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Ata full form in aviation. Aircraft ata chapters pdf. Ata meaning in aircraft. Aircraft ata chapters list.

Referencing standard for commercial aircraft ATA 100 contains the reference to the ATA numbering system which is a common referencing standard for commercial aircraft documentation. This commonality permits greater ease of learning and understanding for pilots, aircraft maintenance technicians, and engineers alike. The standard numbering system was published by the Air Transport Association on June 1, 1956. While the ATA 100 numbering system has been superseded, it continued to be widely used until it went out of date in 2015, especially in documentation for general aviation aircraft, on aircraft Fault Messages (for Post Flight Troubleshooting and Repair) and the electronic and printed manuals. The Joint Aircraft System/Component (JASC) Code Tables was a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the FAA's, Regulatory Support Division (AFS-600). This code table was constructed by using the new JASC code four digit format, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. The final version of the JASC/ATA 100 code was released by the FAA in 1999.[1] In 2000 the ATA Technical Information and Communications Committee (TICC) developed a new consolidated specification for the commercial aviation industry, ATA iSpec 2200. It includes an industry-wide approach for aircraft system numbering, as well as formatting and data content standards for documentation output. The main objectives of the new specification are to minimize cost and effort expended by operators and manufacturers, improve information quality and timeliness, and facilitate manufacturers' delivery of data that meet airline operational needs.[2] More recently, the international aviation community developed the S1000D standard, an XML specification for preparing, managing, and using equipment maintenance and operations information. The unique aspect of the chapter numbers is its relevance for all aircraft. Thus a chapter reference number for a Boeing 747 will be the same for other Boeing aircraft, a BaE 125 and Airbus Aircraft.

ATA 100 - ATA 100	
01-00 : Airframe	02-00 : Landing
02-00 : Landing	03-00 : Landing
03-00 : Landing	04-00 : Landing
04-00 : Landing	05-00 : Landing
05-00 : Landing	06-00 : Landing
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08-00 : Landing	09-00 : Landing
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28-00 : Landing	29-00 : Landing
29-00 : Landing	30-00 : Landing
30-00 : Landing	31-00 : Landing
31-00 : Landing	32-00 : Landing
32-00 : Landing	33-00 : Landing
33-00 : Landing	34-00 : Landing
34-00 : Landing	35-00 : Landing
35-00 : Landing	36-00 : Landing
36-00 : Landing	37-00 : Landing
37-00 : Landing	38-00 : Landing
38-00 : Landing	39-00 : Landing
39-00 : Landing	40-00 : Landing
40-00 : Landing	41-00 : Landing
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42-00 : Landing	43-00 : Landing
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67-00 : Landing	68-00 : Landing
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70-00 : Landing	71-00 : Landing
71-00 : Landing	72-00 : Landing
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95-00 : Landing	96-00 : Landing
96-00 : Landing	97-00 : Landing
97-00 : Landing	98-00 : Landing
98-00 : Landing	99-00 : Landing
99-00 : Landing	100-00 : Landing

This commonality permits greater ease of learning and understanding for pilots, aircraft maintenance technicians, and engineers alike. The standard numbering system was published by the Air Transport Association on June 1, 1956. While the ATA 100 numbering system has been superseded, it continued to be widely used until it went out of date in 2015, especially in documentation for general aviation aircraft, on aircraft Fault Messages (for Post Flight Troubleshooting and Repair) and the electronic and printed manuals. The Joint Aircraft System/Component (JASC) Code Tables was a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the FAA's, Regulatory Support Division (AFS-600). This code table was constructed by using the new JASC code four digit format, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. The final version of the JASC/ATA 100 code was released by the FAA in 1999.[1] In 2000 the ATA Technical Information and Communications Committee (TICC) developed a new consolidated specification for the commercial aviation industry, ATA iSpec 2200. It includes an industry-wide approach for aircraft system numbering, as well as formatting and data content standards for documentation output. The main objectives of the new specification are to minimize cost and effort expended by operators and manufacturers, improve information quality and timeliness, and facilitate manufacturers' delivery of data that meet airline operational needs.[2] More recently, the international aviation community developed the S1000D standard, an XML specification for preparing, managing, and using equipment maintenance and operations information. The unique aspect of the chapter numbers is its relevance for all aircraft.

Introduction 139	
Subsequent chapters then present a detailed discussion of the framework methodology itself:	
• Chapter 3 describes a "Level 1" materials-based optimization approach, which uses a qualitative risk-based rating process to prioritize materials and QA activities on the basis of the probability and impact of material failure or non-conformance;	
• Chapter 4 describes a "Level 2" optimization of material properties (e.g., strength, density) for materials subject to sampling and testing; and	
• Chapter 5 describes a "Level 3" cost-based optimization process that balances the cost of different QA protocols against the cost of potential material defects to determine an optimal QA investment point.	
Finally, Chapter 6 presents strategies and tools that can facilitate the implementation of the optimization framework.	

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ATA chapters	
20-10 : Removal and installation	
20-20 : Inspection and check	
20-30 : Materials	
20-40 : Maintenance practices	
21-00 : Air Conditioning	
21-10 : Compression	
21-20 : Distribution	
21-30 : Pressurization control	
21-40 : Heating	
21-50 : Cooling	
21-60 : Temperature control	
21-70 : Moisturization/air contamination	
22-00 : Autoflight	
22-10 : Autopilot	
22-20 : Speed-altitude correction	
22-30 : Autothrottle	
22-40 : System monitor	
22-50 : Aerodynamic load alleviating	
23-00 : Communications	
23-10 : Speech communication	
23-20 : Data transmission,auto. calling	
23-30 : Passenger address and ent.	
23-40 : Interphone	

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ATA Chapters	
ATA 01	AIRPLANE GENERAL
ATA 02	ENGINE
ATA 03	PROPELLER
ATA 04	LANDING GEAR
ATA 05	WINGS
ATA 06	TAIL
ATA 07	INTERIOR
ATA 08	EXTERIOR
ATA 09	PAINT
ATA 10	WATER
ATA 11	WASTE
ATA 12	ELECTRICAL
ATA 13	HAZARD
ATA 14	HAZARD
ATA 15	HAZARD
ATA 16	HAZARD
ATA 17	HAZARD
ATA 18	HAZARD
ATA 19	HAZARD
ATA 20	HAZARD
ATA 21	HAZARD
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ATA 95	HAZARD
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ATA 97	HAZARD
ATA 98	HAZARD
ATA 99	HAZARD
ATA 100	HAZARD

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ATA 87	HAZARD
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ATA 92	HAZARD
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ATA 95	HAZARD
ATA 96	HAZARD
ATA 97	HAZARD
ATA 98	HAZARD
ATA 99	HAZARD
ATA 100	HAZARD

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The unique aspect of the chapter numbers is its relevance for all aircraft. Thus a chapter reference number for a Boeing 747 will be the same for other Boeing aircraft, a BAe 125 and Airbus Aircraft. Examples of this include Oxygen (Chapter 35), Electrical Power (Chapter 24) and Doors (Chapter 52). Civil aviation authorities will also organize their information by ATA chapter like the Master Minimum Equipment List (MMEL) Guidebook from Transport Canada. The ATA chapter format is always CC-SS where CC is the chapter and SS the section, see ATA extended list section below for details. Some website, like aircraft parts resellers, will sometimes refer to ATA 72R or 72T for reciprocating and turbine engines (jet or turboprop), this nomenclature is not part per se of the ATA numbering definition. The ATA 72 subchapter are different for reciprocating engines and turbine engines. Under JASC/ATA 100 the reciprocating engine are now under ATA 85. ATA Chapters Aircraft General ATA Number ATA Chapter name ATA 00 GENERAL ATA 01 MAINTENANCE POLICY ATA 02 OPERATIONS ATA 03 SUPPORT ATA 04 AIRWORTHINESS LIMITATIONS ATA 05 TIME LIMITS/MAINTENANCE CHECKS ATA 06 DIMENSIONS AND AREAS ATA 07 LIFTING AND SHORING ATA 08 LEVELING AND WEIGHING ATA 09 TOWING AND TAXING ATA 10 PARKING, MOORING, STORAGE AND RETURN TO SERVICE ATA 11 PLACARDS AND MARKINGS ATA 12 SERVICING ATA 13 HARDWARE AND GENERAL TOOLS ATA 15 AIRCREW INFORMATION ATA 16 CHANGE OF ROLE ATA 18 VIBRATION AND NOISE ANALYSIS (HELICOPTER ONLY) Aircraft systems ATA Number ATA Chapter name ATA 20 STANDARD PRACTICES- AIRFRAME ATA 21 AIR CONDITIONING AND PRESSURIZATION ATA 22 AUTO FLIGHT ATA 23 COMMUNICATIONS ATA 24 ELECTRICAL POWER ATA 25 EQUIPMENT / FURNISHINGS ATA 26 FIRE PROTECTION ATA 27 FLIGHT CONTROLS ATA 28 FUEL ATA 29 HYDRAULIC POWER ATA 30 ICE AND RAIN PROTECTION ATA 31 INDICATING / RECORDING SYSTEM ATA 32 LANDING GEAR ATA 33 LIGHTS ATA 34 NAVIGATION ATA 35 OXYGEN ATA 36 PNEUMATIC ATA 37 VACUUM ATA 38 WATER / WASTE ATA 39 ELECTRICAL - ELECTRONIC PANELS AND MULTIPURPOSE COMPONENTS ATA 40 MULTISYSTEM ATA 41 WATER BALLAST ATA 42 INTEGRATED MODULAR AVIONICS ATA 43 EMERGENCY SOLAR PANEL SYSTEM (ESPS) ATA 44 CABIN SYSTEMS ATA 45 ONBOARD MAINTENANCE SYSTEMS (OMS) ATA 46 INFORMATION SYSTEMS ATA 47 INERT GAS SYSTEM ATA 48 IN FLIGHT FUEL DISPENSING ATA 49 (AIRBORNE) AUXILIARY POWER UNIT ATA 50 CARGO AND ACCESSORY COMPARTMENTS Structure ATA No. ATA Chapter Name ATA 51 STANDARD PRACTICES AND STRUCTURES - GENERAL ATA 52 DOORS ATA 53 FUSELAGE ATA 54 NACELLES / PYLONS ATA 55 STABILIZERS ATA 56 WINDOWS ATA 57 WINGS Propeller/rotor ATA Chapter ATA Chapter name ATA 60 STANDARD PRACTICES - PROP/ROTOR ATA 61 PROPELLER / PROPELLORS ATA 62 MAIN ROTOR(S) ATA 63 MAIN ROTOR DRIVE(S) ATA 64 TAIL ROTOR ATA 65 TAIL ROTOR DRIVE ATA 66 FOLDING BLADES/PYLON ATA 67 ROTORS AND FLIGHT CONTROLS Power plant ATA Number ATA Chapter name ATA 70 STANDARD PRACTICES - ENGINE ATA 71 POWER PLANT ATA 72 ENGINE ATA 72 ENGINE - TURBINE/TURBOPROP, DUCTED FAN/UNDUCTED FAN Sometimes referred to as ATA 72T ATA 72 ENGINE - RECIPROCATING Sometimes referred to as ATA72R ATA 73 ENGINE - FUEL AND CONTROL ATA 74 IGNITION ATA 75 BLEED AIR ATA 76 ENGINE CONTROLS ATA 77 ENGINE INDICATING ATA 78 EXHAUST ATA 79 OIL ATA 80 STARTING ATA 81 TURBINES (RECIPROCATING ENGINES) ATA 82 WATER INJECTION ATA 83 ACCESSORY GEAR BOX (ENGINE DRIVEN) ATA 84 PROPULSION AUGMENTATION ATA 85 FUEL CELL SYSTEMS Miscellaneous ATA Number ATA Chapter name ATA 91 CHARTS ATA 97 WIRING REPORTING ATA 115 FLIGHT SIMULATOR SYSTEMS ATA 116 FLIGHT SIMULATOR CUEING SYSTEM Peculiar Military Chapters ATA Number ATA Chapter name ATA 92 ELECTRICAL POWER MULTIPLEXING ATA 93 SURVEILLANCE ATA 94 WEAPON SYSTEM ATA 95 CREW ESCAPE AND SAFETY ATA 96 MISSILES, DRONES AND TELEMETRY ATA 98 METEOROLOGICAL AND ATMOSPHERIC RESEARCH ATA 99 ELECTRONIC WARFARE SYSTEM ATA extended list (Out Of Date) ATA Specification 2200 The ATA extended list is a breakdown to para (second two numbers e.g. 5-10-00) for each ATA chapter. ATA Number and Para 01 INTRODUCTION 02 ORGANIZATION AND HANDLING OF THE MANUAL 03 GENERAL DESCRIPTION OF THE AIRCRAFT 04 AIRWORTHINESS LIMITATIONS 05 TIME LIMITS/ MAINTENANCE CHECKS -00 General -10 Limits -20 Scheduled Maintenance Checks -30 & -40 Reserved -50 Unscheduled Maintenance checks 06 DIMENSIONS AND AREAS 07 LIFTING & SHORING -00 General -10 Jacking -20 Shoring 08 LEVELING & WEIGHING -00 General -10 Weighing and Balancing -20 Leveling 09 TOWING & TAXING -00 General -10 Towing -20 Taxing 10 PARKING, MOORING, STORAGE & RETURN TO SERVICE 11 PLACARDS AND MARKINGS -00 General -10 Exterior Color Schemes and Markings -20 Exterior Placards and Markings -30 Interior Placards 12 SERVICING -00 General -10 Replenishing -20 Scheduled Servicing -30 Unscheduled Servicing 13 Unservicing 14 Reservicing 15 Ops Check Good 16 *Unassigned 17 *Unassigned 18 VIBRATION AND NOISE ANALYSIS (HELICOPTER ONLY) -00 GENERAL -10 VIBRATION ANALYSIS -20 NOISE ANALYSIS 19 *Unassigned 20 STANDARD PRACTICES-AIRFRAME -00 Electrical Standard Items/Practices -90 *Reserved for Airline Use 21 AIR CONDITIONING -00 Air Conditioning - General -10 Compression -20 Distribution -30 Pressurization Control -40 Heating -50 Cooling -60 Temperature Control -70 Moisture/Air Contaminant Control 22 AUTO FLIGHT -00 General -10 Autopilot -20 Speed-Altitude Correction -30 Auto Throttle -40 System Monitor -50 Aerodynamic Load Alleviating 23 COMMUNICATIONS -00 General -10 Speech Communications -15 SATCOM -20 Data Transmission and Automatic Calling -30 Passenger Address, Entertainment and Comfort -40 Interphone -50 Audio Integrating -60 Static Discharging -70 Audio & Video Monitoring -80 Integrated Automatic Tuning 24 ELECTRICAL POWER -00 General -10 Generator Drive -20 AC Generation -30 DC Generation -40 External Power -50 AC Electrical Load Distribution -60 DC Electrical Load Distribution 25 EQUIPMENT/FURNISHINGS -00 General -10 Flight Compartment -20 Passenger Compartment -30 Galley -40 Lavatories -50 Additional Compartments -60 Emergency -70 Available -80 Insulation 26 FIRE PROTECTION -00 General -10 Detection -20 Extinguishing -30 Explosion Suppression 27 FLIGHT CONTROLS -00 General -10 Aileron & Tab -20 Rudder & Tab -30 Elevator & Tab -40 Horizontal Stabilizer -50 Flaps -60 Spoiler, Drag Devices and Variable Aerodynamic Fairings -70 Gust Lock & Dampener -80 Lift Augmenting 28 FUEL -00 General -10 Storage -20 Distribution -30 Dump -40 Indicating 29 HYDRAULIC POWER -00 General -10 Main -20 Auxiliary -30 Indicating 30 ICE AND RAIN PROTECTION -00 General -10 Airfoils -20 Air Intakes -30 Pilot and Static -40 Windows, Windshields and Doors -50 Antennas and Radomes -60 Propellers/Rotors -70 Water Lines -80 Detection 31 INDICATING/RECORDING SYSTEMS -00 General -10 Instrument & Control Panels -20 Independent Instruments -30 Recorders -40 Central Computers -50 Central Warning Systems -60 Central Display Systems -70 Automatic Data Reporting Systems 32 LANDING GEAR -00 General -10 Main Gear and Doors -20 Nose Gear and Doors -30 Extension and Retraction -40 Wheels and Brakes -50 Steering -60 Position Indication and Warning -70 Supplementary Gear 33 LIGHTS -00 General -10 Flight Compartment -20 Passenger Compartment -30 Cargo and Service Compartments -40 Exterior -50 Emergency Lighting 34 NAVIGATION -00 General -10 Flight Environment Data -20 Attitude & Direction -30 Landing and Taxing Aids -40 Independent Position Determining -50 Dependent Position Determining -60 Flight Management Computing 35 OXYGEN -00 General -10 Crew -20 Passenger -30 Portable 36 PNEUMATIC -00 General -10 Distribution -20 Indicating 37 VACUUM -00 General -10 Distribution -20 Indicating 38 WATER/WASTE -00 General -10 Potable -20 Wash -30 Waste Disposal -40 Air Supply 39 *Unassigned 40 *Unassigned 41 WATER BALLAST -00 General -10 Storage -20 Dump -30 Indication 42 Integrated Modular Avionics (IMA) 43 Emergency Solar Panel System (ESPS) 44 CABIN SYSTEMS -00 General -10 Cabin Core System -20 In-flight Entertainment System -30 External Communication System -40 Cabin Mass Memory System -50 Cabin Monitoring System -60 Miscellaneous Cabin System 45 CENTRAL MAINTENANCE SYSTEM (CMS) -00 General -5 thru -19 CMS/Aircraft General -20 thru -49 CMS/Airframe Systems -45 Central Maintenance System -50 thru -59 CMS/Structures -60 thru -69 CMS/Propellers -70 thru -89 CMS/Power Plant 46 INFORMATION SYSTEMS -00 General -10 Airplane General Information Systems -20 Flight Deck Information Systems -30 Maintenance Information Systems -40 Passenger Cabin Information Systems -50 Miscellaneous Information Systems 47 NITROGEN GENERATION SYSTEM 48 *Unassigned 49 AIRBORNE AUXILIARY POWER -00 General -10 Power Plant -20 Engine -30 Engine Fuel and Control -40 Ignition/Starting -50 Air -60 Engine Controls -70 Indicating -80 Exhaust -90 Oil 50 CARGO AND ACCESSORY COMPARTMENTS -00 General -10 Cargo Compartments -20 Cargo Loading Systems -30 Cargo Related Systems -40 Aerial delivery -50 Accessory -60 Insulation 51 STANDARD PRACTICES- GENERAL -00 General -10 Investigation, Cleanup and Aerodynamic Smoothness -20 Processes -30 Materials -40 Fasteners -50 Support of Airplane for Repair and Alignment Check Procedures -60 Control-Surface Balancing -70 Repairs -80 Electrical Bonding 52 DOORS -00 General -10 Passenger/Crew -20 Emergency Exit -30 Cargo -40 Service and Miscellaneous -50 Fixed Interior -60 Entrance Stairs -70 Monitoring and Operation -80 Landing Gear 53 FUSELAGE -00 General -10 thru -90 (As Required) Fuselage Sections 54 NACELLES/PYLONS -00 General -10 thru -40 (As Required) Nacelle Section -50 thru -80 (As Required) Pylon 55 STABILIZERS -00 General -10 Horizontal Stabilizer or Canard -20 Elevator -30 Vertical Stabilizer -40 Rudder -56 WINDOWS -00 General -10 Flight Compartment -20 Passenger Compartment -30 Door -40 Inspection and Observation 57 WINGS -00 General -10 Center Wing -20 Outer Wing -30 Wing Tip -40 Leading Edge and Leading Edge Devices -50 Trailing Edge Trailing 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