



ALTON AVIATION
CONSULTANCY

Data Ownership Panel Discussion

IATA Maintenance Cost Conference

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TODAY'S PANELISTS



Thanos Pascalis
CEO



Swaren Sidhu
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David Marty
Head of Scheduled Maintenance Services



Aircraft Operational Data (AOD)

Airline Operational Data is defined as data produced from/by the aircraft, its systems, components and sensors, once the aircraft is accepted into operation by an airline.

This data is generated during flight, when the aircraft is undergoing maintenance, and while on the ground waiting or being serviced.

Aircraft Operational Data (AOD)



Operations Generated Data

- Flight operations data (FOQA, QAR, DAR, SAR, FDAU, etc.)
- Digital Flight Data Recorder and Cockpit Voice Recorder
- Meteorological, weather, turbulence: dissipation rates
- Atmospheric: moisture, radiation, temperature, pressure, wind, etc.
- AC data: speed, climb rate, etc.
- Utilization: Flight hours, cycles, etc.



Maintenance Generated Data

- Maintenance status (TSO, CSO, TSN, CSN, etc.)
- Aircraft health monitoring (info from MIS)
- Engine condition monitoring
- Cabin related defects (seats, IFE, galley, lavatory, etc.)
- Major structural damage/corrosion
- Aircraft system failure modes
- Engine and component reliability data (MTBR, Time on Wing, etc.)

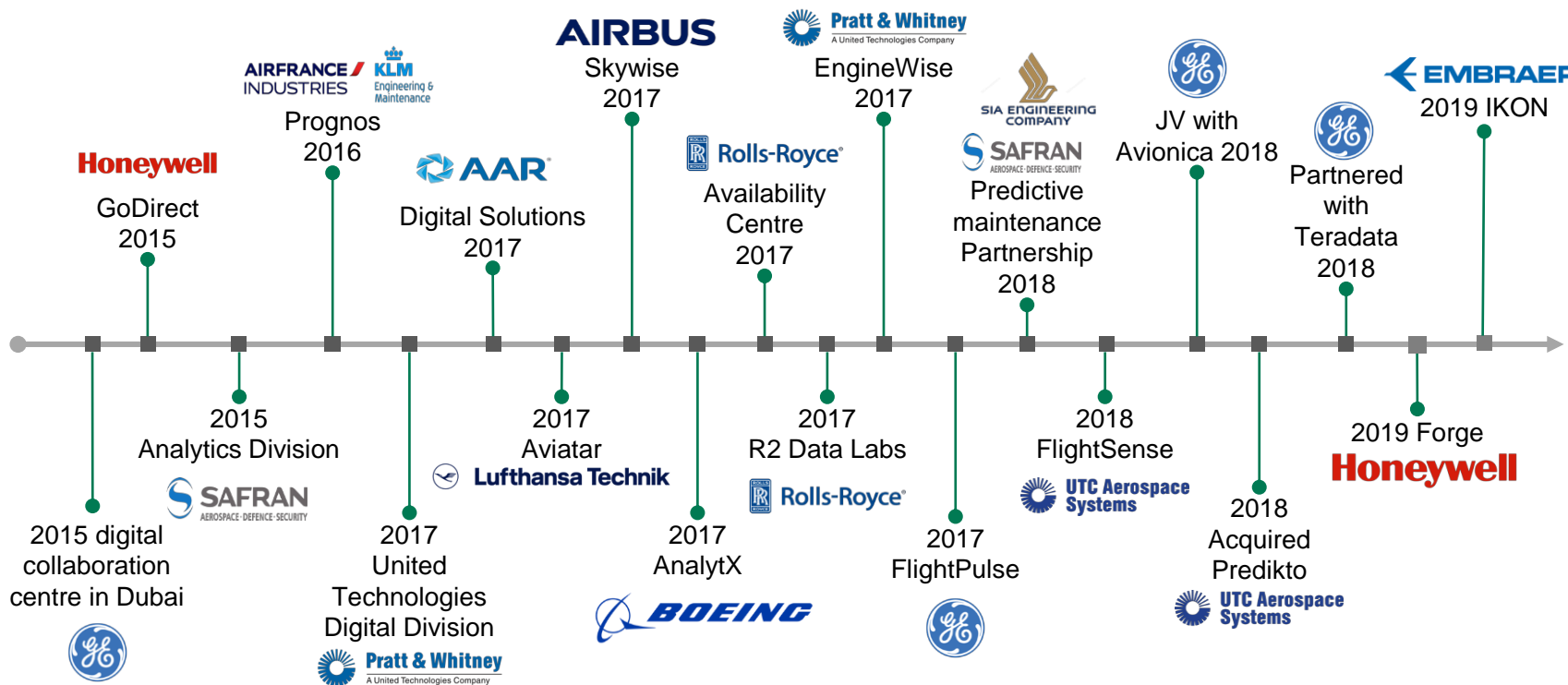


Ground Operations Data

- On-Time Performance, Aircraft delay & cancellation
- Fuel
- Ground handling



“New aircraft types enable operational data to be transmitted in encrypted form to the manufacturer, which then ultimately has the power to decide how that data is used. In this digital-knowledge monopoly, aircraft operators no longer will be able to acquire their own operational data easily; independent, free of charge, and unencrypted!” - Johannes Bussmann, Chairman, Lufthansa Technik





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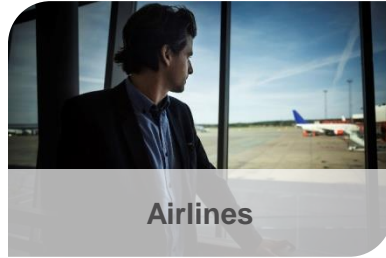
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