUCT MARKETED

- ULTRAMAIN® v9™ M&E / MRO
- ULTRAMAIN Mobile Mechanic™
- ULTRAMAIN Mobile Inventory™
- ULTRAMAIN ELB™
- ULTRAMAIN M&E / MRO: 31 modules including: Configuration Management; Line/Base Mx Planning; Line/ Base Mx Scheduling; GATe; Quality Assurance; Asset Management

KEY BUSINESS/SOFTWARE AREAS

- Maintenance & Engineering
- MRO
- Military Maintenance
- Maintenance Planning & Scheduling
- Paperless Customer Care on Mobile Devices
- Electronic Technical Logbook

Ultramain Systems, Inc. develops M&E / MRO and ELB software for the aviation industry and is the only aviation software provider with customers running full, end-to-end paperless operations from the cockpit to the ground.

ULTRAMAIN v9, featuring Mobile Mechanic and Mobile Inventory enables real-time paperless data collection for the full maintenance and inventory process. Combine ULTRAMAIN v9 with ULTRAMAIN ELB, the easy-to-use electronic logbook, and the entire maintenance process becomes paperless. Contact us to learn what you need to equip your organization with customer mobile devices and see why elite aviation customers around the world are choosing ULTRAMAIN to reduce costs and increase aircraft up time.

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Viasat

W: www.viasat.com/airlines
T: +353 1611 4625
E: hello.ireland@viasat.com

Location: Ireland, USA, India, Australia, Switzerland, UK, China

NAME OF PRODUCT MARKETED

- AeroDocs Airline Document Management System
- Viasat Wireless IFE
- Viasat In-flight Internet
- Viasat EFB
- Viasat Connected Aircraft Platform

Multiple modules available, deployed to meet airline's specific needs.

KEY BUSINESS/SOFTWARE AREAS

- Connected Aircraft Platform
- AeroDocs Document Management System
- Modular EFB
- Wireless IFE
- In-flight Internet/Connectivity

A connected aircraft platform with document control, pilot EFB, wireless IFE, and in-flight internet products and services plus a software platform and mobile apps for aircraft and flight-related data; the right information to pilots, flight ops and passengers. AeroDocs document management is easy-to-use in operations of all sizes, globally. It is enterprise-grade, scalable and the only end-to-end system managing the entire document lifecycle while supporting compliance.

AeroDocs is modular, with complete control over editing, distribution and viewing of documents on the ground and in the cockpit. Document control for Flight ops and EFB admins. Customised reporting supports safety and compliance managers, while controlling risk. AeroDocs is designed to transform your airline's approach to document management, and support strategic business goals.

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Vistair Systems

W: www.vistair.com
T: 01454 550663
E: info@vistair.com

Location: United Kingdom and USA

NAME OF PRODUCT MARKETED

- DocuNet
- SafetyNet

KEY BUSINESS/SOFTWARE AREAS

- Aviation Document Management (All format types inc. PDF, XML, S1000D, I Spec 2200)
- Electronic Flight Bag (EFB)
- Document Management and Distribution Platform
- Maintenance & Engineering
- Flight Operations
- Compliance Tracking
- Form Creation and Management
- Aviation Safety Management Software

Vistair provides document, safety, and quality management technology solutions to support the delivery of improved safety, compliance, and operational efficiency that results in significant commercial savings to aviation organizations. Combining technology, development expertise and service delivery, Vistair's suite of aviation technology solutions provides both commercial airlines, aerospace and defense organizations with an approach that helps demonstrate a clear link between increased reporting and a change in procedures and behaviors, which fundamentally drives a safer organization.

Document Management: DocuNet is the aviation industry's leading end-to-end document management solution, providing a coherent, single point of control for editing, publishing, distributing, and viewing all operational documentation. It provides the flexibility to access documents via the web and mobile devices and can also manage documents in all formats.

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Weathernews

W: global.weathernews.com
T: 00 45 392 78720
E: skysales_eu@wni.com

Location: Tokyo, Oklahoma, Copenhagen, London Moscow, New York, Paris, Athens, Sao Paulo, New Delhi, Kathmandu, Yangon, Bangkok, Singapore, Jakarta, Hanoi, Hong Kong, Manila, Taipei, Shanghai, Seoul

NAME OF PRODUCT MARKETED

- Go or No-Go Decision Support
- Personal weather briefings
- En-Route Weather Forecast
- Foster Flight Watch
- Foster EFB
- Flight Operations Control Support
- Airspace Critical Operations Support

KEY BUSINESS/SOFTWARE AREAS

- Airlines weather support
- Daily weather forecast
- Weather IT solutions

Weathernews Inc. is a private weather company operating worldwide within 44 different industries, collecting weather data from various sources as well as using their own proprietary infrastructure. They use their proprietary infrastructure to provide support where there is no or scarce weather information.

Weathernews supports flight dispatchers, operations members and pilots with a wide range of services during all phases of the flight, from planning, en-route and landing. The business serves customers in Star Alliance, SkyTeam, oneworld and Value Alliance, with support for more than 350 airports. Weathernews' risk communicators are available to assist users in any weather-related needs.

Weathernews has more than 30 years experience supporting and servicing airlines, and strives to learn each airline's weather-related needs and challenges to fully support and ensure safety, efficiency and contribute to sustainability.

Weathernews' services are easily accessible through web links, and were developed with the focus of user friendliness and clear user interface.

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Web Manuals International

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E: info@webmanuals.aero

Location: Sweden, USA

NAME OF PRODUCT MARKETED

- Web Manuals

KEY BUSINESS/SOFTWARE AREAS

- Monitoring
- Authoring
- Editing
- Publishing
- Distribution

Web Manuals International AB has developed knowledge-management solutions for the aviation industry since 2008, with the headquarters in Malmö, Sweden and an office in San Diego, California. Web Manuals is a tool for digitizing manuals to simplify authoring and distribution of company manuals for the aviation industry.

Web Manuals is available as a Software-as-a-Service subscription, with minimal training and configuration required to get started. The service includes support, hosting, availability monitoring, maintenance, and at least two system upgrades per year.

We set the standard for digitizing manuals for the aviation industry by providing an easy-to-use solution enabling end-to-end control, compliance, agility and cost-efficiency.

In short, our clients save time and money in editing, publishing and distributing their operational manuals while being able to publish new revisions as often as needed and gain a full control of their documentation and communication systems.

The Web Manuals Compliance Libraries enable compliance automation by allowing controlled real-time compliance monitoring of company procedures linked to Implementing Rules and Acceptable Means of Compliance in the EASA and FAA regulations, as well as a number of aviation standards such as IOSA, IS-BAO and ARGUS.

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Yonder

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T: +41 43 215 27 94
E: contact@yonder.info

Location: Zurich, Switzerland

NAME OF PRODUCT MARKETED

- Yonder

KEY BUSINESS/SOFTWARE AREAS

- Content Management System
- Workflow-based Content Distribution
- Compliance Tracking
- Content-based Learning
- Smarten Up Your Documents

Smart, fast, reliable — Yonder empowers you to take the next step in information management. Yonder leverages the full potential of digitalization by offering you a solution built around dynamic content rather than static documents, creating a modern, user-centric experience. As well as providing intelligent solutions for operations manuals, guidelines, regulations and standards.

Yonder brings operations manuals and aircraft manufacturers' handbooks together in one place. The solution's smart features — including intuitive dashboards, role-specific updates and a responsive offline app — make life much easier for aircrews and ground staff alike. But Yonder has many advantages for editors and authors too: as well as making it simple to cross-reference content and avoid duplicates, it offers fully-integrated approval and publication processes.

Our Highlights

- User- and task-specific information management
- Automated revision management syncing manufacturers' and operations manuals
- Manual and compliance connectors

First-class service: Yonder's personalized customer care

Looking for advice? Need help with onboarding? Or day-to-day support? Our expert team offers outstanding customer service with all the hallmarks of Swiss quality and is ready to help you tailor Yonder to your every need.

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