

Wednesday 2 May

0900 Opening Address

Freelon Hunter

Director, Maintenance Product Development & Operations, CAS Aviation Information Services

0910 A Commercial Aviation Project using S1000D for Operational and Administrative Documents

An insightful discussion on how this real-world project team took a non-technical and non-structured Airline documentation team to a structured S1000D environment. The discussion will review some of the challenges faced along the way including:

1. Taking the S1000D's technical terminology, logic and primary focus of on-line delivery, and relating it back to a non-technical environment.
2. Converting and structuring the operational and administrative legacy data
3. Designing a DM Code numbering logic for the non-technical environment
4. Delivering the documents as an interactive on-line environment, while still delivering that comfortable paper format including change packaging requirements.

Tammy Halter

CEO, Absolute Data Group

0955 S1000D – Highlights of Issue 2.3, Issue “2007” and the future

This introductory presentation will give you the new features of Issue 2.3 at a glance. After almost two years of collaboration with ATA, AIA and the major military customers we now have an extended applicability functionality, a master-customer data module concept, a container and repository concept, the wiring data extension and much, much more. Issue 2.3 is now available and the work on the next issue "2007" is already going on in full speed. You will be presented the highlights from Issue 2.3, Issue "2007" and a little about the future of the S1000D, including the connections to PLCS, S2000M, S3000L and S4000M. This brief will hopefully tease you to participate in this week's activities.

Svante Ericsson

Senior Consultant, Sörman Information & Media

Carl-Johan Wilen

Technical fellow - Informatics and Customer Support Standards, SAAB Aerotech

1040 MORNING TEA

**1100 The mystery of the BREX data module
Is it any good? How to use it?**

S1000D covers a wide range of needs. The flexibility is controlled by allowing a project to tailor the specification to the very own needs of the project. Previously, S1000D has not given any specific advices on how to document the tailoring, that is how to record the so called Business Rules. From Issue 2.2 this lacking has been addressed, by introduction of the mechanism Business Rules Exchange, BREX.

Being a fairly new vehicle, the BREX data module has been subject of many misconceptions. This presentation will provide a description of S1000D's functionality regarding documentation and exchange of Business Rules in a formalized manner, by use of the BREX data module. A range of questions will be answered, such as

- What does a BREX DM look like?
- What was the intension with it?
- Is it of value in the production phase?
- Can it help in the use situation?

Svante Ericsson
Senior Consultant, Sörman Information & Media

1145 Simplified Technical English, standardizing technical content

Worldwide, technical documentation is predominantly written in English. However, English is often not the native language of the readers or the writers of such documentation. Especially the readers often have a limited command of English, one that falls below the level of those who created the documentation. People whose English is limited can easily be confused by complex sentence structures and by the multiple meanings and synonyms that English words can have. The unfortunate consequences include:

- Confused and frustrated users of military equipment
- Safety risk
- Damage during operation or maintenance due to misunderstandings
- Higher training support costs
- Potential for liability claims

Fortunately, there is a standard that helps technical writers avoid the problems of miscommunication in technical publications. This standard is called "Simplified Technical English", and was specifically designed to create clear and understandable technical English in the aerospace and military industry, especially for non-native speakers. STE, however, can also easily be adapted to serve other industries, and has already proven to do so in industries such as medical, computer, automotive and telecommunications.

Berry Braster
Director of North American operations, Tedopres

1230 LUNCH

1330

Applying XML Standards to Learning Content: A Demonstration of How Structured Markup Improves Interoperability Through Configuration, Naming and Structure

The DoD training community, lead by the Advanced Distributed Learning Initiative (ADL), is accustomed to specification-driven content development. The Sharable Content Object Reference Model (SCORM) provides guidelines for referencing learning objects in courseware, and how that courseware communicates with a learning management system (LMS). In addition, Content Object Repository Discovery and Registration Architecture (CORDRA) is the framework that fosters registration, search and discovery of content through the ADL Registry (ADL-R). DoD SCORM and ADL-R policies are detailed in the Department of Defense Instruction 1322.26, "Development, Management and Delivery of Distributed Learning".

However, there is a specification gap in the training arena that has not been addressed: XML structured learning content. Historically, learning content has been committed to formats not designed for configuration and content management, such as HTML. DoD training content can benefit from the use of XML that enables interoperability and management. This presentation will demonstrate how learning content structured in the S1000D international technical data spec is a benefit to the DoD training community. The presentation will also demonstrate how technical data structured in S1000D can be imported directly into courseware and made SCORM-conformant. The presentation will conclude with a discussion of plans to develop an ADL-supported learning-based XML schema.

Wayne Gafford
Deputy Director, Advanced Distributed Learning

1415 Achieving Shared Data Environments Through the Use of CORDRA and ADL-R

DoD's Advanced Distributed Learning initiative recently fielded the Content Object Repository Discovery and Registration/Resolution Architecture (CORDRA) to begin the process of developing a federation of repositories. Department of Defense Instruction (DODI) 1322.hh states in part that learning objects developed under contract to the US military must be SCORM-conformant and registered in the Advanced Distributed Learning Registry (ADL-R), the framework that enables registration, search and discovery of content through the CORDRA architecture. The goal to create an "instructional objects economy" based on "knowledge libraries" is impractical without utilization of the ADL-R framework to facilitate content discovery and reusability.

The US Navy's Integrated Learning Environment incorporated learning objects registration directly into its content development processes via SCORM learning object metadata. Content developers search the ADL-R to find content matching specific search criteria offered through metadata. Upon discovering a match, the developer must request a copy of the object to include in his/her product. CORDRA can also support hyperlinks between content products providing real-time access to newly updated material. Recently, the Navy's training and tech data development communities have been cooperating on a variety of prototypes to further the sharing of authoritative data. The SDE vision will include the notion of a mini-CORDRA installation on nearly every ship in the US Navy. Once realized, content developers in both the tech data and training communities can reference each other's content via hyperlinks and be virtually guaranteed that the link will not result in an HTTP 404 error.

This paper / presentation will continue where Mr. Gafford's presentation left off: it will describe and simulate the CORDRA Environment using Navy learning and technical content objects to provide accurate, meaningful, and timely logistics content shown in part one of the presentation.

Glenn Handrahan
Research Engineer, IDSI

1500 **AFTERNOON TEA**

1530 **Using S1000D in a Commercial Engineering Environment**

The presentation will focus on the problems faced, and the solutions implemented, when using S1000D in a commercial engineering environment. This is a real world project currently being undertaken as a pilot study in the UK. My company is currently undertaking a pilot project/study to determine the viability of using S1000D to produce both internal and external documentation within a commercial engineering environment. i.e. non-Defence and non-Aerospace.

This means that the key cornerstones of ILS are not available; the data sources are not always as one would wish, and task analysis, ease of maintenance assessments and configuration control have never been heard of, let alone formalized. To a large number of firms in this commercial environment S1000D can bring the discipline needed to ensure that data is managed correctly and can provide the impetus to ensure integration of all the company's technical data.

Ian Proctor
Technical Publications Consultant, Continental DataGraphics

1615 **S1000D the Way to Meet the New Demand for Technical Data**

S1000D has a new place in the market. There are increased demands for S1000D implementations world wide. These demands are driven by various market conditions. Any company wishing to retain or gain a leadership role in the new world order must carefully review their strategy and position relative to S1000D.

Charlie Cartwright
VP of Product & Market Strategy, PTC

1700 **ABSOLUTE DATA GROUP AND PTC COCKTAIL PARTY**

Join us for drinks and canapés. The cocktail party will provide speakers, delegates and exhibitors an opportunity to discuss the conference in a casual environment.

Thursday 3 May

0900 Migrating from legacy formats to S1000D

Since the theme of this conference is “Transition from Paper to Interactive”, a speech about migrating from various legacy formats to S1000D seems in place.

As more and more defense ministries decides to require S1000D as the standard for structured documentation, defense suppliers all over the world face a challenge: How do we comply with this requirement as our current source documentation is not S1000D? One solution, probably the most obvious, is to convert existing legacy data into S1000D and to continue maintaining the data in S1000D. But as soon as conversion is mentioned some questions are always asked: What about the effort (time and cost)? What about data consistency (correctness of converted data)? What about data granularity (how much info **must** be converted)?

During the last couple of years Corena has gained quite an extensive experience with the task of converting legacy data into S1000D. In the beginning we made mistakes and the time and cost of converting became higher than they had to. But as we learned about the pitfalls and focused on the processes and supporting tools, both time and cost has been reduced significantly.

Johnny A. Støa
Manager, Sales & Marketing, Corena

0945 Leveraging the Relative Strengths of S1000D and DITA

Among the more visible trends within the content management marketplace has been the rise of broadly adopted content mark-up standards. Two of the most prominent today are S1000D and DITA and there is growing interest in how these two standards might be leveraged together. S1000D has arisen to be the predominant standard for aerospace documentation while DITA has gained widespread adoption due to its focus on simplifying the challenges associated with migrating to an XML-enable single-sourcing strategy for user documentation. We immediately recognize that these two standards have different strengths appropriate to their respective areas of focus. Specifically, DITA introduces mechanisms that can be used to address a number of well-known challenges associated with implementing S1000D and especially those bearing upon content usability for both authors and alignment with legacy or parallel investments. S1000D on the other hand mobilizes substantial sector knowledge and brings it to bear upon the fundamental challenges surrounding the interchange of reusable and manageable content. This paper will explore the reasons why, like some of our favourite food combinations, these two standards just go better together.

Joe Gollner
Vice President, Stilo e-Publishing Solutions

1030 MORNING TEA

1100 Vendor Presentation Session

**Absolute Data Group
XyEnterprise
Stilo e-Publishing Solutions**

1230 LUNCH

1330 Have you planned for the BREX challenge?

Our discussion will focus on three areas of interest - Model Identifiers (MI), Business Rules vs. Brex and lessons learned. We will talk about using the MI's for internal and external use and registry of the MI's. During the business rules discussion we will touch on program specific rules, optional element/attributes and the importance of involving the customer. This discussion can be used by both legacy systems and new programs. The lessons learned portion will cover hurdles that we have overcome and the importance of defining how you will use the entire spec before you start your programming effort.

Gary Nadeau

Technical lead for the Data Support Group, Boeing

David Locke

Technical lead for the System Support, Boeing

Steve Grant

Product Support Systems Integration Manager, Boeing

1415 Managing for S1000D

Every company that looks at authoring S1000D content immediately encounters several key questions. They find themselves asking, *“With all those data modules, will I need a CMS for them?”* and *“What do I do with my content in other DTDs?”* Then there are more specific questions about authoring in S1000D, including things like, *“Can I make it easier and more efficient for my authors to create and reference data modules?”* and *“How can I create and manipulate Publication Modules efficiently?”* Then there are issues of delivery. Delivery of S1000D content raises questions like, *“How can I automate workflow throughout the content lifecycle to ensure integrity of the content and rapid, reliable, repeatable publishing processes?”*

This talk provides some straightforward answers to questions that are often raised by companies interested in implementing S1000D in their environment. We'll provide a checklist of key things to consider before creating and producing S1000D content, highlighting available alternatives and key questions to ask when evaluating potential solutions.

Andrew Trese

Technical Product Manager, XyEnterprise

Kenneth Waringa

Technical Writer/Editor, United States Navy

1500 AFTERNOON TEA

1530

S1000D and DefAust 5629 – Structure and Format in a configure managed environment

How to seamlessly manage the impact of engineering change and future proof the technical documentation in a long-life military project while still giving the customer what it wanted to see? This was the issue that faced Tenix Defence Land Division when it was contracted to 'upgrade' the Australian Army's M113 fleet.

What started off as an upgrade to the Australian Army's tried and trusted fleet of M113 Armoured Personal Carriers developed into a complete rebuild of six of the different types of the M113 Family of Vehicles (FOV). Giving the FOV an extension of life of at least twenty years, Tenix Defence Land Division's Integrated Logistic Support (ILS) Department gave serious thought to the documentation that would be required to support the M113 FOV throughout its new lifecycle. Ideally, the documentation would be in a format that could be accessed in twenty years as easily as it could be accessed now. Additionally, Tenix did not want to be at the mercy of costly and continuing software upgrades as a result of using a proprietary documentation format. Tenix's last major consideration was how to effectively link the documentation creation process into the engineering process so that engineering changes could be reflected in the documentation as quickly as possible. But how to give the customer what they wanted in look and feel while still trying to meeting all these requirements?

Using the Matrix Product Lifecycle Management system, Tenix Defence Land Division oversaw the development of a documentation system based on SGML and S1000D. The system is tightly integrated into the PLM used for the engineering management of the vehicles, providing the version control and configuration management of the document modules as well as the parts of the vehicle. Furthermore, while Tenix is achieving its goals in future-proofing the documentation, the customer is getting what they want in terms of look and feel. This presentation will describe the system being implemented by Tenix Defence Land Division from inception to the present."

Carl Sarelius

Technical Publications Team Leader, Tenix Defence Land Division

Garry Richards

PLM Systems Analyst, Imag Australia

1615

Closing Address

Svante Ericsson

Senior Consultant, Sörman Information & Media
