**G-ABD0036 GAIA AIR BUSINESS DIRECTIVES (ABD0036)**

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**Foreword**

Aircraft Purchase Agreements stipulate that Technical Publications shall comply with ATA (Air Transport Association of America) Specifications. The standards described in the GAIA AIR Reference Language document set shall be observed. Where appropriate, the principles of Simplified English (AECMA) shall be used.

The Reference Language document set comprises the following ABDs:

* **ABD0036 - Numbering/Naming:** Covers general numbering and naming rules for aircraft functions and products. Includes a separate appendix of reference catalogs of standard terms.
* **ABD0037 – GAIA AIR Approved Abbreviations Handbook (AAAH):** Lists the abbreviations approved for use within the GAIA environment.
* **ABD0046 - Units of Measurement:** Provides guidelines for the selection and use of units, symbols, and procedures for conversion and rounding.
* **ABD0056 - Glossary of Terms and Expressions (GTE):** Lists all the terms which are used in GAIA AIR matters together with their meaning (in the GAIA environment) to ensure a common understanding between GAIA disciplines and offer a reference for relations with Airworthiness Authorities, Customers, Members/Associated Partners, and Suppliers/Sub-Contractors.

**1 Introduction**

**1-1 General**

This ABD provides rules for coherent definition and application of Numbering and Naming requirements for aircraft functions and constituents. The objective is to obtain maximum consistency:

* From the Design stage to the Product Support stage.
* Between documents and what is actually on the aircraft (labels/placards/markings and messages shown on display units).
* Between Aircraft Projects (starting from A340/A330) to facilitate Cross Qualification for Crew and Maintenance Personnel.

This consistency is essential not only for our Customers but also for GAIA and the Members (due to the wide use of Electronic Data Processing - EDP).

Where directives already exist to cover the above requirements, this ABD simply refers to the relevant directives. Otherwise, the rules are laid down in this ABD.

**1-2 Reference Documents**

* **ATA 100 Specification.**
* **ARINC Characteristics/Specifications.**
* **ABD0037 - Approved Abbreviations Handbook (AAAH).**
* **ABD0046 - Units of Measurement.**
* **ABD0056 - Glossary of Terms and Expressions (GATE).**

**1-3 Applicability**

Applicable to all current and future production aircraft, including development of existing aircraft and aircraft definition evolution, e.g., modification.

**1-4 Organization of ABD0036**

ABD0036 is organized in general accordance with the order of events in which aircraft/aircraft items are numbered and named. The following chart shows this sequence, and refers to the relevant sections of this ABD, or to any other document, etc.

**2 Numbering/Naming - General**

**2-1 General**

An aircraft, for the purpose of this ABD, is composed of:

* Data and documentation for definition, description, and justification.
* The aircraft itself which comprises functions and the techniques (i.e., the aircraft constituent items) used to fulfill these functions.

**2-2 Identification of Functions and Techniques**

Functions are identified by a title and a reference number in accordance with ATA Specification 100 (refer to Section 4).

Techniques have basically two types of identification:

* **Functional Designation** together with a Functional Identification Number (FIN). These are used when an item is considered only from a functional aspect. They usually relate to items of equipment or to Standard Items with a significant function.
* **Technological Description** together with a Part Number. These are used when an item is considered from a technological aspect. They are used for all types of items.

**Note:** Technological Descriptions and Part Numbers can be allocated by Gaia Members and Associated Partners. In this case, the descriptions are referred to as Standardized Technological Descriptions. They can also be allocated by suppliers, in which case they are referred to as Suppliers' Technological Descriptions.

**2-3 Definitions**

* **Functional Designation:** Title describing the function of equipment/components or significant items of an aircraft system/circuit/installation.
* **Standardized Technological Description:** The Standardized Technological Description is a term used to describe the basic technical function of an item. It must be consistent with the basic part of the Functional Designation.
* **Specification Reference and Title:** For items defined by means of a Technical Specification (refer to ABD0010/0200), the title of the Technical Specification shall be the Standardized Technological Description, written in the normal order of words in English, e.g., "Retractable Landing Light," not "Light-Retractable, Landing."
* **Suppliers' Technological Description:** If, in response to a specification, a supplier can offer an item which is in his current range and can be supplied as an "off the shelf" item, it may retain its identification. In such cases, the following descriptions can apply:
  + Functional Designation
  + Standardized Technological Description
  + Supplier's Technological Description

**3 Definition and Specification of Aircraft**

**3-1 Aircraft Project Identification**

At the beginning of a new Aircraft Project, identify the new aircraft by means of a reference, comprising the Type, Series, Model, Variant, and Configuration:

* **Refer to Aircraft Configuration Management Rules (ACMR) and ABD0056 Chapter 4.**

The allocated reference is recorded in the Aircraft Certification Register for Aircraft Types and Models.

**3-2 Aircraft Definition Documentation - Refer to ABD0069 - Aircraft Definition Glide**

**3-3 Specification of Systems**

* **Refer to:**
  + **ABD0100 and ABD0200 - System Definition and Specifications**

**3-4 Specification of GAIA AIR Designed Assemblies/Sub-assemblies/Items**

* **Refer to:**
  + **ABD0004 - Definition Dossier**

**3-5 Specification of Non Standard Items (Equipment)**

* **Refer to:**
  + **ABD0100 and 0200 - Equipment - General Technical Requirements (Supersedes ABD0010 - Equipment - Specifications)**
  + **ABD0017 - Equipment - Off-the-Shelf**
  + **ABD0007 - Equipment - General Technical Requirements**

**3-6 Specification of Standard Items**

* **Refer to:**
  + **ABD0032 - Standard Items**
  + **ABD0055 - European Standards**

**3-7 Specification of Materials**

* **Refer to:**
  + **ABD0033 - Materials**
  + **ABD0043 - Materials Consumable**

**3-8 Specification of Processes**

* **Refer to:**
  + **ABD0034 - Processes**

**3-9 Specification of Tools and Test Equipment**

* **Refer to:**
  + **ABD0024 - Aircraft – Tool Mfr and Test Equipment**
  + **ABD0012 - Equipment - Tool and Test Equipment**

**4 Aircraft Functions**

**4-1 General**

An aircraft consists of:

* **Functions** necessary for the aircraft to meet its specification.
* **Techniques** by which the functions are achieved.

Functions are numbered and named in general accordance with ATA Spec. No. 100 - SPECIFICATION FOR MANUFACTURERS TECHNICAL DATA, generally known as "ATA 100".

**4-2 ATA Specification 100 - Background**

First issued in 1956, the objective of ATA Specification 100 is to standardize the presentation of data provided by manufacturers to airlines, so that the same information can be found in generally the same place and form whatever the aircraft and/or the manufacturer. As regards functions, the objective is achieved by a standard system of breaking the aircraft down into its functions, and of numbering and naming them. This system is known as the ATA breakdown system. The numbers are known as ATA References and provide a unique addressing system.

ATA Specification 100 breaks an aircraft down into its functions as follows:

* **Systems (known as Chapters in related publications).**
* **Sub-Systems (or Sections).**
* **Sub-Sub-Systems (or Sub-Sections).**
* **Units (or Subjects).**

Each function group has a standard 6-digit number (the ATA Ref.) and a name (known as a title). These are specified in ATA Specification 100 as far as the sub-system level, common to any aircraft. From the sub-sub-system level, each individual manufacturer continues the allocation to suit the aircraft involved.

The breakdown system is based on an alphabetical sequence using titles allocated to Systems, e.g.:

* **Air Conditioning Chapter 21-00-00**
* **Auto Flight Chapter 22-00-00**
* **Communications Chapter 23-00-00**

Within each System are Sub-Systems. For example, ATA Chapter 21 deals with the Air Conditioning System and provides for a range of sub-systems, e.g.:

* **Compression ATA Ref. 21-10-00**
* **Distribution ATA Ref. 21-20-00**

Each Sub-Subsystem (e.g., Distribution ATA Ref. 21-20-00) is further divided into Sub-Sub-Systems. "Distribution" (21-20-00) provides a number of Sub-Sub-Systems including:

* **Cabin Air Distribution ATA Ref. 21-21-00**
* **Cockpit Air Ventilation ATA Ref. 21-22-00**

Each Sub-Sub-System (referred to as circuits or installations) comprises Units (components). "Cabin Air Distribution and Recirculation" (21-21-00) includes, for example:

* **Filter-Recirculation ATA Ref. 21-21-41**
* **Check Valve-Recirculation ATA Ref. 21-21-42**

**4-3 The ATA Specification 100 and GAIA AIR**

The ATA Specification 100 itself states that the standards it establishes are "recommendatory in nature" but that they "become mandatory to the extent they may be incorporated into the purchase agreements executed between the individual suppliers and the individual operators". General Purchase Agreements stipulate general compliance with ATA Specification 100 for contractual Technical Publications; therefore, GAIA AIR is committed to following ATA Specification 100.

For this reason and in order to achieve maximum consistency between GAIA AIR data (both that supplied to customers and that used as a basis for the data supplied to customers) and between this data and the aircraft itself, a specific GAIA ATA Breakdown is established at XX-XX-00 level at the outset of each new Program/Project, and is later completed at XX-XX-XX level.

Each Sub-Sub-System is allocated:

* A **circuit identification** consisting of two letters.
* Its own **ATA Ref. (XX-XX-00)**.
* A **title** (Refer to section 4-7).

Each unit within a Sub-Sub-System is allocated:

* A **Functional Item Number (FIN)** - Refer to ABD0004.
* An associated **ATA Ref. (XX-XX-XX)**.
* A **title** (Refer to Section 4-7).

The resulting Breakdown is used as a basis for the numbering of drawings and documents, including:

* **Aircraft Standard Specification**
* **Detail Specifications**
* **Technical Design Directives (TDD)**
* **Mechanical drawings**
* **Electrical drawings**
* **Electrical wires**
* **Equipment specifications**
* **System Description Notes (SDN)**
* **Airframe Certification Documentation (ACD)**
* **Certification documentation**
* **Documents/data for relations with customers (e.g., Technical Publications)**

The remainder of this chapter gives the details of when, how, and by whom ATA numbers and names are to be allocated.

**4-4 GAIA AIR ATA Breakdown Establishment Sequence (Refer to Section 6-3)**

The sequence of activities leading to the establishment of the ATA Breakdown is as follows:

1. **Identification of all functions** at XX-X0-00 and XX-XX-00 level at the outset of each GAIA project or as and when new functions are introduced.
2. **Identification of all items** required to fulfill the functions. Allocation of FINs and associated Functional Designations (Refer to ABD0004 - Definition Dossier for numbering rules and ABD0036 for functional designations).
3. **Allocation of functional ATA References** (XX-XX-11 to XX-XX-99) and related titles for those detailed functions (items) considered to be significant for maintenance.

**Examples:**

* **ATA REF. CIRCUIT LETTER FIN TITLE**
  + 21-12-00 HG Cabin Air Distr & Recirculation
  + 21-21-42 5214HG Check Valve-Recirculation
  + 21-21-48 212HG Valve-Recirculation
  + 21-21-49 213HG Valve-Recirculation

**4-5 Responsibilities**

**4-5-1 Allocation of ATA Refs and Titles**

**4-5-1-1 General**

The responsibility for ATA Specification 100 Breakdown establishment is split into two major levels:

* **XX-X0-00 and XX-XX-00 (Sub-System and Sub-Sub-System: Circuit/Installation).**
* **XX-XX-XX (Significant Item).**

The Design Offices have overall technical responsibility. Maximum agreement shall be reached between the Members involved. Outstanding decisions shall be taken during the System Interface activities.

**4-5-1-2 XX-X0-00 and XX-XX-00**

* **Overall Control:**
  + For mechanical items - Non-Specific Design Work (NSDW) level 1.
  + For electrical/electromechanical items - NSDW level 2.
* **Allocation:** NSDW Member Design Office (see worksharing document, Report 6, applicable to the relevant aircraft project).
* **General Coordination for Harmonization:** Aerospatiale Matra.
* **Decision Authority:** In case of problems, the final decision lies with AIB and will be taken by TF7-WG1.

**4-5-1-3 XX-XX-01 to XX-XX-99**

* **Overall Control:** Member responsible for specific manual or responsible for specific ATA Chapter as defined in Report 6.
* **Allocation:** Technical Publications with the agreement of NSDW Design Office.
* **General Coordination for Harmonization:** Aerospatiale Matra.
* **Decision Authority:** In case of problems, the final decision lies with AIB (Customer Services Directorate).

**4-5-1-4 Coordinators**

Each Member has one coordinator, with assistant coordinators if required, to handle proposals and decisions.

* **Refer to:** AM2002 StB, QDB and ACmAB Directory for further details.

**4-5-2 Data Centralization**

As decisions are taken, they are entered in a dedicated central database, known as the DB ATA REF (Refer to Paragraph 4-8). General responsibility for the database, and for inputs, follow-up, etc., lies with the designated coordinators.

*(Continuar con las secciones restantes siguiendo el mismo formato)*

**Foreword**

In order to ensure full coherence between Members and in application of ABD0036, Standard Terms are presented in catalog form according to the following classification:

* **A - FUNCTIONS**
* **B - DRAWN PARTS**
* **C - NOTES FOR USE ON DRAWINGS**
* **D - CONSTITUENT ASSEMBLIES**
* **E - STANDARD ITEMS**
* **F - NON STANDARD ITEMS - STANDARD MAIN WORDS FOR FUNCTIONAL DESIGNATIONS**
* **G - (INTENTIONALLY LEFT BLANK)**
* **H - TOOLS AND TEST EQUIPMENT - STANDARD MAIN WORDS**

On behalf of the Standardisation Board (StB).

**Nota:** Coherence of Messages displayed on screens (across Aircraft Projects/Between Members) is ensured by ...

**Conclusión**

La inclusión de **ABD0036 - GAIA AIR BUSINESS DIRECTIVES (ABD0036)** en la documentación técnica de **GAIA AIR** asegura una estandarización coherente en la definición y aplicación de reglas de numeración y nomenclatura para las funciones y componentes del avión. Este nivel de consistencia es crucial para mantener la eficiencia operativa, facilitar la capacitación y asegurar la conformidad con las normativas de la industria aeronáutica.

**Recomendaciones Finales:**

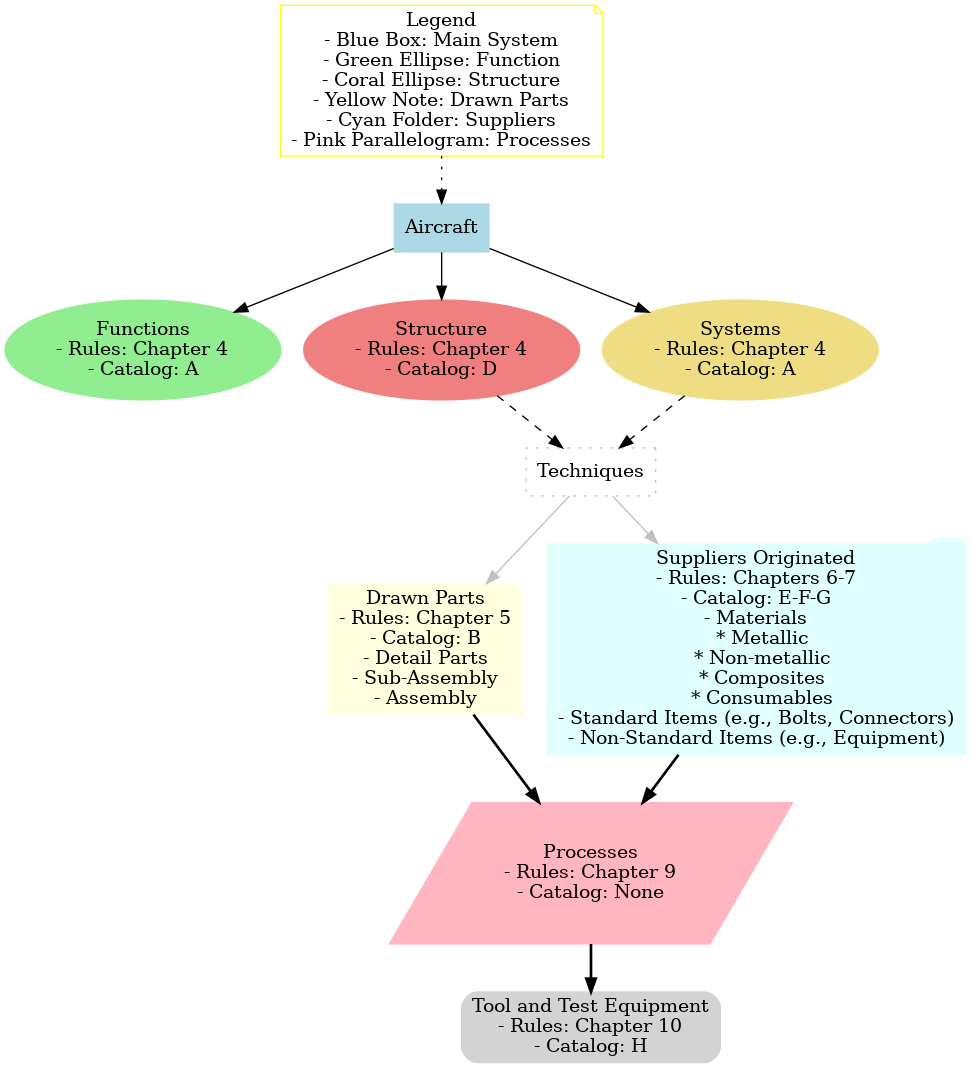
* **Actualización Continua:** Mantener la sección actualizada con los últimos desarrollos y cambios en los proyectos.
* **Documentación de Hitos Futuros:** Registrar y documentar nuevos hitos y colaboraciones para reflejar el progreso continuo de GAIA AIR.
* **Integración con Otras Secciones:** Asegurar que la historia y el desarrollo estén vinculados con las secciones técnicas para una documentación cohesiva y completa.

**Próximos Pasos**

1. **Revisión Detallada:** Revisar cada sección para asegurar que todas las referencias y descripciones sean precisas y estén actualizadas.
2. **Integración con Documentación Existente:** Asegurar que **ABD0036** se integre adecuadamente con otras directrices y documentos técnicos como **ABD0037**, **ABD0046**, y **ABD0056**.
3. **Validación de Contenido:** Confirmar que todas las reglas y procedimientos descritos cumplen con las normativas de la ATA y las necesidades específicas de GAIA AIR.
4. **Distribución y Formación:** Distribuir la documentación actualizada a todos los miembros y proporcionar sesiones de formación para garantizar una correcta implementación de las directrices.

**GAIA AIR** se posiciona como una solución innovadora en la industria aeronáutica, integrando tecnologías avanzadas para lograr sostenibilidad, eficiencia operativa y seguridad. La implementación de estas directrices asegurará una consistencia y coherencia en todos los aspectos técnicos y operativos, facilitando la colaboración entre todos los stakeholders involucrados.

Si necesitas ayuda adicional para formatear otras secciones, integrar más contenido o realizar cualquier otra modificación, no dudes en indicármelo. ¡Estoy aquí para ayudarte a optimizar la documentación técnica de **GAIA AIR**!



Diagrama

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