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			board while he is being on the way to the aircraft. Mechanic can prepare FOB in advance, hence				
saving time 2 SYSTEM INTERFACES	2	SYSTEM INTERFACES	saving time				
2.1 Two way interface with AMOS system - System Interfaces		Two way interface with AMOS system -		System Interfaces			Mandatory
System should have two way interface with AMOS to reflect real time maintenance data in both E-techlog and AMOS systems							

2.2 System should be able to trigger the interface to send data to AMOS at each sign off - e.g. after maintenance release, sirental acceptance, flight signoff, defects update on. 2.3 Interface with Operation and Control system (Netline currently) - System should have my being of the activation of the send of the sendelle planning / Operations system. The activate is represented for providing the API to the EIT_provider 2.4 Interface with AMOS for Structural Damages - System should have an interface to import/ceptor structural damage data to AMOS system to reflect the status of the Aircraft damages. 2.5 Interface with the Cwe Management system (AVES currently) - System should have an interface with the Cwe Management system to import/export data from cere whethuline. The aritine is responsible for providing the API to the EIT_provider 2.6 Interface with the Binama resource management system. System should have an interface with the customer through the EIT_provider of the EIT_provider of the Eigenment system of the Eigenment system of the EIT_provider of the EIT_provider of the Eigenment system of the EIT_provider of the EIT_provider of the Eigenment system of the EIT_provider of the EIT_provider of the EIT_provider of the EIT_provider of the Eigenment system of the EIT_provider of the Eigenment system of the Eigenment system of the EIT_provider of the Eigenment system of the Eigenment system of the EIT_provider of the Eigenment system of the EIT_provider of the EIT_	Acceptable	material	
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3.7 Any information that is presented by colour (either foreground or background) should be compliant with proper contrast ratios Regarding colors, the standard defines two levels of contrast ratio: AA (minimum contrast) and AAA (enhanced contrast). The level AA requires a contrast ratio of at least 4.5:1 for normal text and 3:1 for large text (at least 18pt) or bold text.			
3.8 The ETL system must provide consistency for common screens and features across all system components Apply UI elements as they are originally defined, consider several well-established conventions when deciding on alyout, design for your user's expectations and create consistent visuals			
3.9 User interface must be flexible to accommodate changes and scalable to accommodate demands There are constant evolutions of software versions, application components and design system rules. The system rules allow scalability to ensure these evolutions.			
3.10 The ETL system must ensure that the information filled in regarding forms and reports is not lost if there is no intermet access. User Interface and submitted later and automatically when access to the server is detected again, without the user having to perform all the actions again.			Mandatory
3.11 User interface must provide an audit trail Ability to trace all activity undertaken on ads (captures: user id, date & time stamp; affected fields, etc.)			
3.12 The outlined system is able to allow users to have multiple "sessions" running simultaneously Allows user to work on multiple features or different areas of the system at once			
3.13 The ETL system must prevent two users from updating the same information at the same time Use concurrency to prevent record updating on records that have been modified by someone else in the same time that other user was changing the			Mandatory
3.14 The ETL system is able to provide a keyboard alternative to any point-and-click mouse action These keyboard alternatives accommodate users User Interface with arthritis in their hands or or other problems that make it difficult for them to control and			
3.15 The ETL system is able to provide Pilot mode, Cabin Crew Mode, Mechanic Mode and readonly mode User Interface User Interface			
4 GENERAL			
4.1 The ETL system has CAAV & EASA(or FAA) approval General			Mandatory
4.2 The ETLB application needs to have a mechanism to guarantee that the logbook entries are being made for the correct aircraft. General			
4.3 Need to have multiple roles/permissions available to segregate Pilot vs AMT vs MOC/MCC information. These permissions needs to align to AMOS functionality for AMTs and MOCs. General			
4.4 The system must be able to handle 150 aircraft of multiple fleet type General			Mandatory
4.5 The system must be able to support 2000 flights a day with Multiple A/C and Multiple Configuration General			- 1

Nbr	Requirement	Description	Category	Acceptable	Non Acceptable	Evidentiary material	Mandatory
4.6	Need to see a history of faults and work packages on the A/C.		General		Ассертавле	materiai	Mandatory
	History of previous 50 techlog summary, open items, next major check due should be readily available and rest should be as per A/C record.						
	All techlog history to be saved. It should available from day 01. It should be extractable in soft copy. (Archive)						
	(Attance)						
4.7	The supplier must have a solution CAAV compliant. The selected supplier must support Vietnam Airlines in obtaining the certification of the ELB from CAAV - Civil Aviation Authority.		General				
4.8	The ETL system is supported for 15 years		General				
4.9	UTC time - System should maintain a uniform time across the application i.e. UTC.		General				
4.10	Customization of Data Fields - System should allow the administrator to configure the fields within the different phases of the flight based		General				
4.11	on the cusstomer procedures/requirement. Based on the organizational requirement, system should have a provision to rename the fields labels, Mark the field as mandatory, Optional, pre-defined values.		General				
4.12	Identification of Action button and Data field by Colours - System should highlight the Action button for the pending action, Mandatory fields etc.		General				
4.13	Device Read only View - System should provide a device Read only view option on the web portal for the office staff (based on the		General				
4.14	roles and access) to support to crew in case of any clarification. Correction of the signed data - System should provide an option to correct the already signed page with the audit trail to the specific roles		General				
4.15	only. Web Portal -		General				
	There should be an option to access the Data repository for back office staff to access the Etech log data. Preferably a web portal of Etechlog and loin via different type of OS Window mobile, IOS and Windows.						
4.16	The ETL system in web portal is able to process data in real time		General				
4.17	Accessible in multiple locations/stations - System should be available for multiple station / location (with capacity to add other stations/locations if required)		General				
4.18	Recording Structural Damages - System should be capable of the recording the Damages and reflect the complete Structural damage status in the etechlog system.		General				
4.19	Design Form - System should have a functionality to design form as per the organization requirement to capture data at any stage of the flight cycle. E.g. To capture weight and balance information, tire pressure, Additional		General				
4.20	Offline functionality - System should have a functionality to update the system offline and auto transmit the data when the connectivity is back.		General				Mandatory
4.21	Product Roadmap - Vendor should be able to provide with the Product Road Map for the next five years with release dates for major versions.		General				
5	JOURNEY LOG (Flight Counter)						
5.1	The ETL system is able to record Flight details which include following at least:		Journey log				
	01. The operator's name; 02. Aircraft Registration;						
	03. Names of crew members; 04. Duty assignments of crew members;						
	05. Signature of pilot-in-command;						
	 Nature of flight (general aviation, aerial work, scheduled or unscheduled commercial air transport); Date of flight; 						
	08. Departure point; 09. Arrival point;						
	10. Out-of-chocks time of departure;						
	11. In-to-chocks time of arrival; 12. Total hours of flight time;						
	13. Trip events, incidents and observations. 14. Touch and Go (if any)						
5.2	The ETL system is able to record APU operation hours and cycles.		Journey log				
5.3	The ETL system is able to record airframe FH/BH and cycles.		Journey log				
6	DEFECT & ACTION TAKEN						
6.1	Need to support the items that are required due to a deferral that can be performed by the flight crew & Engineering crew. Need to be able to display repetitive (M) &(O) procedures accomplished by AMTs. Need to be able to set repetitive requirement at interval specified in the MEL (Once day, each Flight)		Defect & Action taken				
6.2	Pilots & Engineers are able to select references for fault deferrals.		Defect & Action taken				
6.3	Pilot & Engineer are able to select the correct ATA code for the system impacted by the write-up. The search feature needs to be easy to use and reduce likelihood of user selecting the wrong value. The list needs to align with the AMOS list. Ideally these two systems use a single, real-time source for the listing.		Defect & Action taken				
6.4	The ETL system is able to support the Fault Reporting Manual	Should support the Airbus & Boeing FRM	Defect & Action taken				
6.5	The ETLB needs to have the same functionality as the Logbook binder	manual	Defect & Action taken				
0.5	Document Fault • Fault Name		Detect & Action taken				
	Found By Found onDate						
	FaultSource(MECH/PILOT) Fault Code						
	• Flight Stage						
	• Station						

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Comment Action File Class Fi		material		Acceptable	Category	Description	Requirement	Nbr
February					Detect & Action taken		Corrective Action	6.6
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tens. (1970, ANO oc	Mandatory		\vdash		Defect & Action taken		The ETT system is able to provide aircraft status indicators to the Elight Craw (Onen Defact/ energial one	6.0
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6.36 Automatically calculate TAH and TAC based on the most recent synchronization of TAH and TAC from Defect & Action taken		1			Detect & Action taken			0.34
6.36 Automatically calculate TAH and TAC based on the most recent synchronization of TAH and TAC from Defect & Action taken					Defect & Action taken		Synchronize TAH/TAC (Total Aircraft Hours/Cycles) after flight completion (flight close) from/to AMOS	6.35
		1			Delect & Action taken			0.00
					Defect & Action taken		Automatically calculate TAH and TAC based on the most recent synchronization of TAH and TAC from	6.36
		1			and		AMOS and the information about Take off, Landing, Touch & Go of subsequent flights in case of no	
connection 6.37 Synchronize the open deferred defects recorded in AMOS during maintenance to ETL Defect & Action taken	+				Defect & Action taken			6.37
		1					_	

Nbr	Donuiroment	Description	Catagoni	Assentable	Non	Evidentiary	Mandatory
6.38	Requirement Synchronize the structural defects recorded in AMOS during maintenance to ETL.	Description	Category Defect & Action taken	Acceptable	Acceptable	material	-
6.39	Synchronize the maintenance activities to rectify deferred defects from AMOS to ETL		Defect & Action taken				
6.40	Synchronize the Due date of deferred defects from AMOS to ETL (if there is a change in the Due date of the defect on AMOS).		Defect & Action taken				
6.41	Synchronize the Work Packages (WP) performed between two flights from AMOS to ETL. Ensure that the		Defect & Action taken				
0.11	description of the WP can be viewed from ETL		Delect & Federi Maken				
6.42	Synchronize the execution of Terminal checks between two flights from AMOS to ETL		Defect & Action taken				
6.43	There is a log that records errors/warnings when synchronizing data from ETL to AMOS.		Defect & Action taken				
6.44	the ETL system has a provision for tracking the deferred defects, which may be included as a separate page		Defect & Action taken				
0.44	or pages in the front or back of the technical log		Delect & Action taken				
7	LIQUID						
7.1	The ETL system is able to record Oil/Hydraulic uplift quantity		Liquid				
7.2	The ETL system is able to record Oil/Hydraulic quantity remain		Liquid				
7.3	The ETL system is able to set up Oil/Hydraulic users (Engine 1, Engine 2, Engine 3, Engine 4, APU,	Every aircraft type has its own Oil/Hydraulic	Liquid				
7.5	VFSG, IDG);	configuration, such as : - ATR doesn't have APU;	Elquiu				
		- Current VNA aircrafts are twin engines. Maybe					
		in future VNA will operate 4-engine aircrafts; - Some aircraft types have 2 hydraulic system					
		(A350, B737) but some have 3 hydraulic system (A321, B787)					
		The proposed ETL should have capable of					
		handling these cases					
7.4	The ETL system is able to record Fuel quantity (uplift/defuel/)	ref. to current form of technical log	Liquid				
7.2	The ETL system is able to record other Fuel information such as Density, Discrepancies, Bill No.,	ref. to current form of technical log	Liquid				
7.2	The ETE system is able to record duter rater information such as Density, Discrepancies, Bir Po.,	rei. to current form of technical log	Liquid				
7.6	The ETL system is able to record De-icing Fluid information such as Type, Start time, Finish time.,	ref. to current form of technical log	Liquid				
8	STATEMENT				<u>'</u>		
0.1	The Color of the Health and the Health and the Post (NACCO	In the control of the	0		l		
8.1	Issue of maintenance CRS, with the abbreviated or complete release statement, PGA/AMOS approval number pre-selected by default	Possibility of customising the CRS statement should be available	Statement				
8.2	The ETL system has a mean of recording of captain's acceptance of the aircraft for flight		Statement				
8.3	The ETL system is able to issue of Oil/Hydraulic uplifting/reading statement		Statement				
8.4	The ETL system is able to issue of Fuel uplifting/reading statement		Statement				
8.5	The ETL system is able to issue anti-icing statement		Statement				
9	PF/TX/TERM/LINE CHK						
9.1	The ETL system is able to support typical Operational Inspections, which includes transit check, pre-flight check, daily/terminal check, weekly check, line check, etc.,		PF/TX/TERM/LINE CHK				
10	TECHNICAL LOG REVIEW						
10	TECHNICAE LOUREVIEW						
10.1	Workflow and approvals -						
	In case of any correction to the closed tech log records, system should have a workflow and approval process in place with the audit trails						
10.2	Audit trail - system should have a provision to carry out a authorized error rectification with logs of who performed the						
10.3	correction and when, with the values before and after the rectification.						
10.3	Tech Log page form - System should have a provision to generate/ design a report similar to the current cusstomer techlog page						
10.4	for the purpose of sending to the ground station etc. E techlog record and the workorder should be linked with the unique reference number (based on date and						
	flight number) which should be reflected in AMOS for reference.						
10.5	Publish E-techlog links in AMOS - System should have a provision to publish Web portal's etechlog records links in AMOS transactions for						
	the users. This will help users to easily navigate to the linked etechlog records						
11	Notification and Alerts						
11.1	Notification after the successful data transmission -						
	System should notify users with a pop up after each stage when user sign off and the data is transmitted.						
11.2	Interface failure -						
	System should Alert the administrator/user in case of any interface Failure						
11.3	System should have an option to configure the notification based on the triggers like aircraft signoff, maintenance sign off etc.						

Nbr	Requirement	Description	Category	Acceptable	Non Acceptable	Evidentiary material	Mandatory
11.4	Once the records is flagged for correction, system should send a notification to responsible person.						
11.5	The ETL system is able to alert the user for the expiring maintenance activity in the devices and via email notification also.						Mandatory
12	Cabin logbook						Mandatory
12.1	Cabin logbook: interactive integration with LOPA (configurable);	Cabin and galley layout, typical faults, etc.	Cabin logbook				
12.2	Record Cabin Defects System should have a provision for cabin crew to report a cabin defect in E techlog application		Cabin logbook				
12.3	Offline CDL - System should have a provision to report a cabin defect from Cabin crew iPad and transmit the data to the pilot e tech log device for review.		Cabin logbook				
12.4	Notification of the reported cabin log to Electronic tech log device and notification back cabin crew devices once acknowledge.		Cabin logbook				
13	REPORT						
13.1	System should be able to reflect the Certificate of Release to service for the complete aircraft, issued at the end of the last maintenance check.						
13.2	System should have a provision to generate/ design a report similar to the current cusstomer techlog page for the purpose of sending to the ground station etc.						
13.3	System should have a provision to design/customize the Release service certificate/ tech log page as per cusstomer requirement.						
13.4	System should provide pre defined reports based on the industry standards for analysis of the maintenance and flight data from etechlog system						
13.5	In additional to the system report, System should have a provision for the administrator/super user to design report as per cusstomer requirements.						
13.6	System should have a provision to transfer the data to Data analytics software (Power BI, Tableau etc.)						
14	USER MANAGEMENT						
14.1	Role Based control - Powerful role-based control allowing different profiles with access to different data with different permissions (create, delete, modify, read)						
14.2	User groups/roles - Capability to create multiple user groups/roles. Capable to assign a user for more than one user group, sub- team, team. Role creation should be configurable i.e. new roles can be defined apart from the already						
14.3	Password reset self service - System should have an self service option to reset the password in case of forgotten by the user						
14.4	Change password policy - System should have a functionality to force user to change the password after X number of days. Administrator should be able to defined number of days as per company policies.						
15	SUPPORT AND TRAINING			<u> </u>			
15.1	provides the Implementation support for the application						
15.2	provides the onsite/offshore implementation support for application						
15.3	provides onsite implementation support for devices						
15.4	Training Materials - provide with the webinar, documentation for the training of the end users						
15.5	Computer based training - provides with the computer based training program for the pilot, Engineers and other staff with the Demo application for the user to get a hands on experience of the application.						
15.6	Onsite training - vendor provides with onsite training to Key users during the implementation of the Application						
15.7	Train the trainer - provides the train the trainer training for the application						
16	DATA RETENTION						
16.1	System should be able to retain the aircraft technical log data until the organization's decision to archive the aircraft data.						
16.2	System should have option to change the status of the aircraft to inactive in case of aircraft is out of operation						
17	DEVICE REQUIREMENT						
17.1	Application should be compatible with the Toughbook , iPad and other devices without any limitations of operating system.						
17.2	Device should be capable to implement the policy to restrict the usage of device limited to the etechlog application only.						
17.3	Device on the aircraft should auto detect the aircraft registration or should be restricted to dedicated aircraft registration only						
17.4	Remote Support should be provided by the vendor for the issue/bugs in the devices and application.						

Nbr	Requirement	Description	Category	Acceptable	Non Acceptable	Evidentiary material	Mandatory
17.5	Remote View access to the devices- Devices should be capable of remote view access which will be required by the back office support staff/MCC to support the end user during operations						
17.7	Device Back up - There should be a solution in place, in case of the device break down with or without internet connectivity						
18	Electronic Sign -						
18.1	System should have an ability for the user to sign electronically at the required section						
18.2	System should be able to link to the data for which the signature was created in such a way that any subsequent change of the data is detectable.						
18.3	Alternate signature option - System should be have alternate signature option in the system. For example in primary option is glass on sign, system should also have a alternate option to digitally sign with the password.						
18.4	Authorization of Signature - System should be provide a secure authentication of the signatory						