

Boeing Electronic Logbook Enabled on Air New Zealand 787 Dreamliner Fleet

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Airline among first to eliminate paper technical logs; improves efficiency, reliability

SEATTLE, Feb. 5, 2016 – Boeing [NYSE:BA] today announced the full integration of its Electronic Logbook (ELB) within Air New Zealand’s 787 Dreamliner fleet, replacing paper logbooks with electronic records that improve operational efficiency and reliability.

“Advances in digital technology, such as the ELB, provide a more data-driven predictive maintenance process. With this capability we can proactively troubleshoot and quickly solve maintenance items, further driving improvements in reliability and on-time performance—which is great news for our customers,” said Captain David Morgan, Air New Zealand Chief Flight Operations and Safety Officer.

Air New Zealand is among the initial airlines that have gained operational approval for use of the Electronic Logbook application with the 787 Dreamliner. The airline currently operates a fleet of six 787-9s, with an additional six on order.

“We are proud to support Air New Zealand – a leader in aviation and the use of innovative digital solutions – with our industry-leading technologies,” said Per Norén, vice president, Digital Solutions, Boeing Commercial Aviation Services. “The Electronic Logbook is a powerful and information-rich capability that drives efficiency and compliance.”

The Electronic Logbook runs on the airplane’s Electronic Flight Bag and onboard server system to collect airplane flight data and crew-observed fault input, sharing that information with technicians and maintenance systems on the ground while the airplane is still en route. Ground crews, along with needed parts and documentation, can then be stationed at the gate to perform needed maintenance as soon as the airplane lands, maximizing maintenance process efficiency and minimizing passenger delays.

Air New Zealand worked with the New Zealand Civil Aviation Authority to verify and validate Electronic Logbook operations to gain the operational authorization needed to use the tool across the airline’s 787 fleet.

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Contact:

David Sidman
Australia and New Zealand Communications
Office: +612 9086 3300
Mobile: +61 466 528 657
David.Sidman@boeing.com

More information:

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