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Developing Accuracy Measurement and Anomaly Detection Processes for Categorical Data in Defense Maintenance Records

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Abstract: The Department of Defense (DoD) recently initiated an effort to compile all inter-service maintenance data for equipment and infrastructure, requiring the consolidation of maintenance records from over 40 different data sources. This research evaluates and improves the accuracy of this maintenance data warehouse by means of value modeling and statistical methods for anomaly detection. The first step in this work included the categorization of error-identifying metadata, which was then consolidated into a weighted scoring model. The most novel aspect of the work involved error identification processes using conditional probability combinations and likelihood measures. This analysis showed promising results, successfully identifying numerous invalid maintenance description labels through the use of conditional probability tests. This process holds potential to reduce the amount of manual labor currently necessary to search and clean the DoD maintenance data records and provide better fidelity on DoD maintenance activities.

Keywords: Corrosion, Anomaly Detection, Data Analysis, Value Modeling, Hash Data Structures, Categorical Data

1. Introduction

Corrosion of equipment and weapons systems creates significant cost within the Department of Defense (DoD) maintenance budget and results in unavailability of mission-essential resources. To combat this problem, Logistics Management Institute (LMI) compiles a consolidated data warehouse with records from various military services and attempts to analyze this data using primarily an action-object classification method to recommend action for key DoD stakeholders. However, the action-object identification process does not always yield correct associations and there are no systems in place to evaluate the performance of these predictive models. This paper addresses common problems with metadata and large databases by implementing a scorecard model to assess accuracy and leveraging anomaly detection to identify errors.

1.1 Background

The DoD Operation and Maintenance (O&M) budget accounts for one of the most substantial and fastest growing portions of military expenditure. With regard to depot maintenance alone, the FY 2018 budget request reflects an increase of nearly $1.1 billion (Office of the Under Secretary of Defense, 2017). Falling largely under this account, corrosion continues to cost the military large allocations of its budget as well as time in downed equipment. By considering how cost structure and financial data affect the military's management of its resources, our team of analysts seeks to gain insight into the importance of properly reporting corrosion data as it relates to policy decisions on an organizational level. Data itself does us no good if policymakers cannot pull relevant and lucid conclusions from the aggregate of records. According to existing government literature and analysts' findings, the Department of Defense could benefit from an increased urgency on data organization, greater emphasis on life cycle costing, and the increased use of mathematical models in analyzing best courses of action with regard to preventative and corrective corrosion maintenance.

Ultimately, a more long-term focus on systems' cost, to include those due to corrosion, would better conserve resources than acquiring cheaper alternatives in the present. Bhaskaran et al. (2005) consider life cycle costing the most effective of the methods currently in use in corrosion analysis, as it acts as a framework that seeks to minimize the cost by determining the annualized value of each corrosion control option. The Office of the Secretary of Defense (2014) has even published guidance requiring that the military update O&M cost estimates during multiple stages of the life cycle of major weapons systems. This builds off of DoD Instruction 5000.67, which provides guidance on the prevention and mitigation of corrosion, placing emphasis on accounting for life-cycle cost when making acquisition decisions (Office of the Under Secretary of Defense, 2010). These directives represent a strategic shift in how the military acquires systems. Under the old focus, as the Defense Science Board suggested as early as 2004, the system incentivizes program managers to minimize acquisition cost rather than life-cycle cost (Office of the Under Secretary of Defense, 2010). The Defense Acquisitions University has since increased its emphasis on life-cycle cost as a criterion for acquiring new systems; however, the collection of information regarding corrosion cost still requires improvement.

1.2 Related Work

Before developing our own analysis methods, the research team referenced work previously done in pattern recognition, big data analytics and mining, and anomaly detection. This report will focus on efforts to model an accuracy measure for the client and later describe an anomaly detection method to find outliers in the data within the Maintenance Availability Data Warehouse (MADW). Ultimately, this will help find ways to improve the overall accuracy of the action-object prediction process.

Many industries and organizations apply text and data mining techniques to effectively analyze big data. Focusing mainly on techniques that are used for ‘unstructured data,’ these methods include, but are not limited to, text analytics, information extraction, text summarization, question answering, and sentiment analysis (Gandomi and Haider, 2015). Each of these have slightly different approaches but accomplish similar objectives – using big data to enhance decision making. Current applications of these methods include business, technology, healthcare, and tourism. Additionally, data analysis can allow businesses to give personalization to customers and discover patterns in their operations (Yung, 2015). The research team focuses on anomaly detection as a means most applicable to corrosion maintenance, which could affect progress in corrosion prevention. One such method to do this is the use of unsupervised anomaly detection, or the detection of records that do not adhere to expected normality. In order to define normality for the given data set, which includes information on rotary wing aircraft for the purposes of this study, the group will use conditional probability tests such as the suspicious coincidence measure and Bayes Theorem (Barlow, 1989; Bayes, 1763). The suspicious coincidence method finds the ratio which satisfies $r = \frac{P(A \cap B)}{P(A)P(B)}$ where a low r value signifies that an event does not occur naturally (Das and Schneider, 2007). Similarly, Bayes Theorem will provide the probability of an event occurring given a condition, following the equation $P(A|B) = \frac{P(A \cap B)}{P(B)}$, in which a low value signifies a lower chance that the event occurs naturally. This methodology can expand to include multiple dimensions of analysis.

The predictive work performed on this data warehouse is the categorization of maintenance actions and objects (often referred to as end item or TMS). To do this accurately, organizations currently implement a variety of pattern recognition methods. Our team identifies the e-commerce approach as most applicable to the corrosion data sets (Shen et. all, 2012). In an industry that must display thousands of items in specific, user friendly and easily readable categories, categorization is incredibly important. Taking a hierarchical approach, the top layer of categorization is similar to the department you wish to shop in when visiting a retail site; for the MADW it is the end item, such as engine or rotary wing aircraft. Following this approach down to the lowest level, a single item a consumer wishes to purchase could be a member of four sub-categories to the department, much like a specific record in the corrosion data. The problem many metadata users face compounds when entries are incorrect because there are often no frustrated consumers sending complaints about the incorrectly categorized items. Instead, workers must sort through the hundreds of millions of entries and self-identify the errors; if the errors go uncaught, it affects the accuracy of the dataset. For example, if a worker noticed the object *parachute* is paired with the system *engine*, something is clearly wrong. To notice this in a larger scale and avoid using thousands of man-hours to find these anomalies, a detection algorithm can identify those entries that do not fit the normal or frequently used combinations. Metadata users could use this to search for only those records and save a significant quantity of labor-hours and dollars.

2. Methods

The research team developed two methods for the project: (i) a metric for determining the value of the MADW based on accuracy and utility in respect to the overarching goal of corrosion analysis, and (ii) an anomaly detection method to improve the error identification process in a large data set. The two objectives, while requiring different approaches, build off of one another, allowing initial work on the scorecard measures to benefit the later attempts at automation of error detection methods.

2.1 System Evaluation Process

In order to evaluate aggregate accuracy of the data warehouse, the team relied on a weighted value model based on categorizing data into several functional categories and assigning scores in accordance with stakeholder expectations. When compiled, the result is a scorecard value which measures the usefulness of the data set in regards to the primary goal of the study. The metadata we used for this analysis consisted of a variety of automated error checks, each denoting the number of records in the warehouse that fit a particular inconsistency that is identified as erroneous. We then considered all of these checks and grouped them into seven categories considering their effect on database usefulness, fundamentally composed of relevance to object-action recognition, system availability, and costing. Each category represents a simple sum of all the erroneous records, and each associated variable x_i is a ratio of one minus that aggregate over the total number of checked records. The higher the value of x_i, the more accurate the records for a given field. The following equation measures the value of the variable:

$$x_i = 1 - \frac{\sum \textit{erroneous records attributed to category i}}{\sum \textit{total records in the data set}} \quad (1)$$

where i represents one of seven possible categories: end item (1), duration severe (2), action (3), cost severe (4), duration minor (5), cost minor (6), and miscellaneous (7). Note that this does present the possibility of double counting erroneous records, if multiple fields in those records were flagged in different checks; however, we do not view this as a large enough threat to diminish the utility of the model. Next, we interviewed our primary stakeholder to get reasonable weights for each category in terms of the creation of an overall scorecard value. We then validated the categorization of fields into the categories represented by the variables. As expected, the checks relating to object accuracy were most crucial to the scorecard value of the data warehouse. The final equation for calculating a scorecard value is presented here:

$$0.5x_1+0.125x_2+0.1x_3+0.085x_4+0.075x_5+0.075x_6+0.04x_7 \quad (2)$$

2.2 Anomaly Detection Using Conditional Probability

Assuming that some erroneous records would exhibit anomalous behavior, anomaly detection served as an additional technique to improve accuracy. Initial research into categorical data analysis introduced two ideas for calculating multi-dimensional probabilities: the use of hash data structures as a means of storing and efficiently accessing Logistics Management Institute work breakdown structure (LMIWBS) combination data and multi-way contingency tables (Dunham, 2003; Meyer, Hornik, & Zeileis, 2006). Exploration into the latter proved unsuccessful due to the vast number of possible combinations of LMIWBS entries, which number over seven thousand. Hash data structures enabled the retrieval of frequency counts for categorical data by storing records as a referenceable number, allowing a rapid and easy retrieval of that same data by only calling upon the reference number rather than the entire piece of information. These structures operate much like a card catalog system in the library; each book contains millions of characters but the computer system represents this data with only the aisle and shelf number rather than the entirety of the text, but the user still gets the entire text upon retrieval from the shelf. The speedy retrieval of frequency counts is a critical aspect of the computational approach needed for the categorical anomaly detection. Categorical data requires unique forms of analysis due to the fixed combinations possible to form entries rather than a more continuous form of information. To accommodate this requirement, the team formed a likelihood measure (further described in Equation 3) rooted in conditional probabilities to determine if a record is anomalous.

Certain combinations of characters in the LMIWBS are problematic, which can lead to determining if a predicted action and object may be incorrect. An LMIWBS, such as RA102 (see Figure 1), which describes the assembly of non-aircraft fuel systems in a rotary wing platform, appears anomalous based on our identification process. Therefore, it has a higher probability of being an erroneous prediction than would an extremely common combination, such as RI021 (inspection of a structural component on a rotary wing platform) with over one hundred and fifty thousand occurrences. Simplistic approaches to anomaly detection consider only frequency counts, but these methods are not informative enough to show why an occurrence is potentially erroneous. The previous example, RA102, occurs only twelve times, which is relatively low given the size of the data set. Conditional probabilities, however, quantify how likely it is for that specific combination to appear given a certain condition, such as *rotary wing*, signified by the lead character *R* in the combination. The LMIWBS is broken up into four components: end item, action, system, and subsystem; each unique instance of each category is represented by E_i, A_j, SY_k, and U_l, respectively. To provide the information needed to calculate conditional probabilities, a count function calculated the frequency of each unique component. Assessing the conditional probability of an event provides a deeper level of analysis, revealing not just that an occurrence is an anomaly, but also illuminates the specific segment of the combination that creates the anomaly. As an example, $P(E_i|A_j) = \frac{|E_iA_j|}{|A_j|}$ represents the conditional probability of the ith unique end item (E_i) existing in

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a maintenance record given that the *j*th action (A_j) exists in the same record. This probability is approximated by the frequency of the intersection of E_i and A_j ($|E_iA_j|$) divided by the frequency of A_j. Conditional probabilities found with two factors provide the first layer of insight, and a three dimensional analysis will provide additional rationale for determining the cause of the anomalous behavior. For instance, looking at the number of occurrences of RA102, which is only twelve, does not provide much insight. However, using two and three dimensional conditional probability analysis, the process further reveals that both the probability of the action (assemble) given system (fuel system) and the probability of the system given subsystem (non-aircraft fuel system components) occurring together are under 0.02.

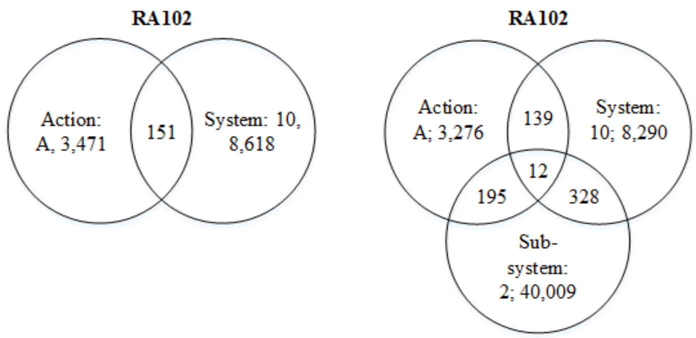

Figure 1. Example Venn Diagram Displaying the Unique Occurrences Elements Used for Conditional Probability Analysis

To further support this approach, the group developed a likelihood measure. This method includes the conditional probabilities of all combination of the elements. If the likelihood measure of an occurrence is low, as determined by the organization conducting the study, it is flagged as an anomaly and analyzed further in reference to the organization's tasks. This additional step is useful as it flags records which possess an even greater chance of being erroneous because it accounts for each individual likelihood measure. This method will then reserve flags for only those which have a low probability of occurring on several different conditional probability measures. The following equation calculates the likelihood measure for an end item and action combination:

$$L(E_iA_j) = P(E_i|A_j) + P(A_j|E_i) = \frac{|E_iA_j|}{|E_i|} + \frac{|E_iA_j|}{|A_j|} \quad \text{when } E_i \text{ and } A_j \text{ have greater than 30 trials} \qquad (3)$$

$L(E_iA_j)$ is compared to a free parameter, α, to determine if the combination is a rare occurrence with respect to the probability of events E_i and A_j occurring. For this study, α is 0.1. Applying this concept to the previous example, the likelihood measure that RA102 occurs in terms of system and subsystem is 0.059, which will place a flag on the combination if the organization conducting the study chooses an alpha value over the previously stated likelihood measure. For this study, there are four dimensions which enables the likelihood measure to capture up to three elements at a time. Since this study uses four elements, there are ten element combinations that form the likelihood measures for each record in the data set.

To further rank the results of the likelihood measures, the team developed a set of tests to subject each unique LMIWBS to. Each of the tests represent a unique combination of likelihood measures featuring the element combination. For example, the first test evaluates if the likelihood measures of both the action-system and action-subsystem are below the alpha value, as shown by the expression $L(A_jSY_k)$ *and* $L(A_jU_l) < \alpha$, and assigns a score of 1 if true. With each additional test failed, the combinations' score increases by 1. Each unique LMIWBS combination is tested against an exhaustive list of likelihood measure combinations. For this study, there are only ten such tests with failures because no combinations featuring the end item scored below the alpha value. While this solution will allow some records to pass and will provide many false positives, it allows analysts to target LMIWBS combinations that fail in multiple aspects as they attempt to correct the data warehouse by hand or develop additional automated solutions.

3. Results

Results for both the scorecard model and anomaly detection reveal that the MADW has been more accurate than the stakeholder initially projected. Most years represented in the scorecard analysis bear a value of above 98, where 90 was originally expected. This expectation came from the only year in which the organization manually audited the accuracy of its

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data warehouse, fiscal year 2005, in which analysts determined that accuracy was at 90%. While the scorecard value is not a direct measure of accuracy, it is an aggregate of categorical values based on accuracy measures. Therefore, comparing the scorecard value to this accuracy estimate, while not directly correlated, still provides meaning. Though this score has stayed relatively the same for recent years, the process of scoring an entire dataset provides a useful framework for analyzing data usefulness with respect to the stakeholder's needs. Note, however, that this method is limited to the thoroughness of automated data checks, which miss a good portion of the intuitively incorrect LMIWBS combinations. Our results for the scorecard model are summarized in Figure 2.

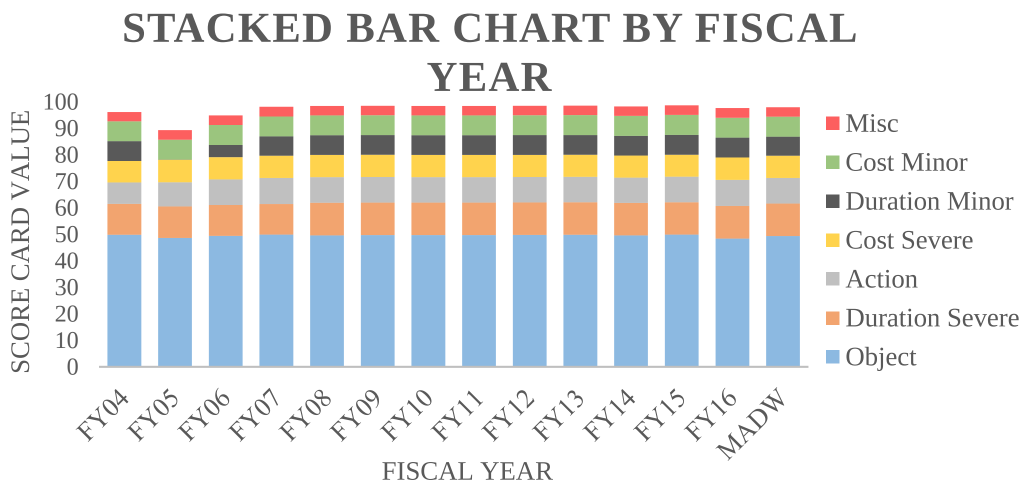

Figure 2. Stacked Bar Chart for the Fiscal Year Scorecard Value

With regard to anomaly detection, our method relying on conditional probabilities returned some promising results. The process covered in this paper identified records that failed between one and ten tests in a sample dataset of rotary aircraft, providing of means of determining which LMIWBS combinations are most likely to display erroneous records based on their anomalous observations (see Figure 3). To evaluate the performance of the predictive measure, the team used a receiver operating characteristic curve (ROC curve), which judges the discriminatory ability of binary classification models (Hanley and McNeil, 1982). The area under the curve, 0.86 in this study, corresponds to the strength of classification, and represents

Tests Failed	LMIWBS Combination Frequency
1	428
2	0
3	0
4	209
5	0
6	0
7	0
8	0
9	0
10	90

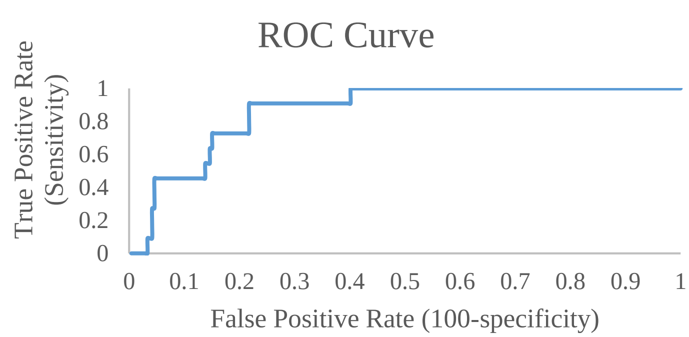

Figure 3. Summary of Test Failed Results and the ROC Curve Plot

the probability of a random negative instance being correctly ranked lower than a random positive instance. In order to validate the results, the team analyzed each record with an LMIWBS that failed all ten tests, which signifies that it is most likely to feature errors. After manually checking these records, the team concluded that over 50% of those placed in the most anomalous group are in fact erroneous. In a data set that features over 90% accuracy, finding such a high concentration of erroneous records is valuable as it prompts further research on the cause of erroneous entries with these specific LMIWBS combinations.

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4. Conclusion

The presented research provides two main contributions: (1) measurement of accuracy, and (2) a tool to detect errors in the predictive process. First, by looking at the historical accuracy of the MADW in accordance with automated checks, the score card model provides a way to assess the performance of a data warehouse. This allows the organization to evaluate where changes can be made in order to make the greatest improvement in its system. Second, the concept of anomaly detection via analysis of conditional probabilities contributes to more efficiently identifying error-prone entries in a data set. Currently, many organizations hand check their predictive measures to make corrections and enter exceptions into the program, using hundreds of work hours. The implementation of this method will narrow down the search area, reducing the hours spent searching for erroneous records. In addition to the immediate identification of these likely invalid records, this process may open doors to develop new automated solutions that can address erroneous records on the spot.

Moving forward, the predictive process can be improved by the inclusion of a system to identify common errors in the anomalistic records, providing the groundwork to develop an automation to self-correct these entries. In addition, the current model is based on the number of tests failed, which leaves room for the analysis of other measures. Further work exists in developing the ability to use not only failed tests, but also minimum, maximum, and average likelihood measures, or a combination thereof, to form a new predictive measure.

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