

S1000D


ATA e-BUSINESS PROGRAM


AEROSPACE AND DEFENCE
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Industries Association of Europe



Service Provider Perspective in Meeting S1000D Requirements



*S1000D User Forum 2012
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Agenda

- Different approach and challenges of the service provider supporting:
 - Airframe/Engine manufacturers
 - Component manufacturers
- Key source data requirements
- System independent tools/techniques
- Best practices when generating data modules and illustrations
- Repurposing of legacy data into S1000D
- Flexibility

Different Approach – Airframe versus Component

- Airframe
 - Large percentage of data modules are of procedural type
 - Well defined and stable business rules and style guides
 - Initial DMRL is provided
 - Templates/samples of data modules are available for reference

Different Approach – Airframe versus Component

- Component
 - Top layer business rules and style guides are defined by the airframe/engine manufacturer
 - The traditional iSpec 2200 compliant data is often the starting point
 - DMRL often follows the structure of iSpec 2200 manuals
 - Traditional page blocks need to be mapped into data module types

Key Challenges

- Content development may start prior to the final release of engineering documents
- DMRL is fluid – data modules can be added or removed in the process
- Content has to be evolved to be compliant with Simplified English requirements of S1000D

Key Challenges

- When traditional data is available, it becomes more of a data migration task than content authoring task
- Processing of the CAD data for illustration development

Key Source Data

- Defined business rules – BREX data module
- Style guides
 - Writing
 - Illustration
- Version of the specification
- DMRL

Key Source Data

- Sample data
 - Samples of each type of data module
 - Sample artwork
- STE glossary for approved technical names
- Any additional data

Usage of DMRL

- DMRL
 - Helps to plan for new data modules
 - Keeps the data organized
 - Helps to keep track of the progress
 - Living document: data modules added and deleted in the process

System Independent Tools/Techniques

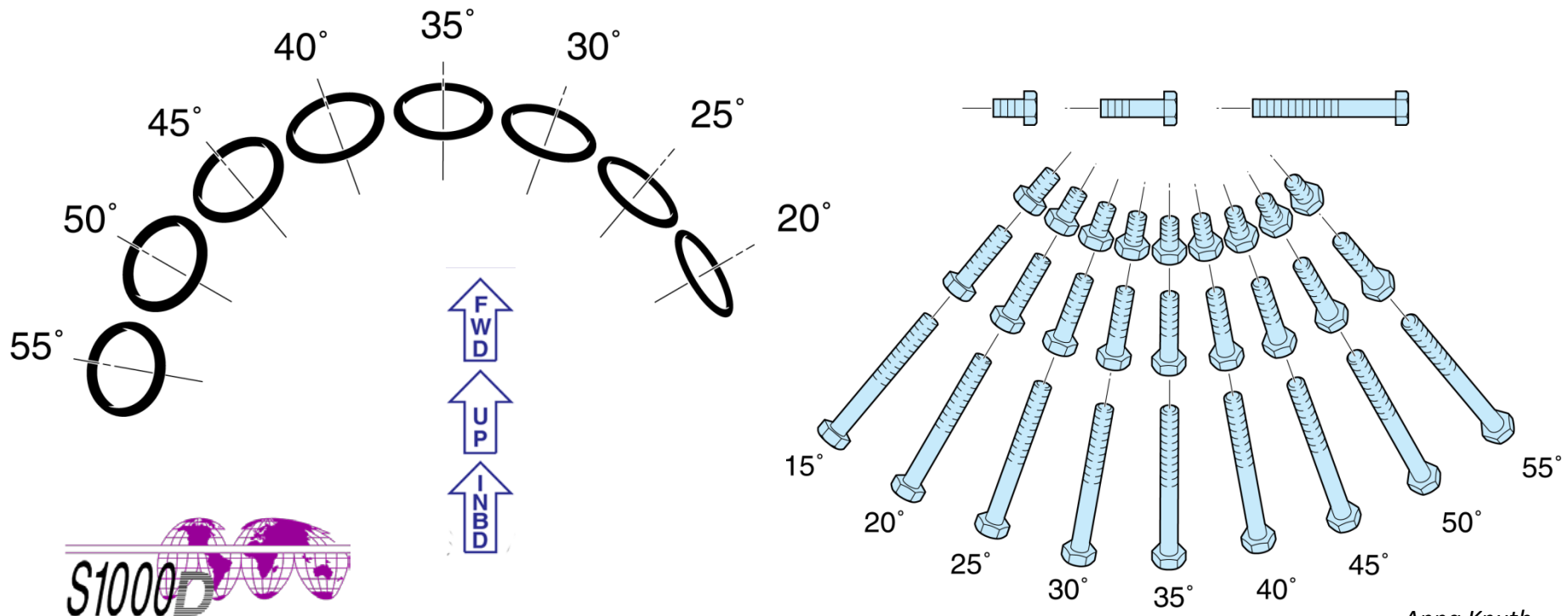
- Creation of DMRL
- STE checker
- Output of XML data into paper/IETM format
- Repurposing existing data to S1000D spec
- Simplifying authoring environment
 - Templates/structure for each data module type
 - Familiar interface to reduce the learning curve
 - Tabular editing environment for the IPD data modules

Generating Data Module Content – Best Practices

- Working data modules in sets by subject or location on aircraft
 - Synchronized development of Remove/Install data modules
 - Synchronized development of Description of Function/Component Location data modules

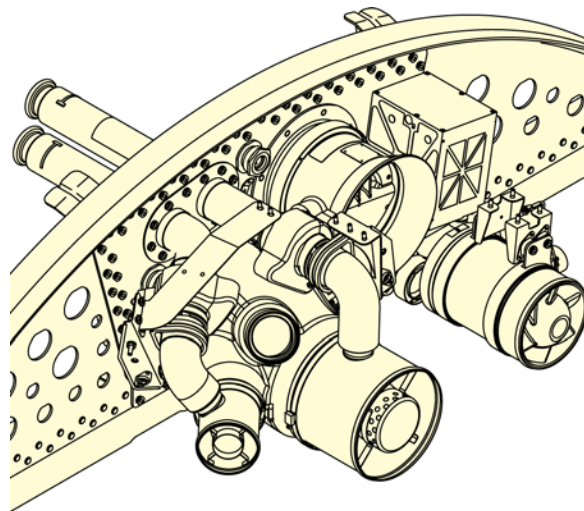
Generating Illustrations – Best Practices

- Developing illustration library for locators and components



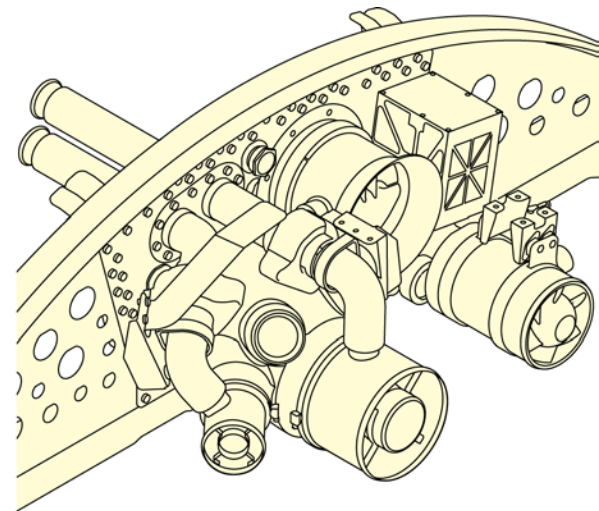
Generating Illustrations – Best Practices

- Being mindful of the file size; simplifying data coming from CAD application.



BEFORE

4360 elements



AFTER

887 elements

Generating Illustrations - Best Practices

- Working illustrations in sets by subject or location on aircraft
- Illustration re-use
- Hotspots
 - Need to define the rules for hotspot implementation

Repurposing of Legacy Data into S1000D

- More planning and upfront set-up before authoring can start
- iSpec 2200 page blocks map into S1000D data modules
- Illustrations
 - May require rework to meet the S1000D standard
- Writing
 - Review for adherence to Simplified Technical English

Flexibility

- Interpretation of the specification
 - Learning your customer's preferences
- Gathering key source data to meet S1000D requirements
- Evolving DMRL
- Changing engineering data/established baseline
- Collaboration with the customer throughout the implementation process

Thank you

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