



# AGENDA

## 2019 ATA e-Business Forum

All session topics and times are subject to change.

Monday, May 20			
3:00 p.m. - 6:00 p.m.	<b>Registration</b>		Group Registration Desk
6:00 p.m. - 8:00 p.m.	<b>Welcome Reception</b> Sponsored by JANA		Grand Ballroom, Salon 2
Tuesday, May 21			
7:30 a.m. - 5:00 p.m.	<b>Registration</b>		Group Registration Desk
7:30 a.m. - 5:00 p.m.	<b>Exhibit Hall</b>		Grand Ballroom, Salon 2
7:30 a.m. - 8:30 a.m.	<b>Breakfast</b> Sponsored by Embraer		Grand Ballroom, Salon 2
8:30 a.m. - 10:15 a.m.	<b>General Session</b> <b>Introduction</b> - Brad Ballance, Senior Managing Director e-Business, ATA e-Business Program <b>Welcome Comments</b> - Arty Niland, CEO, JANA <b>Keynote - Innovation and Change in Commercial Aerospace</b> Matthew Mejia, Managing Partner, Renaissance Strategic Advisors <b>ATA e-Business Program Overview</b> - Ken Jones, Director - Electronic Data Standards, ATA e-Business Program		Grand Ballroom, Salon 1
10:15 a.m. - 11:00 a.m.	<b>Coffee Break</b> Sponsored by Embraer		Grand Ballroom, Salon 2
	<b>Track 1</b> Moderator: Paul Conn, ATA Grand Ballroom, Salon 1	<b>Track 2</b> Moderator: Joyce Polkinghorne, AA Grand Ballroom, Salon 3	<b>Product Demonstrations</b> Moderator: Mark Lopez, A4A Grand Ballroom, Salon 4
11:00 a.m. - 11:30 a.m.	<b>S1000D a Growing "Force Multiplier" in Maintenance</b> John Zawlocki, Flatirons Solutions Jarle Hjortland, Flatirons Solutions	<b>Spec 2000 Reliability</b> Mike Schmidt, Boeing	<b>EAGLE Publishing System – Day in the life of S1000D</b> David Jacques, Raytheon EAGLE
11:30 a.m. - 12:00 p.m.	<b>Paving the Tarmac with XML</b> Irene Grigoriadis, ProtoType Industries	<b>Spec 2000 Reliability Metrics</b> Alexandre Goulart, Embraer	<b>FLYdocs Interfaces with M&amp;E</b> Ian Mills, FLYdocs
12:00 p.m. - 12:30 p.m.		<b>Spec 2000 Procurement</b> David Stevens, Boeing	<b>S1000D...Prepare for Takeoff</b> Ivette Damish, Dayton T. Brown, Inc.
12:30 p.m. - 2:00 p.m.	<b>Lunch – Event Center</b> Sponsored by JANA		
2:00 p.m. - 2:30 p.m.	<b>An Introduction to Spec1000BR and CMPs</b> Jay Cunningham, Flatirons Solutions	<b>IATA Digital Aircraft Operations Update</b> Chris Markou, IATA	<b>TechData on-demand &amp; on-time: HICO's after-market-solutions</b> Stefan Pöltner, HICO-ICS GmbH
2:30 p.m. - 3:00 p.m.		<b>Spec 2000 Chapter 9 Updates</b> Jon Andresen, Technology Solutions	<b>Portal, Parts and Shopping Carts: Optimizing the Maintainers Experience</b> Reeta Nye, OneStrand
3:00 p.m. - 4:00 p.m.	<b>Refreshment Break</b> Grand Ballroom, Salon 2		
4:00 p.m. - 4:30 p.m.	<b>S1000D Managerial Challenges</b> Melissa Pennline, OneStrand	<b>Preparing for the Technology Enabled Future of Aviation With RFID</b> Senthilkumar CP, Auburn University	<b>A Single IETP for Multi-Spec, Multi-Format: CORENA Pinpoint</b> Jarle Hjortland, Flatirons Solutions

	<b>Track 1</b> Moderator: Paul Conn, ATA Grand Ballroom, Salon 1	<b>Track 2</b> Moderator: Joyce Polkinghorne, AA Grand Ballroom, Salon 3	<b>Product Demonstrations</b> Moderator: Mark Lopez, A4A Grand Ballroom, Salon 4
4:30 p.m. - 5:00 p.m.	<b>From Paper to S1000D: The Phoenix Rises</b> Naveh Greenberg, DCL	<b>Visibility of Flyable Parts Data in Near Real Time Across the Enterprise</b> Su Ahmad, Tego	<b>Simplify the Management and Publishing of Your IPC Data with APCS</b> Don Bridges, JANA
6:00 p.m. - 8:00 p.m.	<b>Gala Reception</b> Sponsored by JANA Florentine Gardens (weather backup Event Center)		
<b>Wednesday, May 22</b>			
8:00 a.m. - 3:30 p.m.	<b>Registration</b> Group Registration Desk		
8:00 a.m. - 3:30 p.m.	<b>Exhibit Hall</b> Grand Ballroom, Salon 2		
8:00 a.m. - 9:00 a.m.	<b>Breakfast</b> Sponsored by HICO-ICS GmbH Grand Ballroom, Salon 2		
	<b>Track 1</b> Moderator: Jeff LaFontsee, JANA Grand Ballroom, Salon 1	<b>Track 2</b> Moderator: Tim Theisen, JANA Grand Ballroom, Salon 3	<b>Product Demonstrations</b> Moderator: Mark Lopez, A4A Grand Ballroom, Salon 4
9:00 a.m. - 9:30 a.m.	<b>Death, Taxes and Implementing S1000D: A Real Airline Experience in Implementing S1000D</b> James Griffie, Delta Air Lines Tim Larson, SeaTec Consulting	<b>Operational MEL – an XML extension of ATA Spec 2300</b> Bill Cunningham, Boeing	<b>AMOS – The Finest in MRO Software</b> Daragh Cunningham, Swiss Aviation Software
9:30 a.m. - 10:00 a.m.		<b>Digital Maintenance Work Package Cycle</b> Joao Jorge, Swiss AviationSoftware	<b>S1000D/ATA2300 ADAM software</b> Manuel Herault, 4D Concept
10:00 a.m. - 10:30 a.m.	<b>Legacy Conversion of Large Data Volumes to S1000D &amp; 2300</b> Aruna Schwarz, Stelae Technologies	<b>ATA CMWG Achievements and Vision</b> Jani Kilpi, Finnair	<b>How to Create a Digital Thread from Engineering to the Svc. Technician</b> Charles Angione, GPSL
10:30 a.m. - 11:00 a.m.	<b>Coffee Break</b> Sponsored by HICO-ICS GmbH Grand Ballroom, Salon 2		
11:00 a.m. - 11:30 a.m.	<b>Scheduled Maintenance Data Standard Task Force @IATA</b> Iryna Khomenko, IATA	<b>Lessons learned during preparations for S1000D implementation for IAI's UAV division</b> Ziv Levinson, Israel Aerospace Industry	<b>Use a Smart WDM to Automate the Creation of SSM and Wire List Data</b> Ean Niland, JANA
11:30 a.m. - 12:00 p.m.		<b>Integrated Usage of Provisioning Data for TechPubs according to ATA Spec 2000L</b> David V. Deal, Thought Focus	<b>CMP PDF Publishing Solution</b> Jay Cunningham, Flatirons Solutions
12:00 p.m. - 1:30 p.m.	<b>Lunch</b> Sponsored by Airbus Event Center		
1:30 p.m. - 2:00 p.m.	<b>The Coexistence of S1000D and iSpec2200 - Managing Existing and New Aircraft Requirements for OEMs &amp; Airlines</b> Jeff Deskins, Dayton T. Brown	<b>Spec 2500 – Aircraft Transfer Records</b> Camila Perine, Swiss AviationSoftware; Joao Jorge, Swiss AviationSoftware	<b>Data Conversion Methodology, Audit, and Automation Services</b> Naveh Greenberg, DCL
2:00 p.m. - 2:30 p.m.	<b>Strategic S1000D and Multi-Spec Management - From engineering to advanced content delivery</b> Charles Angione, GPSL Ltd	<b>Maximise the Power of Your Aircraft Records Through M&amp;E Integration</b> Matt Allen, FlyDocs	<b>Seamless Integration of ATA eBusiness-Spec's and "Series of ILS-specifications"</b> Stefan Pöltner, HICO-ICS GmbH
2:30 p.m. - 3:00 p.m.	<b>Moving beyond Content Mgmt Reuse and Applicability</b> John Joyce, Siemens Connell Gallagher, CAD-IT	<b>Blockchain and Spec 2500</b> Don Bridges, JANA	<b>ePlane-The smart and Automated Sourcing Solution</b> Itsik Maaravi, ePlane USA
3:00 p.m. - 3:30 p.m.	<b>Understanding the Role of Automation in S1000D Conversion Projects</b> Naveh Greenberg, DCL	<b>Aircraft Transfer Records Panel</b> Mihai Mazare, Swiss AviationSoftware, Rebecca Molder, American Airlines; Matt Allen, FlyDocs; Don Bridges, JANA; Sari Mustakallio, Finnair	

## **Session Descriptions** **(alphabetical order)**

### **A Single IETP for Multi-Spec, Multi-Format: CORENA Pinpoint**

Demonstration of how CORENA Pinpoint provides seamless navigation across multi-spec, multi-format content for multivendor airframes, engines, and components.

### **Aircraft Transfer Records Panel**

Today's current PDF/Paper/Scanned methods of transferring aircraft records during the asset transfer have proven to be very expensive. After hearing specific sessions about this topic, this panel will bring together speakers and operators to discuss Spec 2500, how it may benefit the industry, and some early issues encountered during implementation of the specification.

### **AMOS – The Finest in MRO Software**

With a history going back to the late eighties, the MRO software solution AMOS stands for innovation, high quality and continuity due to its proven track record of success – Swiss quality at its best. Decades of experience in both maintenance management and information technology have been incorporated into an easy-to-use, functionally superior and proven M&E software that empowers a large customer community to hold down costs and increase efficiency in aviation maintenance, but still maintain the highest standards of reliability and safety.

This demo will provide a brief insight into this unique and world leading software solution using a live version of the system and showing some real world scenarios.

### **An Introduction to Spec1000BR and CMPs**

This presentation provides a high-level introduction to ATA Spec 1000BR, outlining a brief history of the specification along with a general review of the various sections and the potential direction of the specification. A general overview of Chapter 2 (General Civil Aviation Business Rules) will help the user understand the relationship between the general rules and the Component Maintenance Publication (CMP) document specific rules. A more in-depth overview of Chapter 3 will discuss the various elements and format requirements of the CMP.

### **ATA CMWG Achievements and Vision**

This presentation will present the status of the ATA Configuration Management Working Group, what they have accomplished, and its role in the cooperation between different working groups. The speaker will also review the ATA Spec 2400 Allowable Configuration in Parts specification and how it can be used to achieve savings.

### **Blockchain and Spec 2500**

Blockchain has recently been mentioned as a disruptive technology that may provide benefits to various business processes involving multiple stakeholders and “proof” that various events occurred. This presentation will discuss how Blockchain may affect both the storage of and transfer of Aircraft Records, and the possible impact on Spec 2500.

### **CMP PDF Publishing Solution**

This demonstration will showcase the ease and power of the Flatirons Solutions CMP Solution for generating a Spec1000BR compliant PDF.

### **Data Conversion Methodology, Audit, and Automation Services**

DCL provides data and content transformation services and solutions that are built on decades of technology experience and technical evolution. Using the latest innovations in artificial intelligence (AI), including machine learning and natural language processing, DCL makes projects feasible today that could not be completed economically in the past. This presentation will demonstrate key aspects that differentiate DCL's conversion processes and also highlight its Data Conversion Audit Service, which involves a 100% audit of materials and reported results.

### **Death, Taxes and Implementing S1000D: A Real Airline Experience in Implementing S1000D**

Delta will present a real airline implementation S1000D experience for their A350 and A220 fleets and multiple engine types. The implementation study will present an insight to the challenges that were encountered, opportunities for improvement and how we can work together to build more consistency in the specification.

## Digital Maintenance Work Package Cycle

Swiss-AS has identified a need for a Work package interface between Airlines and MROs. Aviation business trends show that Airlines are moving from paper to electronic documents and MRO companies will receive Work packages electronically more frequently to perform maintenance aircraft activities. The main challenge for the MRO and Airline is to minimize the A/C downtime, reduce total costs of planning and execution of maintenance and update historical records in the Airline MIS as soon as possible. Spec2000 Chapter 18 specifies the industry standards for Work package data exchange between computing systems and this will contribute for standardizing the processes between Airlines and MROs.

The goal of this presentation is to show the existing full cycle scenario in which the Airline sends a Work package containing maintenance tasks and the MRO will receive and execute it. Finally, the MRO will send the details of WP completion plus the records to the Airline.

## EAGLE Publishing System – Day in the life of S1000D

Live demo of using EAGLE Publishing System to create and publish S1000D technical data.

## ePlane-The smart and Automated Sourcing Solution

ePlane, the free, smart and automated sourcing solution. The people behind ePlane, description of the system, features and benefits. Real time on line demonstration.

## FLYdocs Interfaces with M&E

Overview of functionality that supports standard data feeds from M&E systems. FLYdocs interfaces with all major M&E systems. With a digital replica of all aircraft records, from manufacture to teardown, available online 24/7, and complemented with automated industry-standard compliance reporting and collaborative online project management capabilities, FLYdocs® provides full transparency of your aircraft's status at all times.

## From Paper to S1000D: The Phoenix Rises

When legacy content is in paper, PDF, or unstructured format people tend to shy away from migrating to XML, and especially to modular standards such as S1000D. They believe only manual tagging will be possible. In reality, migrating from paper is possible and can be accomplished with proper planning and a robust process.

During this presentation the speaker will:

- Define what actions are needed to prepare for PDF migration to S1000D.
- Outline the process for developing a robust migration process that also incorporates automation.
- Review examples of the intermediate files throughout the migration process.
- Detail lessons learned so your organization benefits.

## How to Create a Digital Thread from Engineering to the Svc. Technician

When service technicians access content, they need the most up-to-date information to perform their jobs. If engineering is making changes, service technicians need to see those changes as fast as possible to be efficient and cost effective. Let GPSL show you how, with Product Lifecycle Management (PLM) integrated with Service and Parts Information, a digital thread can run from the engineering drawings through bills of materials, parts lists, illustrations, and service content, all the way to the content delivered to the service technician. This digital thread allows changes made upstream to automatically update or notify the downstream content owners, saving everyone along the workflow both time and money.

## IATA Digital Aircraft Operations Update

IATA's Digital Aircraft Operations (formerly Paperless Operations) initiative seeks to support airlines in identifying and implementing solutions for more efficient aircraft operations with a focus on technical operations. This presentation will provide an update on this IATA initiative and how the operators are responding.

## Integrated Usage of Provisioning Data for TechPubs according to ATA Spec 2000

This presentation discusses the benefits of using Spec 2000 Provisioning data as a basis for the IPL creation in ATA iSpec2200 CMM's and AIPC's. Due to the integrated approach, an update to the provisioning data yields an automatic update to the IPL Figures. This approach increases the consistency between Spec 2000 Material Data and the iSpec2200 technical documentation. Finally, using an integrated approach allows the automatic usage of data for revision management in both provisioning files and technical documentation.

## Legacy conversion of large data volumes to S1000D and ATA 2300

The presentation will cover Legacy conversion of large data volumes to S1000D and ATA 2300 using Defence Use Case for S1000D and Civil Aircraft Manufacturer to ATA 2300. The below topics will be covered:

- How to prepare for a large volume conversion
- Comparison of Manufacturing and Engineering documents (Maintenance Manuals, Illustrated Parts Catalogues, etc) and Flight Operations Manuals (MMELs, Cabin Crew Manuals, etc) in structure, lay-out etc
- Description of Work-Flow
- On the ground practical experience of both S1000D and ATA 2300 Legacy Conversion

## **Lessons learned during preparations for S1000D implementation for IAI's UAV division**

When large organizations decide to move into S1000D, it is a critical decision which need to be prepared carefully. Israel Aerospace Industry, Israel's largest aerospace OEM made such a conversion for MALAT, their UAV division. This presentation will describe their process and lessons-learned. During this presentation the speaker will:

- Explain what was the incentive to move into S1000D
- Define what actions were taken during S1000D implementation preparations.
- Describe IAI's process for choosing the right tools and software to support S1000D in the organization.
- Describe the expectations and the expected benefits for this action.

## **Maximise the Power of Your Aircraft Records Through M&E Integration**

With the aviation industry evolving to embrace digitisation and a fully paperless future, it's vital that software providers continue to advance with full capabilities to easily interface with other complementary platforms. This presentation will specifically address integration between M&E and records management software products, highlighting the value contained in your digital records and the benefits of integration between these core products. We will discuss why it's important that solution providers across the industry continue to collaborate to support data standardisation, such as ATA Spec standards, to enable their clients to fully reap the benefits of their investment in digital technologies aimed at delivering innovation and efficiencies across their MRO operations.

## **Moving beyond Content Management Reuse and Applicability**

For tech pubs authors and illustrators in manufacturing fields – whether they're documenting aircraft, vehicle systems, ships or semiconductors – the bulk of their time is spent researching the product design, keeping up with changes, and attempting to stay current with product configurations. In A&D, those tasks account for 50% or more of a writer and illustrator's time. This represents wasted time when a significant portion of the metadata and content in S1000D and ATA content already exist within the engineering data we're researching. Furthermore, improving our Content Management applications and automating the reuse & publishing of XML/HTML content don't fix the research or rework problem.

Direct access to engineering and product data can reduce research time while maintaining linkage to product configurations. Additionally, technologies and data formats like the JT ISO standard are available to create document content – text, 2D, 3D and animation components, not just metadata. This data can be made available to the writer and illustrator for reuse as document DMs and topics, and are automatically aligned to product configurations.

This presentation will include case studies that show improvements to both content development costs and document effectiveness for the end user; while identifying the benefits of linking engineering & manufacturing data to S1000D structures in order to drive product data reuse as opposed to just document content reuse.

## **Operational MEL – an XML extension of ATA Spec 2300**

The ATA Maintenance Execution Working Group (MEWG) is responsible for creating and maintaining data exchange specifications that support the execution of routine and non-routine airplane maintenance, including the electronic logbook (ELB). One of the applications being developed for the ELB is an Operations MEL. The Operational MEL is more than a static, readable/printable document. It is a platform for interactive dispatch data that allows airlines and operators to customize the input data to match their unique operating environments. The Operational MEL will provide more than just information on how to dispatch an airplane with an inoperative component. It also provides information on how that item will affect the operation the airplane. Examples include; does this item impact that airplanes ability to conduct ETOPS operations, what type of ETOPS, are their restrictions at certain airports, etc?

The MEWG, in conjunction with lead airlines submitted a list of requirements to the FOWG for consideration. The FOWG worked with the MEWG to review each requirement and determine how each could best be accommodated, using a combination of existing Spec 2300 mark-up features, and where needed, extending the XML mark-up to accommodate the requirement. The results of this collaboration will be published in the proposed 2019 release of ATA Specification 2300 and highlighted in this presentation.

## **Paving the Tarmac with XML**

This presentation will focus on some of the key challenges and "lessons learned" from one of the leading pioneers and proponents of the aerospace digital publication revolution.

Topics in this presentation include:

- Impact of OEM versus Supplier interpretation of the standards: "What is required versus what is negotiated."
- Challenges of monetizing digital data: "How to budget for something procurement agents don't understand or think they can use."
- Labor demographics: "The Demise of the Author and the Birth of Data Analysts/Processors."
- Impact of S1000D: "Writing and Illustrating Content (craftsmanship)" replaced by "Assembly of Data Modules (technology-driven output)."
- Connecting the Dots: "Efficiency tactics that connect design engineering to technical publications."

## Portal, Parts and Shopping Carts: Optimizing the Maintainers Experience

Join the OneStrand Team to see first-hand how maintainers out in the field, in the hangar, or at their MRO facility can leverage the power of the R4i IETP Viewers to ensure an integrated and optimized user experience. Maintenance Manuals, Parts Catalogs and Service Bulletins, in PDF, ATA 2200 or S1000D format are accessed through the browser-neutral Portal to ensure fast and consistent delivery of the right information to the maintainer.

The R4i Portal is a framework that is fully customisable. The My Library area is an easy way for customers to quickly view their technical data online, download data for use in MRO systems, or download an IETP for use offline. The R4i Content Distribution Management Server (R4i CDMS) interacts with the Portal Subscription Engine to control what information will be provisioned to users, based on their profile. The maintainer is automatically provided the latest information, revisions and safety bulletins. Content can be accessed on-line or downloaded for access offline when not on the network or wireless.

Need to find information quickly? Reeta Nye from OneStrand will demonstrate how Fault Codes can also assist those in the field who are not qualified maintainers to find what they need. Reeta will also demonstrate how illustrated parts information within our free R4i IETP Viewer (R4i Viewer), enables the maintainer to check parts availability, before using the Shopping Cart feature to send out an order for those required parts.

Come and see how we can support your maintainers with our S1000D Solutions!

## Preparing for the Technology Enabled Future of Aviation with RFID

The use of Radio Frequency Identification (RFID) as a means for digital part marking and tracking in commercial aviation has gained significant adoption in recent years. The ability to automatically obtain information without line of sight has made RFID an ideal choice for identifying and tracking aviation parts as they travel the supply chain in manufacturing, operation, and maintenance. In addition to item identification data, critical information from manufacturing and maintenance of the part is stored on the RFID tag. In a global industry involving multiple suppliers, aircraft manufacturers, operators, owners, and MROs, RFID enables digital data sharing and paperless operations by acting a unique identifier and data carrier for the entire life of the part. In this talk, we will look at,

- Overall status of RFID adoption in aviation.
- How RFID fits in with other digitization technologies, such as Blockchain, Big Data, AI
- Role of Spec 2000 Ch. 9-5 in current and emerging applications
- Spec 2000 Ch. 9-5 conformance program

## S1000D a Growing "Force Multiplier" in Maintenance

Like many knowledge-driven industries, aviation and defense maintenance is facing a shortage of experienced workers. Operators and MROs are actively looking for "force multipliers" to make maintainers more productive and efficient, and to capture best practices of experienced workers for use by their more junior colleagues.

With continuing improvements to the S1000D specification and the COTS applications that support it, the S1000D ecosystem is increasingly well-equipped to improve the efficiency of large asset maintainers in the field. Recent issues of the specification include improvements that empower content creators to deliver more interactive content that better supports the work of maintainers, particularly new entrants to the workforce whose expectations are defined more by applications than publications.

In this presentation, the speaker will review examples of how S1000D can improve the maintainer experience.

## S1000D Managerial Challenges

S1000D is the future of data development! We have over the years come to understand and accept this, which is why we are all gathered here today. So now let's catch up on developing an appropriate S1000D effort and share with one another the challenges we have all faced over these years, such as:

- DMRL, is more than just a list of DMs!
- How many DMs are on a DMRL?
- What is your profit margin?
- Estimating a digital manual as a paper manual?

## **S1000D...Prepare for Takeoff**

Setting up programs successfully requires a strong foundation where companies tailor the spec to adapt to their organization's unique needs. What should you consider short-term and long-term to prepare your organization? Just like pre-flight prepares for takeoff, this presentation will review how key elements relate to one another and support an organization's processes, including engineering, with a common ATA thread to prepare the Functionality Matrix, Business Rules, and DMRL.

## **S1000D/ATA2300 ADAM software**

4D Concept will present the suite of S1000D/ATA2300 ADAM software, covering: - ADAM Author - ADAM Manager - ADAM Data Checker - ADAM Viewer The suite allows you to write, manage, validate, publish, import/export and view S1000D/ATA2300 documentation. It covers as well Manufacturer and Airline needs linked to documentation activities.

## **Scheduled Maintenance Data Standard Task Force @IATA**

The IATA SMDS group was started several years ago with the following objective:

Define an industry standard for electronic schedule maintenance data exchange using S1000D to include as a minimum all ICAs.

The presentation will describe the status of achieving this objective and the work that has been done in the group:

- 1) Scope of the project
- 2) Current challenges
- 3) Data formats that are used today
- 4) Flow chart of the SMDS process
- 5) Next steps

## **Seamless Integration of ATA eBusiness-Spec's and "Series of ILS-specifications"**

The economic and automated creation of technical documentation can be realized by seamlessly integrating the results of different IPS disciplines. The HICO TechDoc-Suite™ as part of the HICO iLS.Suite® is an integrated and practice-proven platform in which these goals and requirements have been impressively implemented both for the Spec's of the ATA e-Business Program and the "S-Series of ILS-specifications".

The main focus in this presentation will be on the IPS-disciplines "Supply Support & Provisioning (SUSU)"; "Maintenance Planning, - Management & Improvement (MAPI)" and "Technical Data (Technical Documentation)".

## **Simplify the Management and Publishing of Your IPC Data with APCS**

JANA's Aircraft Parts Cataloging System (APCS) simplifies the task of creating, updating and publishing IPC data using an interface that requires no knowledge of SGML.

## **Spec 2000 Chapter 9 Updates**

This presentation seeks to update the audience on recent changes to Spec 2000 Chapter 9, including re-orienting the Chapter 9 barcode and RFID sections toward more recent airline requirements. Discussion will revolve around the new emphasis and structural (not functional) changes to both RFID and barcode sections and how they relate to supporting documents/specifications from FAA/SAE, IATA and GS1/EPC organizations.

## **Spec 2000 Procurement**

This presentation will provide an overview of Spec 2000 Procurement Gen 2.0. It will include an overview of the specification and what messages are included, how it improves upon the existing Spec 2000 Procurement messages and what the group envisions working on next.

## **Spec 2000 Reliability**

This presentation will provide a history of Spec 2000 Reliability Data Exchange, the current status, what has been accomplished, and where the Reliability Working Group is going. Included will be how the group's efforts have brought the industry together in more common data sharing and approaches to solving aircraft reliability issues. Finally, the presentation will show some aspects of Boeing's use of Spec 2000 Chapter 11 Reliability Data.

## **Spec 2000 Reliability Metrics**

As a new generation aircraft enters into service, health monitoring of its main systems and components are becoming more and more popular. As a consequence of this trend, the number of system's components that are being removed from the aircraft before they actually fail has increased dramatically. Based on this fact, the classification of these removals into the existing Spec 2000 categories Scheduled (S), Unscheduled (U), Others (R) and Robbery (R) has generated discussions among the industry.

In order to address that, a revision of the current Spec 2000 chapter related to “Component Reliability Metrics and Measurements” has released. This presentation will cover the consequences of these changes on the components’ metrics calculation and consequently how they will impact the OEMs, Suppliers and Airlines businesses. The presentation will include:

- Market Overview (Health Monitoring Trend)
- Current Spec 2000 component classification and metrics
- Challenges of using the existing classification
- Spec 2000 revision proposal
- Impacts to stakeholders

## **Spec 2500 – Aircraft Transfer Records**

Spec2500 is intended to assist in standardizing the process by which owners, operators, lessors and lessees exchange operational and maintenance data during transition of aircraft or major assets such as engines from one stakeholder to another.

Costs, complexity and risk are currently high at the time of transition and Spec 2500 seeks to address and mitigate these issues through standardization of the data transfer format.

This presentation will be focused on the adoption of the SPEC2500 in MRO Systems and give an overview of real use case scenarios including the below status data sets:

- Airworthiness Directive (AD) Status
- Service Bulletin / Mod / STC Status
- Repair Damage Status
- Last Done Next Due Maintenance Status
- Installed Component Status
- Aircraft or Top Asset Status

We believe that this presentation will show to the Aviation industry the benefits of this specification and motivate the industry to standardize data exchange interfaces.

## **Strategic S1000D and Multi-Spec Management - From engineering to advanced content delivery**

Early issues of S1000D continue to be specified alongside deliverables of new issues, MIL-STDs, and commercial structured information. At the same time, more and more companies are aligning their technical service data with valuable engineering content from PLM to drive their service, parts, information, and instructions.

This presentation will look at the advantages of creating a digital thread, integrating engineering content and workflows with service content. The presenter will then address the challenges of supporting multiple content standards and multiple issues of S1000D throughout this digital thread.

## **TechData on-demand & on-time: HICO’s after-market-solutions**

The effort for the structured creation of technical documentation is economically feasible if the on-demand and optimized use by all user groups is ensured. HICO's after-market solutions provide a product portfolio for a wide variety of usage scenarios. These include both just-in-place & just-in-time applications for field service technicians & maintenance engineers. The HICO X-Browser® and the HICO X-ContentPortal® are field-proven tools in aviation, maritime applications and other industries.

## **The Coexistence of S1000D and iSpec2200 - Managing Existing and New Aircraft Requirements for OEMs & Airlines**

As systems and products we produce become more complex there is a common thread that binds the typical technical publications department and other areas of the enterprise: the need to share and leverage existing legacy information. We need to become more efficient in our ability to share content, allowing for customization, sharing, tagging, interacting, and transforming.

Instead of creating new content or copying and pasting information which may or may not be current and authoritative, airlines must manage a repository of content assets – that can be centrally managed, maintained and reused across the enterprise.

In this presentation, the presenter will show how it's possible to manage iSpec2200 SGML and S1000D XML together in an integrated solution which can address these key challenges faced by many.



## **Understanding the Role of Automation in S1000D Conversion Projects**

Spoiler Alert – Automation can be applied in every step of the process! For some organizations, automation is a forbidden word when migrating to iSpec 2200 and especially to S1000D. Many S1000D conversions failed when using automation because reaching the balance between automation and manual conversion is not a trivial task.

During this presentation the speaker will:

- Define what can be achieved by automation and what will require manual intervention.
- Outline the process for achieving maximum automation with desired results.
- Detail how to incorporate automation even during QA.

## **Use a Smart WDM to Automate the Creation of SSM and Wire List Data**

JANA will demo our powerful new software which simplifies the management of WDM drawings and automatically updates the associated SSM and WIRELIST data.

## **Visibility of Flyable Parts Data in Near Real Time Across the Enterprise**

Now that “RFID on Parts” (Spec 2000 Ch.9-5) has been out for ten years, it’s become widely adopted in virtually all new commercial aircraft currently delivered by Airbus, Boeing and others. The spec was originally designed for holding key manufacturing data and maintenance history on RFID tags attached to flyable parts throughout their lifecycle, as used in the “open loop”, with information being readily accessed and/or updated in situ at the point of use by authorized custodians

The same ten years have also seen the evolution of other technologies for global access, notably mobile devices (smartphones and tablets) and cloud computing, and these can bring data from “RFID on Parts” to a vast array of interested parties throughout the extended enterprise.

Today’s solutions now access tag data on parts for analysis on smartphones and can combine this information with other relevant part documents, directly on mobile devices anywhere in the field. Furthermore, the data can be shared and enhanced with other information in the cloud and even backend systems such as ERP, etc. The “cloud view” of large volumes of parts data, often in near real time as it is accessed or generated by users across the enterprise, allows for operational activities, process analyses and system workflow planning to be examined with far greater visibility. Indeed, this view of how “RFID on Parts” can now be applied is among the best examples of the Industrial Internet of Things and way beyond that originally imagined when the spec was conceived.

This presentation will describe, with a demo, such an end-to-end solution (as a “full stack”), with acknowledgment to recent industrial implementations.