



AGENDA

“Driving Value Through Effective Information Sharing”

All session topics and schedules are subject to change.

Monday, June 20			
3:00 p.m. - 6:00 p.m.	Registration		Grand Stair Prefunction
6:00 p.m. - 8:00 p.m.	Welcome Reception – Sponsored by Sonovision		Grand Ballroom VII-IX
Tuesday, June 21			
7:30 a.m. - 5:00 p.m.	Registration		Grand Stair Prefunction
7:30 a.m. - 5:00 p.m.	Exhibit Hall		Grand Ballroom VII-IX
7:30 a.m. - 8:30 a.m.	Coffee and Danish - Sponsored by TBD		Grand Ballroom VII-IX
8:30 a.m. - 10:15 a.m.	General Session		Grand Ballroom I-II
	<p>Introduction – Brad Ballance, Senior Managing Director e-Business, ATA e-Business Program</p> <p>Welcome Comments – Ean Niland, President, JANA, Inc.</p> <p>ATA Overview – Thomas Schwarz-Eichling, Senior Manager Product Support Agreements, Lufthansa Technik</p> <p>ASD Overview – Phil Williams, Managing Director, Team Defence Information</p> <p>AIA Overview – Rusty Rentsch, Vice President for Technical Operations, Aerospace Industries Association</p> <p>Keynote Presentation - Aviation Markets: The Long Road Back – Richard Aboulafia, FRAeS, Managing Director, AeroDynamic Advisory</p>		
10:15 a.m. - 11:00 a.m.	Break - Sponsored by TBD		Grand Ballroom VII-IX
	<p>ATA e-Business Forum Track <i>Moderator: Joyce Polkinghorne, American Airlines</i> Grand Ballroom I</p>	<p>S1000D User Forum Track <i>Moderator: Paul Conn, ATA e-Business Program</i> Grand Ballroom II</p>	<p>Product Demonstrations <i>Moderator: Brad Ballance, ATA e-Business Program</i> Grand Ballroom III</p>
11:00 a.m. - 11:30 a.m.	<p>ATA e-Business Program Overview <i>Ken Jones, ATA e-Business Program</i></p>	<p>S1000D Steering Committee update <i>André Evans, Lockheed Martin</i> <i>Sierra Fisher, Boeing</i> <i>Joakim Lundqvist, Saab</i></p>	<p>MDDV - 6th Generation IETM <i>Ran Meriaz, American Data Solutions (ADS)</i></p>

	ATA e-Business Forum Track <i>Moderator: Joyce Polkinghorne, American Airlines</i> Grand Ballroom I	S1000D User Forum Track <i>Moderator: Paul Conn, ATA e-Business Program</i> Grand Ballroom II	Product Demonstrations <i>Moderator: Brad Ballance, ATA e-Business Program</i> Grand Ballroom III
11:30 a.m. - 12:00 p.m.	Bridging Aircraft Configuration & Flight Operations <i>Alex Masycheff, Intuillion</i>	Introduction to S1000D <i>Sierra Fisher, Boeing</i>	3D Graphics and the S1000D specification <i>David Manock, Larson Software Technology</i>
12:00 p.m. - 12:30 p.m.	RFID – Improve Tool Tracking <i>Jon Andresen, Technology Solutions</i> <i>Joyce Polkinghorne, American Airlines</i>	Defense Interest Group – Defense organisations share knowledge about setting up S1000D defense projects <i>Gerke Mulder, Netherlands Ministry of Defense</i>	Sonovision OPENconv Data Conversion Solution <i>Vincent Laithier, Sonovision ORTEC Group</i>
12:30 p.m. - 2:00 p.m.	Lunch - Sponsored by TBD Grand Ballroom Prefunction		
	ATA e-Business Forum Track <i>Moderator: Joyce Polkinghorne, American Airlines</i> Grand Ballroom I	S1000D User Forum Track <i>Moderator: Sierra Fisher, Boeing</i> Grand Ballroom II	Product Demonstrations <i>Moderator: Brad Ballance, ATA e-Business Program</i> Grand Ballroom III
2:00 p.m. - 2:30 p.m.	Procurement for Tomorrow <i>Edouard Fourmaux, Swiss AviationSoftware</i>	What to Expect When You're Expecting (S1000D conversion edition) <i>Kathy Rainbolt, Pentecom, LLC</i>	ATA Auto Coder for Reliability <i>Ean Niland, JANA, Inc.</i>
2:30 p.m. - 3:00 p.m.	RFID Supply Chain Coordination <i>Jon Andresen, Technology Solutions</i> <i>Joe Reeves, Safran</i> <i>Chad Moran, United Airlines</i>	Complying with Simplified Technical English <i>Berry Braster, Eteplan</i>	Real World S1000D - Data Migration <i>John Sillari, Dayton T. Brown, Inc. (DTB)</i>
3:00 p.m. - 4:00 p.m.	Break - Sponsored by TBD Grand Ballroom VII-IX		
4:00 p.m. - 4:30 p.m.	ATA 2400 Applications and Opportunities <i>José Mendez, Guillaume Sola, Swiss AviationSoftware</i>	Business rules and BREX in a real project <i>Joakim Lundqvist, SAAB</i>	From Zero to CSDB in under 30 minutes <i>Steve Cripps, Mekon Ltd</i>
4:30 p.m. - 5:00 p.m.	Thoughts on ATA 2400 & S1000D for IPC/IPD Data <i>Dr. Frank Karayianes, Boeing</i> <i>John Aitchison, Boeing</i> <i>Joe Belton, Boeing</i>	What you should know about DMRLs <i>Bill Wendel, Pentecom, LLC</i>	Signal S1000D - Leveraging the Cloud for collaboration across the S1000D digital Supply Chain <i>Jeff Stevenson, GPSL</i>
6:00 p.m. - 8:00 p.m.	Gala Reception - Sponsored by JANA Grand Ballroom Prefunction		
Wednesday, June 22			
8:00 a.m. - 3:00 p.m.	Registration		Grand Stair Prefunction
8:00 a.m. - 3:00 p.m.	Exhibit Hall		Grand Ballroom VII-IX
8:00 a.m. - 9:00 a.m.	Coffee and Danish - Sponsored by TBD		Grand Ballroom VII-IX

	ATA e-Business Forum Track <i>Moderator: Ken Jones</i> <i>ATA e-Business Program</i> Grand Ballroom I	S1000D User Forum Track <i>Moderator: Paul Conn, ATA e-Business Program</i> Grand Ballroom II	Product Demonstrations <i>Moderator: Brad Ballance, ATA e-Business Program</i> Grand Ballroom III
9:00 a.m. - 9:30 a.m.	ATA e-Business Standards & Blockchain <i>Sean Melia, SITA</i>	The Joys of Standardized Data and The Rocky Road to Seamless Integration: An End-user Perspective <i>Christian Eickhoff, Ralf Thaenert, Lufthansa Technik AG</i>	Generating Well Formed S1000D Procedural and IPD Data Modules from Either GEIA-STD-0007 or S3000L/S2000M Sources <i>Reid Thomas, Parker Owen, Integrated Support Systems, Inc.</i>
9:30 a.m. - 10:00 a.m.	Driving Towards a Digital Transformation of the Aircraft Lifecycle <i>Mark Roboff, SkyThread</i>	S1000D Maturity Model <i>Jeff Deskins, Dayton T. Brown</i>	HyperSTE: Comply with Simplified Technical English (ASD-STE100) <i>Berry Braster, Etteplan</i>
10:00 a.m. - 10:30 a.m.		IAI lessons learned on S1000D implementation process <i>Ziv Levinson, Israel Aerospace Industry (IAI)</i>	Harmonizer: Content Meets its Match (and Near-Matches) <i>Naveh Greenberg, Data Conversion Laboratory, Inc.</i>
10:30 a.m. - 11:00 a.m.	Break - Sponsored by TBD Grand Ballroom VII-IX		
	ATA e-Business Forum Track <i>Moderator: Ken Jones</i> <i>ATA e-Business Program</i> Grand Ballroom I	S1000D User Forum Track <i>Moderator: Christian Eickhoff, Lufthansa Technik</i> Grand Ballroom II	Product Demonstrations <i>Moderator: Brad Ballance, ATA e-Business Program</i> Grand Ballroom III
11:00 a.m. - 11:30 a.m.	Improving Maintenance Efficiency Through Electronic Work Package & Electronic Logbook <i>Ken Jones, ATA e-Business Program</i>	From ATA 2200 "like" to S1000D - A travel in Tech Data New Generation <i>Jean-Michel Pancrazi, Steffen Geillinger, Airbus Helicopters</i>	What is required by an Industry Leading IETP/IETM? <i>Toralf Johannessen, Flatirons Solutions Inc.</i>
11:30 a.m. - 12:00 p.m.		Controls and Indicator CIR Implementation on a Glass Cockpit Platform <i>John Burke, Jared Rawls, General Atomics, ASI</i>	Demonstration of the Raytheon Technologies EAGLE Publishing System (EPS) CSDB and authoring system <i>Fernando Alvarez, Raytheon EAGLE</i>
12:00 p.m. - 12:30 p.m.	AI/ML for Operational Observability of MX Supply Chain from SPEC 2000 <i>Peeter Kivetsu, Mitek Analytics</i> <i>Vitali Volovoi, Mitek Analytics</i>	Application of S1000D for a complex Technical information project <i>Niklas Öyen, SAAB AB</i>	A new Perspective on ATA Data! <i>Tammy Halter, Pennant International</i>
12:30 p.m. - 2:00 p.m.	Lunch - Sponsored by TBD Grand Ballroom Prefunction		
2:00 p.m. - 2:30 p.m.	ATA Auto Coder: Challenges, Approaches, Implementation and Success <i>Cameron Byrd, AIXI,</i> <i>Britton Sawyer, Southwest Airlines</i>	So you've been asked to produce S1000D, but what happens next? <i>Steve Cripps, Mekon Ltd</i>	The IETM Future; moving from passive to active knowledge Support <i>Bob Hogg, RWS Contenta Business Unit</i>
2:30 p.m. - 3:00 p.m.	Optimizing Aircraft Return Records Admin using Spec 2500 <i>Sara Treon, Seatec Services</i>	Collaboration in IPS - Using COTS tools to capture IPS requirements <i>Michael Ingledew, Technical Documentation World Limited</i>	Interpreting iSpec2200 / S1000D for Task Card Operations interfaced with diverse ERPs <i>Jean M. Debaud, Trekea Mobile, Inc.</i>
3:00 p.m. - 3:30 p.m.		Managing large scale S1000D adoption – A Tale from the Trenches <i>Ron Stonecypher, RWS</i>	Slot 16

All session topics and schedules are subject to change.

Session Descriptions

(alphabetical order)

3D Graphics and the S100D specification

The presentation will describe the workflow when using 3D graphics in technical publications.

How will 3D graphics benefit users, what type of illustration's are suitable, and the process create and display the 3D graphic. Also, information on 3D file formats and data exchange considerations.

The presentation will describe the possible use-cases and where the end-user will benefit. We will also demonstrate live how 3D data can be used effectively in an open non-proprietary environment.

AI/ML for Operational Observability of MX Supply Chain from SPEC 2000

This talk attempts to answer the question "Are IT projects implementing Spec 2000 a value-added activity?", by describing Artificial Intelligence and Machine Learning applications that generate great value from Spec 2000 data. The primary focus is on Spec 2000 Chapter 11 Reliability data, with some optional Chapter 13 performance metrics use. Additional discussion will review the use of Spec 2000 Repair and Procurement modules.

We will review how to move beyond tactical use of Spec 2000 and into the strategic and performance, longer term level. AI applications will be described focused on underserved operational levels. A focus will be on apps as Explainable AI (xAI) where inference is based on explainable models learned from data, which are understood by Reliability Engineers, Logisticians and Operations Research practitioners. The results provide actionable recommendations for executive users.

A new Perspective on ATA Data!

Pennant is bringing a new perspective to support ATA data in an innovative way! Join us as we demonstrate our new R4i ATA modules that will support utilizing your current ATA data seamlessly. In addition, we will demonstrate how our solutions will integrate your legacy ATA data to provide timesaving deliveries. Converting data may not always be the solution either, but we can certainly provide a new perspective to start meeting those upcoming S1000D requirements.

Application of S1000D for a complex Technical information project

This presentation will describe lessons learn from the usage of S1000D v4.1 for the production of all Technical Publications in new an Airborne Intelligence Surveillance and Reconnaissance (AISR) program. Which include technical publications for both an airborne segment and a ground-based segment.

Points that will be discussed/highlighted in the presentation are:

- Communication and networking
- Different culture within company
- Business Rules and BREX
- Strict rules vs recommendation
- Documentation of way of working, how-to-do
- How to build efficient teams in a geography spread organization
- How to handle legacy information and sub supplier information
- Working for a common "look and feel" of TI and the importance of BR and tool support to make this happened.

ATA Auto Coder: Challenges, Approaches, Implementation and Success

In this presentation, first you will hear from Southwest Airlines' Maintenance and Reliability Team why they encode various maintenance events using ATA Numbering and the benefits are in doing so. They will describe historic methods of encoding and how developing an automated approach has become necessary. They will review various approaches they took to create such a process, including challenges and successes.

AIXI will continue by discussing various AI approaches, and their role in working with Southwest Airlines to develop an automated approach. They will also discuss methods, challenges and successes and finally conclude with ongoing integration and improvements to the algorithms.

ATA Auto Coder for Reliability

The ATA Auto Coder leverages state of the art artificial intelligence to quickly and accurately assign ATA codes or custom attributes to maintenance logs. In addition, Consistent results and sub second query create the foundation needed to begin extracting actionable intelligence from your data, The first step to a full predictive maintenance system.

ATA 2400 Applications and Opportunities

This presentation will focus on current or promising use cases for the Configuration Management activities based on the integration of Spec 2400 into an MRO IT system. The target audience will be airlines, maintenance providers and manufacturers, as well as authorities and MIS providers.

The first part of the presentation will cover how Spec 2400 provides for the exchange and distribution of allowable configuration data, and the second part of the presentation will discuss several use cases including:

- How exchange of allowable configuration data between Operators and MRO during the repair process can streamline airline/MRO exchanges
- How operators can define their own preferences on top of an OEM allowable configuration within their IT system
- How allowable configuration in Parts can streamline the Part Replacement or Supply Chain workflow
- How automated validation of Allowable Configuration vs. Actual Asset Configuration can improve tracking
- Eased planning and dependency management of modification

ATA e-Business Program Overview

This presentation will provide a high-level overview of the various functional areas covered within the ATA e-Business Program, and touch on all the specifications covered. Emphasis will be on the most recent projects that the working groups are focused on, as well as functional areas not covered in depth in other presentations at the conference. Further focus of the discussion will be on the benefits that implementation can bring to the various parties using the specifications.

ATA e-Business Standards & Blockchain

Understand how SITA relies on ATA e-Business standards for the SITA MRO Blockchain. This will include the motivation factors and highlight specifications that will be implemented and supported by Blockchain. Included will be:

- Introduction to Blockchain and the SITA MRO Blockchain
- Why standards in general and why ATA e-Business standards in particular
- Current level of ATA e-Business standards in use by the MRO community
- General and specific benefits gained by conforming to the standards
- Areas of potential improvement to better support Blockchain implementations

Bridging Aircraft Configuration & Flight Operations

Aircraft manufacturers are producing and maintaining multiple configurations of their aircraft. Additionally, different aircrafts within the airline's fleet may have different modifications. Each configuration and modification may affect the contents of flight operations. How can one ensure that the flight operations which pilots see on their electronic flight bags and in the printed manuals refer to the right aircraft configuration and modification?

ATA Spec 2300 provides mechanisms, such as applicability and containers, that enable content authors to specify conditions when a certain piece of content is valid for a certain aircraft configuration or a modification. However, Spec 2300 alone is just an information infrastructure. To automate the process of assembling the flight operations documentation for a

specific aircraft's documentation, an additional component is required. This component is an aircraft configuration database. Such a database stores information not only about aircraft parts, components, and modifications, but also about which of these parts, components, and modifications are associated with a specific aircraft identified by the serial number.

In this session, you'll learn vendor- and tool-neutral approaches to organizing the configuration database and flight operations content. We'll discuss:

- What kind of information a configuration database needs to have
- How the aircraft serial number uniquely identifies the aircraft configuration and modification
- How applicability statements are mapped to the serial number
- Whether or not a specific format of a configuration database matter
- Approaches to automated documentation assembly: pre-defined master publication modules vs. publication modules compiled on-the-fly
- Whether or not having Spec 2300 in place is a pre-condition for an automated flight operations documentation assembly
- What implementation considerations you should take into account

Business rules and BREX in a real project

This presentation will discuss how to work with business rules, business rules decision points and BREX in a project. The focus of the presentation will be the process to develop a BREX data module. There will also be a live demonstration how the BREX actually work and check one or several data modules.

Topics to be covered include:

- Project assumptions
- BR process
- Development BREX data module/s
- Creation of test cases
- BREX checker
- Live Demo
- Lessons learned

Collaboration in IPS - Using COTS tools to capture IPS requirements

Adoption of complex specifications such as S1000D highlights key and common practical adoption challenges, often leading to S1000D being placed in the 'too hard' box.

There are often multiple IPS stakeholders involved, all having key and critical inputs to not only wider product support requirements but specifically to S1000D project needs. How do we collaborate across disciplines, capturing key IPS domain inputs in a centralised and sensible way?

In this presentation the speaker will demonstrate how using common over the counter tools with pre-defined (and customisable) S1000D templates provides those wishing to adopt S1000D quicker and easier with access to templates that guide the user through project definition and scoping. The presentation will show how to work with SNS structures, S1000D BRDPs, creating DMRLs, creating IETP requirements, all in a meaningful and logical way.

Complying with Simplified Technical English

ASD-STE100, or Simplified Technical English (STE), is a specification that your technical publications may have to comply with as part of your S1000D requirement. Having implemented STE for over 20 years, the presenter will explain how to make the implementation process as smooth and effective as possible, using case studies and ROI examples from over 2 decades of experience and having trained over 3200 technical writers and engineers around the world.

Controls and Indicator CIR Implementation on a Glass Cockpit Platform

The presentation addresses our Controls and Indicators CIR usage to effectively manage a virtual cockpit environment. Our implementation involved a unified platform level IETP that includes all related flight/operations, maintenance, and ground support data. We will address the challenges and benefits encountered with our approach and how it could be utilized for similar applications.

Points in order of discussion will include:

- UI "chunking" and menu management
- Data reuse opportunities
- Schema improvement opportunities
- Publishing solution for the specific implementation

Defense Interest Group – Defense organisations share knowledge about setting up S1000D defense projects

The defense organisations in the S1000D Defense Interest Group (DIG) identify a growing interest in knowledge about how to set up S1000D defense projects.

In this presentation you will learn about what the S1000D DIG and its most recent activities. Several new products as part of the S1000D DIG suite of information that will be made available on the S1000D DIG website. These products include an updated S1000D DIG BREX, a recommendation concerning the use of one of the specific maintained SNS, and a complete overview of the mandated S1000D Business Rules of the participating nations.

Demonstration of the Raytheon Technologies EAGLE Publishing System (EPS) CSDB and authoring system

EPS is an S1000D common source database, authoring system and publishing engine. It supports all S1000D issues including the F-35 version. It includes the EAGLE XML editor that can paste content from Word and Excel and features real-time PDF/IETP preview. BREX is supported with a developer tool and checker. The included publishing engine outputs S1000D and ATA 1000BR PDFs and IETPs. Additional tools that work seamlessly with EPS are EPS Web Portal supporting external real-time review of data. EAGLE Vision is the Raytheon S1000D viewer.

Driving Towards a Digital Transformation of the Aircraft Lifecycle

SkyThread will lead a panel joined by airlines, maintenance organizations, Tier 1 OEM suppliers, and other aftermarket actors present, to discuss the following:

1. Brief presentation of the drive towards the digital transformation of the aircraft lifecycle and the necessary shift to transactional data and the "ecosystem digital thread"
2. Each panelist to share their point of view in driving a "digital thread" at the entire aftermarket ecosystem level, leveraging Spec 2000 and Spec 2500 for all the data coming in, on the thread, and going out
3. Open panel discussion on:
 - a. The critical role of a blockchain data exchange structure to create this ecosystem-level "digital thread", addressing the panelist blockchain strategy with expected outcome and their foreseen values here,
 - b. How SPEC requirements will accelerate the implementation of data in the blockchain,
 - c. How to capture information from transactional messages compliant with the hereafter non-exhaustive requirements and events:
 - i. SPEC 2000 Chapter 2 for a "Shipped" transaction to create a digital part in the blockchain.
 - ii. SPEC 2500 for an "Aircraft Installed Component Status", to create a major digital part installed on a new aircraft.
 - iii. SPEC 2000 Chapter 2 for a "Shipped" transaction to record digitally the change of ownership of a part

- iv. SPEC 2500 for the transfer of an aircraft to document digitally the change of ownership
- v. SPEC 2000 Chapter 7 for a "Repair Order Shipped" to document digitally the change of possession

This panel will be a great opportunity to bring all attendees to the same level of knowledge of the ongoing digital transformation of the commercial aviation ecosystem with the creation of a digital thread. It will also be a great opportunity to hear the different point of view from industry actors such as airlines, OEM, and MRO entities involved in this transformation already today.

Finally, it will be a great opportunity to also reinforce the need for data to be compliant with Spec 2000, 2500 and other standards to be used over the entire digital thread data structure. Possibly the panel might lead to the formation of a new working group to engage with all the actors of the aftermarket ecosystem.

From ATA 2200 "like" to S1000D - A travel in Tech Data New Generation

Tech Data in Airbus Helicopters is in a permanent state of evolution, from the former hand-typed paper manuals to the Interactive Electronic Technical Publications.

The current situation, with a tech data heterogeneous and complex landscape, requires more standardization to keep it coherent and cost effective in a lean process. In this context, maturity of S1000D is a major opportunity. The challenge of today is to migrate all Airbus Helicopters tech data to S1000D Issue 4.1 or later. We are just at the beginning of this journey and we would like to share how we intend to proceed.

The speaker will address three key topics:

- The current situation more or less based on ATA iSpec 2200 and why Airbus Helicopters is deciding to go to S1000D now
- The way Airbus Helicopters intends to go, with data preparation in the current standard in order to operate a fully automated migration as soon as ready.
- The benefits that Airbus Helicopters expects to realize with such a migration, in terms of data homogeneity, coherent content and customer satisfaction, and preparing the future with more and more digital continuity from Design to support.

From Zero to CSDB in under 30 minutes

CSDBs don't need to be hard work. In under 30 minutes, we will see it is possible to install a CSDB, set up user accounts, import a project's data, and allocate work for editing. We will review and Issue a DM. We might even publish a book for you at the end of it!

Generating Well Formed S1000D Procedural and IPD Data Modules from Either GEIA-STD-0007 or S3000L/S2000M Sources

ISS is the leading provider of logistics product data analysis software used to define, manage, analyze, and improve through-life supportability for complex equipment systems. SLICwave features best-in-class technology, innovative design, and the largest installed base of users in the world. SLICwave allows you to easily create, manage, and update S1000D data modules directly from the authoritative logistics product data source, either GEIA-STD-0007 or S3000L/S2000M – seamlessly interfacing with the S1000D CSDB solution of your choice.

Harmonizer: Content Meets its Match (and Near-Matches)

DCL's Harmonizer analyzes document collections, of any format, using natural language processing (NLP) to identify redundant content in the collection. Harmonizer processes text quickly, efficiently, and with deep intelligence and accuracy.

Harmonizer is widely used to:

- Capture reuse potential and metrics for ROI calculation.
- Create cleaner content collections to streamline management, translation, and localization.
- Increase sustainment efficiency in updating information in the future.
- Assist in determining applicability/effectivity in XML.
- Chunk data into Data Modules.

HyperSTE: Comply with Simplified Technical English (ASD-STE100)

If you're looking to comply with ASD-STE100 Simplified Technical English as part of your S1000D or ATA compliance, HyperSTE is the right fit for you. Easy to implement, HyperSTE is a plug-and-play solution that plugs into your authoring environment to assist the writer with creating clear content. In addition, we offer STE training and dictionary building services to bring even more value, including less time in writing and reviewing, faster time to market, and industry credibility.

IAI lessons learned on S1000D implementation process

Many companies wish to implement S1000D in their organizations. How do you do that? What do you need to know? What will be your approach? What system and software should I pick?

This presentation will provide lessons-learned from the Israel Aerospace Industry (IAI) and information for companies to consider when implementing S1000D. The speaker will discuss:

- S1000D advantages and the benefits it provides
- Some good advice and "instructions" on how to pick your CSDB and other software vendors
- What you need to take into consideration when looking for the right system for your organization

Improving Maintenance Efficiency Through Electronic Work Package & Electronic Logbook

The Spec 2000 Work Package (Ch. 18) offers airlines and MRO's the opportunity to dramatically improve efficiency and quality with their data exchange during maintenance visits. This presentation will give an overview of the electronic exchange of Work Package data using Spec 2000 XML. A high-level overview of the specification will be provided as well as a walkthrough of the Proof-of-Concept data where you can see how paper/PDF exchange between operators and MROs in a heavy check can be replaced with electronic XML data following the specification. Come away with a clear understanding of the benefits, as well as a better ability to provide a cost / benefit analysis of implementation.

Additionally, Spec 2000 e-Logbook (Ch. 17) offers the ability to communicate in a standardized manner between an electronic Technical Logbook system and a different Maintenance IT system. This presentation will also explain this process and how it also interfaces with the Work Package specification.

Interpreting iSpec2200 / S1000D for Task Card Operations interfaced with diverse ERPs

FieldLogs® is an end-to-end task card digitalization and operation platform usually interfaced with ERPs on the market. FieldLogs ingests industrial iSpec2200 and S1000D documents such as those produced by the engine, airframe, component OEMs as one input type. FieldLogs truly digitalize maintenance related instruction information. Our innovative OEM revision management keeps your digital task card library compliant while effortlessly maintaining your optimizations. FieldLogs intelligently meshes detailed maintenance instructions, sensor information, IT processes, learned knowledge, teaming, and real-time collaboration.

Introduction to S1000D

If you are brand new to S1000D, this presentation will explain the basics. This will include the vision and mission for the specification, the history of the spec itself, how it is organized, the major concepts that are involved (XML, schemas, CSDBs, data modules, business rules and BREXes), and how the specification is maintained.

Managing large scale S1000D adoption – A Tale from the Trenches

The US Navy decided to move to the S1000D standard as part of a broader program for the rationalization, reduction, and centralization strategy goals to reduce equipment life-cycle costs. The speaker will share his experience as the S1000D product support manager for the US Navy NAVSEA division

The session will cover a number of lessons learned and best practices, including:

- Justifying the move to S1000D
- Recruiting sponsors
- Plan, Plan and then Plan again
- Scope, Time & Resources – your only levers
- Contingencies - you better have some
- Valuing the Maintainer's Experience
- Manage change

MDDV - 6th Generation IETM

American Data Solutions (ADS) presents MDDV - the only 6th Generation IETM

- Full support for S1000D (including 5.0)
- True zero-footprint
- All major operating systems (Windows, Mac, iOS, Linux, Android)
- All major browsers (IE11, Edge, Firefox, Chrome, Safari), and cloud-agnostic
- Super search – fastest, comprehensive, intuitive, AI-based
- Super-fast – any page is a second away!
- Auto-filled forms
- Digital wiring – integrated
- Certified for AF Network (SIPRNet)
- Multilingual interface
- Visual Search
- Integrated PDF
- ***MDDV Saves 20%-30% on all maintenance actions!***

Optimizing Aircraft Return Records Admin using Spec 2500

By utilizing Spec 2500 for the electronic exchange of both aircraft historical operational and maintenance records, as well as the current status reports typically provided at the end of a lease and/or during the sale of a used aircraft, participating airlines and lessors can achieve great administrative savings. This presentation will provide an overview of Spec 2500, provide an update on what is included in the 2022 release of Spec 2500, and review successes and challenges with already accomplished implementations. Additional uses of Spec 2500 beyond end of aircraft use will also be covered.

Procurement for Tomorrow

See how Swiss AviationSoftware plans to implement Spec 2000 Gen 2 Procurement to improve their customer's digital enablement. This presentation will walk through some of the decision points that buyers and sellers will have to make with implementation of Spec 2000 Gen 2.0, such as acceptance of quantity or price changes, part number changes, etc. Swiss AS will identify some of their implementation decisions, which will allow system administrators to configure how much automation to use with some of the decisions that Spec 2000 Gen 2.0 requires.

Additional use cases enabled to Spec 2000 Gen 2.0 implementation will be discussed, including the possible use cases enabled through mobility.

Real World S1000D - Data Migration

S1000D projects typically rely on a small staff of well-trained and experienced "gurus" to begin an S1000D content development project, establish the product breakdown, and generate the DMRL. Their work begins a series of activities all taking place in succession, a waterfall process. When faced with the challenge of migrating a large amount of customer data in a short period of time, DTB defined a new approach.

DTB turns the traditional S1000D model on its head and uses data to drive the development process. Aided by clever database programming, our process allows production editors to sit in the driver's seat and make product breakdown decisions while preparing content for migration. This presentation illustrates DTB's experience adopting a parallel process and supporting technologies to leverage a limited set of S1000D experts to accomplish a large content migration project – adaptable for airlines, civil aviation, defense, and projects straddling all three.

RFID Tool Tracking Benefits

This presentation will provide a demonstration on the real benefits of using RFID for Tool Tracking. See a demonstration of the technology in action and understand time and quality benefits of implementing such a solution. Both operators and MRO's can benefit from understanding efficiency possible with an integrated solution, including reading of employee badges, time/date stamps, tool Identifiers, and even linking to the sources which track various calibration or other items that tools require.

RFID Supply Chain Coordination

In order to make the benefits of Spec 2000 RFID solutions more real, we will demonstrate the use of RFID from an OEM, airline, and MRO's perspective. This will focus on data encoded on a category of products such as emergency equipment. Understand how data is originally encoded at manufacture, how it can be used by the airline to dramatically reduce time for some line maintenance tasks, and finally how an MRO can update the tag during refurbishment.

Understand the benefits and productivity gains that each of the above parties obtain, particularly as compared to prior methods of manually doing certain required line maintenance tasks.

S1000D Maturity Model

Along with its compelling advantages, S1000D carries a fundamental challenge. Like any initiative that brings significant, sweeping change, S1000D can be daunting to implement. Moreover, XML and S1000D are relatively new for many companies, which means that patterns, precedents, and best practices are the guideposts to success.

The S1000D Maturity Model was developed to respond to this adoption challenge. Rather than an all-or-nothing approach, the S1000D Maturity Model assumes companies will eat the S1000D elephant one bite at a time, taking a graduated, step-wise approach.

In this presentation, the speaker will review the various parts of the S1000D Maturity Model and address these key challenges faced by many. During the course of the presentation, he will:

- Explain S1000D's role as a standard for designing, authoring, and publishing modular information
- Present a top down and practical approach to learning key aspects of the maturity model
- Help you to understand each of the S1000D maturity levels for implementation and defined milestones
- How to measure S1000D success and ROI based on the maturity level definitions
- How to follow the maturity model for achieving continuous technical publications improvement.

S1000D Steering Committee update

The S1000D Steering Committee officers will provide an overview of the organization and an update on the development of S1000D, including recent work that has been accomplished and the roadmap for future development of the specification.

Sonovision OPENconv Data Conversion Solution

Sonovision is introducing OPENConv - The Complete Data Conversion Solution. This demonstration will introduce OPENConv software which has been in use by Sonovision for the last decade to satisfy the data conversion requirements for specific customers but is now ready for a wider audience. However, OPENConv is more than just software, but an entire process behind Sonovision's data conversion activities. We'll do a deep dive into both during this demonstration.

So you've been asked to produce S1000D, but what happens next?

Many small suppliers of systems and components are increasingly being asked by their Tier 1 customers to produce their documentation in S1000D. That might sound quite straightforward, but what does it really entail? Do you just grab that latest XML editor and start converting all your content?

This presentation will look at some of the real-world hurdles and pitfalls of starting to work in S1000D:

- Training – and the importance of not just authors but decision-makers, managers and other key stakeholders understanding S1000D.
- Tools – do you need a CSDB, do you need authoring tools, BREX checking tools, publishing tools. Did you know there were so many tools?
- Setting up the project – getting to grips with SNS, BREX, DMRLs, DDNs, and more.
- Converting existing data – because you already most likely have your content in another form, but how do you deliver it as S1000D.
- Understanding your deliverable – are you being asked for just data modules (and media)? Or do you need to produce PDF, or paper, or deliver to an IETP.

The IETM Future; moving from passive to active knowledge Support

Today, a critical shortage of maintenance technicians is requiring technical publications to play a more active role in maintenance processes. See & hear how we are:

- Allowing for fully disconnected mobile use with synchronization support on commercial platforms
- Creating an integrated feedback loop across the entire sustainment ecosystem
- Embedding access to expert resources and video content within the IETPs
- Unifying the product and service lifecycles to break down organizational silos

The Joys of Standardized Data and The Rocky Road to Seamless Integration: An End-user Perspective

This presentation show how standardized structured data can be used in a Civil Aviation MRO. Well-thought theoretical constructs will not always work in real-world scenarios. Data originators and end-users need to communicate to ensure that the intended functionality is provided and data can be used.

The speaker will provide an overview of today's situation and thoughts on current trends. Topics to be covered include:

- Structured data versus online applications and PDFs
- Repurposing technical content in applications
- Reports, Adaptions and Changes in structured data
- Feedback to data originators
- Implications of moving away from standards
- How we can ensure that the end-user gets intelligent data.

Thoughts on ATA 2400 & S1000D for IPC/IPD Data

The Boeing IPC/D Parts Document team has been developing a strategy for deployment to our various customers; the adoption of ATA Specification 2400 while authoring the Boeing IPC/D in the S1000D standard for multiple Boeing models. The team is looking for ways to harness and implement both specifications to use the inherent logic found in Spec 2400 and the S1000D specification.

Our business strategy is focusing on how the IPC data will be produced in the future and how each Specification allows greater structure and standardization of the data to the customer. This will allow greater interoperability of the data between the Original Equipment Manufacture and the Customer. Currently the 777X technical manuals will be produced both in ATA and S1000D version 4.2 compliant format; in addition, the 787 and KC-46 also are both authored to the ATA and S1000D standard.

We will review a recent engagement with the deployment of S1000D to a customer where we experienced challenges and obstacles, we had to overcome with S1000D. We will also provide some consideration for challenges and adoption of ATA Spec 2400 as we develop a business case for deployment.

Points and Issues:

- 1) Adoption of Engineering Data into a format to fit the specifications
- 2) Need for a capability to consume various types of engineering in order to induct and author into the S1000D format. (CMM, LRU Date, Customer Modification data, etc.)
- 3) Need to have a structured Bill Of Materials
- 4) Need to track and manage engineering part number change
- 5) Implications on Type Certification
- 6) Use of and implementation of ATA 2400 for the IPC/D

What is required by an Industry Leading IETP/IETM?

An industry leading IETP/IETM should be designed to run under a variety of deployment conditions, like on- and off-line usage, server-based deployments as well as standalone, it should support a variety of industries and specifications, for both military and commercial applications, and should efficiently support content updates with minimum production delays for the end users.

Flatirons Pinpoint is such a product and has over 70.000 satisfied end users worldwide.

What to Expect When You're Expecting (S1000D conversion edition)

This presentation is filled with must-have information, practical advice, realistic insight, easy-to-use tips, and lots of reassurance.

Your conversion explained, your conversion questions answered, your project schedule demystified from head (what to do about those headaches) to feet (why your schedule is so swollen), back (how to stop it from aching) to front (why you can't tell what you're having without stylesheets).

You'll hear the very latest on pre-conversion screenings, which conversion choices are safe, and the most current delivery options. Having symptoms of conversion trauma? You will - and you'll find solutions for them all. Expecting multiple document types at the same time? There's a chapter for you. Expecting the converted data to look exactly like the source and it doesn't? There are tips for adjusting. Expecting to compress the delivery schedule? This presentation has you covered, too.

What you should know about DMRLs

This presentation will provide insight regarding Data Management Requirements Lists and why they are important. Specifically, the presentation will describe what a government or other acquisition professional should expect to receive in a high-quality DMRL provided by a vendor.

The briefing will address:

- DMRL purpose and uses
- DMRL requirements vice options
- Errors observed in DMRLs and how they can be avoided

Xignal S1000D - Leveraging the Cloud for collaboration across the S1000D digital Supply Chain

Join us for a coffee break demo of Xignal S1000D, the only cloud-based S1000D publishing solution that promotes true inter-company collaboration.

During our demo we will show how the integrated S1000D web editor and CSDB work together with sophisticated role-based workflows to make Xignal perfect for organisations who need to produce or manage S1000D for throughout the supply chain.