

ARINC IA Project Initiation/Modification (APIM)

Name of proposed project

APIM #: 18-109

Standards for Air Transport Avionics Service Bulletins

Suggested Subcommittee assignment

This is a new project, and it is recommended that a new AMC committee be formed to develop this standard, unless the board believes an existing one is a good fit. The committee should consist of suppliers, airlines, MROs, and aircraft manufacturers which will all benefit from standard service bulletin wording, format, pricing, etc.

Project Scope

The committee will develop a standard which eliminates differences in service bulletins for avionics products from different suppliers. The standard will also provide for standardization of BFE and SFE service bulletins regardless of the aircraft manufacturer the avionics product is used on. The end result will be a definitive standard which addresses areas in the existing ATA standards (ATA 100, iSpec 2200, etc.) which allow variance; such as pricing, wording, format, etc. This standard will also end the divergence of SFE service bulletin standards from the aircraft manufacturers, and drive a single standard for all.

Project Benefit

Every year at AMC, there are one or more items on deficiencies with supplier service bulletins. Typically pricing of service bulletins is an annual issue, with the issues ranging from pricing of the overall service bulletin to piece part pricing to pricing of SW and IP. Beyond pricing there are issues of documents and information required to accomplish the service bulletin not being in the service bulletin or available at all; availability of the service bulletin document itself; and availability of parts when the service bulletin is released.

Beyond these reoccurring issues, the guidelines for service bulletins in the ATA standard documents allow for variance in wording and format. If you look at service bulletins from multiple suppliers, many reflect different interpretations of these guidelines.

Aircraft manufacturers impose their own requirements for SFE products. Boeing requirements are included in the current revision of the Boeing Supplier Technical Data Guide D6-54487 Vol. 2 and Airbus requirements are in a stand-alone document, Vendor Service Bulletin Manual M2995 Issue C. These requirements documents have diverged to the extent that it is not possible for a supplier to write a service bulletin which conforms to both requirements documents. (ex: there are 4 categories of service bulletin defined in the ATA standards. Boeing labels these Optional, Recommended, Highly Recommended,

and Required; Airbus labels them Optional, Desirable, Recommended, and Required. This drives separate service bulletins for Boeing and Airbus versions of the same product, and separate part numbers for these products, as well as confusion for airlines with mixed fleets.

Evolutionary trends in our industry are worsening this problem.

For example:

- BFE products are transitioning to “SSFE” on new platforms, which are then held to the requirements of SFE products.*
- Aircraft manufacturers have created Tier 1 and Tier 2 (tier 3...) suppliers, where the Tier 2 supplier is the design authority yet the Tier 1 is responsible for the product performance and documentation. This creates a service bulletin (from the tier 2) within a service bulletin (from the tier 1) often in different formats and to different standards.*
- IP valuation considerations and field-loadable SW service bulletins require new types of pricing and installation considerations.*

Airlines supporting effort

This issue was discussed on the floor at AMC 2018 in Dallas and a vote was taken on whether this should be raised as an APIM for consideration. At least 19 airlines agreed that it should be.

Note: This was presented by Rockwell Collins in the AMC session, and at the following break several other suppliers (including Honeywell) expressed support and agreed that service bulletin requirement divergence was a significant problem for them.

Issues to be worked

Develop a standard for Air Transport Avionics service bulletins which defines standards for pricing, part number requirements, wording, format, instructions for accomplishment and ancillary document availability, etc. In short, a document which removes the variance and results in a common service bulletin from all suppliers for air transport avionics service bulletins used on any aircraft manufacturers platform, whether they are SFE, BFE, SSFE, Tier 1, Tier 2 (tier 3, 4...).

Recommended Coordination with other groups

Unknown at this time.

Projects/programs supported by work

Standard should be in place to drive requirements for the next generation of Air Transport aircraft. It is also needed for today's avionics products as our business environment becomes more complex.

Timetable for projects/programs

Goal for release by May 2020

Documents to be produced and date of expected result

ARINC XXX “Standards for Air Transport Avionics Service Bulletins”

Comments

This APIM is based on the discussion on item 17-017 at AMC 2018 in Dallas.

Meetings

The following table identifies the number of meetings and proposed meeting days needed to produce the documents described above.

Activity	Mtgs	Mtg-Days
<i>ARINC XXX</i>	<i>4</i>	<i>3/meeting</i>

For IA Staff use

Date Received: _____ **IA Staff Assigned:** _____

Potential impact: _____
(*A. Safety B. Regulatory C. New aircraft/system D. Other*)

Forward to committee(s) (AEEC, AMC, FSEMC): _____ **Date Forward:** _____

Committee resolution: _____
(*0 Withdrawn 1 Authorized 2 Deferred 3 More detail needed 4 Rejected*)

Assigned Priority: _____ **Date of Resolution:** _____

A. – High (execute first) **B.** – Normal (may be deferred for A.)

Assigned to SC/WG: _____