



ATA e-BUSINESS FORUM

# AGENDA

Montreal, Canada - Oct 6-8, 2025

All session topics and schedules are subject to change.

Monday, October 6			
3:00 p.m. - 6:00 p.m.	Registration		Fortifications Foyer
6:00 p.m. - 8:00 p.m.	Welcome Reception – Sponsored by ELD Bilisim		Montreal
Tuesday, October 7			
7:30 a.m. - 5:00 p.m.	Registration		Fortifications Foyer
7:30 a.m. - 5:00 p.m.	Exhibit Hall		Montreal
7:30 a.m. - 8:30 a.m.	Coffee and Danish - Sponsored by TBD		Montreal
8:30 a.m. - 10:15 a.m.	General Session  Introduction – Brad Ballance, Senior Managing Director, ATA e-Business Program  Welcome Comments – Ean Niland, President, JANA, Inc.  Keynote Presentation – “Navigating Chaos: Aircraft Markets and Big Supply Challenges” – Richard Aboulafia, FRAeS, Managing Director, AeroDynamic Advisory		Fortifications
10:15 a.m. - 11:00 a.m.	Break - Sponsored by TBD		Montreal
	ATA e-Business Forum Track <i>Moderator: TBD</i> Ville-Marie	S1000D User Forum Track <i>John Waters, ZeroAvia</i> Fortifications	Product Demonstrations <i>Brad Ballance, ATA e-Business Program</i> St-Antoine
11:00 a.m. - 11:30 a.m.	ATA e-Business Program Overview <i>Ken Jones, ATA e-Business Program</i>	S1000D Council and Steering Committee Update <i>Paul Conn, S1000D Council chair, ATA e-Business Program</i> <i>Achim Besel, S1000D Steering Committee chair, Airbus Defence and Space</i>	Contenta Publishing Suite Innovations <i>Matt Evans, RWS Group</i> <i>Allen Seifert, RWS Group</i>
11:30 a.m. – 12:00 p.m.		Should I Implement the Terminology CIR in My Project? <i>David Nilsson, Pentecom, Inc.</i>	MDDV - The Chosen IETM for 6th Generation Platforms <i>Ran Meriaz, American Data Solutions</i>
12:00 p.m. - 12:30 p.m.	ATA 2300 / Flight Operations Data Implementation: OEM and Operator Perspectives <i>Bruno Chatel, OBE Solutions</i>	ASELSAN's Enterprise Adoption of S1000D and Common Information Repository <i>Necdet Türköz, ASELSAN</i>	A Transformational Journey from Legacy PDFs to an S1000D Interactive Platform to Plan, Execute, and Track Maintenance Work <i>James St George, Pennant International Group</i>
12:30 p.m. - 2:00 p.m.	Lunch - Sponsored by TBD		Grande Place

	<b>ATA e-Business Forum Track</b> <i>Moderator: TBD</i> <b>Ville-Marie</b>	<b>S1000D User Forum Track</b> <i>Kathy Rainbolt, Pentecom</i> <b>Fortifications</b>	<b>Product Demonstrations</b> <i>Brad Ballance, ATA e-Business Program</i> <b>St-Antoine</b>
2:00 p.m. - 2:30 p.m.	<a href="#"><u>Driving Operational Efficiency Via SPEC2500 Integration: Real-World Use Cases and Strategic Outlook</u></a> <i>Guillaume Sola, Swiss AviationSoftware</i>	<a href="#"><u>Scaling a S1000D Implementation: A Practical Approach and Maturity Model for Success</u></a> <i>Jeff Deskins, Dayton T. Brown</i> <i>John Waters, ZeroAvia</i>	<a href="#"><u>All in One IPS-Suite</u></a> <i>Erdem ANAÇ, ELD Bilisim</i>
2:30 p.m. – 3:00 p.m.	<a href="#"><u>New ATA Part Lifecycle / Traceability Specification</u></a> <i>TBD</i>	<a href="#"><u>Breaking Down the Silos: A Practical Approach to Connecting S1000D with the Wider Business Ecosystem</u></a> <i>Jake Memery, GPSL Ltd/Xignal</i>	<a href="#"><u>HyperSTE - Simplified Technical English Compliance Checker</u></a> <i>Berry Braster, Etteplan</i>
3:00 p.m. – 4:00 p.m.	<b>Break – Sponsored by TBD</b> <span style="float:right"><b>Montreal</b></span>		
4:00 p.m. – 4:30 p.m.	<a href="#"><u>Implementation of Spec 2000 Digital 8130-3, Form 1</u></a> <i>Werner Magerl, warp it</i>	<a href="#"><u>Applying S1000D to the KF-21 Program: A Practical Case Study in IETM Innovation and Future IPS Integration</u></a> <i>Yu-jun Cho and Panel, Korea Aerospace Industries</i>	<a href="#"><u>Data Analysis &amp; Redundancy Evaluation</u></a> <i>Naveh Greenberg, Data Conversion Laboratory</i>
4:30 p.m. – 5:00 p.m.	<a href="#"><u>IATA Working Group Update</u></a> <i>Invited</i>		<a href="#"><u>Smarter S1000D Content Operations: Simplifying Complexity, Scaling Delivery</u></a> <i>Steve Cripps, Contiem, Inc.</i>
6:00 p.m. - 8:00 p.m.	<b>Gala Reception – Sponsored by JANA, Inc.</b> <span style="float:right"><b>Grande Place</b></span>		
<b>Wednesday, October 8</b>			
8:00 a.m. – 3:00 p.m.	<b>Registration</b> <span style="float:right"><b>Fortifications Foyer</b></span>		
8:00 a.m. – 3:00 p.m.	<b>Exhibit Hall</b> <span style="float:right"><b>Montreal</b></span>		
8:00 a.m. – 9:00 a.m.	<b>Coffee and Danish – Sponsored by TBD</b> <span style="float:right"><b>Montreal</b></span>		
	<b>ATA e-Business Forum Track</b> <i>Moderator: TBD</i> <b>Ville-Marie</b>	<b>S1000D User Forum Track</b> <i>Paul Conn, ATA e-Business Program</i> <i>Joakim Lundqvist, Combitech</i> <b>Fortifications</b>	<b>Product Demonstrations</b> <i>Brad Ballance, ATA e-Business Program</i> <b>St-Antoine</b>
9:00 a.m. – 9:30 a.m.	<a href="#"><u>Comparing Spec 2400 Allowable Configuration with Spec 2500 Actual Configuration: Untapped Automation Opportunity</u></a> <i>Jani Kilpi, Finnair</i>	<a href="#"><u>Real-life experience in productive use of S1000D source data in MRO-business</u></a> <i>Christian Eickhoff, Lufthansa Technik</i> <i>Julia Peric, Lufthansa Technik</i>	<a href="#"><u>Legacy to Smart S1000D Delivery: Single Source Standards Compliance with Customized Automation Tailored to your Requirements</u></a> <i>Paul Rupp, Accu Solution Services</i>
9:30 a.m. – 10:00 a.m.	<a href="#"><u>Allowable Configuration: What is New in Spec 2400 Revision 2025?</u></a> <i>Etienne Roblet, Airbus</i>	<a href="#"><u>S1000D Implementation in the Department of National Defence Canada</u></a> <i>Bruno Tardif, Daniela Raycheva, Tim Caines, Department of National Defence / Government of Canada</i>	<a href="#"><u>Publishing 3D Technical Illustrations</u></a> <i>David Manock, Larson Software Technology, Inc.</i>
10:00 a.m. – 10:30 a.m.	<a href="#"><u>How to Improve Your Business Processes with Spec 2000 Gen 2 Procurement</u></a> <i>Edouard Fourmaux, Swiss AviationSoftware</i>	<a href="#"><u>Closing the Feedback Loop: A Practical Framework for Integrating Field Insights into S1000D Content</u></a> <i>Ying Zhao, Dassault Systemes</i>	<a href="#"><u>GPSL PriXm: Unlock the Power of Enterprise Knowledge with S1000D &amp; ATA Standards.</u></a> <i>Charles Angione, GPSL, Ltd.</i>
10:30 a.m. – 11:00 a.m.	<b>Break – Sponsored by TBD</b> <span style="float:right"><b>Montreal</b></span>		

	ATA e-Business Forum Track <i>Moderator: TBD</i> Ville-Marie	S1000D User Forum Track <i>Joakim Lundqvist, Combitech</i> Fortifications	Product Demonstrations <i>Brad Ballance, ATA e-Business Program</i> St-Antoine
11:00 a.m. – 11:30 a.m.	<a href="#"><u>Standards for Aircraft Health Management</u></a> <i>Christoph Heinen, Lufthansa Technik</i>	<a href="#"><u>From Traditional to Digital: The Process of Transitioning to S1000D in Technical Documentation</u></a> <i>Erdoğan TOKLU, BMC Otomotiv</i>	<a href="#"><u>Live Demonstration of the EAGLE Vision S1000D Viewer</u></a> <i>Derek Kleve, RTX Raytheon EAGLE</i>
11:30 a.m. – 12:00 p.m.	<a href="#"><u>What ATA Codes Tell Us</u></a> <i>Cameron Byrd, AIXI, Inc.</i>	<a href="#"><u>Navigating the Complexity of Converting Legacy Documents to S1000D-Compliant Content</u></a> <i>Pradeep Jain, Ictect, Inc.</i>	<a href="#"><u>HICO iPS.Suite® - Market-Leading IPS-Business Solution for both ATA e-Business, S-Series IPS Specifications &amp; S1000D</u></a> <i>Ash VORDING, The HICO Corporate Group</i> <i>Stefan POELTNER, The HICO Corporate Group</i>
12:00 p.m. – 12:30 p.m.	<a href="#"><u>Fully Digital Maintenance Data, A Missing Link – Spec 2000 Work Package</u></a> <i>TBD</i>	<a href="#"><u>Finding Applicability/effectivity and building repositories in legacy data prior to converting to XML</u></a> <i>Naveh Greenburg, Data Conversion Laboratory</i>	<a href="#"><u>Bridging the Chasm - ATA &amp; S1000D Case Studies</u></a> <i>Ivette Damish, Dayton T. Brown, Inc.</i> <i>Drew Smith, Dayton T. Brown, Inc.</i>
12:30 p.m. – 2:00 p.m.	<b>Lunch – Sponsored by TBD</b> <b>Grande Place</b>		
2:00 p.m. – 2:30 p.m.	<a href="#"><u>How Will AI Impact the Use of Data Standards?</u></a> <i>TBD</i>	<a href="#"><u>From SNS to Semantic Networks: Expanding S1000D Value with Knowledge Graphs</u></a> <i>Charles Angione, GPSL Inc.</i>	<a href="#"><u>Microsoft Word and S1000D - Made for Each Other!</u></a> <i>Pradeep Jain, Ictect, Inc.</i>
2:30 p.m. – 3:00 p.m.	<a href="#"><u>Whatever Happened to RFID Tagging of Flyable Parts</u></a> <i>Su Ahmad, Tego, Inc.</i>	<a href="#"><u>Issues and Solutions in Using LLM Technology in IETP</u></a> <i>Chen Shao, CAPE</i>	<a href="#"><u>Partnering for Aerospace Reliability and Aerospace Excellence</u></a> <i>Stephon Johns, JANA, Inc.</i> <i>Cameron Byrd, JANA, Inc.</i>
3:00 p.m. - 3:30 p.m.	<a href="#"><u>Spec 2000 RFID Update from Across the Industry</u></a> <i>Jon Andresen, Technology Solutions</i>	<a href="#"><u>Leveraging AI to Transform Legacy Publications into S1000D</u></a> <i>James St George, Pennant International Group</i>	<a href="#"><u>AI Agents and Copilots for S1000D and ATA iSpec 2200: Automating the Technical Data Lifecycle</u></a> <i>Szymon Stanek, WebX Systems, Ltd.</i>
3:30 p.m. – 4:00 p.m.	<b>Break – Sponsored by TBD</b> <b>Montreal</b>		
4:00 p.m. – 4:30 p.m.	<a href="#"><u>Cybersecurity Update (Spec 42)</u></a> <i>Patrick Patterson, Carillon</i>	<a href="#"><u>Reinventing Technical Documents Generation with AI and Automation (AIA) for S1000D Compliance</u></a> <i>Pratibha Mangaldas Varadkar, HCL Technologies LTD.</i>	<a href="#"><u>ATA2300-Ready CCMS: Streamlining Flight Operations Data Management for Airlines</u></a> <i>Bruno Chatel, OBE Solutions</i> <i>Joris Roulleau, OBE Solutions</i>
4:30 p.m. – 5:00 p.m.	<a href="#"><u>User Experience: Converting Legacy ATA 100 Interleaf</u></a> <i>Normand Montour, Sonovision Canada</i>	<a href="#"><u>How STE enhances your S1000D, iSpec and IPS S-Series Strategies</u></a> <i>Berry Braster, Etteplan</i>	<a href="#"><u>Most advanced IETP Viewer for S1000D (all editions), ATA 2200 and PDF</u></a> <i>John Zawlocki, Flatirons Solutions</i>

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# Session Descriptions

(Alphabetical Order)

## **A Transformational Journey from Legacy PDFs to an S1000D Interactive Platform to Plan, Execute, and Track Maintenance Work**

The efficient planning, execution, and tracking of today's inspection and maintenance work is often hindered by static manuals and bulky resource planning systems. This presentation introduces a transformative approach to converting static PDF documentation into S1000D data modules using AI. The S1000D publications then feed a modern interactive viewer for faster decision-making, improved efficiency, greater operational confidence, and field feedback. Whether you're starting your journey in S1000D or are burdened by legacy publications, this presentation will demonstrate how you can bridge the gap between static manuals and a modern digital ecosystem to maximize operational efficiency.

## **AI Agents and Copilots for S1000D and ATA iSpec 2200: Automating the Technical Data Lifecycle**

AI-powered Agents and Copilots are transforming the creation, review, translation, and management of S1000D and ATA iSpec 2200 content. Integrated within UltraCSDB, WebX Systems' AI Agents—including the AI Author, Reviewer, Project Manager, Translator, STE Agents, and the UltraAuthor Copilot—streamline workflows by converting unstructured input into standards-compliant XML, accelerating multilingual publishing, and ensuring authoring compliance. Real-world aerospace and defence projects show faster delivery, improved data quality, and how AI augments—rather than replaces—human expertise.

## **All in One IPS-Suite**

FORIPS Suite is an integrated software platform designed for the efficient creation, management, and analysis of technical documentation, LSAR, and material management data in line with S-Series specifications. The suite consists of three main modules: FORSDOC for S1000D-compliant technical publications without requiring XML expertise, FORSMMD for material data management based on NATO codification standards, and FORSLSAR for logistics support analysis aligned with GEIA-STD-0007C, MIL-STD-1388-2B, and S3000L. Experience how the FORIPS Suite simplifies Integrated Product Support.

## **Allowable Configuration: What is New in Spec 2400 Revision 2025?**

ATA Spec 2400 will get a new issue in 2025, adding new content on the topic of Automated Configuration Validation. This presentation describes this new content and the concepts linked to it. It will include:

- A reminder of the goals of the ATA Spec 2400, and a brief description of its content prior to the 2025 revision: Allowable configuration in Parts and in Modifications
- An explanation of the validation processes described in the specification for Configuration in Parts and in Mods
- An explanation of the new concepts introduced in the 2025 revision: Validation Results Report and Validation Scope
- A quick presentation of the structure of the XML schemas implementing these new concepts.

## **Applying S1000D to the KF-21 Program: A Practical Case Study in IETM Innovation and Future IPS Integration**

This session will present a case study on applying the S1000D specification to the KF-21 fighter aircraft program, led by Korea Aerospace Industries (KAI). As the first adoption of S1000D in a Korean military aircraft, this project illustrates how global standards can be localized and expanded within the domestic defense industry. Based on real development experience, we highlight practical outcomes, lessons learned, and future plans in technical publications and integrated product support (IPS).

## **ATA2300-Ready CCMS: Streamlining Flight Operations Data Management for Airlines**

Discover the first CCMS to implement the ATA2300 standard for airline flight operations data. As the industry approaches the ATA2300 wave, see seamless OEM data import, user-centric WYSIWYG editing, and automated export ensuring complete interoperability. The standard's comprehensive flight operations coverage guarantees functional completeness. Experience how modular content architecture enables independent lifecycle management for data components, while powerful semantic ATA2300 markup is made accessible through an intuitive interface. See integrated features such as revision workflows, compliance handling, translated versions, and approval processes.

## **ATA 2300 / Flight Operations Data Implementation: OEM and Operator Perspectives**

After a brief summary of ATA spec 2300 scope, concepts and features, including a highlight of the latest developments, the presentation will detail the implementation approaches in both environments:

- OEM production system in charge of creating and delivering technical aircraft related data
- airline/operator who customizes OEM originated data, creates general operations data to provide to the end users.

The presentation will describe the general high-level requirements and explain how ATA 2300 is implemented to cover the requirements. Based on real implementation experiences, the strength and weakness of the implementation approaches will allow the audience to understand some specific tricky points and implementation choices that need to be analyzed in such projects. Finally, the actual benefit of using ATA 2300 standard will be presented.

## **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. The 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.

### **ASELSAN's Enterprise Adoption of S1000D and Common Information Repository**

The presentation discusses the corporate decision-making process with respect to the selection of an S1000D-compliant software solution, the challenges and benefits of a unified system (e.g., deployment of one software solution across several business units), and the role of the CIR in providing consistently formatted data that one can count on being efficient. The presenter will elaborate on the reasons for adopting a corporate-wide approach to S1000D and how the standardization leads to better interoperability, reduced duplication, and easier collaboration in the context of different projects and stakeholders. Presentation will touch on important factors like scalability, compatibility with current systems, and adherence to industry standards that help ensure a smooth transition.

### **Breaking Down the Silos: A Practical Approach to Connecting S1000D with the Wider Business Ecosystem**

This presentation explores a persistent challenge faced by many S1000D technical documentation teams: working in isolation from broader business systems, resulting in duplicated content creation, manual rework, and disconnected data.

### **Bridging the Chasm - ATA & S1000D Case Studies**

The global marketplace is evolving with civil aviation and defense programs merging for increased efficiencies at the airframe, engine, and component level. Airworthiness is identifying technical data as a root cause for recent challenges. Entrenched in ATA for decades, civil and defense have lived separately with a giant chasm between the two. Improved quality results in increased safety. Identifying ways to bridge the chasm between civil and defense programs improves technical data introducing Reduced Total Ownership Costs. DTB shares innovative case studies highlighting how ATA and S1000D successfully coexist within airlines and OEMs serving civil and/or defense enterprise requirements.

### **Closing the Feedback Loop: A Practical Framework for Integrating Field Insights into S1000D Content**

This presentation takes a closer look at a challenge many of us have seen: S1000D authors are expected to produce accurate, usable technical documents, but rarely have direct insight into how procedures actually work in the field. Meanwhile, maintenance technicians are using the technical documents every day and often notice when something is unclear, outdated, or just doesn't match real conditions. Without a structured way to share that insight, valuable feedback is often lost in translation.

### **Comparing Spec 2400 Allowable Configuration with Spec 2500 Actual Configuration: Untapped Automation Opportunity**

The first publication of ATA Spec 2400 took place in 2018. Regardless of being available, it has not been adopted yet by the industry to a degree that would make any difference. The aim of this presentation is to highlight the automation opportunities that Spec 2400 can provide and encourage operators to invest in adopting it. In practice, this means that operators would demand configuration data in Spec 2400 format from OEMs and the capability of processing Spec 2400 configuration data from their IT vendors. Details to be discussed include the evolving configuration management process of an airline operator and/or a maintenance organization, including the pain of using iSpec2200 and S1000D for configuration management and how it could improve if the full potential of Spec 2400 is unleashed. Included will be the clumsy method used today to identify which part numbers can be installed at a specific position and how it could be automated in the future using Spec 2400 content to provide updates to the MIS system which would then act as a single point of contact answering the main question of configuration management, and queries could be made by humans and systems alike.

### **Contenta Publishing Suite Innovations**

Join our Product Management team as they present the new and enhanced products across the Contenta Publishing Suite. Learn about Contenta Connect, our integration framework for Integrated Product Support across the S-Series. Hear about our latest edition of LiveContent IETP/IETM along with LiveContent Anywhere, our new streamlined LiveContent access option. Learn about Contenta Multi-Spec, the component content management solution for managing all enterprise content regardless of specification or standards (Mil-Specs, ATA, DITA and of course S1000D). Gain an understanding of the RWS capabilities to generate, transform & protect enterprise knowledge!

### **Cybersecurity Update (Spec 42)**

This presentation will bring the audience up to date on the latest from the ATA Cyber Security Working Group and Spec 42. It will allow the user to become more familiar with implementing the specification, its importance and what areas of the business can most benefit.

### **Data Analysis & Redundancy Evaluation**

Harmonizer is a software application that analyzes document collections to identify redundant content in the collection. Some of the benefits are capturing reuse potential and metrics for ROI calculation, harmonize content (reduce "near duplicate" content) to provide consistent information throughout a document set, increase efficiency in updating information in the future, and assisting in planning how to implement S1000D applicability and repository.

### **Driving Operational Efficiency Via SPEC2500 Integration: Real-World Use Cases and Strategic Outlook**

With the growing complexity of aviation assets and the need for seamless data exchange across systems and stakeholders, industry standards like SPEC2500 play a critical role in enabling digital transformation. Since the publication of SPEC2500, Swiss-AS has successfully incorporated both export and import capabilities into its Maintenance Information System (AMOS), paving the way for more efficient and standardised collaboration between operators, OEMs, MROs, and lessors. Through strategic partnerships and cross-industry collaboration, Swiss-AS has developed and deployed several impactful use cases demonstrating the practical value of SPEC2500 integration. These include:

- The reception of engines using standardised SPEC2500 data packages
- Aircraft phase-out processes facilitated by structured digital records
- Automation of component induction into AMOS, reducing manual effort and improving data accuracy

This presentation will offer a walkthrough of these productive use cases, highlighting key business outcomes such as reduced turnaround times, improved data quality, and enhanced cross-organisational transparency. Additionally, the session will provide a forward-looking

perspective on future implementation plans and evolving use cases, demonstrating how continued adoption of SPEC2500 can further optimise asset lifecycle management and regulatory compliance. Finally, attendees will receive an update on the most recent activities of the ATA Technical Referencing Working Group (ATRWG), including ongoing standardisation efforts and opportunities for industry involvement.

#### **Finding Applicability/effectivity and building repositories in legacy data prior to converting to XML**

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, ATA, or DITA. They believe only manual tagging will be possible or they stay in their legacy format. What if there was an automated way to assist in detecting applicability, building repositories, improving reuse, or cleaning your data from typos and redundant data? During this presentation we will show examples of how analyzing legacy data prior to conversion we can:

- Capture reuse potential and metrics for ROI calculation.
- Create leaner content collections to streamline management, translation, and localization.
- Detect potential applicability/effectivity.
- Detect potential warning/caution repositories.

#### **Fully Digital Maintenance Data, A Missing Link – Spec 2000 Work Package**

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. Particularly as the industry pushes to more digitized business processes, the Work Package process still tends to be heavily manual. 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 by implementing 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.

Also included will be a discussion of Spec 2000 e-Logbook (Ch. 17) as it is used in the line maintenance process and how it facilitates digital data exchange between an electronic technical logbook product with a different maintenance information system.

#### **From SNS to Semantic Networks: Expanding S1000D Value with Knowledge Graphs**

The Standard Numbering System (SNS) in S1000D establishes a comprehensive, hierarchical framework for organizing technical documentation, ensuring interoperability, traceability, and consistent information retrieval across complex technical data sets. However, as organizations increasingly seek to break down information silos and maximize the value of their technical data, there is a growing need to connect SNS-driven content with broader corporate knowledge; such as corporate glossaries, policies, engineering specifications, and regulatory compliance documentation. This presentation explores how knowledge graphs can transform the SNS from a static hierarchical structure into a dynamic semantic network that interlinks S1000D data modules with the full spectrum of enterprise content stored elsewhere.

#### **From Traditional to Digital: The Process of Transitioning to S1000D in Technical Documentation**

This presentation includes a detailed discussion of the transition process from traditional technical documentation methods to the S1000D specification in tank projects carried out within the BMC. The presenter will first address the basic problems in details in classical technical documentation options - multiple software integration, manual version tracking, difficulties in the update process and data feature issues. It will explain why the transition to S1000D has become a necessity in order to overcome this process. In the continuation, the general role of contracts within the scope of S1000D compatibility, the analyses made in the software selection process, benchmarking studies and the preference for the talent acquisition path with internal resources will be detailed. Following the software procurement, the planned training modules (basic, applied and advanced training) and the process of technical writers becoming competent will be conveyed.

#### **GPSL PriXm: Unlock the Power of Enterprise Knowledge with S1000D & ATA Standards.**

Join us for a live demo of how the PriXm Content Services Platform is transforming the way aerospace, defence, and MRO organisations leverage the information captured within their S1000D and ATA e-Business standards technical content. We'll walk you through real-world scenarios that show how PriXm aggregates content from across your organisation, intelligently links related data, and makes it instantly searchable, traceable, and collaboration-ready. From entity extraction to compliance-driven workflows, you'll see how the platform brings clarity, control, and confidence to even the most complex technical content.

#### **HICO iPS.Suite® - Market-Leading IPS-Business Solution for both ATA e-Business, S-Series IPS Specifications & S1000D**

Streamline Your Technical Data & Technical Documentation (TEDD) Discover the power of HICO IPS-Business Applications, our robust solution designed to revolutionize your IPS, ILS & TechPub activities. At its core, it leverages an advanced IPS Repository, complete with CCMS/CSDB capabilities. HICO support a wide variety of IPS & TechPub specifications. The key benefit? Integrated solutions for your IPS & TEDD tasks, seamlessly adapting to your existing work methods & processes. The HICO Solution is simple to use - reducing training requirements for your team & ensuring a smooth transition. The result is a sustainable, future-ready operation that enhances your overall efficiency & preparedness.

#### **How STE enhances your S1000D, iSpec and IPS S-Series Strategies**

Simplified Technical English (STE) plays a significant role in enhancing your S1000D and other IPS specs strategies by improving the clarity, consistency, and global understandability of technical data, which is used in many Specifications that support the full lifespan of military and aviation platforms. This presentation will discuss the importance of data quality and how it facilitates compliance, streamlines processes, and enhances quality of data, as well as what important steps to take when implementing STE as part of your overall strategy.

### **How to Improve Your Business Processes with Spec 2000 Gen 2 Procurement**

See how Swiss AviationSoftware has implemented 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 have to make with implementation of Spec 2000 Gen 2.0, such as acceptance of quantity or price changes, part number changes, etc. It will also focus on new use cases that the new generation specification facilitates.

### **How Will AI Impact the Use of Data Standards?**

This panel discussion will focus on what impact Artificial Intelligence will have on the development and use of digital data standards. Will standards become obsolete? Will the need for certain standardized data become greater? What kind of digital security will be required?

### **HyperSTE - Simplified Technical English Compliance Checker**

HyperSTE is an AI-powered (optional) writing assistant that ensures compliance with ASD-STE100 (Simplified Technical English) by checking for spelling, grammar and clarity. It enhances communication and productivity by providing writing suggestions and metrics across different platforms. HyperSTE has been the trusted STE compliance tool for our industry since 2003.

### **IATA Working Group Update**

IATA will provide an update on some of their working groups that are focused on areas which are complementary to the ATA e-Business Program such as Supply Chain, Aircraft Leasing, Maintenance Cost and others.

### **Implementation of Spec 2000 Digital 8130-3, Form 1**

The FAA form 8130-3, EASA Form 1, or other regulatory equivalent Authorized Release Certificates are a key component of part traceability and proof of airworthiness. This presentation will focus on how to implement Spec 2000 Authorized Release Certificate, including the benefits and efficiencies available, the use of digital signatures, and how implementations may facilitate blockchain usage. Also discussed will be the relationship between Spec 2000 Procurement & Spec 2000 Repair.

### **Issues and Solutions in Using LLM Technology in IETP**

This presentation will introduce the benefits of using large language models for intelligent search within S1000D-based IETPs. It will then discuss how large language models can address technical challenges such as recognizing, extracting, and processing structured XML data, providing some concrete insights and successful case studies. Finally, it will explore additional potential applications of large language models in CSDB and IETP.

### **Legacy to Smart S1000D Delivery: Single source standards compliance with customized automation tailored to your requirements**

Convert legacy documents once and deliver standards-compliant, BREX-tailored S1000D outputs intelligently and automatically. Join us to see how our AI-powered workflow transforms PDF, SGML, and Word into structured, single-source S1000D content with live user calibration. Produce BREX-specific outputs without managing multiple files, ensuring fast, accurate, and compliant delivery for every customer.

### **Leveraging AI to Transform Legacy Publications into S1000D**

ASD S1000D is the leading international specification for product technical publications using a common source database. One significant challenge for organizations deploying S1000D is reusing information from legacy non-S1000D publications. Organizations often undergo a lengthy labor-intensive manual process to convert their legacy publications formats (such as MS Word and PDF) into S1000D data modules. Leveraging AI to transform legacy publications into S1000D can provide an expedited route to deploying S1000D into organizations saving time and money, whilst improving quality.

### **Live Demonstration of the EAGLE Vision S1000D Viewer**

The EAGLE Vision S1000D Viewer is part of the Raytheon EAGLE suite of tools. Deployed without installing a client or plugins. Publications are distributed with the Vision Publication File (VPF) format, small file sizes with built-in integrity checking that can be deployed to any version of Vision to take advantage of the latest features while maintaining configuration control. The user can select the UI language and can toggle between data modules written in different languages. EAGLE Vision is free to distribute at no cost, and the software to build the deployable file is already built into the EAGLE Publishing System. Publication Modules can be deployed to EAGLE Vision with one click.

### **MDDV - The Chosen IETM for 6th Generation Platforms**

American Data Solutions provides MDDV - a secure, Class-6 IETM on contract with the current 6th-generation aircraft. Supporting data of any size, including coming directly from databases. Operates connected (zero-footprint on network, internet, clouds), disconnected (on Win, Mac, iOS, Android, Linux), and embedded. MDDV is super-fast even on slow hardware. MDDV includes an automated maintenance logbook, automated data collection & reporting, integrated training, analytics dashboard, continuous process improvement engine, safe AI search, analytics and troubleshooting, integrated digital wiring, and best 3D data support. Full Digital Transformation Today for both Advanced and Legacy platforms!

### **Microsoft Word and S1000D - Made for Each Other!**

Microsoft Word and S1000D - say what? I thought East is East and West is West, and never shall the two meet. Imagine a world where anyone could write S1000D documents - even a middle school student. Yes, that's what we would like to present to you. Through a special plug-in icTools from Ictect, it is now possible to seamlessly flow S1000D content between Content Management Systems and Microsoft Word. Our presentation will cover: Round-tripping content between S1000D CMS and Microsoft Word with icTools Developing Procedural Data Modules using Word and icTools Creating your own S1000D Word templates with icTools Converting legacy and scanned documents to S1000D using icTools.

### **Most advanced IETP Viewer for S1000D (all editions), ATA 2200 and PDF**

Flatirons Pinpoint is a common viewer for S1000D (all editions), ATA 2200, PDF. Flatirons will demonstrate how Pinpoint supports a wide range of standards and variations in adoption of these standards by the different Airframe, Engine, Component and equipment OEMs. This will include going through some of the key advanced and innovative feature including embedded references, local edit/supplement to enrich data, AI powered search and navigation feature and deep linking from other applications such as ERP, Electronic Task Cards and more. Finally, Flatirons will highlight the different deployment modes available (Server, Standalone desktop, Mobile Online and Offline).

### **Navigating the Complexity of Converting Legacy Documents to S1000D-Compliant Content**

As the aerospace and defense industries increasingly mandate the adoption of S1000D for technical documentation, many organizations are faced with the challenge of converting large volumes of legacy material—often authored in unstructured formats like Microsoft Word or PDF—into structured, modular, and S1000D-compliant content. While the benefits of adopting S1000D are well understood—interoperability, reusability, improved lifecycle support—the path to conversion is rarely straightforward. This presentation explores the multidimensional complexity of S1000D conversion projects, drawing from real-world experience across commercial and defense programs. At its core, the conversion process is not a simple technical migration; it is a transformation in how content is authored, managed, and delivered. Organizations must contend with not only the technical intricacies of S1000D—such as data module coding, Common Source Database (CSDB) integration, and BREX compliance—but also with operational and cultural shifts required to support structured content authoring.

### **New ATA Part Lifecycle / Traceability Specification**

The Aircraft Transfer Records Working Group has taken on the development of an XML-based standard for part history. The specification identifies key stages in a part's life and provides key data about events during a part's life. For example, for an LLP the standard will allow a future part operator to accurately calculate a part's life limits from data, rather than researching paper records. The standard will also provide the ability of potential buyers to better understand items that may impact a part's value, and provides traceability for components, facilitating the high safety requirements of the industry.

### **Partnering for Aerospace Reliability and Aerospace Excellence**

JANA and AIXI have partnered to offer comprehensive aerospace reliability and maintenance solutions, focusing on optimizing aircraft performance and enhancing operational safety through advanced data management and analysis. Key services include digitizing legacy records, standardizing maintenance coding with ATA Codes, and integrating AI for logbook and non-routine maintenance coding. AIXI's tools, such as ATA AutoCoder, Ask OTTO (real-time insights), Prescriptive Maintenance (chronic issues guidance) and Chronic Aircraft Identifier (reducing repeat maintenance), ensure a holistic approach to maintenance & reliability, enabling airlines to operate efficiently, safely and cost-effectively.

### **Publishing 3D Technical Illustrations**

3D technical illustrations represent a paradigm shift in visual communication, transforming complex engineering concepts into accessible, interactive visual experiences. 3D models that enhance comprehension across industries including commercial aerospace, defense, automotive, etc. Key considerations include workflow optimization, file format standardization, and cross-platform compatibility. The presentation addresses the publishing challenges such as balancing visual quality with file size constraints. 3D technical illustrations enable dynamic documentation that adapts to user needs while preserving engineering accuracy and standards compliance.

### **Real-life experience in productive use of S1000D source data in MRO-business**

Lufthansa Technik has built tailored business processes on an existing platform for several document delivery formats. Enhanced functions are available on iSpec2200 and S1000D documents. To introduce new data packages or to interpret data in new ways, it will need efforts in:

- intense exchange and partnership between OEM, airline and MRO
- approved processes
- sufficient preparation time

### **Reinventing Technical Documents Generation with AI and Automation (AIA) for S1000D Compliance**

Creating technical documents today often feel like using yesterday's tools for tomorrow's challenges - precise, but not always efficient. Traditional S1000D-compliant documentation is labor-intensive and error-prone. We propose a transformative solution: leveraging AI and Automation (AIA) to streamline the entire content development lifecycle - redefining how technical documentation is authored, validated, and published.

### **S1000D Council and Steering Committee Update**

In this presentation, the chairs of the S1000D Council and Steering Committee will discuss the international collaborative process for producing S1000D and share the latest updates and developments.

### **S1000D Implementation in the Department of National Defence Canada**

The implementation of the S1000D specification within the Department of National Defence (DND) represents a significant change in the development and management of technical manuals. S1000D, being an international specification for the development and production of technical publications, offers a structured approach, ensuring consistency, interoperability, and efficiency. This presentation will highlight key aspects and lessons learned from the DND implementation, such as software set up, policy and training.



### **Scaling a S1000D Implementation: A Practical Approach and Maturity Model for Success**

The evolving landscape of aerospace manufacturing, driven by emerging technologies and novel platforms, presents both challenges and opportunities in implementing S1000D or any structured data management standard. Unlike traditional OEM environments, these innovative products require adaptable and scalable solutions to ensure efficient data management. This presentation will outline a practical approach to adopting S1000D, emphasizing adaptability, efficiency, and seamless integration with enterprise systems. Drawing from real-world experience, we will explore how to align S1000D with unique product needs, streamline data module creation, and optimize authoring workflow

### **Should I Implement the Terminology CIR in My Project?**

Are you considering implementing the terminology common information repository (CIR) in your project? Learn about its benefits. Learn what questions to ask to drive decisions on whether and how to implement it in your Civil Aviation project. If your project is not from Civil Aviation, never fear! These concepts can be easily translated into other industries. The terminology CIR was introduced to S1000D in Issue 6. It allows projects to develop lists of terms/symbols and their definitions and reuse them, improving quality and efficiency. This presentation describes the CIR, how it might be implemented, and potential pitfalls within a generic Civil Aviation project.

### **Smarter S1000D content operations: simplifying complexity, scaling delivery**

Discover how modern S1000D workflows can reduce friction, improve output quality, and scale with your team. In this live demo, we'll show how notusCSDB, Eclipse S1000D plug-ins, and notusBookBuild simplify the entire content lifecycle—from authoring through to publishing. You'll see how authors can write with confidence, check rules as they go, and publish full manuals to PDF using stylesheets like s1000D, MIL-SPEC and ATA-CMP, with flexible stylesheet control via TopLeaf. Whether your team is new to structured content or looking to streamline existing processes, this session shows how to accelerate delivery without compromising quality.

### **Spec 2000 RFID Update from Across the Industry**

This presentation will give a brief overview of Radio Frequency Identification (RFID) technology in use in the industry. It will then discuss advancements in the technology within the aviation industry. It will outline the progress made by airlines, Boeing, Airbus and OEMs in the utilization of RFID systems and also include a discussion of related part marking. Various projects and their business results will be presented for various companies, showing a broad range of solutions and focusing on business process improvements and benefits from implementation. The closing will include the need to do more with aviation digitalization efforts using Spec2000 standards, and the current challenges that airlines, OAMs and OEMs are facing and the resources available to overcome those challenges

### **Standards for Aircraft Health Management**

This presentation will focus on Lufthansa Technik's strategic approach to promote industry standards to have a competitive playing field for all partners in Tech Ops. This allows airlines to choose providers with limited interface issues and on the other hand it allows providers to develop innovative solutions, which can be offered to a broad airline community.

Integrated Aircraft Health Management (IAHM) is a perfect example and a key element in Lufthansa Technik's Digital Tech Ops Engineering (DTE) Organization, which Christoph represents as a Chief Engineer. Due to the open, neutral and modular approach of the Ecosystem it is essential for DTE to rely on industry standards like Spec 2000, if customers are looking for quick, efficient and reasonable support. This allows quick onboardings, easy and continuous exchange of data which is key for DTE services. This could include the exchange of documents with OEMs as well as configuration data of components or real-time reliability data for example. Using industry standards is therefore a key part of the strategy of the Ecosystem solutions to seamlessly interact and an outlook for standards needed in the future will be presented. The objective of DTE's approach to IAHM are processes, which enhance airline operations: compliant & safe, low cost and increased availability. The Continuous Airworthiness Maintenance Program (CAMP) methodology of DTE will be presented.

Christoph will present real-live challenges of operators supported by DTE alongside ideas and potential improvements for the airline community. Some of the ideas will include solutions for repetitive defect detection, TechLog data quality and how DTE works together with its partners – both airlines and digital solution developers. This enables airlines to develop digitally enhanced engineering and maintenance organizations together with DTE and the Ecosystem. Due to an industry-wide shortage of manpower and a low-cost approach, many airlines are looking for optimized digital processes and standards play a key role in cooperation between airlines, MROs, OEMs and authorities.

### **User Experience: Converting Legacy ATA 100 Interleaf**

This presentation will discuss an actual user experience of converting legacy ATA 100 manuals written in Interleaf to an S1000D format using the Spec 1000BR as the BREX. We will describe the challenges encountered while converting the file format, focusing on specific technical issues and solutions.

- Remaining conformant to the BREX rules, including decisions on whether to adhere strictly to BREX or to choose documented exceptions. And what drove to these decisions.
- How to adapt a legacy effectivity model to a corresponding applicability model, even if it was decided not to proceed.
- Retaining effectivity information while conforming to the S1000D content model.
- Illustrations conversion to consider: from bitmap and vectorial PDF formats to conformant CGM, and technical challenges involved.
- How to efficiently infer and transform "paper links" from the original Interleaf documents into valid S1000D link markup, both internal and external.
- Publishing of the massive corpus of DMs, illustrations, and Publishing Modules, using the formatting engine and stylesheet provided by the CSDB vendor.

### **What ATA Codes Tell Us**

Airlines hold decades of untapped maintenance and reliability data. Let's pretend that all of that data—the ATA maintenance logs for an airline's entire fleet—is clean, standardized, and that the accuracy of those records are trusted. If that's actually happened... what's next? What would you use that data to know? Airline maintenance and reliability teams, and senior business leaders can use historical maintenance data to unlock actionable insight that boost maintenance dispatch reliability. Moving beyond in-production success with its ATA AutoCoder™ at Southwest Airlines, AIXI is leveraging AI-enabled tools to allow any user (not just engineers or data analysts) to get answers about a specific aircraft or overall fleet health. This presentation presents what ATA codes can tell us—beyond a fault and a fix. - AI models and tools can connect disparate maintenance and business data sources with maintenance manuals to answer both simple and complex questions. Learn how pairing ATA codes and historic maintenance records with new AI-enabled tools can decrease operational impact, improve asset uptime, and lower overall maintenance costs.

### **Whatever Happened to RFID Tagging of Flyable Parts**

It's been over 15 years since ATA Spec 2000 Ch.9-5 was first released to set the global standard for managing data on RFID for flyable parts. Its deployment now covers virtually every commercial airliner and even helicopters. With thousands of tagged parts on major aircraft, some parts manufacturers now run entire enterprise systems on a worldwide scale designated specifically to implementing Ch.9-5 in their operations, including both production of new parts as well as MRO in after-market services. Despite such wide-scale adoption, which is still growing rapidly, most providers of flyable parts tags and software platforms have come and gone, and even solution providers for such deployments with turnkey systems are hard to find. This presentation looks at why RFID for flyable parts continues to grow with high demand despite a lack of providers and shares the range of systems now deployed throughout the aviation industry, with also a look at what's coming next.