



IATA's Projects and the Aftermarket

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IATA

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International Air Transport Association

- Represents about 290 airlines or 82% of total air traffic
 - Mission: represent, lead and serve the airline industry
 - Tasks:
 - Safety procedures and audits
 - Clearing house services, account settlements
 - Data analysis on various aspects of airlines
 - Guidance materials, Training
 - Assigns airport and airline codes, accredits travel agents
- ...more at: www.iata.org

IATA Structure



Airline and Aircraft Maintenance Costs

➤ www.iata.org/mctg

➤ Best Practices and White Papers:

➤ Aircraft Operational Availability

➤ Best practices for Cabin Interior Retrofits

➤ Maintenance Costs for Aging Aircraft

➤ Many others!!

➤ Unique standardized cost methodology

➤ Under BENCHMARKING tab

➤ Maintenance cost data analysis and reporting

➤ Report provided to participating airlines



AIRLINE MAINTENANCE COST EXECUTIVE COMMENTARY

An Exclusive Benchmark Analysis (FY2017 data)
by IATA's Maintenance Cost Task Force



Aircraft Leasing Technical Group (ALTG)

- Address issues with Aircraft Leasing
 - Guidance Material and Best Practices for Aircraft Leases (www.iata.org/altg)

- List of Aircraft Redelivery documents
 - Agreed with Aviation Working Group (AWG)

- Additional Requirements
 - Cross-border Transfer (XBT) of aircraft



Guidance Material and Best Practices for Aircraft Leases

Effective May 2017

4th Edition

NIS→ICS→Authorized Release Certificate

➤ Non-Incident Statement (NIS)

- Disclose if there is something unusual to a part... expanded...!!!

➤ Incident Clearance Statement (ICS)

- Agreement between Operators and Lessors (IATA and AWG)

➤ Please use the ICS as a transition form (www.iata.org/altq)

LLP Traceability Template

- Regulatory Requirements
 - Minimum (hours, cycles, disclosure if an event happened)

- Industry Requirements → Create the standard
 - Develop fields and support documentation (ALTG*)
 - ATA e-business is developing electronic formats (ATRWG**)

- Additional Requirements (company specifics)

* IATA's Aircraft Leasing Technical Group, x-ALAG

** A4A's ATA e-business' Aircraft Technical Records Working Group, SPEC 2500

Aircraft Decommissioning & Part Out

- Best Industry Practices for Aircraft Decommissioning (BIPAD)
 - Addressing Economic, Operational, Regulatory, Environmental and Safety aspects
 - <https://www.iata.org/publications/Pages/bipad.aspx>

- Upcoming topics of specific interest
 - Process to ensure status of reused parts
 - Dismantling and recycling of cabin furnishings



Best Industry Practices for Aircraft
Decommissioning (BIPAD)

IATA Training Courses

➤ Airline Maintenance Cost Management

- Upon request
- 5-day course covering cost drivers and control, maintenance program and planning, cost allocation and benchmarking, supply chain, inventory etc.

➤ Aircraft Decommissioning

- <https://www.iata.org/training/courses/Pages/aircraft-decommissioning-talg89.aspx>
 - Geneva, 21 - 22 August 2019 – register by 30 July
 - Beijing, 28 – 29 October 2019 (date tbc)
 - Istanbul, 7 - 8 November 2019

Digital Aircraft Operations (DAO)

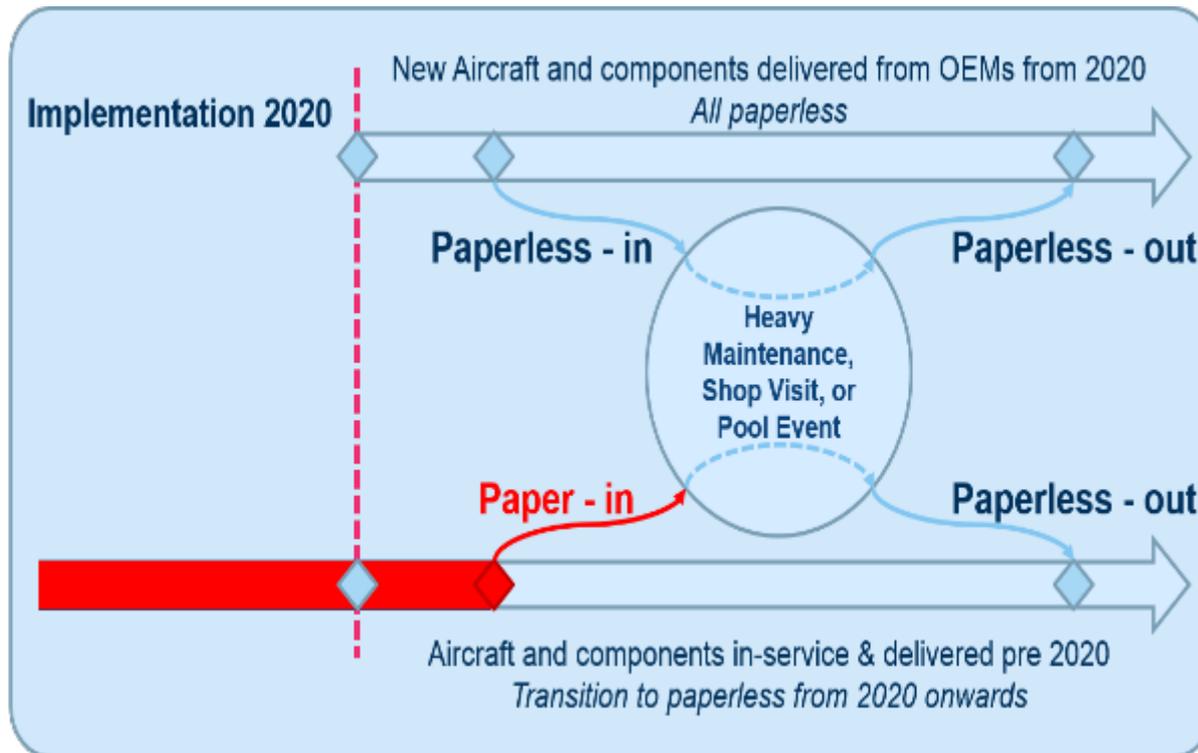
- 100+ boxes of paper to transfer an aircraft (88 boxes for an ATR-72...)

- **NO** digital EASA Form 1* or FAA's 8130-3* has been issued yet!!!
 - Standards/Awareness/Best Practices; SAE/ARINC, A4A/ATA, IATA
 - Regulations available:
(<https://www.icao.int/safety/airnavigation/OPS/airworthiness/Pages/EAMR.aspx>)

* Authorized Release Certificate, Airworthiness Approval Tag

2020 is the target implementation year...

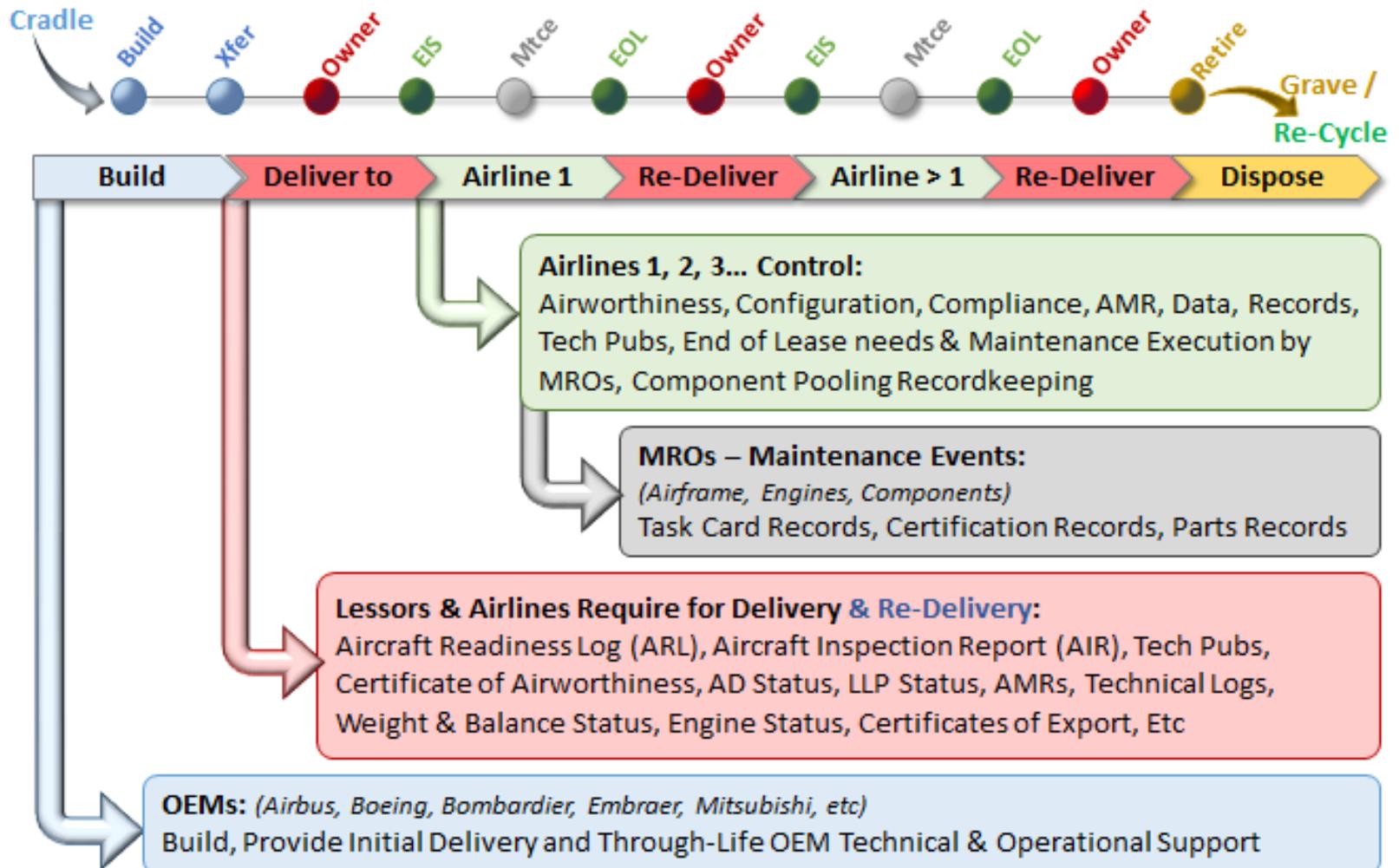
Different timing for:



New Aircraft

In-Service Aircraft

The Digital Aircraft Operations initiative caters for digitising of current paper systems as a phase towards ultimate e-business



e-signature

- Foundation and Challenge
- A blue ink signature on a coffee stained piece of paper is never questioned...
- “Dirty Fingerprints”...!!!

Comparison between authorities

➤ English speaking regulators

➤ Direct comparison between FAA, TCCA, CASA, EASA

➤ Excel spreadsheet:

https://www.iata.org/whatwedo/ops-infra/Documents/IATA%20PAO_TO%20Regulatory%20AC%20Based%20Checklist%20Release_2.1%20Sep%2017.xlsm

e-signature concept*

- Internal PKI – linked to HR, Training... Company systems
- Everyone trusts the internet – No Political issues
- DNSSEC (Domain Name System Security Extensions)
and DANE (DNS-Based Authentication of Named Entities)
Protocol

* “Secure and Scalable Identity Management for the Aviation Industry”; IEEE 37th Security and Privacy Conference 2016

Auto Identification (including RFID)

- Largely embraced across tech-ops with acceptance for fly-able and non fly-able parts
- Clearly demonstrated benefits for users
- Specifics of “airworthy” RFID tag attributes could be demanding
- Segregation from the commodity industry usage



DAO implementation

➤ Digital Aircraft Operations (DAO) Implementation

➤ Guidance Material for Technical Operations

(<https://www.iata.org/whatwedo/ops-infra/Documents/Paperless%20Aircraft%20Operations%20in%20Technical%20Operations%20-%20Guidance%20Material%20for%20Implementation.pdf>)

➤ Business Case Support Template

(https://www.iata.org/whatwedo/Documents/IATA%20PAO_TO%20Business%20Case%20Support%20Template%20-%20Release%201%20Nov%202018.xlsx)



Thank you!!
Any questions??

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