AIA /ATA/ ASD
S1000D Users Forum

October 12- October 15, 2009
Crown Plaza Hilton Head Resort, Hilton Head, SC, USA

“S1000D in Civil Aviation”

Tim Larson
Delta Airlines
Overview

- A Look Back
- The Future of Civil Aviation tech Stds
- Civil Aviation Use of S1000D
- What’s Happening Now
- It can be done “Delta Example”
A Look Back

- Maintenance Manuals and delivery systems have evolved significantly over the last 20 years.
- Each change has brought new features and functionality allowing the technician to focus more on the aircraft and less searching for information.
- S1000D continues that evolution.
- ATA CAWG members are leading the civil aviation industry in the new commercial aviation standards for maintenance data.
The Future of Civil Aviation Tech Stds

- Information-centric rather than document-centric
- Platform neutral - open architecture
- Consistent data structures, definitions and properties across all applications of the data
- Leverage other standards where applicable
- Enable an appropriate level of data security for the application
- Meet all applicable regulatory requirements
Civil Aviation Use

- Boeing 787, Airbus A350, Bombardier CSeries
- Industry is long overdue to move to the next evolution of data delivery
- Ability to utilize latest software and technology
- Ability to reuse technical data and training materials
- Service Bulletins delivered to S1000D
- ATA/CAWG Activity with S1000D

![Layer Diagram]

Layer 1: S1000D BR
Layer 2: Civil aviation BR
Layer 3: Project BR
Civil Aviation Use

- S1000D version 4.1 Civil Aviation Ready
  - ATA Civil Aviation Business Rules
- Boeing B787 Compliant to version 3.0 plus extensions
- Managing different versions of S1000D
- S1000D not something to fear for iSpec users
What’s Happening Now

- Component Maintenance Publications Task Team
  - Defining CMM Information Set
    - The component manuals are different
- Mapping from iSpec 2200 to S1000D
- Planning for issue 4.1 final release in Dec 2010
- CAWG Business Project Team CPF review
It Can Be Done

• Delta is the first airline to put legacy data into it’s S1000D system

• System is S1000D 3.0 compliant
  – Upgrade to 4.0 is in progress at software provider
  – Upgrade to 4.1 or later version is planned

• System transforms iSpec 2200 revisions to S1000D

• System includes manuals and job instruction cards

• System interfaces with maintenance information system
  – Configuration control interface
  – Parts ordering interface
QUESTIONS?