ATA Overview

- Air Transport Association (U.S. airlines)
  - Background/History
  - Membership/Role/Mission

- ATA e-Business Program (International)
  - Vision/Mission/Scope
  - Organizational Structure
  - Membership
  - Collaboration
  - Airline Industry Progress/Plans with S1000D

- Q&A
Air Transport Association

- Airline trade association - not-for-profit
- Based in Washington D.C. - 80 Employees
- Founded 1936 by 14 airlines
- Current membership:
  - 12 Passenger Carriers
  - 5 All-Cargo Carriers
  - 3 Associate Members (International Airlines)

- Member carriers handle 90% cargo/passenger traffic in the U.S.

- Industry Membership (non-airlines)
  - 44 Companies
Air Transport Association Members

**Airline Members**

- ABX Air, Inc. (GB)
- AirTran Airways (FL)
- Alaska Airlines, Inc. (AS)
- American Airlines, Inc. (AA)
- ASTAR Air Cargo, Inc. (ER)
- Atlas Air, Inc. (5Y)
- Continental Airlines, Inc. (CO)
- Delta Air Lines, Inc. (DL)
- Evergreen International Airlines (EZ)
- Federal Express Corporation (FX)
- Hawaiian Airlines (HA)
- JetBlue Airways Corp. (B6)
- Midwest Airlines (YX)
- Southwest Airlines Co. (WN)
- United Airlines, Inc. (UA)
- UPS Airlines (5X)
- US Airways, Inc. (US)

**Associate Airline Members**

- Air Canada (AC)
- Air Jamaica Ltd. (JM)
- Mexicana (MX)
ATA Purpose

- Purpose is to foster a business and regulatory environment that ensures safe and secure air transportation and enables airlines to flourish, stimulating economic growth.

- Non-competitive issues

- History
  - Creation of the Civil Aeronautics Board
  - Creation of the Federal Aviation Administration
  - Creation of the air traffic control system
  - Airline deregulation
  - Aftermath 9/11
ATA Activities Today

- Reauthorizing FAA
- Modernizing the air traffic control system
- Stopping oil speculation from driving up fuel prices
- Advocating fair airline taxation and regulation
- Transmitting technical expertise and operational knowledge to improve safety, service and efficiency
- Publishing numerous guidelines and standards
  - e-Business (through the ATA e-Business Program)
  - Operations
  - Safety
  - Other/Misc
ATA e-Business Program

- International standards program
- Membership open to the world’s airlines, suppliers, repair agencies, solution providers, etc.
- Consensus-based
- Self supporting business unit (not for profit)
  - Separate membership from ATA
  - 115 Member companies
  - 1,300 Individual volunteers
- Vision, mission, strategy and goals
ATA e-Business Program - History

- **Beginning – late 1950s**
  - Spec 100 – Technical Data Standards
  - Spec 200 – Materiel Data Standards (IBM Punch Cards)

- **Standards Evolved and Expanded**
  - Changing business needs
  - Technological advances

- **Today**
  - Broad list of standards and data definitions
  - Long list of adopters
  - Standards deeply embedded in industry systems and processes
Vision

To be an agile, cost effective, global commercial aviation industry enabled through effective and efficient information sharing.

- Information is as dynamic as the business environment
- Business models can be effectively adjusted in a timely manner as conditions require
- Minimal data processing for distribution or consumption
- Information is complete and ready for consumption when provided
Mission

- Establish a global commercial aviation industry **information framework** that facilitates improved business agility, reduces costs, increases speed of business, and maintains the highest level of safety.
Functional Scope

- Configuration Management
  - Maintenance Planning
  - Maintenance Procedures
    - Part Identification, Traceability, RFID
    - Initial Provisioning
    - Delivery Configuration
    - Reliability Data
    - Industry Performance Metrics
      - Supply Chain Management / e-Procurement / Repair Order Administration / Warranty
      - Electronic Regulatory Documentation
      - Flight Operations Data
      - Electronic Aircraft Logbook
      - ATA Aviation Marketplace

Digital Data Security

- Spec 2000
- iSpec 2200 / S1000D
- Spec 42
- Spec 2300
ATA e-Business Committee Structure
S1000D Committee Structure

ASD - CPSC
Customer & Product Support Committee

AIA
Product Support Committee

ATA
ATA e-business

Defence WG (DWG)

Civil Aviation WG (CAWG)

The Council

The Steering Committee

Web Site WG (WSWG)

Electronic Publications WG (EPWG)

Production and Publishing WG (PPWG)

Parent org

Standing WG

Task Team
Guiding Principles for ATA e-Business Program

- Information-centric rather than document-centric
- Platform neutral – open architecture
- Consistent data structures, definitions and properties across all applications of the data
- Leverage other standards where applicable
- Enable an appropriate level of data security for the application
- Meet all applicable regulatory requirements
ATA e-Business Program Members (115)

ABX Air
Aero Inventory plc
Aeroinfo Systems
Aeronautical Repair Station Assn
Aerospace Software Development
Aeroxchange Ltd.
Air Canada
Air France
Air Transport Association
Airbus
Aircraft Inventory Mgmt & Svs
Alaska Airlines
American Airlines
Appendix-Sonovision ITEP
ARINC
Aviall Services
Avio-Diepen.B.V.
BAE Systems
BAE Systems Australia
Boeing
Bombardier Aerospace
Bruno Chatel (Chadocs)
Cambridge UK Auto-ID Lab
Carillon Information Security
CHC Helicopter Corporation
CHUOZUKEN CO., LTD
Communications Software Ltd
CONSORCIO AVIAXS A S.A. DE C.V.
Continental Airlines
Continental DataGraphics
Crane Aerospace & Electronics
Dassault
Data Systems & Solutions
Delta Air Lines
DIEHL AEROSPACE GMBH
EADS
Eaton Aerospace
EDO/ITT Corporation
Embraer
EmpowerMX
EMS SATCOM
Enviros Systems Inc.
FedEx
Finnair
FUJITSU LIMITED
Gables Engineering
GE Aviation
GE Transportation
GGS INFORMATION SERVICES
Goodrich
Hamilton Sundstrand
Hawaiian Airlines
Heath Tecna Inc.
Honda Aircraft Company
INFOSYS TECHNOLOGIES LTD
InfoTrust Group
Intelleflex Corporation
International Aero Engines
Inventory Locator Service
JANA, Inc.
Japan Airlines
Jeppesen
JetBlue Airways
Kavi
KLM Royal Dutch Airlines
Kortenburg International b.v.
L-3 Communications
Lufthansa Technik AG
MacSema
Meggitt Aircraft Braking Systems
Messier-Dowty Ltd
Mexicana Airlines
Midwest Airlines
MPC Products Corp.
Mxi Technologies Ltd
Nabtesco Aerospace
Northrop Grumman
Office of the Secretary of Defense
OmegaBlue, Inc.
O’Neill & Associates
Ontic Engineering & Manufacturing
Panasonic Avionics Corporation
Parker Hannifin
Pratt & Whitney
Qantas Airways
Ramco Systems Corporation
RFIDsec
Rockwell Collins
Rolls-Royce
SAAB
SITA
SNECMA
Southwest Airlines
Spirit AeroSystems Incorporated
SR Technics Switzerland
Swiss AviationSoftware
Technical Writing Consultants (TWC)
Technology Solutions
Tego, Inc.
Telair International
Teledyne Controls
Thai Airways International
Thales Avionics
Thomas Cook Airlines Ltd
TRAX USA Corp
Turkish Airlines
United Airlines
UPS Airlines
US Airways
Virgin Atlantic Airways
warp it AG
Weber Aircraft, LLC
Woodward Aircraft Engine Systems
XyEnterprise
Collaboration Status

- ASD, AIA, ATA signed agreement August 2007
- 4 years of collaboration
- 3 revisions to S1000D (30 CPFs - ATA)
  - Issue 2.3 - established groundwork for commercial aviation requirements
  - Issue 3.0 – supports the Boeing 787
  - Issue 4.0 – is fully capable of supporting commercial aviation requirements
- Issue 4.1 – in process (2010) – will support the Airbus A350
- Collaboration is progressing well
Functional Scope

- Design
- Production
- Operation
- Maintenance

**Configuration Management**
- Maintenance Planning
- Maintenance Procedures

**Part Identification, Traceability, RFID**
- Initial Provisioning
- Delivery Configuration
- Reliability Data

**Industry Performance Metrics**
- Supply Chain Management / e-Procurement / Repair Order Administration / Warranty
- Electronic Regulatory Documentation

**Flight Operations Data**
- Electronic Aircraft Logbook

**ATA Aviation Marketplace**

**Digital Data Security**
- Spec 2000
- iSpec 2200 / S1000D
- Spec 42
- Spec 2300

ATA, AIA, ASD Collaboration
Airline Industry Progress with S1000D

- Delta Air Lines/ NWA
  - Redesigned systems so that they are ready/able to receive S1000D data
  - Converted legacy data to S1000D format
  - Presentation on Thursday, 8:45am, Tim Larson (Delta)

- Boeing
  - Committed to using S1000D, Issue 3 for the 787
  - Particularly interested in getting a high quality version of the spec at Release 4.1.
  - Presentation on Wednesday (4:15pm), “Civil Aviation Use Case: Boeing 787” will focus on their lessons learned from implementing Issue 3

- Airbus
  - Committed to using S1000D, Issue 2.3 for the A400M
  - Committed to using S1000D Issue 4.1 for A350 XWB
Airline Industry Progress (cont’d)

- **Pratt and Whitney**
  - Producing publications for the next generation of Military and Civil engine programs, including the Joint Strike Fighter and Geared Turbofan using S1000D Version 4.
  - Currently producing S1000D data to support product development which will be upgraded to V4.1
  - It is their intention to use S1000D for all future products.

- **Rolls Royce**
  - Intends to adopt S1000D for technical data on future civil aviation projects.

- **GE**
  - Structured data for S1000D delivery when they authored their GEnx family of engines.
http://www.ataebiz.org

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