IATA's Documentation Priorities

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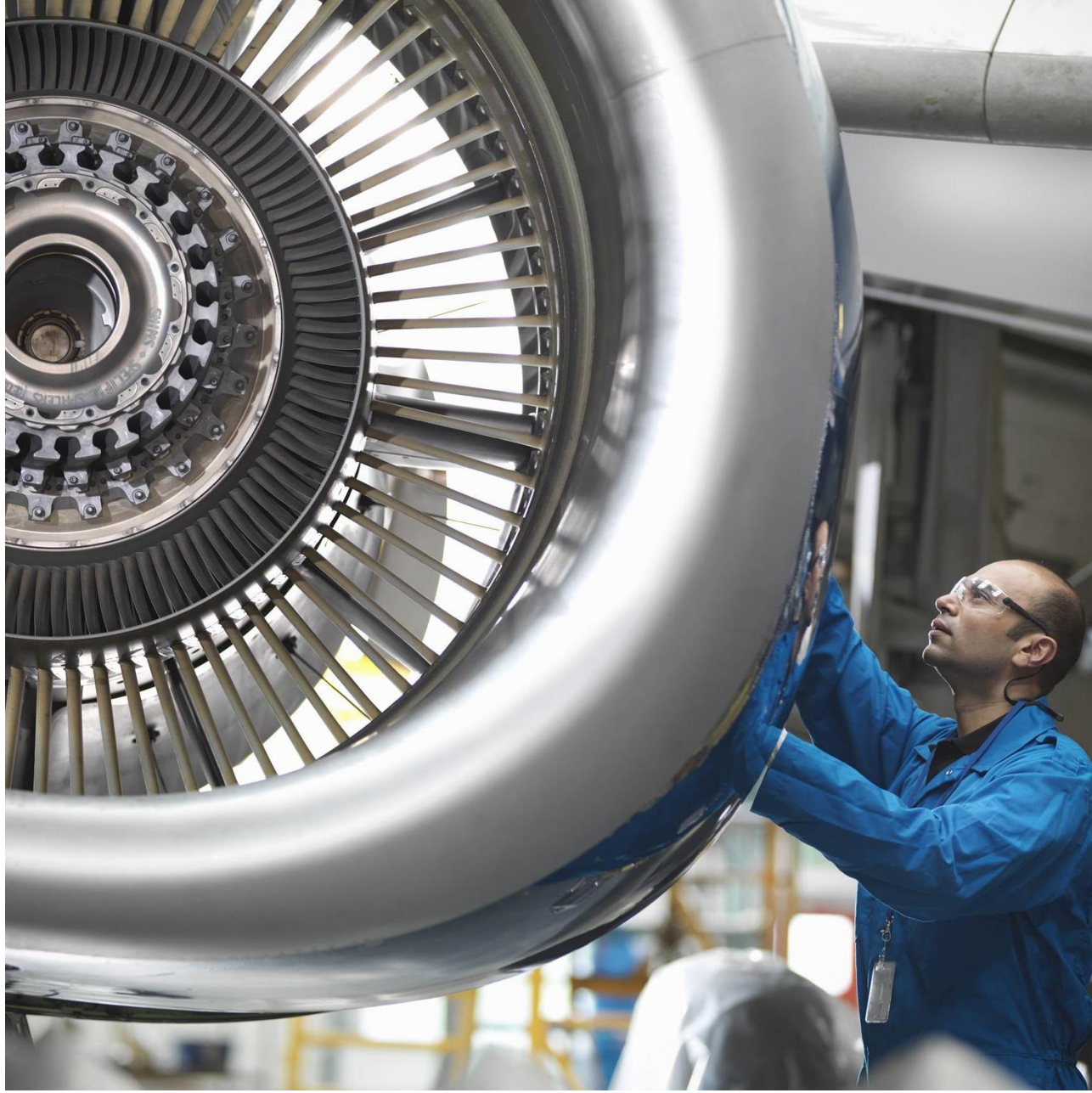
Parts Traceability

- “Aircraft Records”
  - Manufacturer’s Data
  - Continuing Airworthiness Data
  - Operational Data
  - Tech Pubs

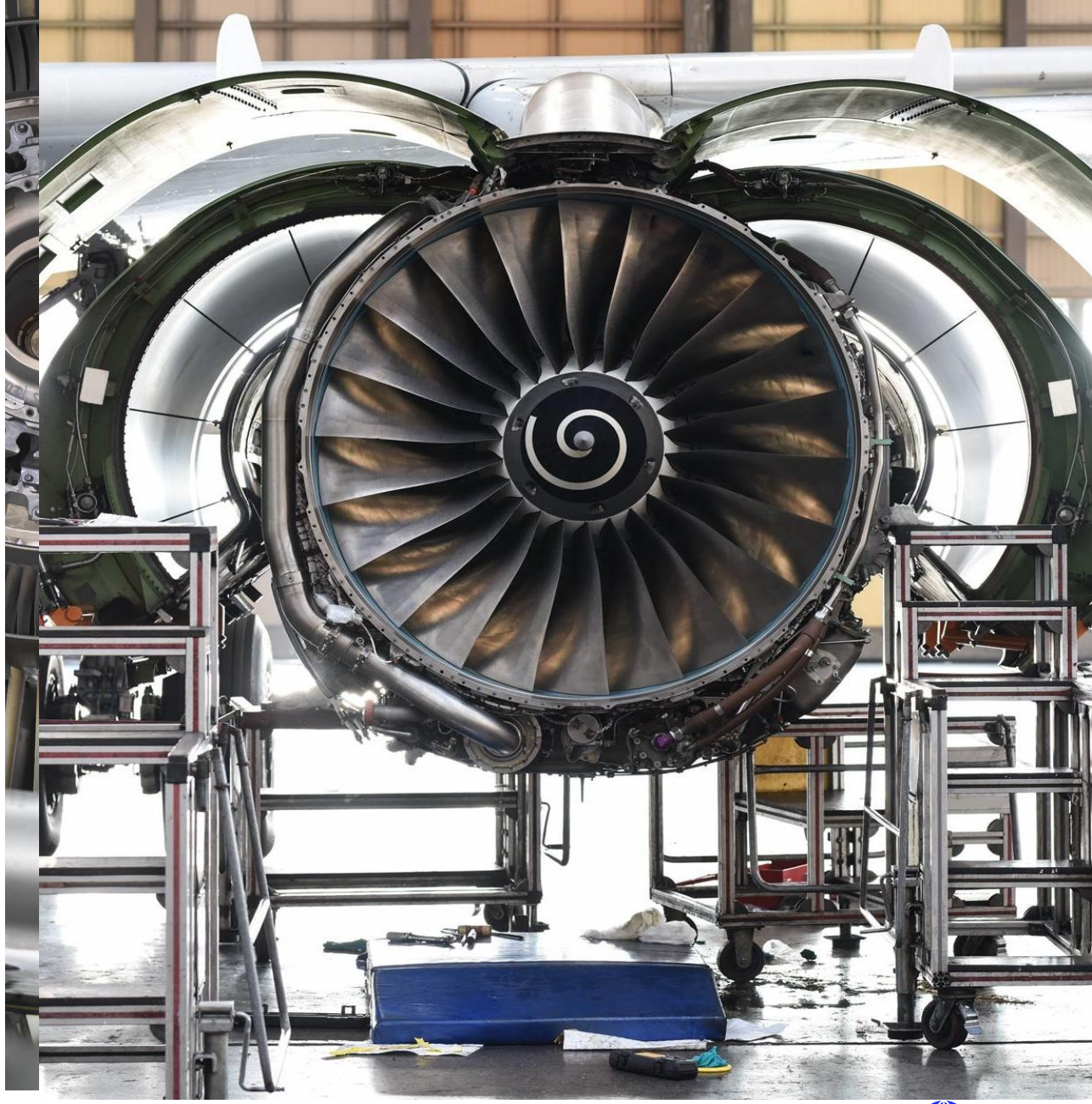
Parts Transitions

- Delivery of new aircraft
- Aircraft transition (re-delivery)
- Aircraft decommissioning
- Parts transactions
  - New parts entering into the system
  - Parts Robbing
  - Loans / leases of Components and Major assemblies
  - Maintenance of the Aircraft or the Components
  - Trading with non-certificated holders
  - Mishappening during Transportation / Handling / Warehousing
  - Parts Reusing consequent to Aircraft Decommissioning



Challenges

- Non-Incident Statement (NIS)
- Incident Clearance Statement (ICS)
- Airworthiness Release Tag
- Operation?? Utilization??



Blockchain Study

- To address the potential benefits and constraints (incl. costs) in the management of aircraft parts and components

- Opportunity to participate and comment

MRO SmartHub

Evaluator

Provides **Fair Market Value** and **detailed statistics for surplus parts**

Connector

Trade securely with **preferred partners** through a distinctive trading channel

Consignment

Manage **consignment inventories** and determine best pricing

Auctioneer

Process sales auction lots with the **full support of Evaluator**

Asset Manager

Manage teardown projects end-to-end. **Enable joint-bid purchasing** for aircraft assets

SmartDocs

Digitization, validation and trace for aircraft documentation

IATA MRO SmartHub is a **web-based business intelligence platform** enabling:

- Quick and accurate evaluation of excess inventories
- Transparent fair market value and true availability of surplus material
- Reduction in material cost while maximizing usability of on-hand inventory
- Company Benchmark feature
- Buy, Sell, Exchange, Consignment, Auction
- Joint-bid asset purchasing
- Digital documentation management
- Seamless integration and enhancement into any ERP system and other MRO tools

Aircraft Operational Data (AOD)

- Data produced from/by the aircraft, its systems, engines, components and sensors, once the aircraft is accepted into operation by an airline.
- This data is generated during flight, when the aircraft is undergoing maintenance, or while on the ground waiting or being serviced.

- Data Governance (beyond AOD)
  - IDCA (Independent Data Consortium for Aviation)

AOD Guiding Principles; Summary

1) **The operator is the "owner" of the data.**
2) **The operator has the right and the need to understand all data generated by its own aircraft.**
3) **Data should be human or machine readable by the operator and its delegates.**
4) **The operator has a right to control data flows and determine which parameters to work with and with whom.**
5) **The operator has a right to access, use, and derive intelligence from AOD (includes safety risk, technical reliability, monitoring/ predictive/ prescriptive tools…).**
6) **The operator has the right to access an open marketplace* necessary to support healthy and fair competition that drives innovations and results in improved customer experience.**
7) **Airlines recognize the OEMs' AOD needs for product improvement.**

Digitalization

- ICAO
  - On board e-docs
- MMT (ANAC, EASA, FAA, TCCA)
  - Areas to focus
- Cybersecurity
  - Digital ID
- Aircraft Health Monitoring (AHM)
  - IMRBPB, MPIG

Thank you!