

Airlines' AHM Readiness Considerations for IMRBPB

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IP180 Integration in MSG-3 Rev.2022

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AHM Existing Use @ Airline Level

❑ Use Case Categorization

- Look for trend data to create predictive alerts and plan maintenance action with reliability/availability focus to improve aircraft OTP and limit potential operational disruption
- Improve defect management and investigations (including workscope inputs) without AHM based clearing of “logbook entries”
- Monitor aircraft systems behavior – use data continuously in lieu of “snapshot testing” to “optimize airline induced tasks/programs”

❑ Specific Use Cases (e.g.)

- Wheel(e)brake system (wear); Bleed air system (valves); Secondary flight control system actuation (spoilers, flaps)

Airline internal skills & resources exist as foundation for AHM usage in natural progression from defect rectification to trend monitoring to ensure continuous aircraft system integrity
Proven SATAA end-to-end robustness should be accepted as airline readiness for regulatory crediting of AHM usage

AHM Path Interest & Awareness & Involvement

❑ Aviation Regulatory Level

- IMRBPB (see ...)
- ICAO Airworthiness Panel (AIRP)
- Certification Management Team (CMT) and Maintenance Management Team (MMT)
- Individual CAAs

❑ Industry (e.g.)

- MPIG (see ...)
- SAE (see ARP5987A; ARP7122)
- Individual Airlines
- Individual OEMs
- 1st Int'l Conference for CBM in Aerospace (May 2022)
- IATA (see White Paper)

Integration of AHM in the MSG document is a timely step for its 2022 revision



Q&A and Action Time ...

