ATA e-BUSINESS PROGRAM

Project List

The list below provides an update on the key projects and activities that are currently being worked in the ATA e-Business Program. Participation on any of these projects, or other groups, is open to all ATA e-Business Program member companies and additional contributors are always welcome. See how to join for more information on how you can help shape the future direction of the commercial airline industry. For a complete list and description of the ATA e-Business working groups and committees, click here.

S1000D Collaboration
ATA is working on a collaboration agreement with the Aerospace and Defence Industries Association of Europe (ASD) and Aerospace Industries Association (AIA) to jointly develop future versions of the S1000D International Specification for Technical Publications for civil and military use. ATA formed the Civil Aviation Working Group (CAWG) to introduce modifications to S1000D to allow it to be used for civil aviation applications, and to represent the interests of the civil aviation community in the S1000D organization. Issue 4.0, scheduled for release in summer of 2008, is planned to be the first issue of S1000D that will fully support civil aviation requirements.

Information Standards for Flight Operations
ATA's Flight Operations Interest Group (FOIG) is developing an industry standard for the cost effective and efficient exchange of digital data between information providers and information users for Flight Operations. This includes information standards such as standardized Phase of Flight definitions, as well as a suite of XML Schemas that describe the content and structure of Flight Operations data for electronic exchange. The primary information types for electronic exchange are:

- Systems Description
- Limitations
- Procedures (Normal and Non-Normal)
- Dispatchability
- Performance

Information Security Policies
An increasingly critical aspect to information management is the need for appropriate levels of data protection for systems on the aircraft, on the ground, and for the communication links between. This is becoming especially important with the introduction of next-generation aircraft that will be continuously connected to networks for flight crew, flight attendants, and passengers. Public Key Infrastructure (PKI) is the predominant technology to authenticate data providers and provide data integrity. The ATA Digital Security Working Group (DSWG) is developing Digital Certificate Policies that describe how PKI may be implemented in a standard manner throughout the commercial aviation industry to provide the level of assurance required. DSWG is also working with other industry organizations to develop a "map" of the aviation industry information system framework to identify additional areas where information security is required.

Electronic Authorized Release Certificates
ATA has published a pre-release version of Spec 2000, Chapter 16 - Electronic Product and Parts Regulatory Documentation. This chapter describes the means to electronically

exchange data for Authorized Release Certificates (e.g., FAA Form 8130-3, EASA Form 1, etc.), as well as Certificates of Conformance and distributor transfer documents. This specification was developed with close involvement of FAA and will be cited in both FAA and EASA regulatory guidance as an acceptable means of compliance.

Electronic Logbook
The e-Logbook team is publishing its first draft release of the e-Logbook Schema and specification. This model identifies the various fields and formats for development of e-Logbook data that both supports reliability data analysis, and supports the various record keeping requirements and variations that the different operators have within their Logbook systems. It also facilitates transfer from aircraft to ground maintenance systems. The team is also working with ARINC on an updated ACARS transport format.

Electronic Teardown Report
The electronic teardown project team has developed a format that includes key components of the reliability shop findings report, while simplifying to support the more traditional teardown formats. The use of an electronic teardown report format will facilitate part receiving inspections and the record keeping requirements for repaired components. It is expected that after reviewing the draft specifications, the group will publish a first version in the fall.

RFID Tags on Parts
The RFID on Parts team published the “Birth Record” which identifies key data fields that Manufacturers should include on new parts. Additional work is taking place to develop the “part history records” where operators can record certain key information in a part’s life directly onto the RFID tag, potentially saving research time for the mechanic. Also under review is a security solution that will help balance the need for some security with the need for a simple solution. ATA staff is working with EPCglobal to determine the need for a contractual arrangement that clarifies the roles and responsibilities of each organization with regard to the development of RFID standards for commercial aviation.

Reliability Data Team
The reliability exchange specification has been published for a couple of years with some changes being included as implementation challenges are being identified. The team is now spending time helping companies develop the business case to facilitate a broader implementation, and to push the data analysis further up from component reliability to aircraft reliability.

Supply Chain Management Interest Group
This team is meeting shortly to develop new XML Schema for Repair and Warranty information exchange. Additionally, the Group will review outstanding issues within the current specifications relating to parts procurement such as over length part numbers, consignment inventory, etc. Additionally, there are modifications to the Industry Metrics specification that have been identified during initial implementation that will need to be discussed and resolved. Finally, the Group is reviewing potential updates to the World Airline and Suppliers Guide.