Poll #1:
Welcome! Please indicate your participation as a representative of the one below (total 67 votes):

- Airline: 55%
- Aircraft Manufacturer: 16%
- Standards / Regulator: 5%
- Maintenance Repair Organization: 0%
- Other: 24%
Poll #2:
In your opinion, what is the most challenging hurdle to enable electronic records transfer in today's world (total 76 votes):
Poll #3:
eLogbook should be offered by Original Aircraft Manufacturer (OAM) as (total 56 votes):
Poll #4:
eLogbook should be (total 51 vote):

- Integrated within EFB: 18 votes
- Kept as a separate system: 30 votes
- Don’t know: 3 votes
Poll #5:
RFID technology will be widely used in aircraft maintenance in the next (total 53 votes):
Poll #5: IATA should (total 52 votes):

- Continue RFID technology focus: 42 votes
- Continue RFID and add other technologies: 0 votes
- Stop and focus on other areas of efficiency: 9 votes
- Don’t know: 1 vote
Poll #6:
What would be the main goal for implementing a project like "Mobile Mechanic" in your airline (total 43 votes):

- Increased aircraft availability: 21%
- Labor savings: 7%
- Improving quality of maintenance records: 9%
- All above: 63%
Poll #7:
What would be the acceptable Return on Investment term for your airline for implementation of the project of this kind (Mobile Mechanic) (total 37 votes):

- 1-3 Years: 32 votes
- 3-5 Years: 3 votes
- More than 5 Years: 2 votes