# Scheduled Maintenance Data Standard (SMDS)
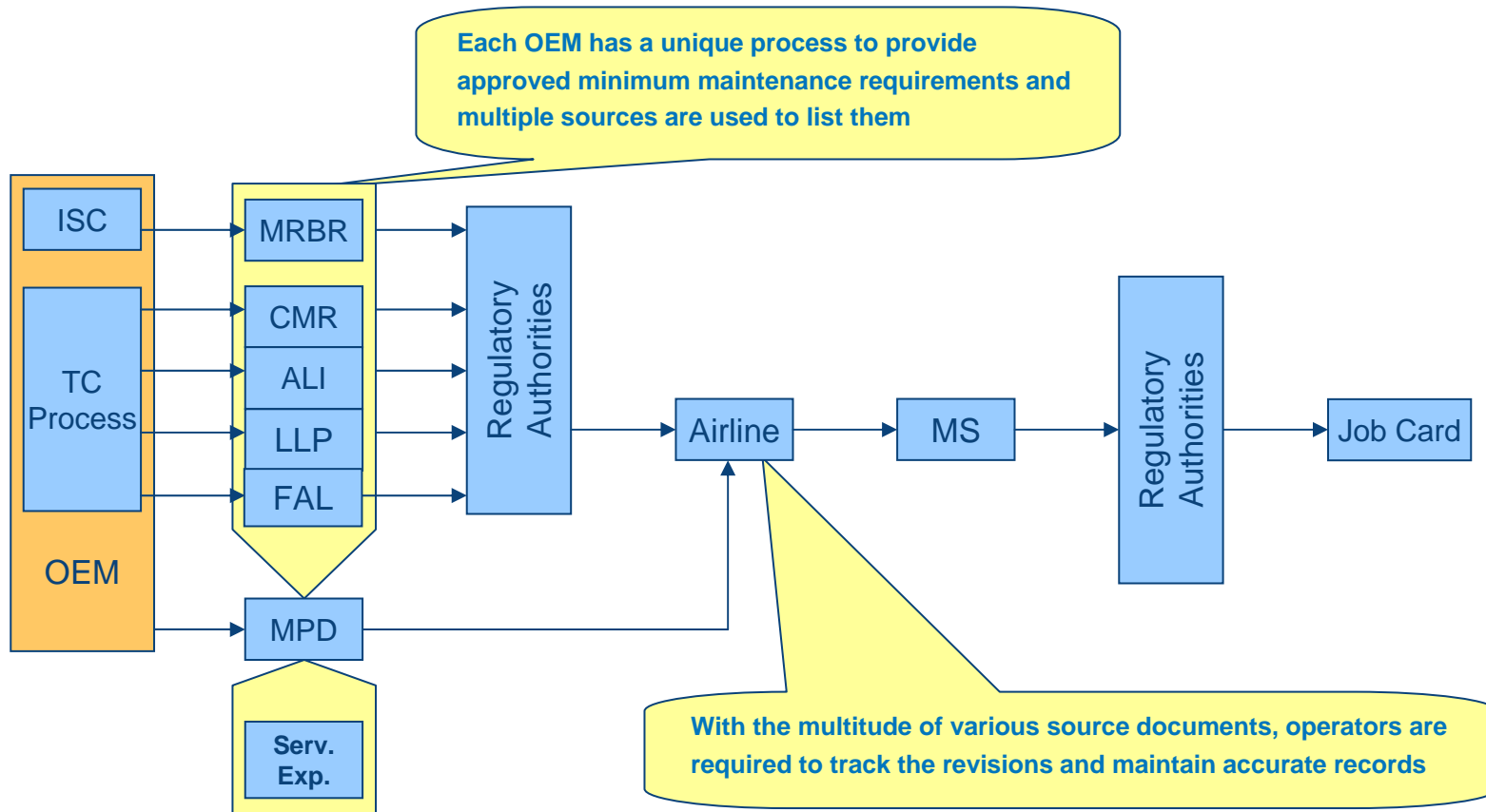
Tom Fodor
Assistant Director, E&M

# Contents

↗ Background

↗ Project kick-off meeting - YMQ

↗ Current problems

↗ Project objectives and scope

↗ ATA Civil Aviation WG Meeting

↗ Next steps

# Background

↗ The concept of SMD has been around for at least 10 years

↗ Ref: Report on Maintenance Requirements Process Flow Review Rev.2 by MRWG, dated March 2001

↗ IT has since improved and the need grown with the size and complexity of today's maintenance programs

↗ The subject was re-introduced as a draft Issue Paper to Authorities, OEMs and Operators at the January 2008 MPIG meeting in Memphis

↗ IP#93 was submitted to the IMRBPB in April 2008 to request their support for the concept as well as guidance for moving the issue forward

↗ Conference call held with ATA Civil Aviation Working Group (CAWG) on 5 June 2008

↗ The launch of this industry initiative announced during MPIG Conference call held on July 7, 2010

↗ IATA OPC & EMG priority in 2010-11

# Current Process Flow



Each OEM has a unique process to provide approved minimum maintenance requirements and multiple sources are used to list them

With the multitude of various source documents, operators are required to track the revisions and maintain accurate records

# Kick-off Meeting on Nov 3-4, 2010

↗ Project kick-off meeting held at IATA in Montreal

↗ Attendees:

  ↗ ACA, LHT, Airbus, Boeing, Bombardier, ATA, Aeroinfo, EASA, IATA

↗ Current problems defined

↗ Project objectives identified

↗ High level project scope defined

↗ ATA proposal for the CAWG to develop solution accepted

# Current Problems

↗ Operators' concern of being out of compliance by missing specific maintenance requirements

↗ Risk of non-compliance due to different revision cycle between approved documents and MPD

↗ Too many maintenance requirements such as MRBR, ALI, AWL, CMR

↗ Data sources in different format

# Project Objectives

↗  Develop standard electronic data exchange format for all scheduled maintenance requirements

↗  Avoid unsynchronized ICA requirements between approved and non-approved data as a result of different revision cycles

↗  Harmonize implementation requirements for approved data revisions

↗  Improve regulatory approval process by using digital signature (may be best handled through separate issue paper, IMRBPB is not the right forum for this)

↗  Streamline/harmonize approval process for scheduled maintenance requirements

# Project Scope

↗ Select an existing standard data format (i.e. S1000D) for all scheduled maintenance requirements that allows electronic data transfer from manufacturer's data set to operator

↗ Standard version management

↗ Include various approved source data into one harmonized data set

↗ Data set should contain latest approved source data

↗ Standard data exchange

↗ Full traceability of source requirements

↗ Establish a minimum standard for revision by OEM

↗ Work with all regulatory authorities to harmonize and streamline scheduled maintenance requirements (CMRs, ALIs, …..)

# Industry Review

↗ Following the Montreal kick-off meeting the problem statement and project objectives were validated by:

    ↗ IATA EMG: LH, LHT, Croatia Airlines, ANA, Aegean Airlines, Etihad Airways, Air Mauritius, Air Zimbabwe

    ↗ ATA e-Business Program Members: United Airlines, US Airways, Delta Air Lines, Air Canada, Air France

    ↗ Others: Iberia

↗ Full support

↗ Some suggestions made for solution

# ATA Civil Aviation WG Meeting

↗ IATA presented the project as defined at the Nov 2010 Montreal meeting to CAWG in Santa Monica (Jan 2011)

↗ Summary of outcome:

   ↗ S1000D Version 4.0 and later is technically capable of exchanging Maintenance Planning Requirements using the schedule schema

   ↗ ATA Maintenance Requirements Project Team (MRPT) only deals with business rules related to technical issues

   ↗ Industry group needs to define process as outlined in IP#93

   ↗ Proposed new name is Scheduled Maintenance Data Standard (SMDS)

# Next Steps

↗ Define any required business rule changes for S1000D together with MRPT (during ATA e-Business Forum in Montreal)

↗ Develop new business rules (revision cycle, distribution, airline implementation requirements) – OEMs & airlines

↗ Industry group (MPIG) and IATA EMG to review and accept recommended solution

↗ Revise IP#93

↗ Present proposed solution to IMRBPB with approval and revision process

**Thank you!**

to represent, lead and serve the airline industry