

IATA WORLD MAINTENANCE & ENGINEERING SYMPOSIUM

**Madrid, Spain
24 – 25 June 2026**



**IATA WORLD
MAINTENANCE
& ENGINEERING
SYMPOSIUM**

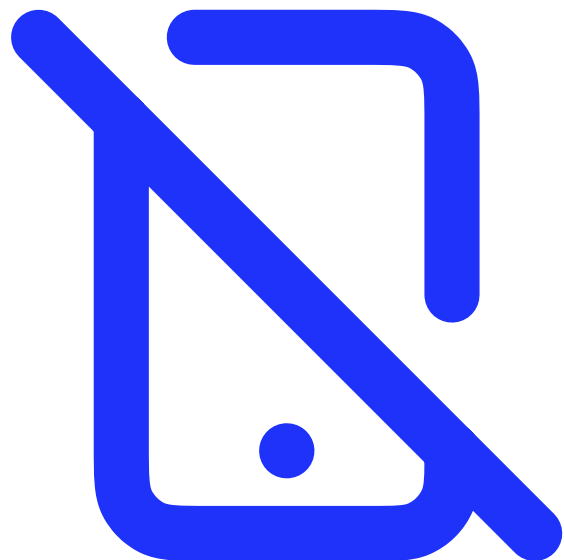
WELCOME

#IATAWMES



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Silence your phone



#IATAWMES



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Download the app



Apple Store



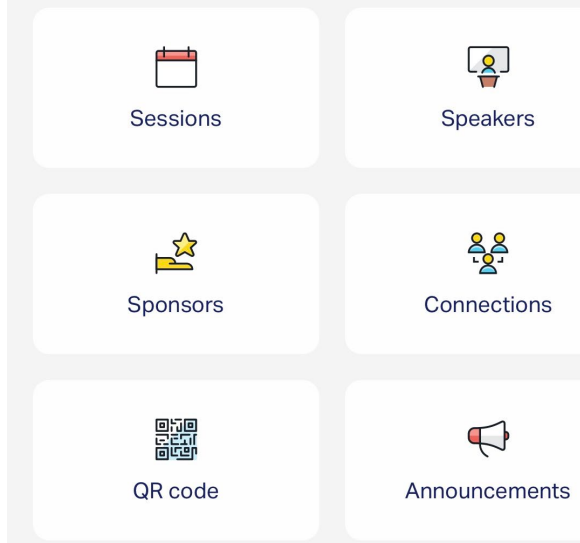
Google Play

Event ID: **IATAWMES2026**

#IATAWMES



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All Sessions My Schedule Appointments

Date Time More filters

Central Europe Time Adjust

Before Event

Tuesday 23 June

18:00 - 19:00 CET (1 hour)
Networking Cocktail Reception

Wednesday 24 June

08:00 - 09:00 CET (1 hour)
Welcome Coffee

09:00 - 09:10 CET (10 minutes)
Opening and Welcome
Milan-Venecia

WMES App, Q&A & Survey.

From crisis to constraint:
The new normal for the
aviation supply chain

Wed 24/06, 09:10 - 09:30 CET
20 minutes

Milan-Venecia

+ Add to calendar

Add session

Speakers



Stuart Fox
Director Flight and Technical
Operations, IATA

About this session

Plenary Session

Add session to calendar
and scroll down to access
Q&A and Survey.

About this session

Plenary Session

Live Q&A Hasn't started

Survey



#IATAWSS

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Event hashtag

#IATAWMES

#IATAWMES



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Competition Law Guidelines



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Introduction

Chantal Berthiaume,

Director OSS Business Systems and Performance, IATA

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Maintenance Cost data eXchange (MCX): Better Data. Better Insights. Better Decisions

Geraldine Cros,

Head of Operations BI & Analytics, IATA

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Maintenance Cost data eXchange (MCX): Better Data. Better Insights. Better Decisions

Geraldine Cros

Head of Operations BI & Analytics

crosq@iata.org





Agenda

Intro & Context

What is MCX?

Methodology & Data Approach

Key Metrics & Insights

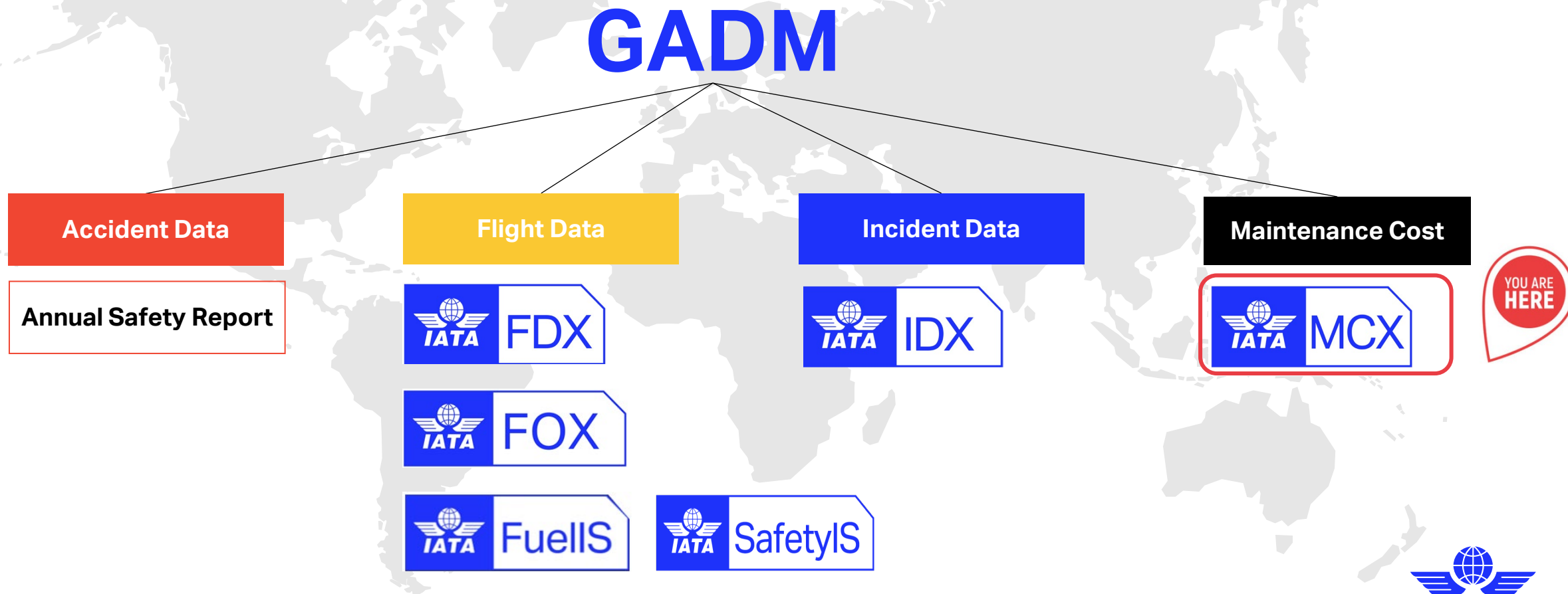
Value & Use Cases

Key Takeaways & Future Directions

Panel Discussion

MCX is a GADM Program

Global Aviation Data Management (GADM) is IATA's premier centre for Safety, Security, Operational Data and Analytical Programs



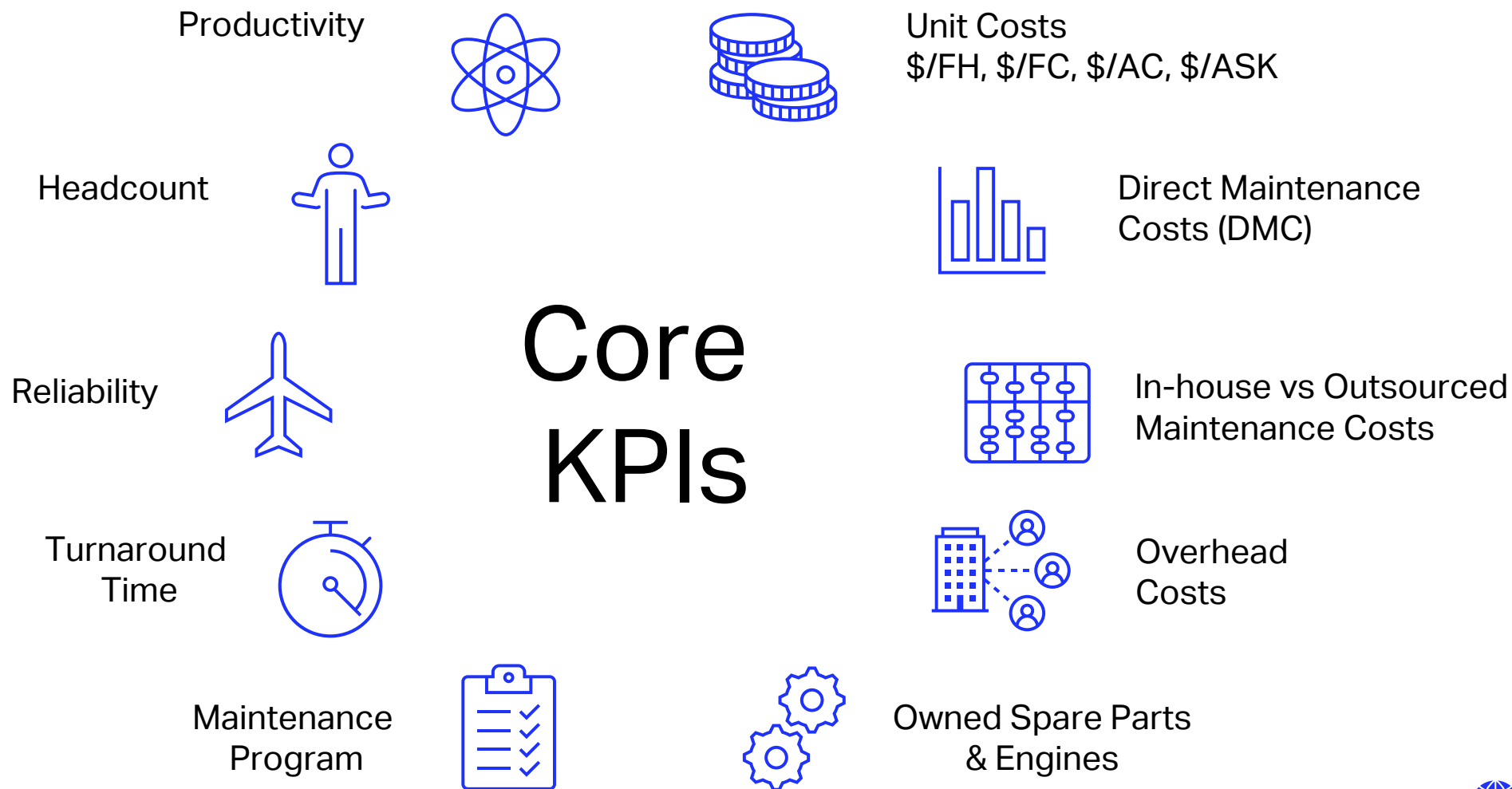
Global Maintenance Cost Database

- **Unique database** representing 50+ airlines over 10 years
- Free of charge, based on “**give-to-get**” principle
- Open to **all airlines** seeking to:
 - Optimize their maintenance costs
 - Improve their operational performance
 - Adopt a data-driven approach to decision-making

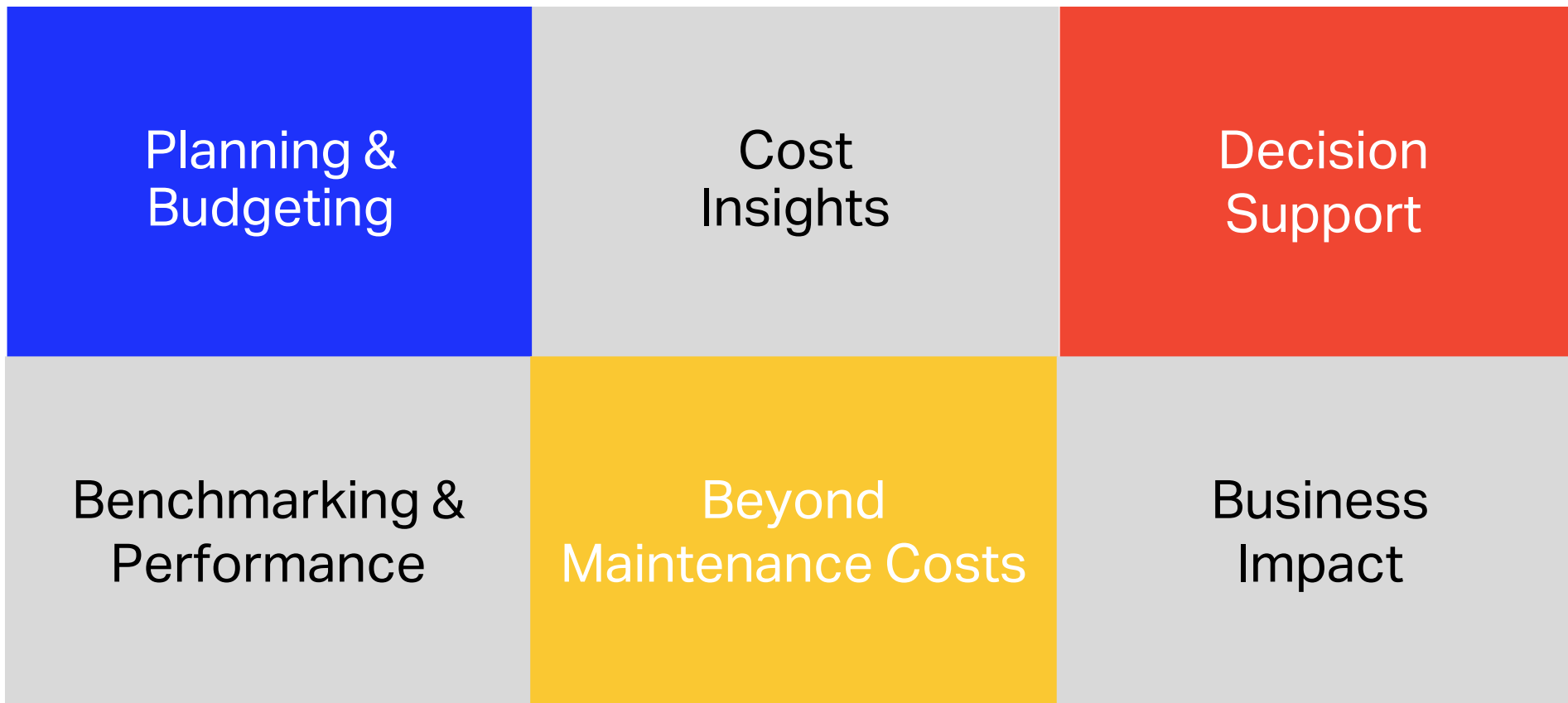
MCX Methodology & Data Approach

- Standardized definitions & cost allocation framework
- Granularity:
 - By aircraft/engine type
 - By segment (Line, Base, Component, Engine)
 - By element (Labor, Material, Subcontracted, LLPs)
 - Direct vs Indirect costs
- Annual data submission with Excel-based MCX Toolset
- De-identified and aggregated data.
- MCX membership is not public.

MCX Key Metrics & Insights



MCX Key Use Cases



MCX Membership Benefits

BI & Analytics



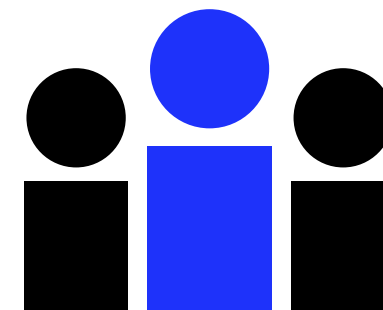
Annual Executive Report



Dashboards

1. Industry Overview (IO)
2. Operator Benchmark (OB)

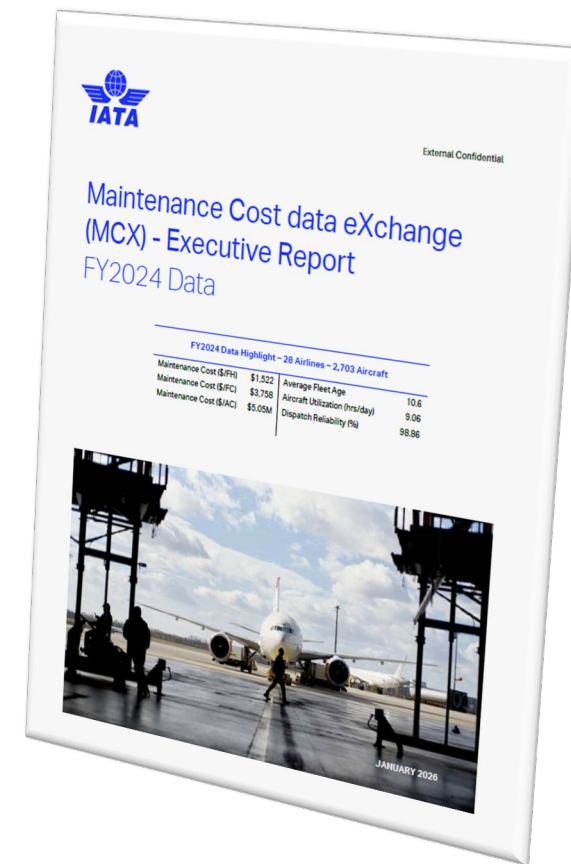
Industry Group



Maintenance Cost Technical Group ([MCTG](#))

MCX Executive Report

- From Industry Insights to Airline Benchmarking
- Public Version → Available to everyone as a free download
- Full Report → Exclusive to MCX participants



The public report tells you what is happening in the industry

**Industry
Outlook**



**Operational
Performance**



**Emerging
Trends**

**Fleet
Evolution**



**MRO
Market
Landscape**



The full report tells you where the MCX airlines stand within it

Fleet

Benchmarking



**Technical
Organization**

Insights



Multi-Year

Trend Analysis



**Maintenance
Cost**

Benchmarking



**Asset &
Leasing**

Intelligence



MCX Membership Benefits

BI & Analytics



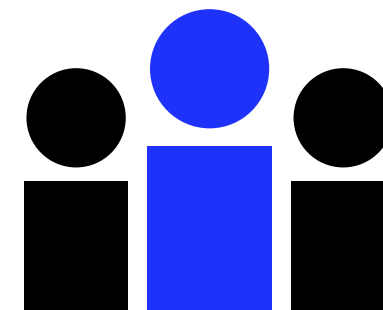
Annual Executive Report



Dashboards

1. Industry Overview (IO)
2. Operator Benchmark (OB)

Industry Group



Maintenance Cost Technical Group (MCTG)

Key Takeaways

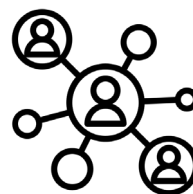
- Maintenance is a major value lever: up to 15% of OPEX
- MCX makes costs comparable
- Enables benchmarking on various levels
- Reveals cost drivers and savings
- Improves strategic decisions
- Low risk, high return

Strategic Priorities for MCX



EXPANSION

- Increased participation
- Strengthen industry coverage
- Enhanced robustness of benchmarking data



COMMUNITY & COLLABORATION

- Strong & engaged community
- User proficiency
- Continuous feedback & improvement
- Networking opportunities



FORECASTING

- Predictive models to anticipate future maintenance costs
- Enable better budgeting, planning, and cost management

Thank you!

✉ crosg@iata.org
mcx@iata.org

www.iata.org/mcx

MCX



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Maintenance Cost data eXchange (MCX): Better Data. Better Insights. Better Decisions

Geraldine Cros,
Head of Operations BI & Analytics, IATA

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Maintenance Cost Technical Group (MCTG) Chairman's Report

Hannes Pferdekämper-Schmidt,

Head of Technical Commercial & Business Development, Eurowings Technik

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MCTG Chairman's Report

Hannes Pferdekämper-Schmidt
Eurowings Technik



Why are we here?

- High pressure on maintenance cost due to supply chain issues, labor shortages and inflation
- High maintenance demand after Covid recovery
- The market still highly regulated and characterized by monopolistic structures
- Comparability is tough and therefore possibility to benchmark limited

Solution: **Let's work together**



What is MCTG?

- Maintenance Cost Technical Group
- Group consisting of Airlines, OEMs and other delegates supported by IATA
- Mission: to be the focal point on commercial airline maintenance cost for the purpose of cost management & benchmarking
- The only annually updated worldwide database on maintenance costs



All airlines are invited – let's grow the group!

Our objectives

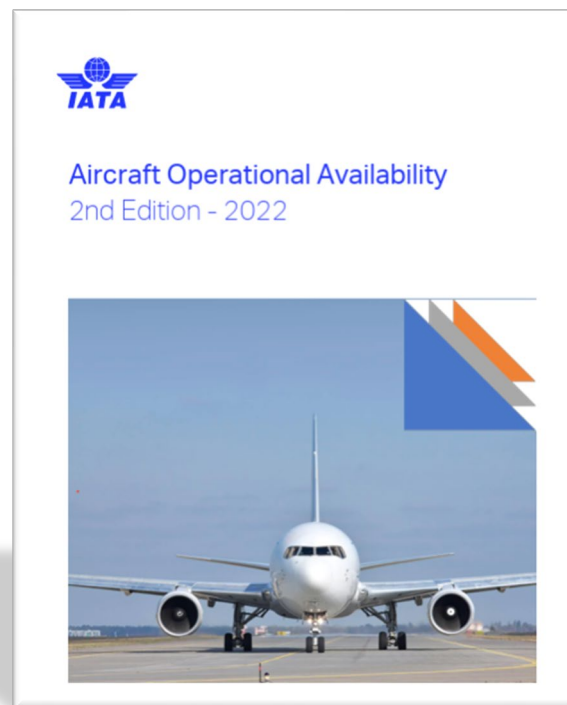
- Define and standardize maintenance cost reporting
- Collect data and publish annual report & dashboards
- Identify strengths and weaknesses in cost structures
- Share knowledge and best practices
- Network

Best Practice Sessions (Examples)

- Analyzing Aircraft Operational Availability and Maintenance Cost Trends
- Maintenance costs, how do you report to your management?
- Refleeting/Fleet Strategy
- MCX data collation best practices
- Insurance Claims
- Digital Hangar
- Competency in Maintenance Cost Analysis
- CapEx vs OpEx in Aircraft Maintenance
- Cost Management Culture, Flexibility vs. Discipline



Recent activities/publications



In collaboration with Technical Operations Working Group (TOWG)

All available for download at www.iata.org/mctg

How to engage in MCTG?

Option	What you have to do	What's your benefit
Participate in MCX program	Send in your data on a yearly basis	Annual + customized reports; dashboards
Engage with MCTG	Take part in the group meetings twice a year	Shape and steer MCX & MCTG's activities
Take part in working groups	Contribute to papers and analyses	Deep insight in different relevant cost topics

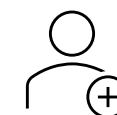
How can you support us?

Invite fellow Airlines to join



Help find a good balance of airlines

Be active and proactive – Promote MCTG and “bring a friend”



And now

Enjoy this conference professionally and personally



Give us feedback on the event

Talk about WMES on social media



See you next time!

MCTG Fall Meeting 2026

Mid-October in Montreal



mctg@iata.org



www.iata.org/mctg



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Hannes Pferdekämper-Schmidt,

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Maintenance Cost data eXchange (MCX): Better Data. Better Insights. Better Decisions

Moderated by **Chantal Berthiaume**,
Director OSS Business Systems and Performance, IATA

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Panelists

Geraldine Cros,
Head of Operations BI & Analytics,
IATA

Katherine Rivera,
AVP Aircraft Engineering,
Philippine Airlines

Nadine Genoulaz,
Maintenance Economics and
Operational Availability Expert,
Airbus

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Download MCX – Executive Report



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Networking Coffee Break

Next session starts at 16:00

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Introduction

Iryna Khomenko,
Manager Operational Efficiency, IATA

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Unlocking the full potential of eTechLog8 through advanced data usage

Álvaro Coromina,

IT & Innovation Director, World2fly

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Unlocking the full potential of eTechLog8 through advanced data usage



Álvaro Coromina – IT & Innovation Director



IBEROSTAR
GROUP



IBEROSTAR
HOTELS & RESORTS



world2fly

newblue



azulmarino

ICÁRION

úbico

97
HOTELS



Dates:

Project start: May 2020

First flight: June 2021

Our fleet:

3 x A350-900

4 x A330-300

Two AOCs

Our operations:

Regular from MAD & LIS

Charter

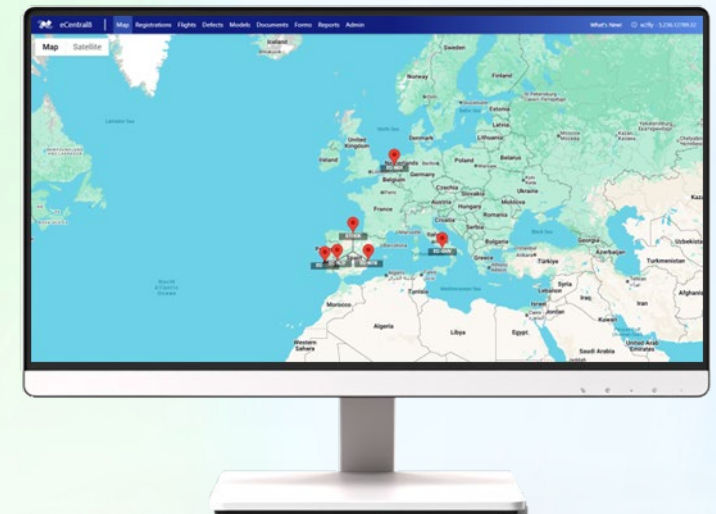
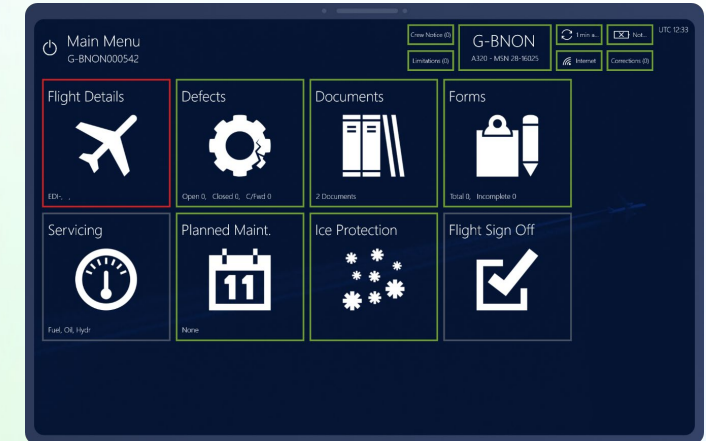
ACMI



eTechLog8

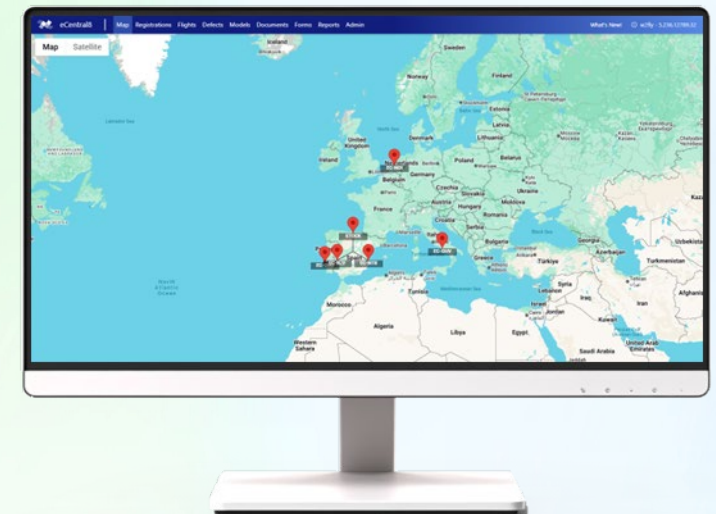
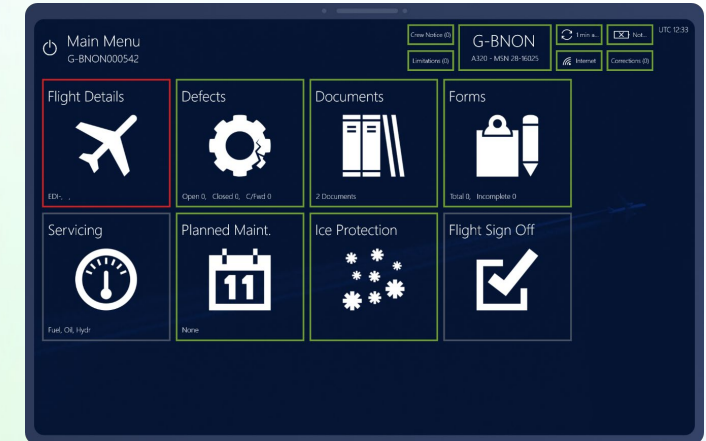
World leading electronic technical logbook – offering a complete replacement for the paper technical logbook, Journey logbook, defect and deferred defect logbooks, as well as the Cabin logbook.

- **Flight Logs**
Record flight times and the hours and cycles are done for you!
- **Defects**
Up-to-date tracking of defects and deferred defects.
- **Fuel/Fluid Uplifts**
In-built safeguards to reduce and prevent human errors.
- **Sign on Glass**
Patented technology ensuring the electronic signature is an exact replica of the wet ink signature.
- **Copy on ground**
Guaranteed, with back ups for connectivity issues such as save to USB's provided in a useful USB kit.
- **Data in real time**
The data is transmitted to the back office web application eCentral8, when there is a connection available.



Why Conduce eTechLog8?

- 50+ AOC Operators in 25+ countries.
- 24/7/365 Support.
- **Everything is included in our "turnkey" solution:** devices, MDM, software & updates, hosting, SIM cards, training, support and more.
- **Offline-first app.**
- **A workflow-controlled app.**
- **Zero-downtime.**



Data management principles

The background of the slide features a complex, abstract network of nodes and lines. The nodes are represented by small, semi-transparent circles in various colors including blue, orange, and white. These nodes are interconnected by a web of thin, light-colored lines, creating a dense, three-dimensional effect that suggests a data network or a complex system. The overall aesthetic is modern and technological, with a dark blue gradient background that transitions from a deeper blue at the top to a lighter, almost white glow at the bottom where the text is located.

Data registered where it is generated

Datawarehouse

Integrated applications

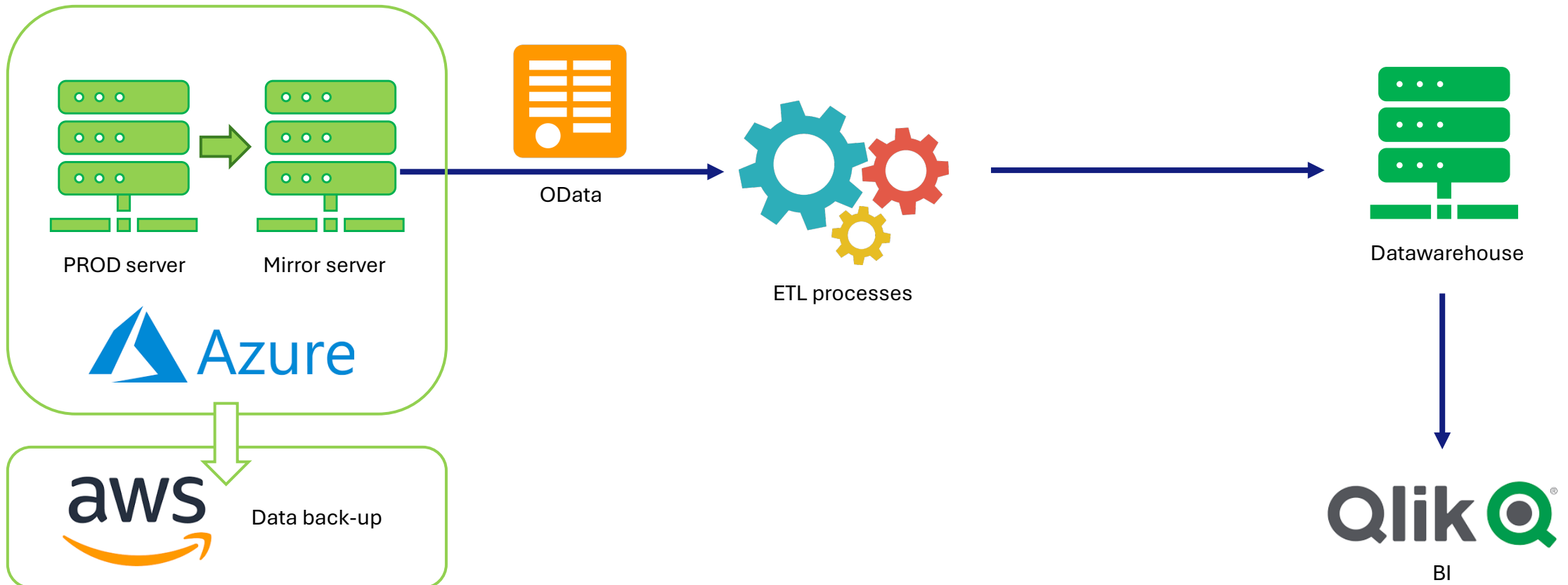
Unique data / Data quality

Paperless <> Digital

Data export - BI

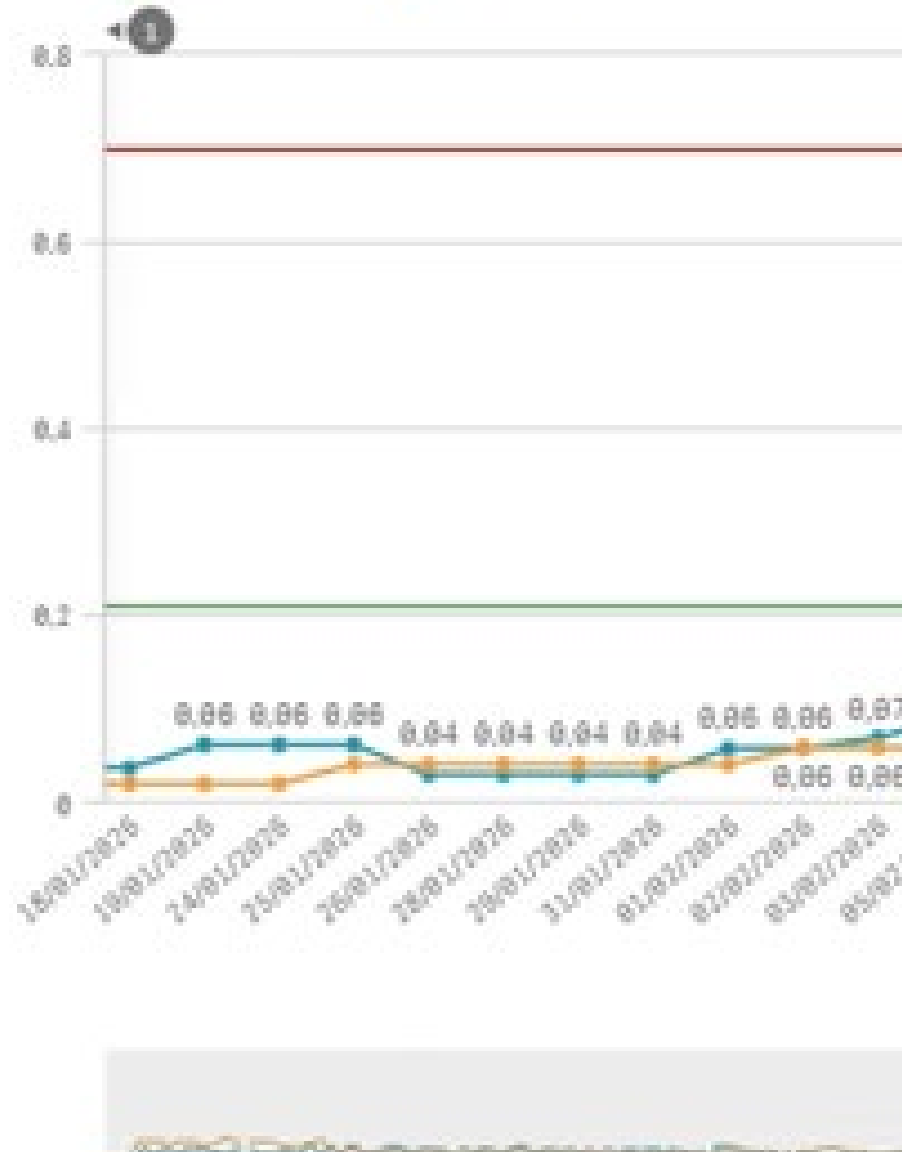
world2fly

Unlocking the full potential of eTechLog8 through advanced data usage



OIL CONSUMPTION

Oil uplift per engine is registered on eTL8
 Data is transferred to our Datawarehouse
 Calculations are done every 25 FH
 Static alert lines are visualized
 High consumption alerts could be sent
 Engine changes are monitored



← Departure Fluid
CS-WFP001861

Crew Notice (1)

CS-WFP

 Sync

Limitations (0)

A330-343-PT - MSN 1097

Corrections (0)



#1 Engine (QT)

Capacity 25.00 Quarts

Arrival (QT) 18.00

Usage/Hour
(Last 30 Days)

Uplift (QT)

Departure (QT)

#2 Engine (QT)

Capacity 25.00 Quarts

Arrival (QT) 17.60

Usage/Hour
(Last 30 Days)

Uplift (QT)

Departure (QT)

APU (QT)

Capacity 10.00 Quarts

Uplift
Required ☐

Uplift (QT)

#1 IDG (QT)

Capacity 4.50 Qu

Uplift (QT)

Nil Uplift



Zero all uplift values

Usage



View usage statistics



Oil Consumption A330

Go to A350 >

Reload (1839)

2021 2022 2023 2024 2025 2026

ene feb mar abr may jun jul ago sept oct nov dic

CS-WFP ✓

EC-KCP

EC-OHV

EC-OND

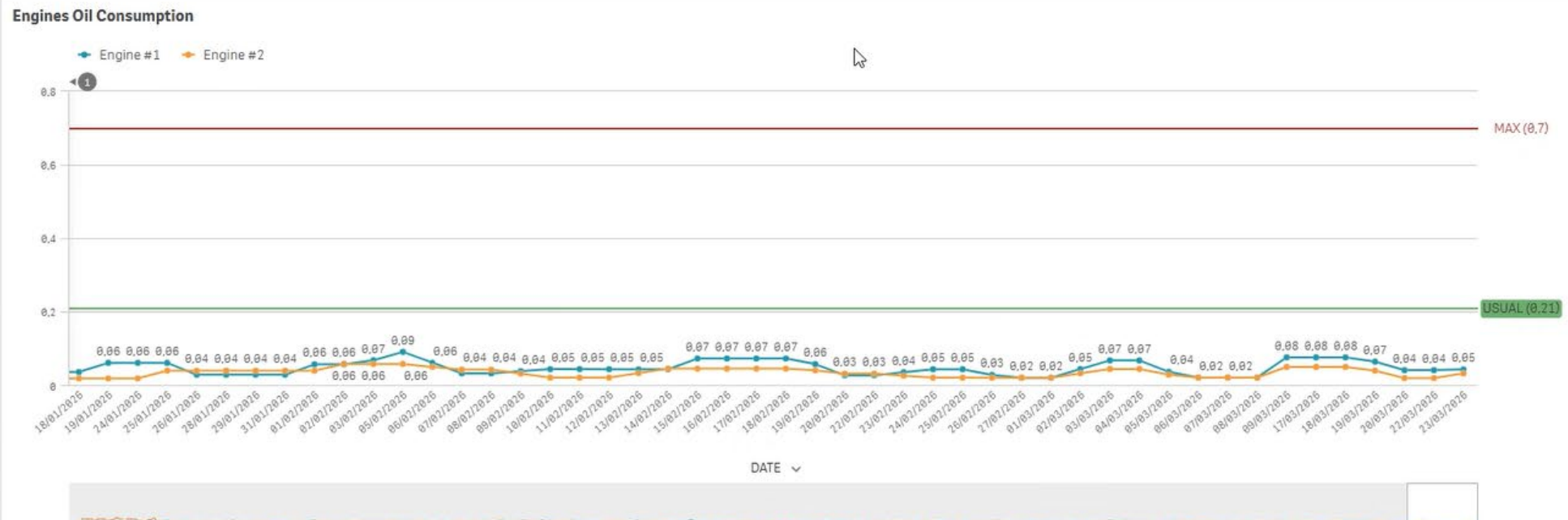
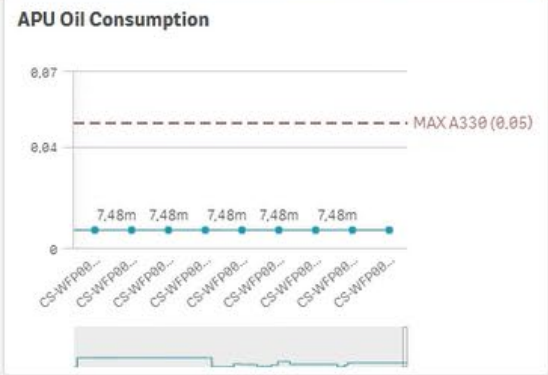
STOCK

EC-NOI

EC-NTB

EC-NZF

TLP	ROU...	Date	Time	E1...	H1...	E1_CONS	F#1	E2...	H2...	E2_CONS	F#2
CS-WFP001861	TBS-PRG	23/03/2026	3:28	0 (+1)	0:00	0.047	2.00/42:25=0.047	0 (+1)	0:00	0.047	2.00/42:25=0.047
CS-WFP001860	PQC-TBS	23/03/2026	9:07	1	38:57	0.043		1	38:57	0.022	
CS-WFP001859	PRG-PQC	22/03/2026	10:54	1	29:50	0.043		1	29:50	0.022	
CS-WFP001858	PUJ-PRG	20/03/2026	9:21	1 (+1)	18:56	0.043		1 (+1)	18:56	0.022	
CS-WFP001857	PRG-PUJ	20/03/2026	9:35	0	9:35	0.043		0	9:35	0.022	
CS-WFP001856	BTS-PRG	19/03/2026	0:39	0 (+2)	0:00	0.043	2.00/46:20=0.043	0 (+1)	0:00	0.022	1.00/46:20=0.022
CS-WFP001855	TBS-BTS	19/03/2026	3:09	0	45:41	0.078		0	45:41	0.052	
CS-WFP001854	PQC-TBS	19/03/2026	8:56	0	42:32	0.078		0	42:32	0.052	
CS-WFP001853	BTS-PQC	18/03/2026	10:21	0	33:36	0.078		0	33:36	0.052	
CS-WFP001852	MAD-BTS	18/03/2026	2:32	0	23:15	0.078		0	23:15	0.052	

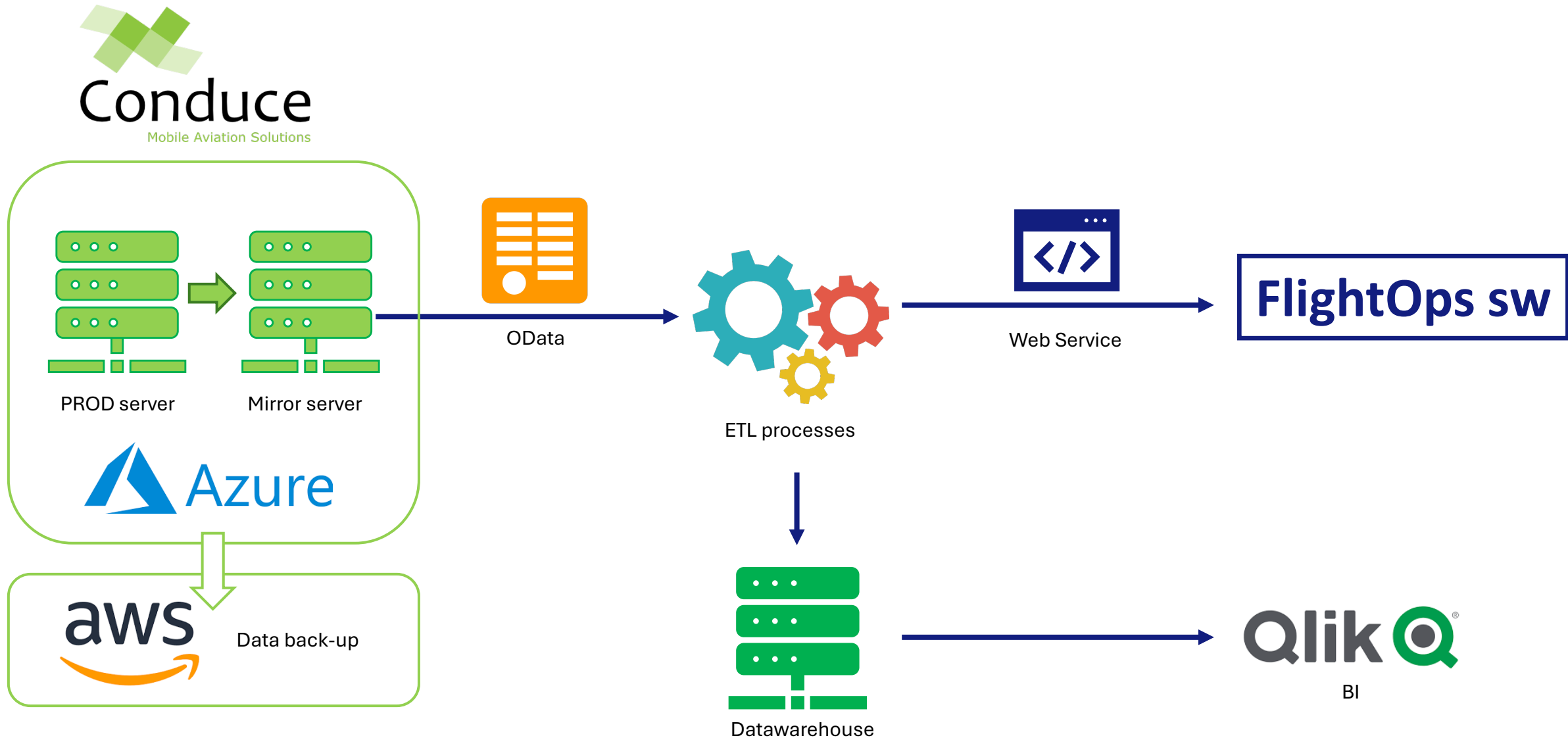




Low Visibility Operations (LVO) data



Data export – BI - FlightOps world2fly



Custom form – LVO data

←

🏠

Form
EC-NTB002172

Crew Notice (3)

EC-NTB
A350-900 - MSN 559

Limitations (0)

Corrections (0)

Sync

✓

Name: Sector Info

Description: Flight Crew Sector + ETOPS + LVO Info

Type: Mandatory

Status: 10/10 lines complete

Pilot Flying - Take Off & Landing

OR

Pilot Flying Position

LEFT

Pilot Monitoring - Take Off & Landing

AR

Pilot Monitoring Position

RIGHT

ETOPS

YES

UTC

📶

© eTechLog8 W2FLY VIEWER.5.236.12789.32

ETOPS

YES

LVTO



CAT II/III

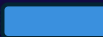
CAT III

LVO CONDITIONS

REAL

AUTOLAND QUALITY

SATISFACTORY

Please perform  report, in case Autoland NOT SATISFACTORY



Low Visibility Operations Monitoring (data updated on 24/3/2026 5:54:39)



Table view

2021	2022	2023	2024	2025
2026				

ene	feb	mar	abr	may
jun	jul	ago	sept	oct
nov	dic			

WFL		WPT
A330		A350
CS-WFP	EC-KCP	EC-NOI
EC-NTB	EC-NZF	EC-OHV

TOTAL FLIGHTS

10.334

Total LVO

48

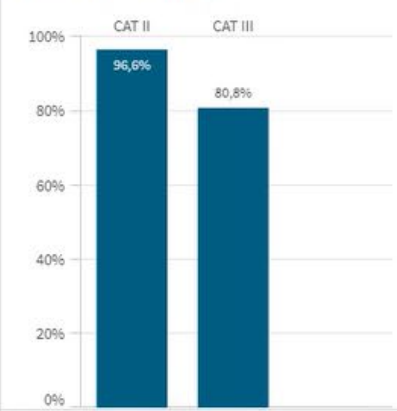
Total CAT II/III

267

Rate Unsatisfactory LVO

1,1%

LVO APP [%Simulated]



230 Simulated vs 0 Real

Low Visibility Take-Off - Summary

Año	Q	Mes	Q	Fleet	Q	ROUTE	Q	LVTO
2026		mar		A330		TBS-PRG		1
2026		feb		A330		KTW-PRG		1
2026		ene		A330		ORY-POZ		1
2026		ene		A330		PRG-BTS		1
2026		ene		A350		CUR-AMS		1
2025		dic		A330		HAV-MAD		1
2025		dic		A330		STR-PRG		1
2025		nov		A330		PUJ-PRG		1
2025		nov		A350		CUR-AMS		1
2025		sept		A350		BON-AMS		1
2025		jul		A330		SDQ-MAD		1
2025		jul		A350		BON-AMS		1

Totales				48
---------	--	--	--	----

Low Visibility Operations (Approach & Autoland) - Summary

Año	Q	Mes	Dia	REGN...	ROUTE	CAT II/III	LVO Conditions	LANDING T...	Autoland quality	ASR	TECHLOGPAG...
2026	ene	8	EC-NTB	CLO-MAD	CAT III	REAL	AUTOLAND	SATISFACTORY	No	EC-NTB002172	
2026	ene	15	EC-NTB	HAV-MAD	CAT III	REAL	AUTOLAND	SATISFACTORY	No	EC-NTB002186	
2026	ene	15	EC-NOI	CLO-MAD	CAT III	REAL	AUTOLAND	SATISFACTORY	No	EC-NOI002641	
2026	ene	15	EC-OHV	ORY-POZ	CAT II	SIMULATED	MANUAL L...	N/A	No	EC-OHV000408	
2026	ene	17	EC-OHV	DWC-POZ	CAT II	REAL	AUTOLAND	SATISFACTORY	No	EC-OHV000411	
2026	ene	25	EC-KCP	HOG-PRG	CAT III	REAL	AUTOLAND	SATISFACTORY	No	EC-KCP000768	
2026	ene	27	EC-KCP	PRG-BTS	CAT III	REAL	MANUAL L...	N/A	No	EC-KCP000772	
2026	ene	28	EC-NZF	CUR-AMS	CAT III	REAL	AUTOLAND	SATISFACTORY	No	EC-NZF001686	
2026	ene	29	EC-KCP	BTS-PRG	CAT III	REAL	AUTOLAND	SATISFACTORY	No	EC-KCP000778	
2026	ene	30	EC-KCP	PUJ-PRG	CAT III	REAL	AUTOLAND	SATISFACTORY	No	EC-KCP000780	
2026	feb	5	CS-WFP	KTW-PRG	CAT III	REAL	AUTOLAND	SATISFACTORY	No	CS-WFP001789	
2026	feb	16	CS-WFP	SHJ-PRG	CAT III	REAL	AUTOLAND	SATISFACTORY	No	CS-WFP001811	

Manual Landing vs. Autoland [%]



Manual Landing, AUTOLAND

✧ AUTOLAND Quality [%]



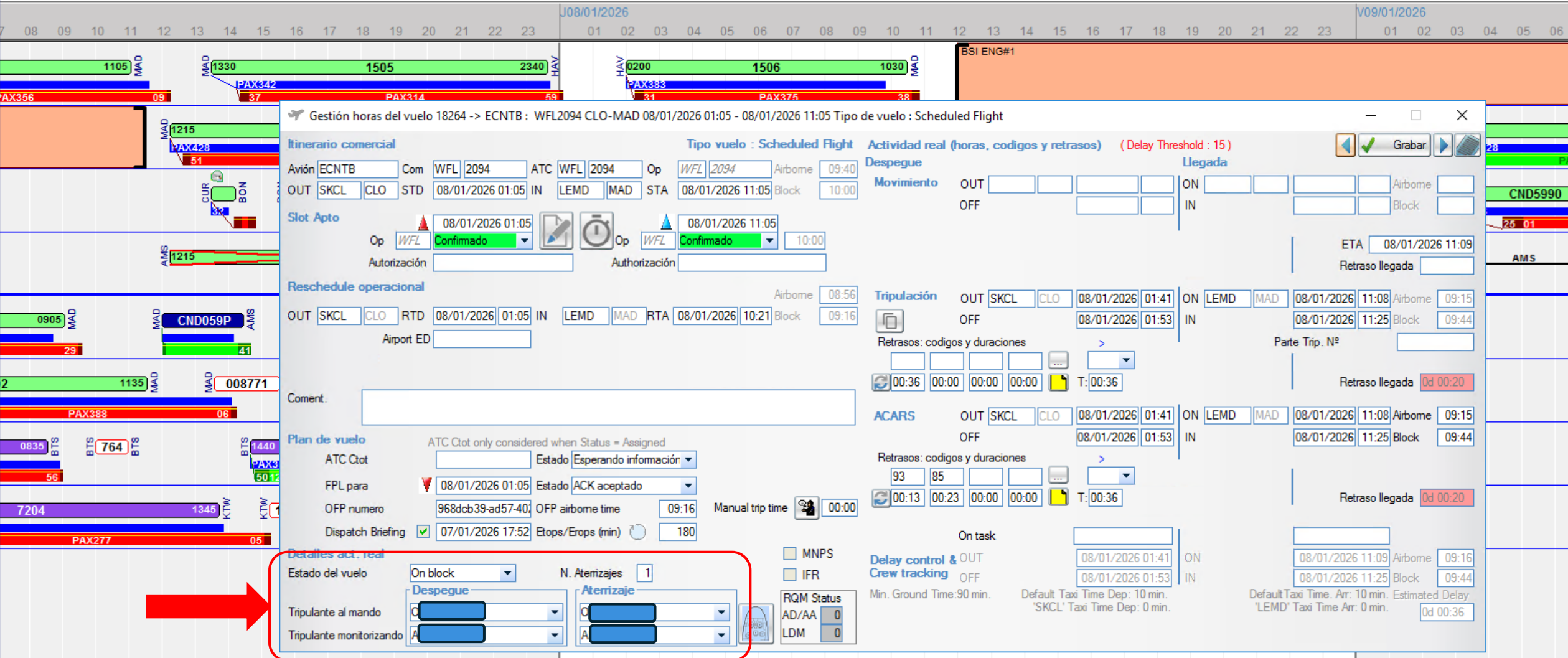
3 Not Satisfactory of 153 autolands.

Evolution Rate Unsatisfactory LVO approaches



- (596)

s:2 Salidos:31 Retrasados:23 Regularidad: 93.94% Puntualidad : 25.81% Factor Ocupación: 89.98% Previstos : 10456 Reales : 10138





FUEL CONSUMPTION & COST FORECAST

Fuel is registered on eTL8

Data is transferred to our Datawarehouse

Data is compared with ACARS info

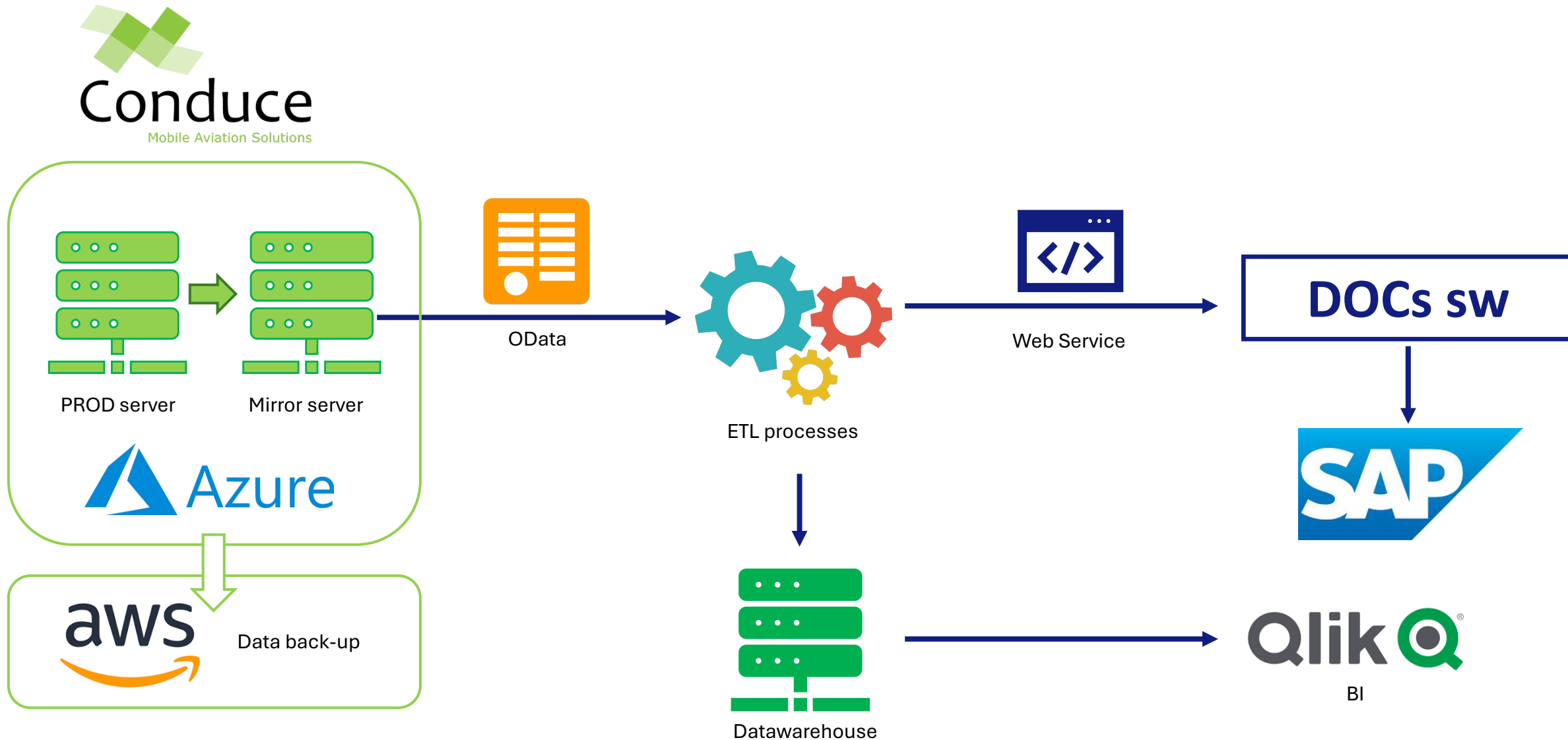
Data is sent to our Direct Operational Cost Control (DOCs) software

Cost is forecasted and invoices matched



Data export – BI - DOCs

world2fly



← **Departure Fuel**
CS-WFP001860

Crew Notice (1)

CS-WFP

 Sync

Limitations (0)

A330-343-PT - MSN 1097

Corrections (0)



Planned Flight No. **2W8624**

Clear
Arrival

Nil
Refuelling

Cancel
Refuelling

Required Fuel (KG)

17780

Specific Gravity

0,802

Required Uplift
7481 Lt
USG **6000,00 KG** LT

Multiple
Refuelling

FUEL (KG)

Capacity 76561,00 KG

Arrival 11780,00

Pre Refuel **11780**

Departure **29560**

Fuel Supplier **OTHER FUEL SUPPLIER**

Fuel Ticket/Invoice No **124845**



Grade / Type

FLT584

Bowser Uplift Lt **23055**

Calculated Uplift: **22170 Lt / 17780,00 KG** (4,0%
Calculated Bowser Uplift: **18490 KG** (4,0% diff)

Wik

23-mar-26 14:42

Fuel comparison ACARS (machine) vs. Conduce (human)

Qlik

Aplicación

Hoja

AIRLINE

FUEL CONSUMPTION

Fuel Consumption

Preguntar a Insight Advisor

4

4

JC

Activos

Hojas

Marcadores

No se ha aplicado ninguna selección

MENÚ

2021

2022

2023

2024

2025

2026

ene

feb

mar

abr

may

jun

jul

ago

sept

oct

nov

dic

CS-WFP

EC-KCP

EC-NOI

EC-NTB

EC-NZF

EC-OHV

EC-OND

STOCK

AAN

ACC

ALC

AMS

ATH

AUA

AYT

AZS

BAH

BCN

BHX

BKK

BLR

BOD

BOG

BOJ

BON

BTS

BUD

BWI

CAI

CCC

CDG

CDT

CGK

CHQ

CLO

CNN

CPH

CTG

CUN

CUR

CWL

DIA

DLM

DSS

DUS

DWC

EIN

FAO

FCO

FNI

FRA

GOI

GYE

HAV

HKT

HOG

HRG

IBZ

IST

JED

JFK

KNO

KTW

LDE

LGG

LIM

LIS

LOS

LPA

LRM

MAD

MAN

MBJ

MCO

MED

MIA

MLA

MRU

MXP

MZJ

NAP

NLU

NRT

OPO

ORY

OSL

PDL

PFO

PIK

PMI

PMV

POP

POZ

PQC

PRG

PTP

PUJ

PVG

PVR

RBA

RIV

SAL

SCQ

SDQ

SFB

SHJ

SMA

SNU

SOC

SPU

SSA

STI

STR

SVQ

TAS

TBS

TER

TEV

AAN

ACC

ALC

AMS

ATH

AUA

AYT

AZS

BAH

BCN

BHX

BKK

BLR

BOD

BOG

BOJ

BON

BTS

BUD

BWI

CAI

CCC

CDG

CDT

CGK

CHQ

CLO

CNN

CPH

CTG

CUN

CUR

CWL

DIA

DLM

DSS

DUS

DWC

EIN

FAO

FCO

FNI

FRA

GOI

GYE

HAV

HKT

HOG

HRG

IBZ

IST

JED

JFK

KNO

KTW

LDE

LGG

LIM

LIS

LOS

LPA

LRM

MAD

MAN

MBJ

MCO

MED

MIA

MLA

MRU

MXP

MZJ

NAP

NLU

NRT

OPO

ORY

OSL

PDL

PFO

PIK

PMI

PMV

POP

POZ

PQC

PRG

PTP

PUJ

PVG

PVR

RBA

RIV

SAL

SCQ

SDQ

SFB

SHJ

SMA

SNU

SOC

SPU

SSA

STI

STR

SVQ

TAS

TBS

TER

TEV

Media consumo por hora

5.546³³⁵
Ocupación

Media consumo por ruta

44.825³³⁵
Rutas

Consumo Kg

463.043.389¹⁸³³⁵
Rutas

FLIGHTDATE	TECHLOGPAGENO	FLIGHTNUMBER	MINUTES	ROUTE	PREUPLIFT	UPLIFT	S.G.	FUEL_DEPARTURE	FUEL_ARRIVAL	Consumo Kg	Media consumo por hora	Ocupación	Diferencia
23/03/2026	EC-OHV000508	WFL761P	123	POZ-NAP	9.460 KG	10.704	0,799	17.920 () KG	8.440 () KG	9.480	4.624	-	-
23/03/2026	EC-NZF001772	WFL2094	594	CLO-MAD	14.700 KG	62.803	0,801	64.900 () KG	9.200 () KG	55.700	5.626	-	-
23/03/2026	EC-NTB002289	CND5997	521	CUR-AMS	10.900 KG	68.510	0,768	63.400 () KG	11.900 () KG	51.500	5.931	-	-
23/03/2026	EC-NOI002751	WFL2501	586	MAD-CUN	9.500 KG	75.167	0,794	68.800 () KG	11.900 () KG	56.900	5.826	-	-
23/03/2026	EC-NOI002750	WFL3410	481	SDQ-MAD	12.200 KG	54.489	0,788	55.500 () KG	9.500 () KG	46.000	5.738	-	-
23/03/2026	EC-KCP000843	WPT3153	-	LIS-PUJ	8.420 KG	55.756	0,804	53.300 () KG	0 () KG	-	-	-	-
23/03/2026	EC-KCP000842	WPT315P	75	MAD-LIS	8.200 KG	7.923	0,797	14.600 () KG	8.420 () KG	6.180	4.944	-	-
23/03/2026	CS-WFP001861	2W8624	227	TBS-PRG	11.780 KG	23.055	0,802	29.560 () KG	9.700 () KG	19.860	5.249	-	-
23/03/2026	CS-WFP001860	WFL8624 PQC - TBS	565	PQC-TBS	10.600 KG	72.716	0,786	67.200 () KG	11.780 () KG	55.420	5.885	-	-
22/03/2026	EC-OHV000507	WFL7610	221	TBS-POZ	12.300 KG	21.400	0,802	29.000 (28900) KG	9.560 (0) KG	19.440	5.278	96%	100
22/03/2026	EC-OHV000506	WFL7610	522	BKK-TBS	12.100 KG	64.374	0,775	62.000 (61900) KG	12.300 (0) KG	49.700	5.713	96%	100
22/03/2026	EC-NZF001771	WFL2093	625	MAD-CLO	9.700 KG	72.607	0,797	67.800 (67800) KG	14.700 (14700) KG	53.100	5.098	36%	0
22/03/2026	EC-NZF001770	WFL3504	517	PUJ-MAD	21.200 KG	45.923	0,789	57.300 (57000) KG	9.700 (9700) KG	47.600	5.524	100%	300
22/03/2026	EC-NTB002288	CND5997	42	BON-CUR	14.100 KG	0	-	14.100 (13900) KG	11.100 (11100) KG	3.000	4.286	97%	200
22/03/2026	EC-NTB002287	CND5997	602	AMS-BON	10.800 KG	79.259	0,798	74.000 (74100) KG	14.100 (0) KG	59.900	5.970	98%	100
22/03/2026	EC-NTB002286	CND5990	544	CUR-AMS	11.500 KG	70.134	0,768	65.200 (65100) KG	10.900 (10900) KG	54.300	5.989	98%	100
22/03/2026	EC-NOI002749	WFL3409	498	MAD-SDQ	10.300 KG	67.870	0,796	64.100 (64000) KG	12.600 (12600) KG	51.500	6.205	99%	100
22/03/2026	CS-WFP001859	WFL8623	675	PRG-PQC	11.700 KG	79.296	0,807	75.740 (75500) KG	10.800 (0) KG	64.940	5.772	90%	240
21/03/2026	EC-OHV000505	WFL7609	660	POZ-BKK	12.400 KG	77.939	0,798	74.560 (74300) KG	12.200 (0) KG	62.360	5.669	99%	260
21/03/2026	EC-OHV000504	WFL7508	217	TBS-POZ	11.300 KG	26.130	0,802	31.400 () KG	12.400 () KG	19.000	5.253	-	-

Alpha – Direct Operational Costs

Flights List

  Edit mode

Flight ID	Aircraft	Num. Flight	Origin	Destination	STD	STA	Fuel Loaded	Business	Tourist	Total Pax	Client	Status	Valid	Revenue	Incomplete Scale	
19332	EC-KCP	WFL8436	PUJ	PRG	03-04-2026 19:20	04-04-2026 04:45	69144 LT		346	346	DER TOURISTIK	ON_BLOCK	✓	✓		 
19606	EC-KCP	WFL622P	BTS	PRG	03-04-2026 03:55	03-04-2026 05:00	2102 LT				DER TOURISTIK	ON_BLOCK	✓	✓		 
19330	EC-KCP	WFL8436	PUJ	PRG	27-03-2026 20:20	28-03-2026 05:45	74758 LT		333	333	DER TOURISTIK	ON_BLOCK	✓	✓		 
19605	EC-KCP	WFL622P	BTS	PRG	26-03-2026 20:55	26-03-2026 22:00	2774 LT				DER TOURISTIK	ON_BLOCK	✓	✓		 
19442	CS-WFP	WFL8624	TBS	PRG	23-03-2026 14:45	23-03-2026 18:40	23055 LT			345	DER TOURISTIK	ON_BLOCK	✓	✓		 
19329	CS-WFP	WFL8436	PUJ	PRG	20-03-2026 20:20	21-03-2026 05:45	68822 LT			344	DER TOURISTIK	ON_BLOCK	✓	✓		 
19604	CS-WFP	WFL622P	BTS	PRG	19-03-2026 20:55	19-03-2026 22:00	1629 LT				DER TOURISTIK	ON_BLOCK	✓	✓		 
19441	EC-KCP	WFL8624	TBS	PRG	16-03-2026 14:45	16-03-2026 18:40	27500 LT			384	DER TOURISTIK	ON_BLOCK	✓	✓		 
19328	EC-KCP	WFL8436	PUJ	PRG	13-03-2026 20:20	14-03-2026 05:45	70287 LT		354	354	DER TOURISTIK	ON_BLOCK	✓	✓		 
19603	EC-KCP	WFL622P	BTS	PRG	12-03-2026 20:55	12-03-2026 22:00					DER TOURISTIK	ON_BLOCK	✓	✓		 
19440	EC-KCP	WFL8624	TBS	PRG	09-03-2026 14:45	09-03-2026 18:40	24850 LT			388	DER TOURISTIK	ON_BLOCK	✓	✓		 

Flight Details

← Previous Flight → Next Flight

General Flight Details

Flight Num.	WFL-8624
Flight ID	19442
Flight Type	2-Non Regular Flight (pax only)
Departure	TBS
Arrival	PRG
Depar. Country	UG
Arrival Country	LK
Route type	INTERNATIONAL
Client	WFL
Status	ON_BLOCK

Flight Pax Details

Adults	345
Childrens	0
Infants	0
Male	345
Female	0
Economy	0
Business	0
First	0
Total	345

Flight Schedule Details

Scheduled departure UTC	23-03-2026 14:45
Scheduled arrival UTC	23-03-2026 18:40
Block Off UTC	23-03-2026 14:52
Take Off UTC	23-03-2026 15:05
Land UTC	23-03-2026 18:33
Block On UTC	23-03-2026 18:39
Scheduled Duration	3h 55m
Block Time	3h 47m
Flight Duration	3h 48m
Delay	7m
Departure Taxi	0m
Arrival Taxi	6m

Flight Fuel Details

Fuel Loaded	23055 LT
Density	0.802
Block Off Fuel	29500 KG
Block On Fuel	9700 KG
Burned Fuel	19800 KG
Remaining Fuel	0 KG
Per hour	5233.480176211454 KG

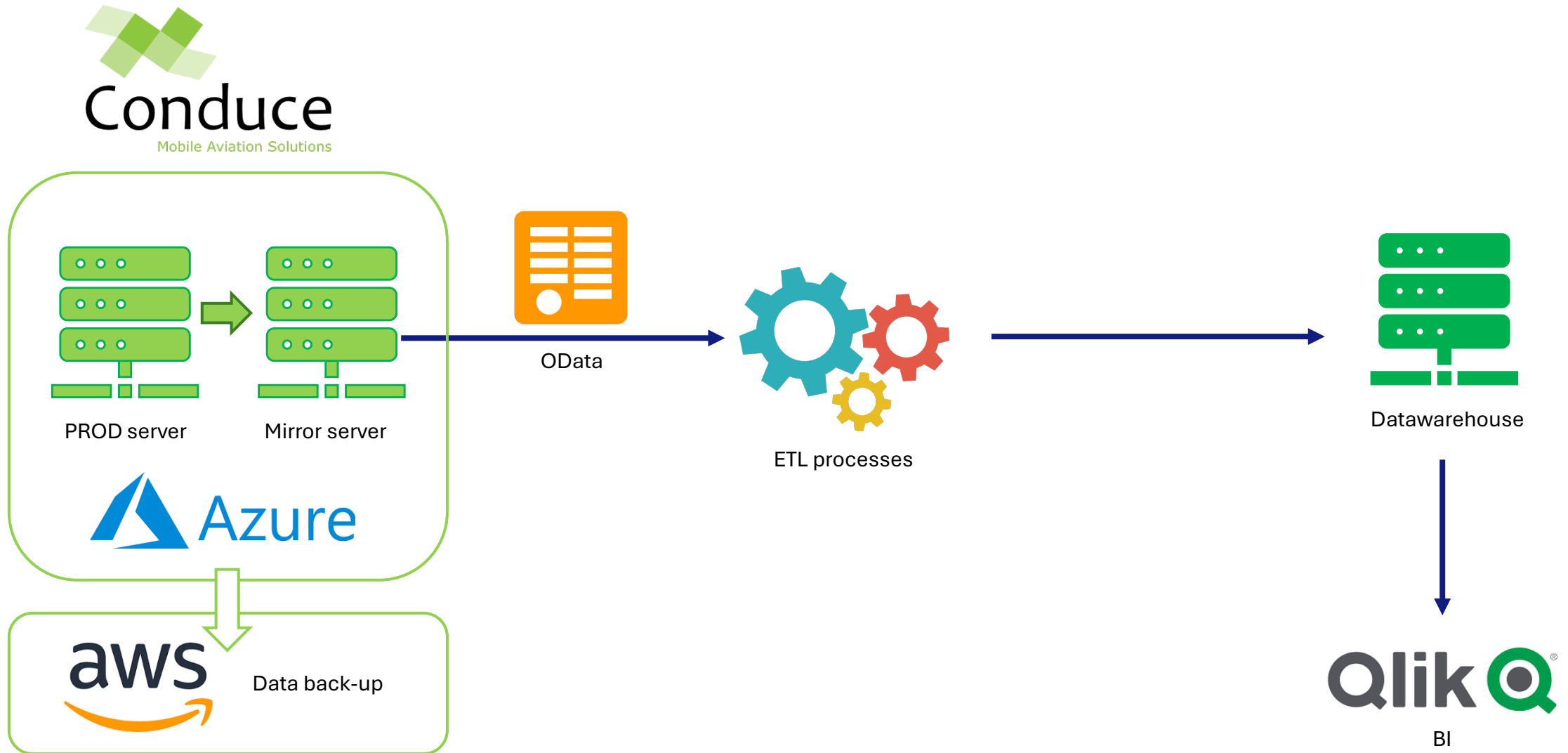


CARRY FOWARD DEFECTS



Data export - BI

world2fly



< >

Distribución de CFDs Por CAT_MEL

CAT_MEL	Percentage
A	89.8%
B	8.5%
D	1.6%

DATOS			
MES 	CAT_MEL 		
	A	B	D
Total	274	26	5
mar2022	1	-	-
may2022	4	-	-
jun2022	1	-	-
jul2022	2	-	-
ago2022	2	-	-
sept2022	3	-	-
oct2022	4	-	-
dic2022	1	-	-
ene2023	2	-	-
mar2023	1	-	-
abr2023	4	-	-

eTechLog8 integration with MRO



MRO sw



DE-ICING COST FORECAST (coming soon)





Ice Protection

EC-OHV000098

Crew Notice (1)

EC-OHV



Limitations (2)

A330-343-SP - MSN 1562

Corrections (0)



Treatment Date

11 January 2025

Treatment Start

09 : 24



Treatment Finish

09 : 33



Fluid Type

II

Fluid Mix

100 : 00

Area

Wing/Stab/Fin

Quantity

Holdover Lower Limit

Hours

0

:

30

Minutes

Holdover Upper Limit

Hours

0

:

55

Minutes

2 STEPSTYPE I 21%TYPE II 100%

Remote Ice Protection from previous flight



BO

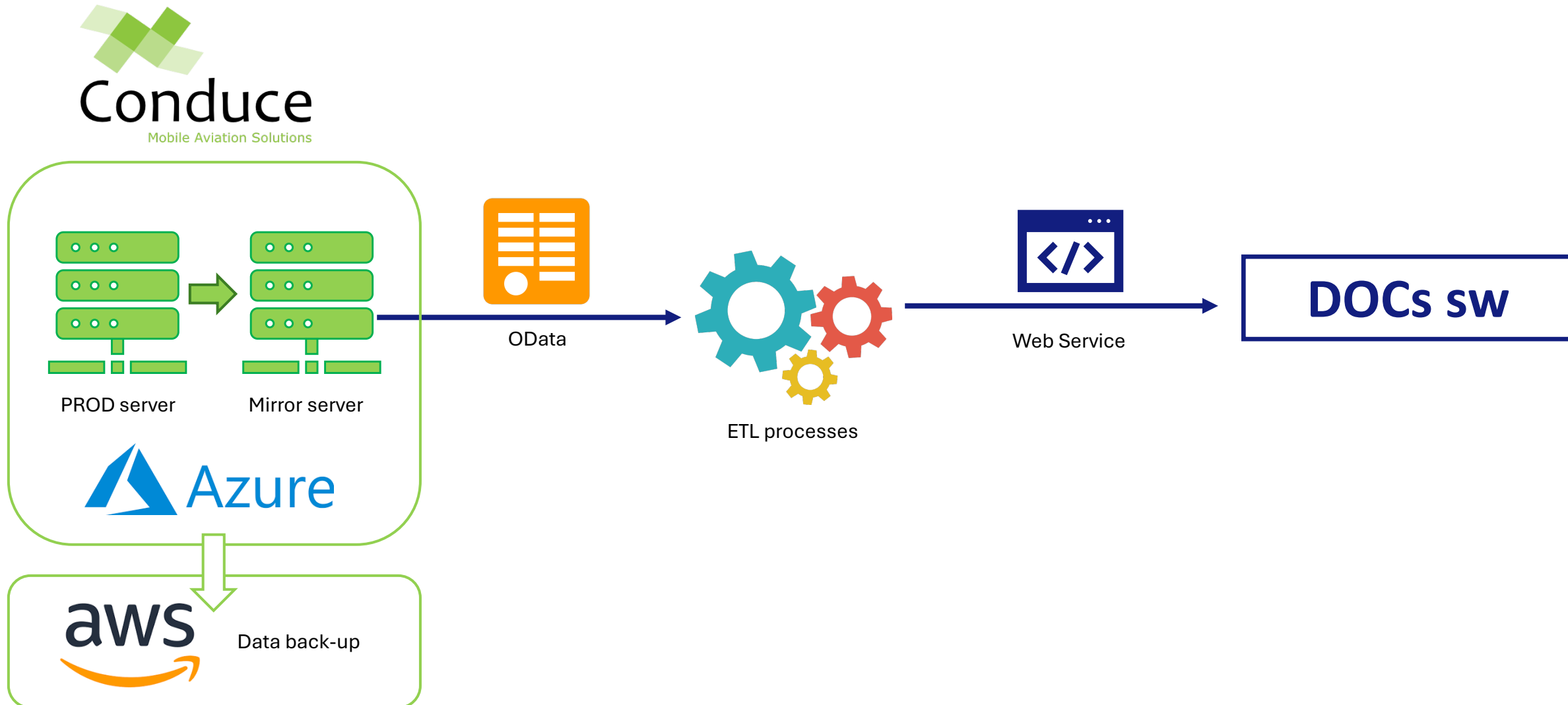


ALL

11-Jan-25 12:50

Data export – BI - DOCs

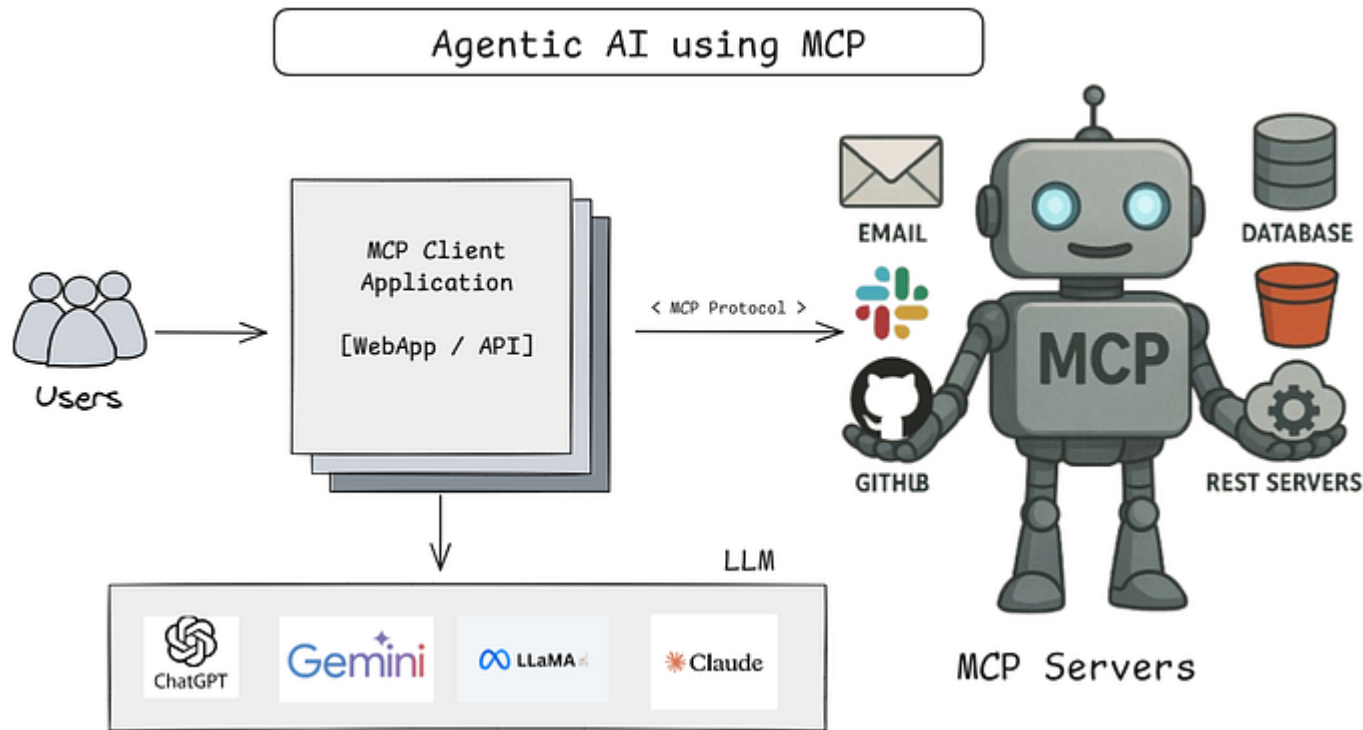
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Artificial Intelligence

MCP: Model Context Protocol
LLM: Large Language Model







GSE Request control (GPU, Pax stairs, ASU, Towing, Pwr Run Up) - *WIP

GSE Request and Disengage registration

E-mail triggered to specific teams

Data is transferred to our Datawarehouse

Data is sent to our Direct Operational Cost

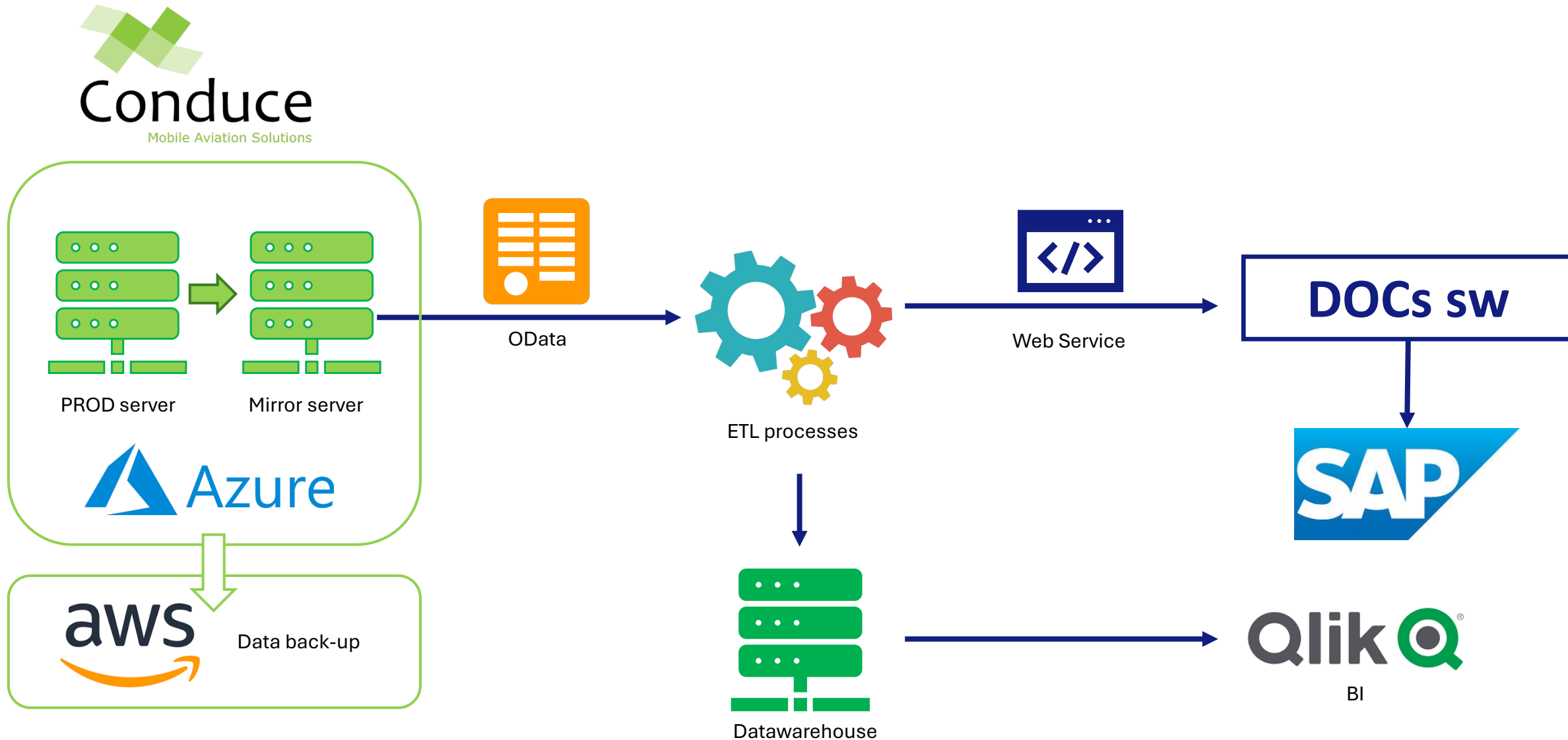
Control (DOCs) software

Cost is forecasted and invoices matched



Data export – BI - DOCs

world2fly



Custom form & trigger

– GSE usage



The image shows a screenshot of a custom form interface for GSE usage. The form is set against a dark blue background with a light green border. It contains several input fields:

- Choose Equipement to request:** A text input field with a red border and a small red triangle icon on the left.
- Provider:** A text input field with a red border and a small red triangle icon on the left.
- Parking Stand N°:** A text input field with a red border and a small red triangle icon on the left.
- Staff:** A text input field with a red border.
- AUTH ID:** A text input field with a red border, located within the Staff field's container.

A black silhouette of two people's heads and shoulders, facing each other in profile. The person on the left is on the left side of the frame, and the person on the right is on the right side. Their heads are tilted slightly upwards, and they appear to be looking at each other. The background is white.

**If you change the way
you look at things,
the things you look at
change.**

If you want to go fast, go alone.
If you want to go far,
go together.

African Proverb



Thank you !



Álvaro Coromina
IT & Innovation Director
www.linkedin.com/in/acoromina

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Unlocking the full potential of eTechLog8 through advanced data usage

Álvaro Coromina,

IT & Innovation Director, World2fly

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Madrid, Spain
24 – 25 June 2026



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eTechLog at Austrian Airlines

Klaus Boehmer,

Head of Documentation, Archive and Configuration Management,
Austrian Airlines

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from Paper TAL to eTAL

24.06.2026, OT/F-D
Klaus Böhmer

Today's Speaker



Klaus Boehmer

Head of Documentation, Archiv
and Configuration Management
klaus.boehmer@austrian.com

Our destination - fleet

Total Fleet 68



Embraer 195



A320ceo

A321ceo

A320neo



B767-300

B777-200

B787-9



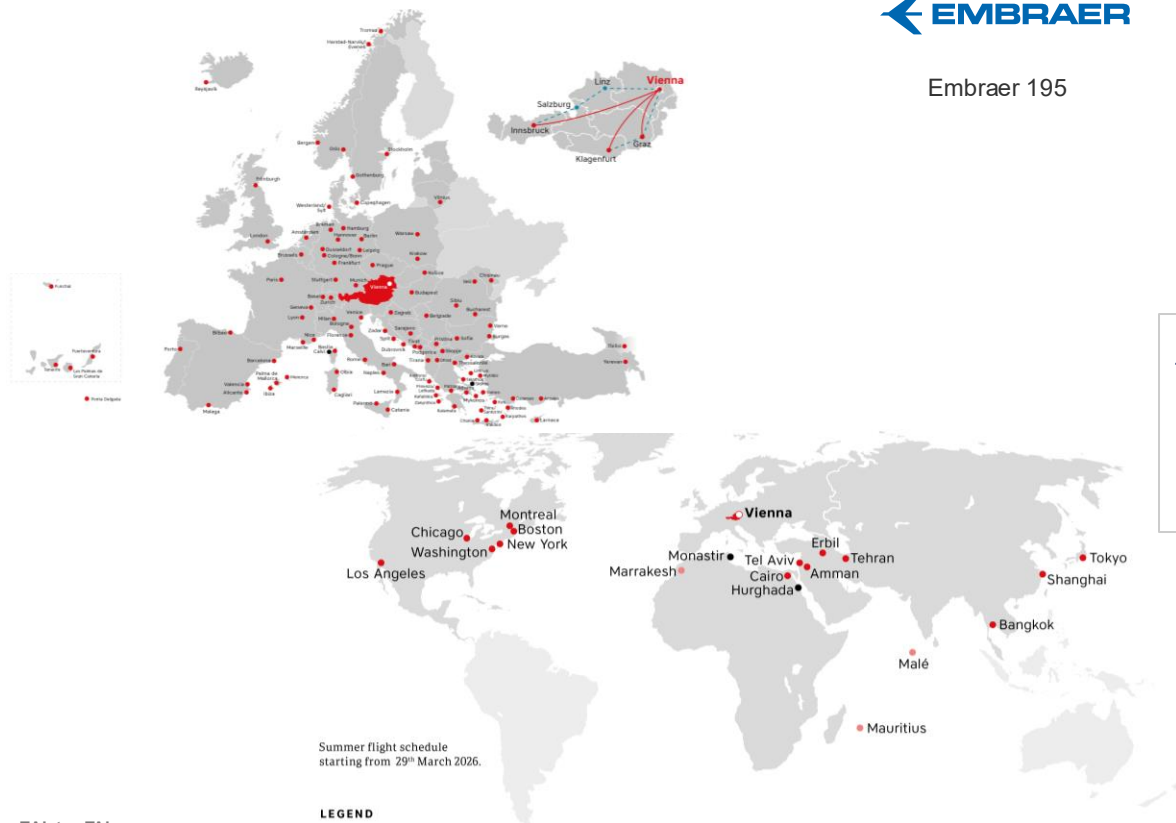
A320ceo

A320neo

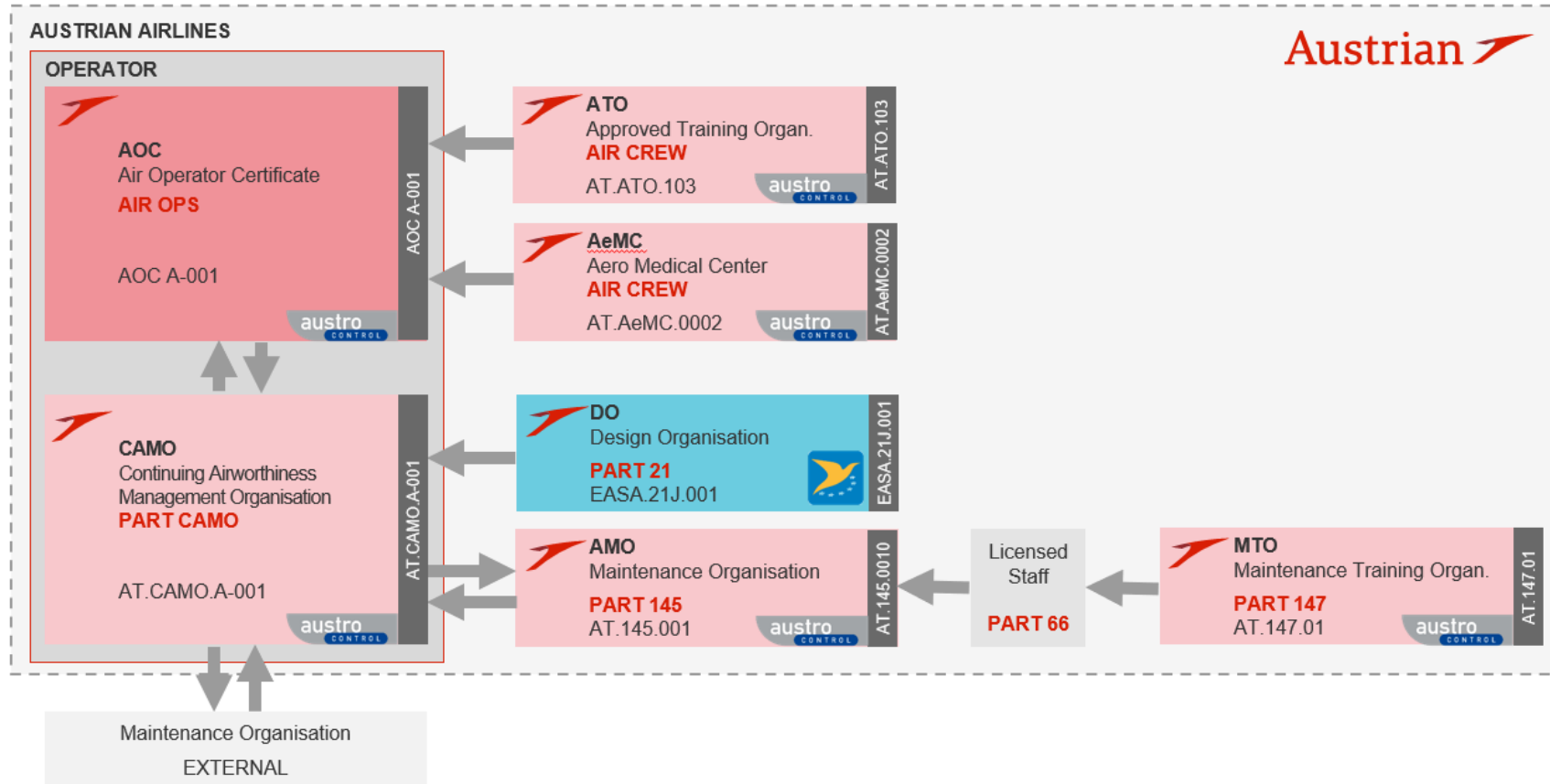
A321neo



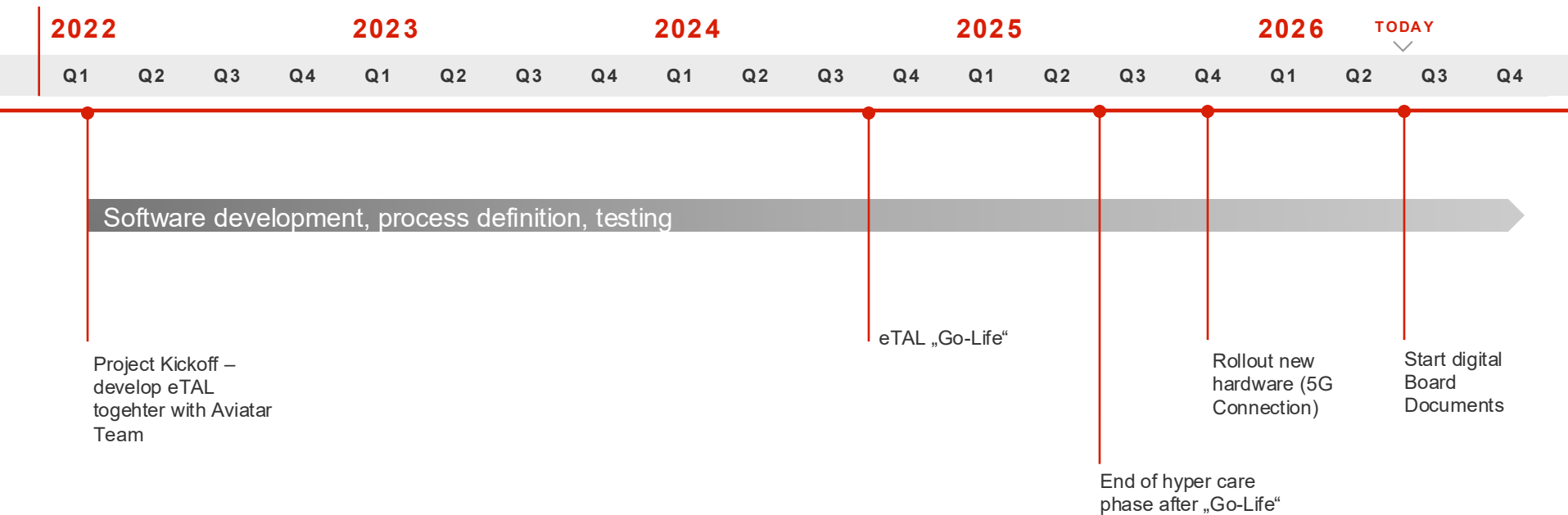
B787-9



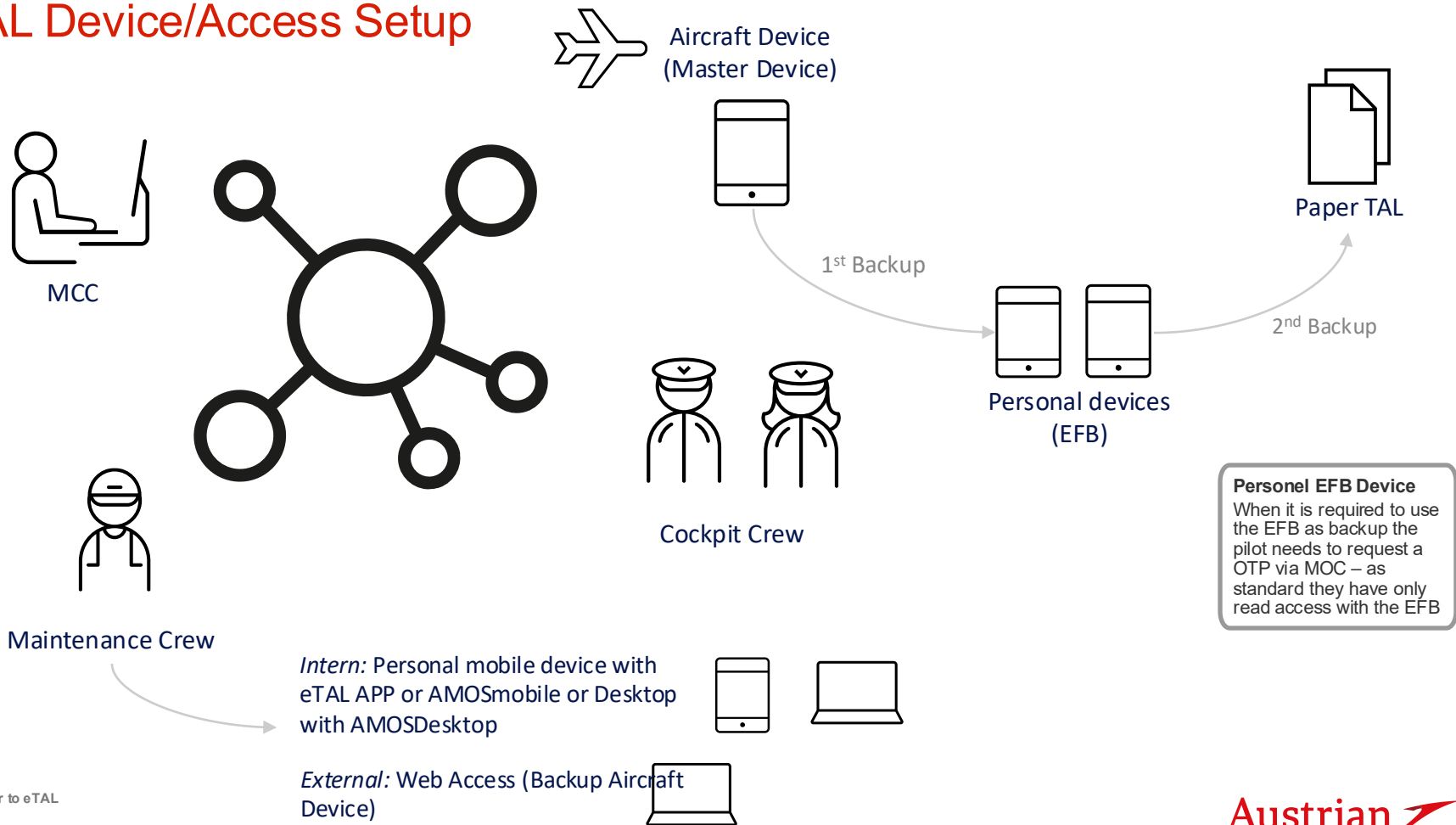
Austrian Airlines - Organisation



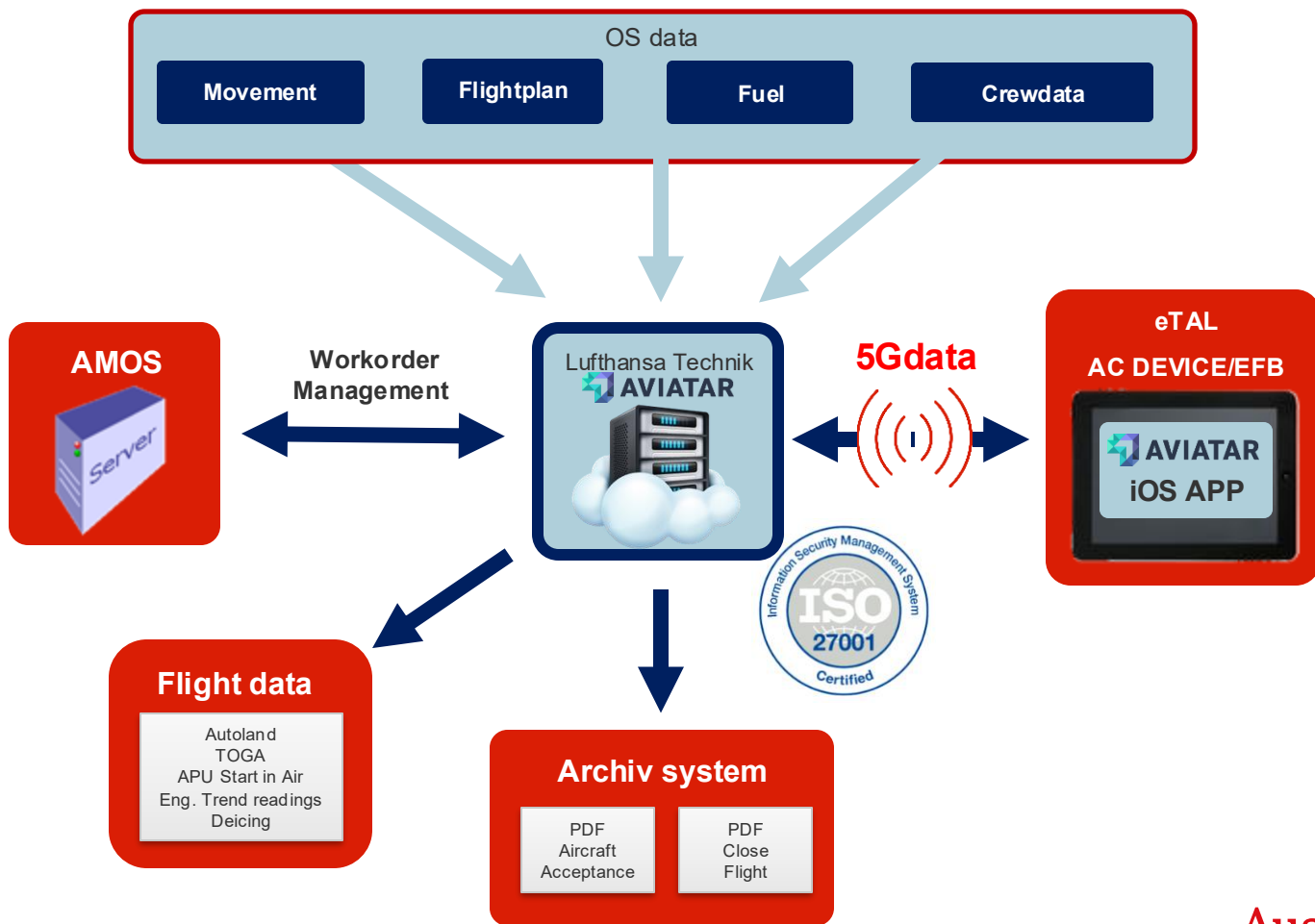
eTAL Implementation Timeline



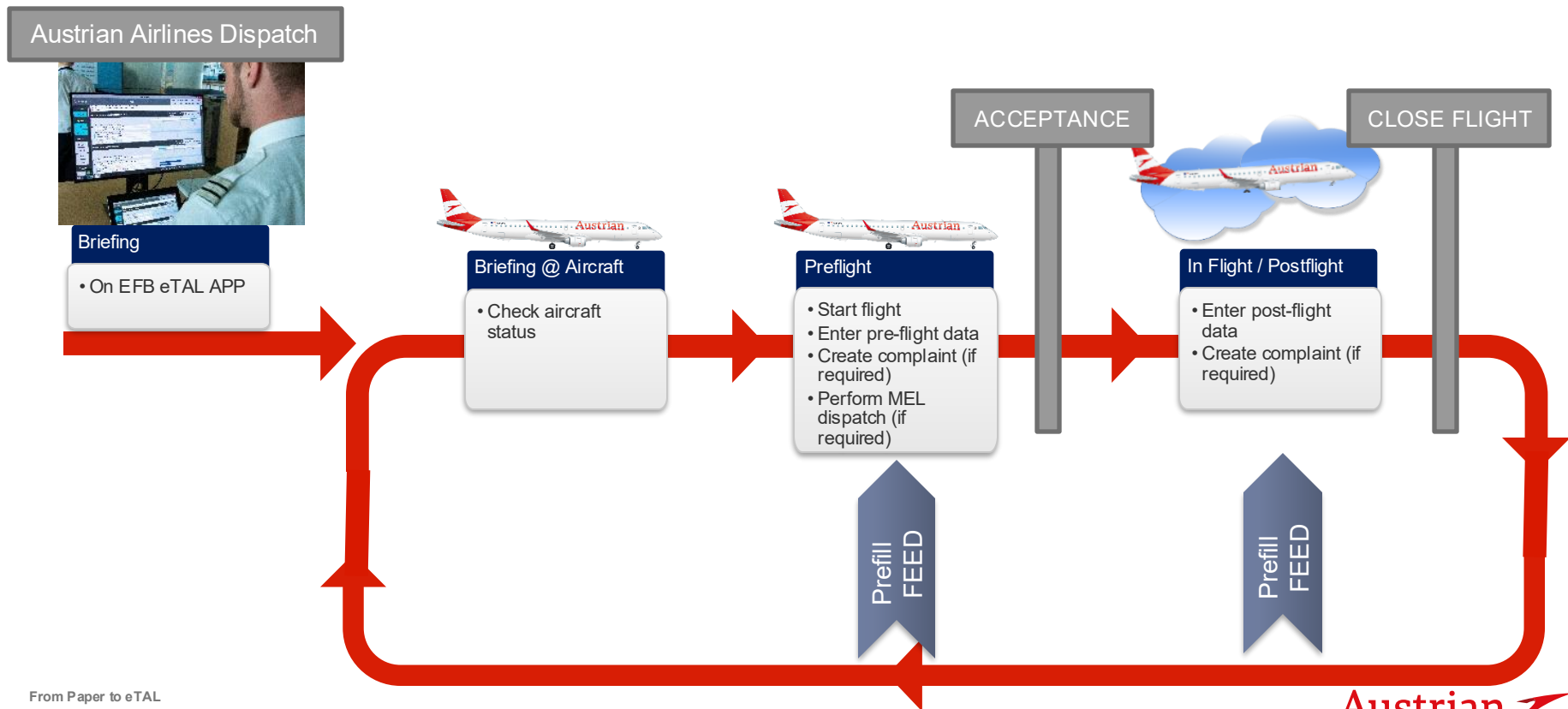
eTAL Device/Access Setup



Interfaces



Cockpit Mode





Austrian  TEST

Cockpit Mode

OE-LXA • 37969:45 FH / 30159 FC

Sync Ok



SB

Briefing

START FLIGHT

Aircraft Registration:
OE-LXA

Device Information

 Aircraft Verification Code

GENERATE CODE

No A/C Device data could be found for this aircraft.
Please inform the responsible authority.

Open and Information Items

 Open Items (0)

no items

Aircraft Downgrades/Limitations

 Aircraft Downgrades/Limitations

no items

 Maintenance Repetitive Items

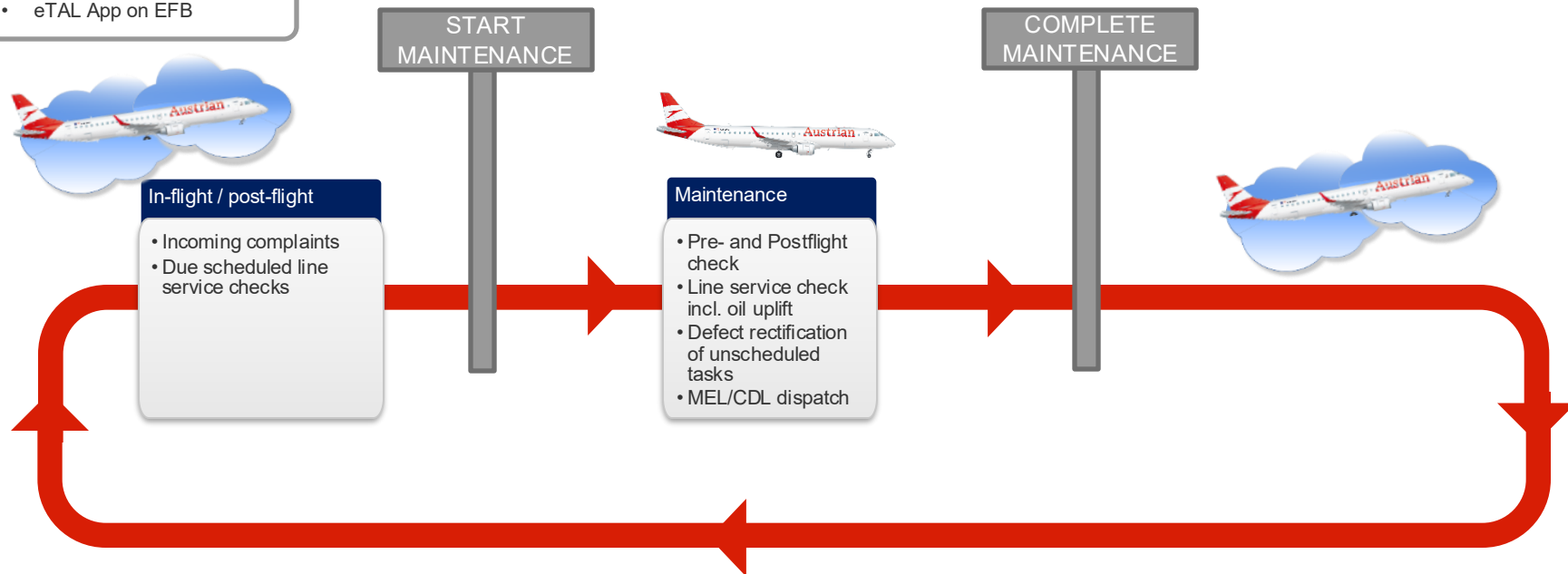
no items

Deferred Items

Maintenance Mode

Access to Maintenance Mode

- eTAL App on Tec iPad
- Web browser
- eTAL App on EFB



Scheduled maintenance not managed via eTAL except for line service checks

Austrian

TEST

Maintenance Mode

OE-LXA • 37970:40 FH / 30160 FC • OS221

Sync Ok

SB

Overview

START MAINTENANCE

Aircraft Registration:

OE-LXA

Aircraft Location

BER

>

Device Information

+

Aircraft Verification Code

GENERATE CODE

No A/C Device data could be found for this aircraft.
Please inform the responsible authority.

Open and Information Items

☰

Open Items (1)

WO.40073536

Due: 15 Jun. 2026

>

BIRD STRIKE ON RADOME IN CONFIGURATION CLEAN FLAPS FULL AT SPEED 200 KT IAS ALTITUDE 4000 FT

Maintenance Tasks

🛢

Engine Oil Uplift

data missing

🛢

APU Oil Uplift

data missing

From Paper to eTAL
6/25/2026
Seite 11

Austrian

eTAL in numbers



our **first eTAL flight**
took off on

14.Oct. 2024



We **safe paper** per year
in the amount of about

2.500kg



**about
120.000**

flights performed during past
twelve month



The **paper backup
procedure during
past six month** was
used

49 times



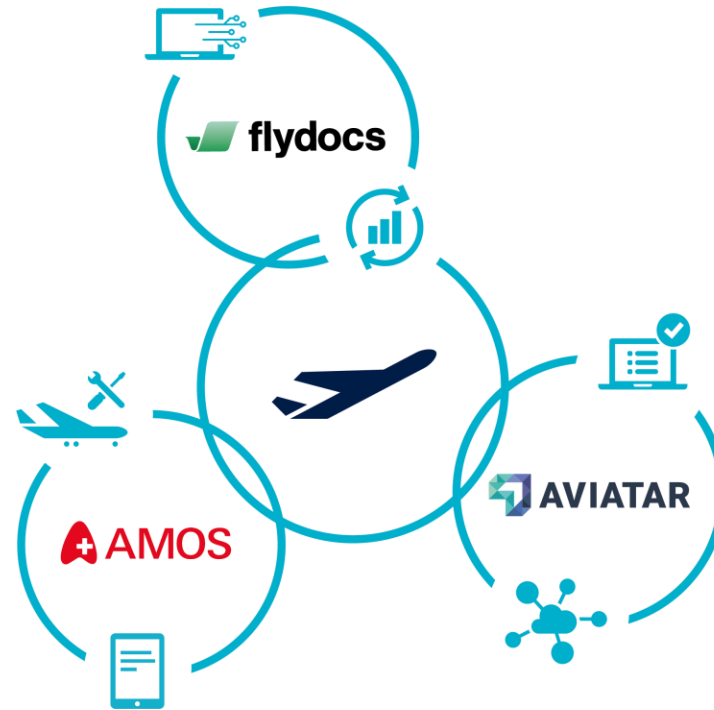
Connectivity
available on of
our flights

99.999%

Learnings

- Focus on connectivity and hardware
- Hypercare phase
- Specification and project documentation
- Collaboration between software development and end user

Outlook – Further Developments together with the Digital Tech Ops Ecosystem



Servus

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Madrid, Spain
24 – 25 June 2026



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eTechLog – Panel Discussion

Moderated by **Iryna Khomenko**,
Manager Operational Efficiency, IATA

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Panelists

Klaus Boehmer

Head of Documentation, Archive and
Configuration Management, Austrian
Airlines

Álvaro Coromina,

IT & Innovation Director,
World2fly

Peter Ruppert,

AVIATAR - Senior Product Manager
Technical Logbook,
Lufthansa Technik

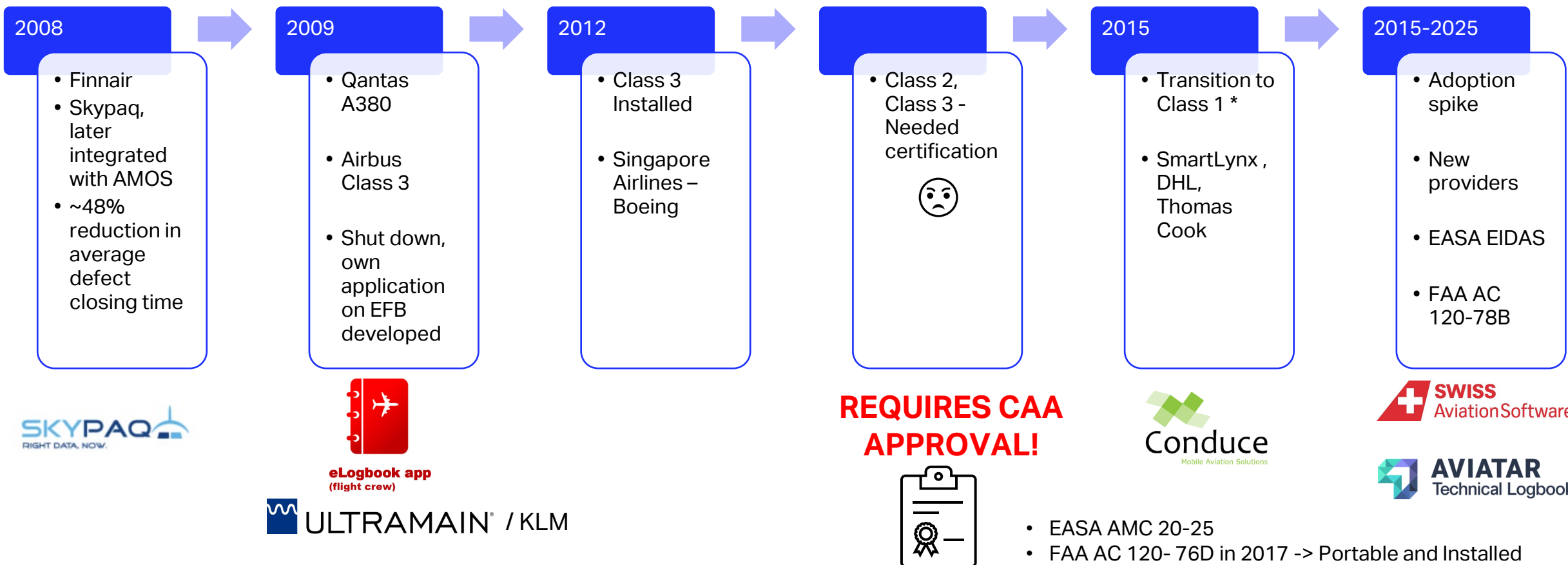
Hayley Russell,

Operations Director,
Conduce Group Limited

Robert Saunders,

Director of Business Development,
Ultramain Systems Inc.

eTechLog evolution in commercial aviation



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Networking Cocktail Reception

Starts at 18:00

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24 – 25 June 2026**



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