The Coexistence of S1000D and iSpec2200

Managing Both Legacy & New Program Requirements for Data



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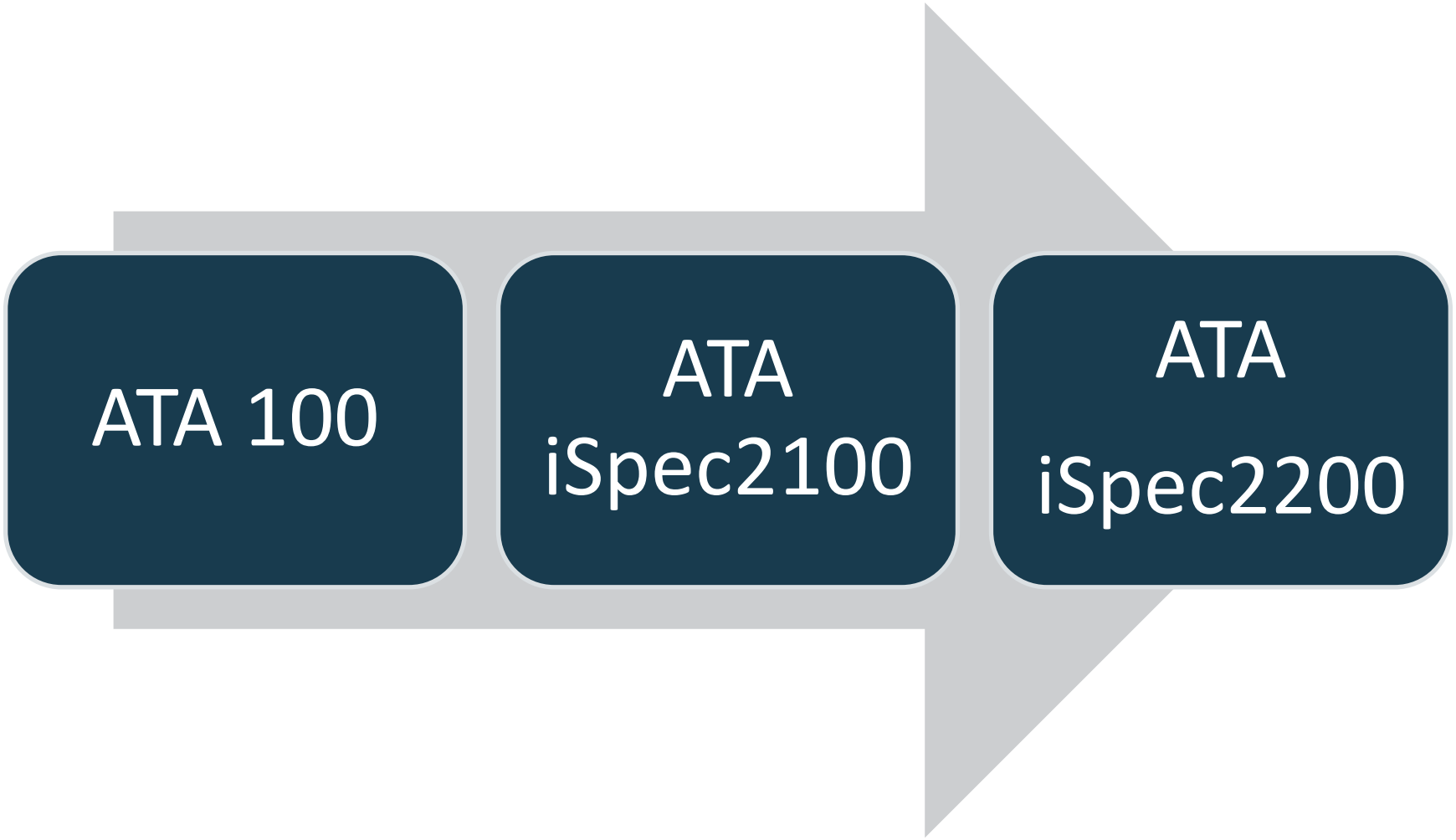
- ATA and Digital Data History
- Industry Trends
- Conclusions

CHANGE

MANAGING CHANGE

1. **Recognize that change does happen**
2. **Recognize the stages. Early stages include:**
   - Shock and denial
   - Guilt
   - Anger
   - Acceptance (acknowledging what has happened) and
   - Moving on
3. **Communicate with others**
4. **Do a self assessment**
5. **Be flexible**
   - Change requires flexibility. The better able you are to adapt to change, the greater your chances of being successful.
6. **See the big picture**
   - Change can be frightening, and disruptive. However, with the right actions, you can find opportunities in that change.

A TRIP THROUGH ATA HISTORY



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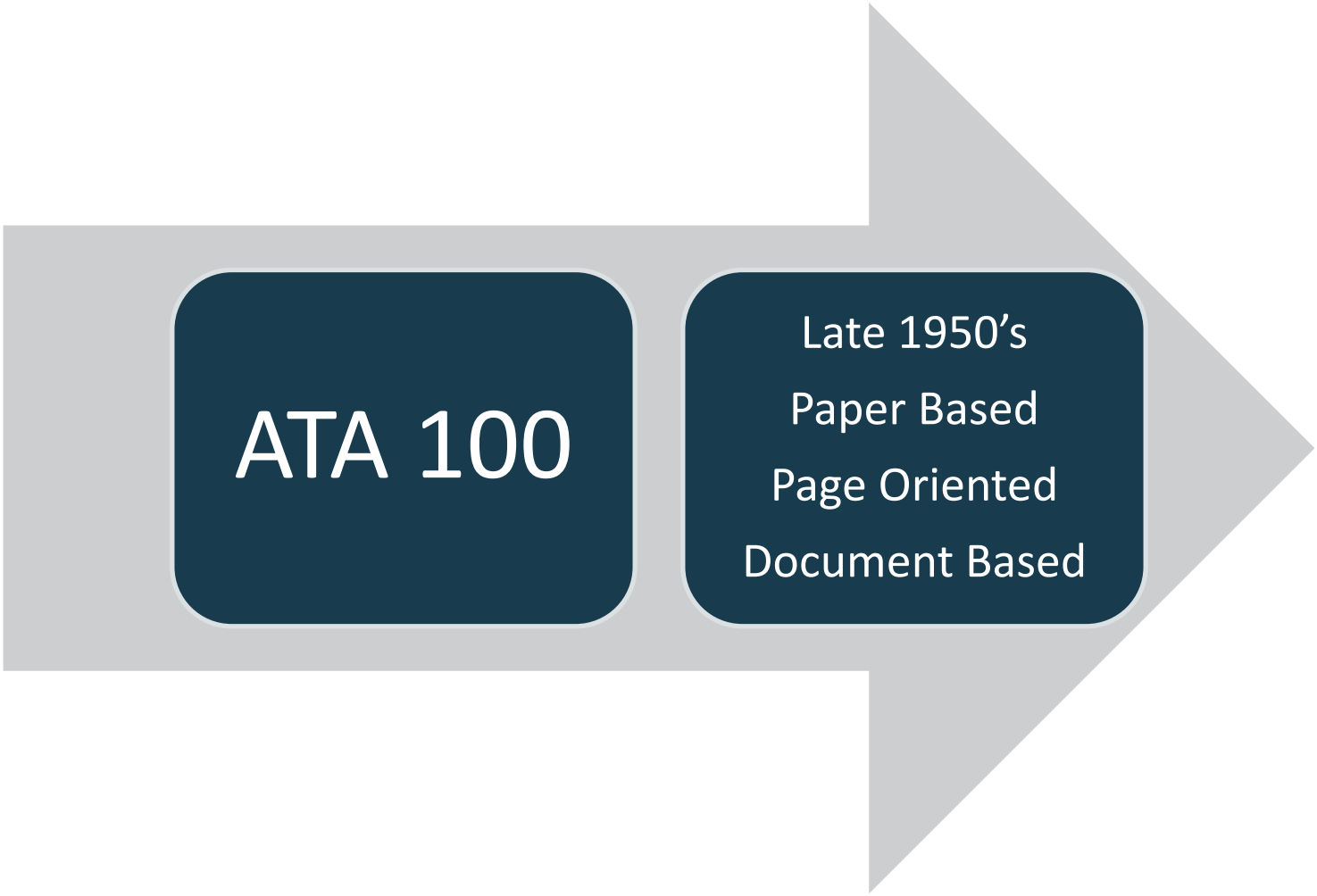

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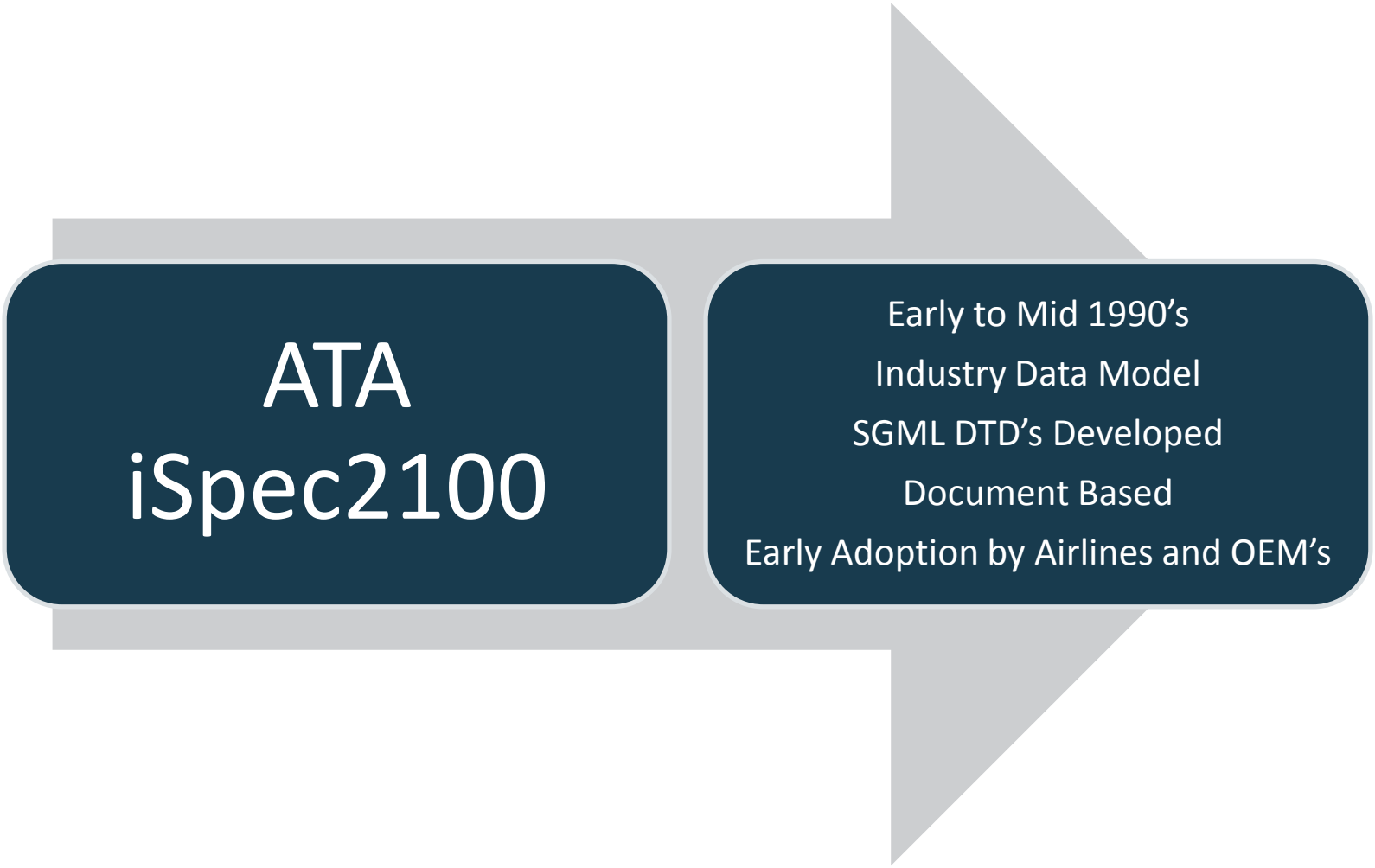

A TRIP THROUGH ATA HISTORY

ATA iSpec2200

Mid 1990's to Early 2000's

Industry Data Model Refined

SGML DTD Changes

Still Document Based

More Adoption by Airlines and OEM's

Effort to consolidate Document Data Models (DTD's)

BIG QUESTION

What are the main drivers to stick with

ATA iSpec content authoring, management, and delivery?

INDUSTRY CASE STUDY

Pratt & Whitney

- 40 years of data beginning JT8D – 1963 – still updating data and delivering engines
- Customer sensitivity - Expectation of continuing to receive what they are used to. Structure and Format
- Over 3000 commercial customers receiving iSpec content today – Just not ready for S1000D
- Systems set up around iSpec 2200
- Desire, if it ain't broke, don't fix it.
  - Although, Looking for more efficiencies

INDUSTRY CASE STUDY

Pratt & Whitney – (cont.)

- Lots of care into SGML processes and quality of SGML delivery
- Commercial Business - pure OEM cost – you don't recover those costs
  - Military – Contracts provide $$$ to convert
- Pratt suppliers, investment to get new systems and training (layer of costs)
- Disruption during time of conversion is a program risk
- A lot of infrastructure at Pratt that depends on ATA data
- Existing ATA solutions tied other source systems

INDUSTRY CASE STUDY

- Advantage to converting to S1000D
  - Standard Practices Manual - No strict adherence to any particular model or program

INDUSTRY CASE STUDY

Goodrich Aerostructures

- Signature capabilities include design, manufacture, and integration of nacelles, thrust reversers, and pylons for large commercial aircraft.
- Provide data to publish and support for more than 300 maintenance manuals for programs from 40 plus years old to new programs in development.
- Many aftermarket parts sales starts through IPL's, IPC's, AIPC's and EIPC's that are maintained in iSpec2200.
- Support configuration control inquires from airlines and MRO's for over 30 different aircraft models.

INDUSTRY CASE STUDY

Goodrich Aerostructures (cont.)

- Interface with Pratt & Whitney, General Electric, Rolls Royce, CFMI, Shorts (Bombardier), Boeing, Airbus, Aircelle and more.
- Supporting over 300 manuals for more than 30 different aircraft models and 500 customers around the world.
- Desired End State?
  - 100% Electronic publications
  - CD / PDA / IETP (Web-based) Delivery
  - S1000D & iSpec 2200 Compliant

THE CONVERSION QUESTION

- Challenges
  - Different OEM's over the years have different flavors of iSpec DTD's and data
  - Those continue to change, even today
- Volume of data
  - Pratt & Whitney, Goodrich, other component manufactures
  - Airframe OEM's – Even airframes that are being refreshed are continuing with iSpec2200
- Not to say it can't be done
  - Mapping is possible
  - One time conversion is doable
  - Continuous changes and updates are more difficult and challenging
  - Consistently changing mapping and the maintenance of those technologies
- ***Risk vs. Benefit*** must be taken into account and carefully thought through

CONCLUSIONS

- Convert “EVERYTHING” to S1000D is not feasible
- Shear volumes of iSpec2200 in industry today
- There is still a need to manage legacy iSpec2200 data
- “Little” to “No” disturbance both UP and DOWN the supply chain
- Have technologies that can support S1000D requirements as they arise
- No re-training of users or changes to technology that depend on iSpec2200 data

CONCLUSIONS

- Mix-and-Match S1000D/iSpec2200 manuals, sharing:
  - IPC parts
  - Common Information Repositories between S1000D/iSpec2200 programs
  - Reuse of S1000D or iSpec2200 data in each others publications
- IETP could contain both iSpec2200 and S1000D publications

CONCLUSIONS

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DISCLAIMER

NO ATA iSpec2200 DATA WAS HARMED IN THE MAKING OF THIS PRESENTAION

THANK YOU

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