Block.Aero

WORKSHOP 10 · ASA-AFRA 2026 · LAS VEGAS

AI in the Aftermarket

Threats You Can't Avoid, Opportunities You Can't Miss

TODD SIENA · FOUNDER & CEO, BLOCK AERO

The Drinking Bird

THE SIMPSONS · S7E7 · “KING-SIZE HOMER” · 1995


www.Bandicam.com

THE QUESTION BEHIND THE HOUR

Every owner is choosing which “Y” keys to let the machine press.

NOT ENOUGH

What is your business doing with AI today that you’d honestly call:

“not enough”?

TOO FAR

What is it doing — or being asked to do — that’s starting to feel like:

“too far”?

The whole game is the space in between.

WHY THIS ROOM IS DIFFERENT

In aviation, AI isn't reshaping a marketing funnel — it can ground a fleet… or finally set us free from paperwork

1

We sell trust, not rivets & bolts

Most of us are in the business of providing trusted services our customer rely on.

2

Humans regulated in the loops

Humans must make the final call on safety. AI will not be authorized to issue a maintenance release… yet!

3

Our data can ground a fleet

The stakes are higher in aviation as human lives are at risk.

4

We already speak export control

ECCN, ITAR— security and trade compliance is our native vocabulary.

Most of this time is yours — 40 minutes of structured discussion.

01

FOUNDATIONS

20 min

02

BREAKOUT GROUPS

50 min

03

CLOSING

20 min

“AI” is a family of models — the chatbot is only one member.

Language (LLMs)	Text in, text out. The chatbots everyone pictures.
Multimodal	Sees, reads, and hears — a physical part photo, a scanned 8130-3, and a voicemail in one model.
Reasoning	Thinks in steps before it answers. Slower, far better at checking and judgment.
Generative	Makes images, voice, and video — also where deepfakes come from.

The newest frontier models do several of these at once — multimodal AND reasoning in one.

TWO CONSTANTS

Hallucination — confidently wrong.

Amnesia — forgets unless you give it memory.

You won't build the engine — your edge is the skills you compose on top.

MODELS

The engines.

A growing field of labs build them — OpenAI, Google, Anthropic, Meta, Mistral, xAI, Alibaba — plus open models anyone can run. You pick and combine; you don't build.

AGENTS

The workers.

Give one a goal and it plans the steps and executes — open a file, read a PDF, check a database, send an email.

SKILLS

The SOPs.

Verify CAGE · read the data plate · check the life-limit · validate the 8130-3. Each tiny, testable, auditable — the moat.

THE TAKEAWAY

The next decade belongs to the companies whose SOPs are composable skills

The demos live in Selling. The returns live in Delivering.

SELLING

Content, sales ops, quote drafting

Most spend

DELIVERING

Process execution, quality assurance, deliverables

Highest ROI

EVOLVING

New products, models, ways of working

Biggest moat

95%

of enterprise GenAI pilots show no P&L impact

67%

success from buying versus building internally

55%

of companies already regret AI-driven layoffs

Ten tools your team already touches — the threats live in the same box.

ChatGPT GENERAL LLM	Claude ANALYSIS & CODE	Gemini HUGE CONTEXT	Microsoft Copilot PRODUCTIVITY	perplexity RESEARCH
NotebookLM DOCUMENT ANALYSIS	Cowork / Spark AUTONOMOUS AGENTS	CLAUDE CODE ENGINEERING	CURSOR ENGINEERING	ElevenLabs VOICE

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FIELD GUIDE · HOW AI ACTUALLY WORKS

Context Windows

A gauge to watch for when AI helps — or quietly goes off the rails.

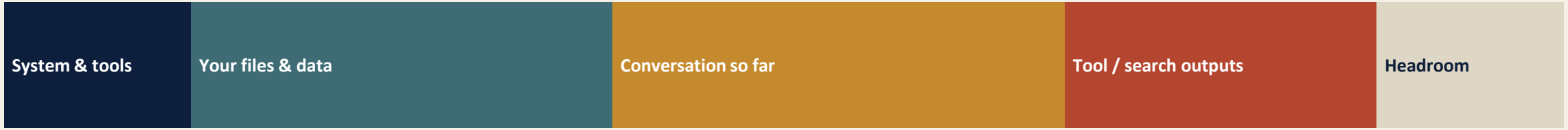
Concepts adapted from K. Redelinghuys, “Claude Code Agents & Subagents” — ksred.com, 2026

CONTEXT WINDOW

A context window is the model's working memory — everything it can hold at once.

There's no long-term memory between sessions.
Whatever you want it to use, it has to fit inside one shared space — and that space has a hard ceiling.

ONE SHARED SPACE ≈ 200,000 TOKENS (ROUGHLY A 500-PAGE BOOK)

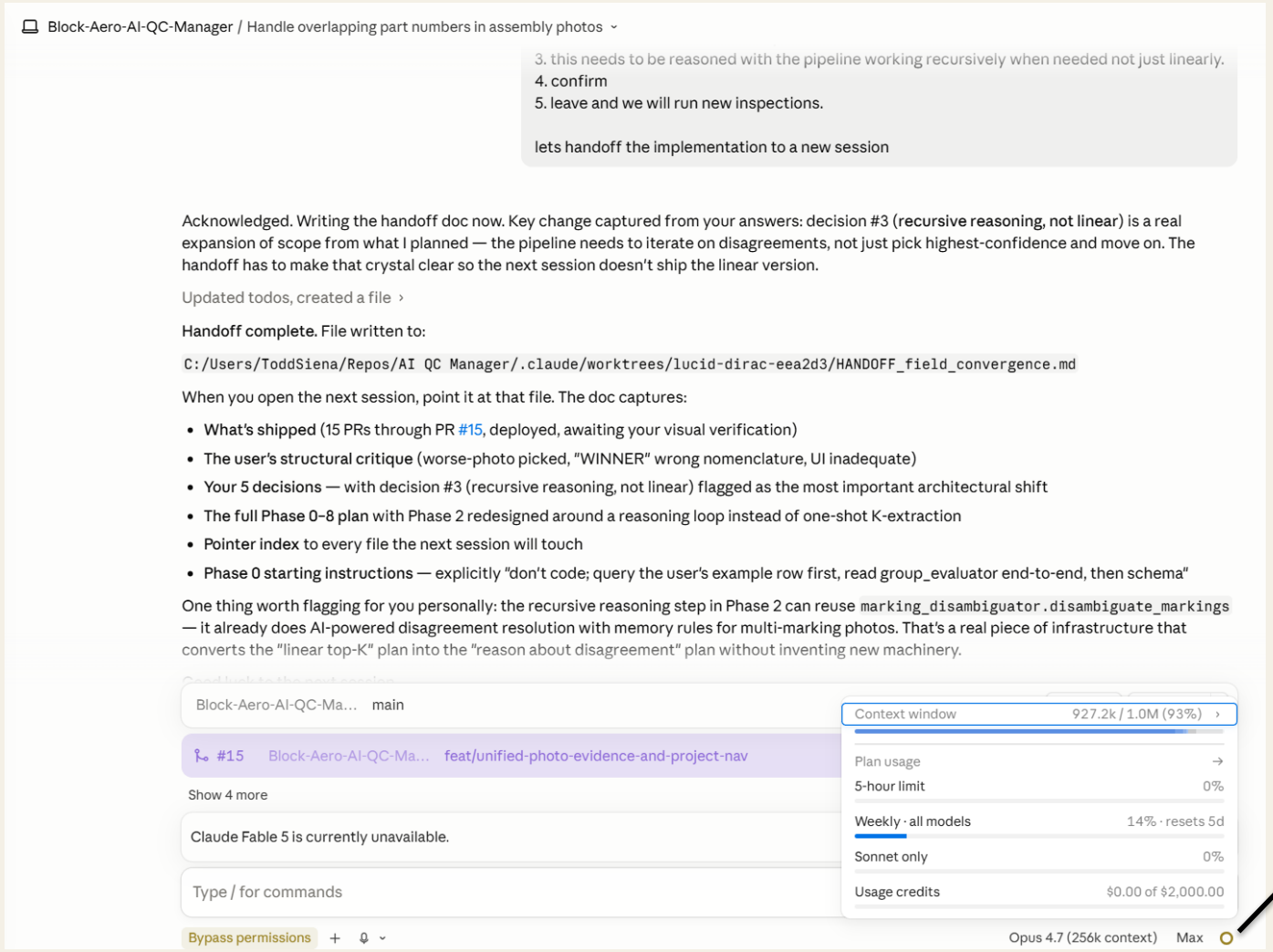


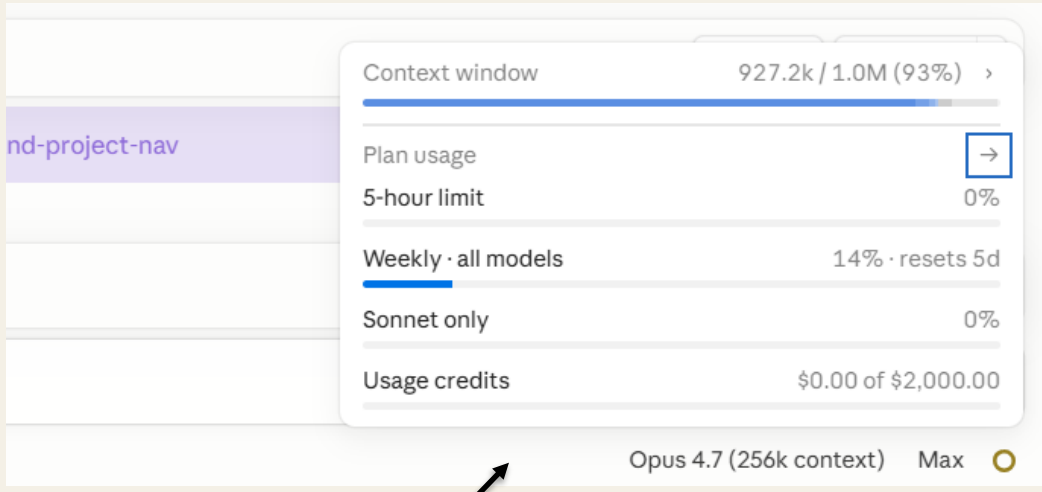
The catch:

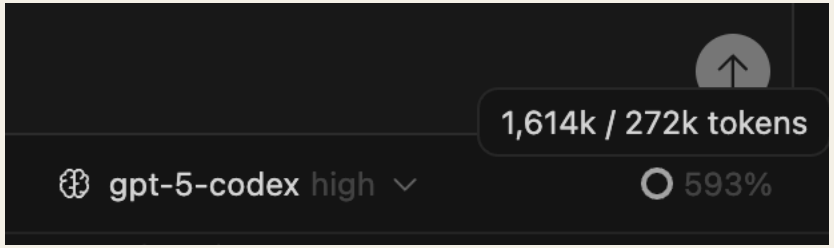
every file you open, every reply, and every tool result competes for the same room. The model reads all of it at once — so a full window isn't "more memory," it's a more crowded desk.

CONTEXT WINDOW

A context window is the model's working memory — everything it can hold at once.







CONTEXT WINDOW

Fill it past about two-thirds and quality quietly drops.

Not because the model got dumber — because the signal is now buried in noise, and it weighs everything equally.

Forgets earlier decisions

It contradicts choices you settled an hour ago.

Answers get vaguer

Specifics give way to generic, hedged responses.

Old noise drowns new asks

Stale files and tool dumps crowd out your real question.

CONTEXT WINDOW

Protect the signal: start fresh, compact, or delegate.

1

Start fresh

A new session for a new task. The cheapest fix — a clean desk beats a clever one.

2

Compact

Summarize the thread so far and carry the summary forward, not the full transcript.

3

Delegate to a subagent

Hand a bounded job to a helper with its OWN window. It does the messy reading off to the side and returns just the answer.

The subagent move is the powerful one — it’s how you get a long, complex job done without ever letting the main window fill up with clutter.

CONTEXT WINDOW

If you remember four things.

1 Context = working memory

Everything the model can see at once. There’s a hard ceiling.

2 Past two-thirds full, act

Start fresh, compact, or delegate — before quality slips.

3 Smallest model that works

Match the gear to the task; don’t pay Opus prices for a lookup.

4 Subagents = clean context + right model

The unlock for big jobs: isolated windows that return signal, not noise.

Source: K. Redelinghuys, “Claude Code Agents & Subagents” (ksred.com, 2026)

Three of these are AI-generated. One is real. Which is which?

1

TRAINING EXAMPLE · DOCUMENT 1 · DO NOT USE — DEMONSTRATION ONLY

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

UNITED STATES

3.Form Tracking Number: 3149140100000-2109732

Repair Station: WA2R259L

5.Work Order/Contract/Invoice Number: 1400037718-300008968

Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	SEAL-AIR,TURBINE,2STAGE	2A4157	1	PKLBL26100	OVERHAULED

12.Remarks:
EM E-V2500-1IA, REVISION 110 DATED 01 FEB 2018, SECTION 72-45-00

INSPECTION-002 (TASK 72-45-00-200-002-I00) (COMPLIES WITH S/B V2500-ENG-72-0676)
REPAIRS -002 (VRS3208), -004 (VRS3207), EA EM 17VC263A (VRS3833)

ESN: V17034

Total Time: 18297:04
Total Cycle: 5503
Time since O/H: 0

Certifies that the work specified in block 11/12 was carried out in accordance with Part-145 and in respect to that work the aircraft component is considered ready for release to service under EASA Approval Certificate number EASA.145.4760

13a. Certifies the items identified above were manufactured in conformity to:
☐ Approved design data and are in a condition for safe operation
☐ Non-approved design data specified in Block 12.

14a. ☒ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 12
Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service

13b. Authorized Signature:
13c. Approval Authorization No:
14b. Authorized Signature:
14c. Approval/Certificate No: WA2R259L
13d. Name(Typed or Printed):
13e. Date(dd/mmm/yyyy):
14d. Name(Typed or Printed): RICHARD A. LAVIGNE JR.
14e. Date(dd/mmm/yyyy): 15 Mar 2018

User/Installer Responsibilities:
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine/propeller/article from the airworthiness authority of the country specified in Block 1.

Statements in Block 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance record must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130-3(02-14) NSN:0052-00-012-9005 1 OF 1

2

TRAINING EXAMPLE · DOCUMENT 2 · DO NOT USE — DEMONSTRATION ONLY

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

UNITED STATES

3.Form Tracking Number: 3149140100000-2109732

Repair Station: WA2R259L

5.Work Order/Contract/Invoice Number: 1400037718-300008968

Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	SEAL-AIR,TURBINE,2STAGE	2A4157	1	PKLBL26145	OVERHAULED

12.Remarks:
EM E-V2500-1IA, REVISION 110 DATED 01 FEB 2018, SECTION 72-45-00

INSPECTION-002 (TASK 72-45-00-200-002-I00) (COMPLIES WITH S/B V2500-ENG-72-0676)
REPAIRS -002 (VRS3208), -004 (VRS3207), EA EM 17VC263A (VRS3833)

ESN: V17034

Total Time: 1784:18
Total Cycle: 5421
Time since O/H: 0

Certifies that the work specified in block 11/12 was carried out in accordance with Part-145 and in respect to that work the aircraft component is considered ready for release to service under EASA Approval Certificate number EASA.145.4760

13a. Certifies the items identified above were manufactured in conformity to:
☐ Approved design data and are in a condition for safe operation
☐ Non-approved design data specified in Block 12.

14a. ☒ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 12
Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service

13b. Authorized Signature:
13c. Approval Authorization No:
14b. Authorized Signature:
14c. Approval/Certificate No: WA2R259L
13d. Name(Typed or Printed):
13e. Date(dd/mmm/yyyy):
14d. Name(Typed or Printed): RICHARD A. LAVIGNE JR.
14e. Date(dd/mmm/yyyy): 22 Feb 2019

User/Installer Responsibilities:
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine/propeller/article from the airworthiness authority of the country specified in Block 1.

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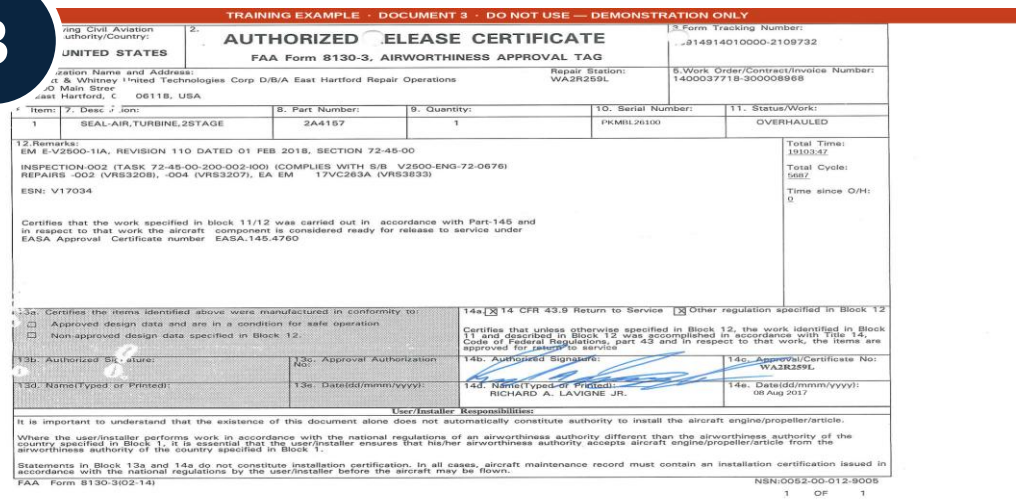
FAA Form 8130-3(02-14) NSN:0052-00-012-9005 1 OF 1

3



TRAINING EXAMPLE · DOCUMENT 3 · DO NOT USE — DEMONSTRATION ONLY

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

UNITED STATES

3.Form Tracking Number: 3149140100000-2109732

Repair Station: WA2R259L

5.Work Order/Contract/Invoice Number: 1400037718-300008968

Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	SEAL-AIR,TURBINE,2STAGE	2A4157	1	PKMBL26100	OVERHAULED

12.Remarks:
EM E-V2500-1IA, REVISION 110 DATED 01 FEB 2018, SECTION 72-45-00

INSPECTION-002 (TASK 72-45-00-200-002-I00) (COMPLIES WITH S/B V2500-ENG-72-0676)
REPAIRS -002 (VRS3208), -004 (VRS3207), EA EM 17VC263A (VRS3833)

ESN: V17034

Total Time: 19103:47
Total Cycle: 5687
Time since O/H: 0

Certifies that the work specified in block 11/12 was carried out in accordance with Part-145 and in respect to that work the aircraft component is considered ready for release to service under EASA Approval Certificate number EASA.145.4760

13a. Certifies the items identified above were manufactured in conformity to:
☐ Approved design data and are in a condition for safe operation
☐ Non-approved design data specified in Block 12.

14a. ☒ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 12
Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service

13b. Authorized Signature:
13c. Approval Authorization No:
14b. Authorized Signature:
14c. Approval/Certificate No: WA2R259L
13d. Name(Typed or Printed):
13e. Date(dd/mmm/yyyy):
14d. Name(Typed or Printed): RICHARD A. LAVIGNE JR.
14e. Date(dd/mmm/yyyy): 08 Aug 2017

User/Installer Responsibilities:
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine/propeller/article from the airworthiness authority of the country specified in Block 1.

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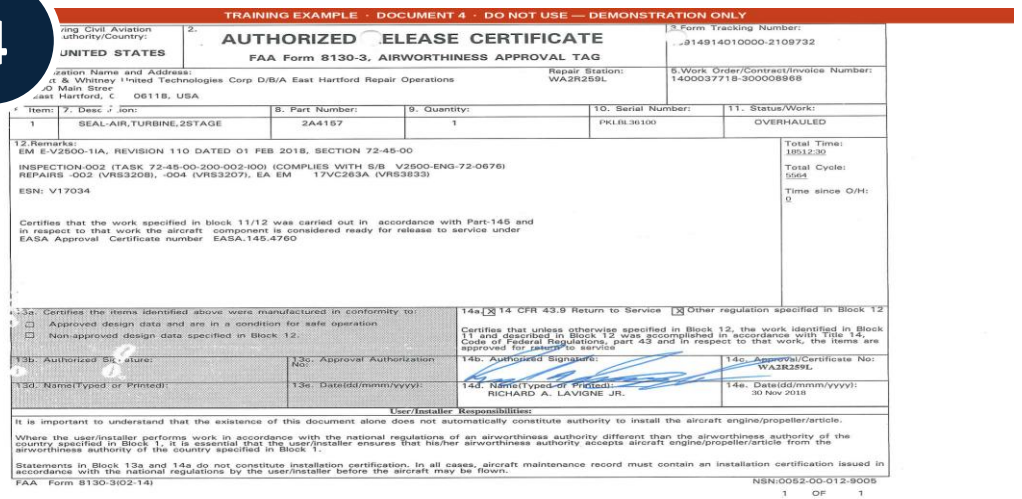
FAA Form 8130-3(02-14) NSN:0052-00-012-9005 1 OF 1

4



TRAINING EXAMPLE · DOCUMENT 4 · DO NOT USE — DEMONSTRATION ONLY

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

UNITED STATES

3.Form Tracking Number: 3149140100000-2109732

Repair Station: WA2R259L

5.Work Order/Contract/Invoice Number: 1400037718-300008968

Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	SEAL-AIR,TURBINE,2STAGE	2A4157	1	PKLBL36100	OVERHAULED

12.Remarks:
EM E-V2500-1IA, REVISION 110 DATED 01 FEB 2018, SECTION 72-45-00

INSPECTION-002 (TASK 72-45-00-200-002-I00) (COMPLIES WITH S/B V2500-ENG-72-0676)
REPAIRS -002 (VRS3208), -004 (VRS3207), EA EM 17VC263A (VRS3833)

ESN: V17034

Total Time: 18512:30
Total Cycle: 5564
Time since O/H: 0

Certifies that the work specified in block 11/12 was carried out in accordance with Part-145 and in respect to that work the aircraft component is considered ready for release to service under EASA Approval Certificate number EASA.145.4760

13a. Certifies the items identified above were manufactured in conformity to:
☐ Approved design data and are in a condition for safe operation
☐ Non-approved design data specified in Block 12.

14a. ☒ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 12
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13b. Authorized Signature:
13c. Approval Authorization No:
14b. Authorized Signature:
14c. Approval/Certificate No: WA2R259L
13d. Name(Typed or Printed):
13e. Date(dd/mmm/yyyy):
14d. Name(Typed or Printed): RICHARD A. LAVIGNE JR.
14e. Date(dd/mmm/yyyy): 30 Nov 2018

User/Installer Responsibilities:
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine/propeller/article from the airworthiness authority of the country specified in Block 1.

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FAA Form 8130-3(02-14) NSN:0052-00-012-9005 1 OF 1

Document 1 is real. The other three are AI.

REAL

01

DOCUMENT

PKLBL26100 · TT 18297:04 · TC 5503 · 15 Mar 2018

25%

…is the rate at which humans correctly detect a deepfake.

Pure chance puts a quarter of you in the right answer. Statistically, the room you're in just performed average. Including me.

What the counterfeit edits looked like:

#	Serial Number	Total Time	Total Cycle	Issue Date
2	PKLBL26145	17842:18	5421	22 Feb 2019
3	PKMBL26100	19103:47	5687	08 Aug 2017
4	PKLBL36100	18512:30	5564	30 Nov 2018

One letter. One digit. Three digits at the end. The kind of edits a counterfeit operation actually makes.

The human eye is no longer enough.

QUALITY

Visual inspection is now incomplete.

Every tag needs an external cross-reference — repair-station roster, OEM database, prior tag history. "Does it look right" is no longer a sufficient QC checklist.

OPERATIONS

The cost of one fake is asymmetric.

A thousand correct receives can’t pay for one missed counterfeit. Throughput pressure is where fakes get through. Don’t slow down — add a parallel layer.

TECHNICAL

Provenance must be verifiable, not visual.

The next decade of trust is cryptographic signatures and immutable trace, not whether the dot peen looks right. Because — as you just saw — the dot peen always looks right now.

SALES

Verifiable trust is now a transaction lever.

The "I know the guy" era is closing. Customers will start asking what trust mechanisms you use. Those who can answer charge a premium. Those who can’t compete on price alone and lose.

BREAKING · JUNE 12, 2026 U.S. export-control directive suspends Anthropic's Fable 5 & Mythos 5 for all foreign nationals.

Disabled for ALL
customers, to comply

4 days
after launch

1st time
a live model was pulled

What is your AI strategy if any one vendor disappears overnight?
If the answer is "we're cooked," you have a dependency — not a strategy.

Build so any single vendor can disappear — and you keep flying.

01

CUSTODY

Own your training data. If the data isn't yours, the AI isn't either.

02

MODULAR

Models swap in and out by design — a week, not a year.

03

OPEN + CLOSED

Frontier capability and resilience. Use both; marry neither.

04

HOST + MANAGED

Some data never leaves; some workloads belong with experts.

05

SOVEREIGNTY

Yours — and your international customers'. They're asking.

Live backdrop: DeepSeek banned across multiple countries · EU AI Act fully applies Aug 2026 (penalties to 7% of global revenue).

READOUTS · 15 MINUTES

Five minutes each. Spokesperson stands. Three bullets.

THREATS

Bullet 1

Bullet 2

Bullet 3

OPPORTUNITIES

Bullet 1

Bullet 2

Bullet 3

GOVERNANCE

Bullet 1

Bullet 2

Bullet 3

OPPORTUNITY

Name a job your team still does by hand that you'd be a little embarrassed to admit. Now put a number on it — hours a week or dollars a month.

Why is a person still doing it?

5:00

PER GROUP

OPPORTUNITY

How good does an AI have to be before you'd let it act with no human checking —

5:00

PER GROUP

95%?
99.9%?
Never?

Pick a number.

BREAKOUT

THREAT

Name one decision in your company that, if a machine quietly started making it, you wouldn't notice for six months.

What's the damage by month six?

5:00

PER GROUP

BREAKOUT

THREAT

A long-time customer emails an urgent AOG order — new delivery address, new bank details, everything else exactly right.

Walk it through your shop step by step. Where does it actually get stopped — and be honest if it wouldn't.

5:00

PER GROUP

BREAKOUT

THREAT

If AI starts doing 50% of the work, which skills erode fastest — and which do you most need to protect?

5:00

PER GROUP

BREAKOUT

OPPORTUNITY

Finish this sentence out loud: 'In our company, AI will never ____.'

5:00

PER GROUP

Then let someone in your group try to talk you out of it.

BREAKOUT

GOVERNANCE

Do you actually control the data your AI would learn from — or does a vendor, a platform, or your customer?

What happens to your edge if you don't?

5:00

PER GROUP

BREAKOUT

GOVERNANCE

Questions before you sign any AI vendor.

Which one is non-negotiable — and why?

5:00

PER GROUP

BREAKOUT

People

Finish this: 'The day AI can ____, I'll know my field has fundamentally changed.'

5:00

PER GROUP

Is it 2 years or 20 years away?

BREAKOUT

People

If AI does the entry-level version of your work, where does the next generation of experts come from?

Whose job is it to grow them — the company, the schools, or nobody?

5:00

PER GROUP

BRING IT BACK

Across all questions — your three strongest bullets. Not three each. Three total.

Leaders

pick the 3 you argued hardest about — or surprised yourselves by agreeing on

2 minutes

per group

Then

I sit down, and you tell the room

Do any patterns show up in the groups?

01

Threat and opportunity

02

Governance

03

People

SYNTHESIS · GOVERNANCE BACKBONE

If you've done ISO 27001, you are in a strong position to assess your AI governance and bolt it onto the same framework.

REGISTERS

Asset · Risk · Vendor · Access
Incident · Evidence · Training

CONTROLS

Acceptable Use · Data Classification
Vendor Risk · Incident Response
Audit Trail · Change Management

Block.Aero

AI · SECURITY · ISO 27001

The same AI skill people fear is the one that builds the defense.

Deeply understanding code is exactly what you need to build security controls, document them to a standard, and honestly check they actually work.

We used Claude Code to implement real ISO 27001 controls in our own software development work.

WHY THIS IS THE HEADLINE, NOT A FOOTNOTE

What we feared — and what we actually saw.

THE FEAR		WHAT WE ACTUALLY SAW
AI bypasses controls	→	**AI augmented the controls**
AI hides risks	→	**AI surfaced a risk we'd missed**
AI helps you fake it	→	**AI refused to overstate what was done**
AI creates audit headaches	→	**AI wrote the audit evidence as it went**

The same intelligence that could find a hole to exploit is the intelligence that finds the hole to fix.

Block.Aero · EARLY ACCESS

AI QC Manager

Your best inspector on every part, every shift, every site. Always.

BLOCKCHAIN COMPUTER VISION ATA SPEC 2000 ASA 100 AFRA BMP

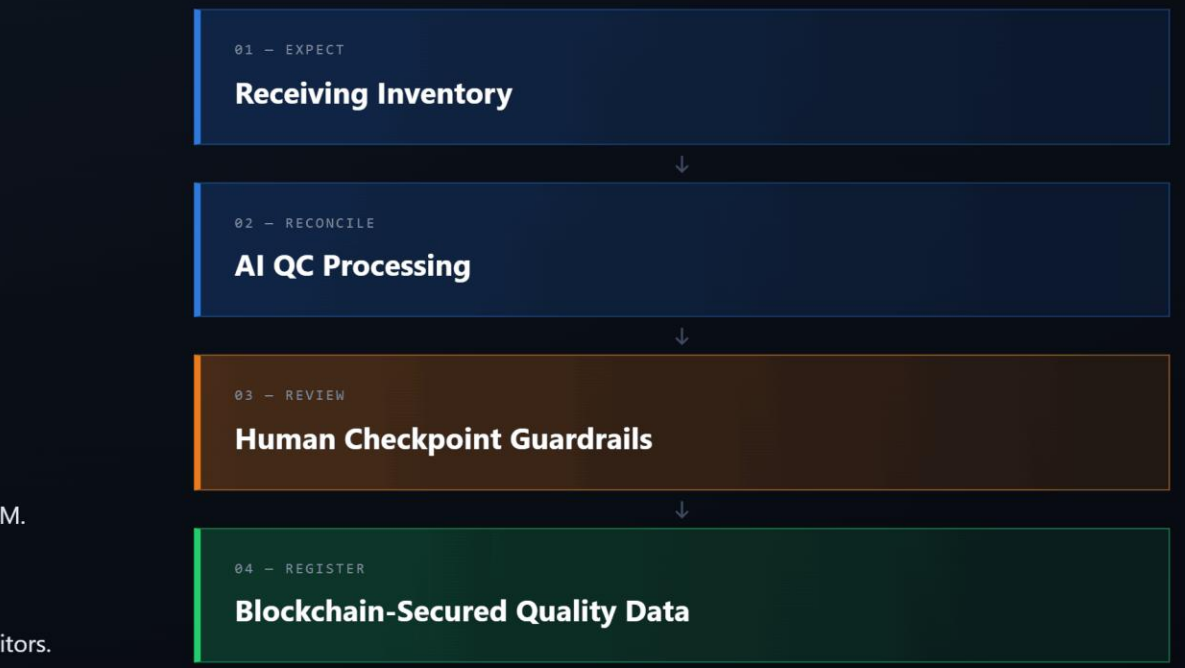
NEW • EARLY ACCESS

AI QC Manager

Your best inspector on every part, every shift, every site. Always.

- **Computer vision and AI** automatically process inbound material and commit to blockchain.
- **Part Number, Serial Number, and identity** matched to harvest list, PO, or manifest.
- **FAA, EASA, CAAC, ASA-100, and AFRA BMP v5.1** quality standards applied per shipment.
- **Configurable AI pipeline** — Anthropic (Claude), OpenAI (GPT), DeepSeek, Qwen, and more via LiteLLM.
- **Every inspection result** continuously improves accuracy with local memories you own.
- **Mobile device support** for direct image and video capture, with remote views for customers and auditors.

- **Integrations**: Google Drive, Microsoft SharePoint, and more on request.



RULE PACKS **FAA 8130-3** / **EASA Form 1** / **CAAC AAC-038** / **ASA-100** / **AFRA BMP v5.1** / **OEM & customer-specific**

AI QC MANAGER · BUILT ON THESE PRINCIPLES

Seven ideas from this Workshop — already in production.

Three-layer architecture

Models + Agents + Skills.

Composable skills

Verify CAGE, read the data plate, check life-limit — each testable.

Code when deterministic

When the same predictable input must yield the same output.

Mixed, swappable models

Multiple LLMs and CV models — the Fable lesson, built in.

ISO 27001 ISMS underneath

Every action logged, every decision auditable.

Blockchain trace immutability

On-chain as hash + pointer — the deepfake threat ends here.

Aviation standards from day one

ATA Spec 2000, AS9120, AS9132 — not bolted on.

Trust is the aftermarket's currency.

AI will either erode it or amplify it.
Choose deliberately.

KEEP YOUR HAND ON THE "Y" KEY.
DON'T BE FOOLED BY A DRINKING BIRD.

Block.Aero

Let’s keep talking.

todd.siena@block.aero

+15618895878

Sources.

95% / 67%

MIT — The GenAI Divide: State of AI in Business 2025 (NANDA).

55%

Forrester Predictions 2026 — regret on AI-driven layoffs.

Deepfake detection

~55% human average; ~24.5% on hard forgeries; 0.1% catch all (2024 meta-analysis of 56 studies; iProov).

Arup $25M

Hong Kong deepfake video-call fraud, disclosed May 2024 (CNN; CFO Dive).

Fable 5 / Mythos 5

U.S. export-control suspension, June 12, 2026 (Anthropic statement; CNBC; Axios).

Sovereignty

DeepSeek restrictions; EU AI Act fully applicable Aug 2026 (Microsoft; witness.ai).

ASA-AFRA 2026

June 14–16, 2026, Four Seasons Las Vegas.

“King-Size Homer”

The Simpsons S7E7, aired Nov 5, 1995.