

2000

Chapter 1 – Provisioning

Revision 2014.1



ATA e-BUSINESS PROGRAM

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Highlights

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Introduction

Background

It has long been recognized by both airlines and aircraft material suppliers that significant productivity gains and cost reductions can be achieved through rapid, standardized communication of information. It is with these objectives in mind that ATA Spec 200 was developed in the late 50's for the electronic interchange of provisioning, order placement and shipment information.

Technology at that time dictated that ATA Spec 200 be developed in a punch card oriented environment. As the years went by, the limitations of 80-column cards created the need for "workarounds", resulting in a complex specification requiring constant revisions.

Maintenance of the Air Transport Association (ATA) SPEC 200 has been the responsibility of the Maintenance and Coordination Task Force of the ATA Inventory Planning and Supply Data Group. Meetings were held twice a year, where both airline and supplier representatives submitted, reviewed, and mutually agreed to questions and changes to the Spec.

ATA Spec 200 evolved to an international specification with participation from both international airlines and suppliers.

In 1984, a joint airlines/supplier ATA task force was formed to define the future direction the air transport industry should take in this area of material related information exchange.

Specification 2000, as described in the following pages, is the result of the efforts of many dedicated men and women representing the airline and manufacturer/supplier industries.

Over time, additional business functions have been included beyond Material Management, including bar-coding and RFID, Reliability Data Exchange, Industry Metrics, Warranty Claim Submittal, Delivered Parts Status, Authorized Release Certificates and Electronic Logbook.

In 2016, the business functions are being separated into separate volumes to better manage each function's revisions and release of changes. Note: In 2016, the business functions are being separated into separate volumes to better manage each function's revisions and release of changes. This front matter is being maintained as a single document which will be included with each separate volume. The volumes are listed below:

Spec 2000 – Provisioning (ch. 1)

Spec 2000 – Procurement Planning (ch. 2)

Spec 2000 – Materiel Management (ch. 3 – 4, 6)

Spec 2000 – Information and Data Exchange (ch. 5) discontinued 2016

Spec 2000 – Repair Order Administration (ch. 7)

Spec 2000 – Repair/Overhaul Planning (ch. 8) discontinued 2014

Spec 2000 – Automated Identification and Data Capture (ch. 9)

Spec 2000 – ASC X12 Implementation Guide (ch. 10) discontinued 2016

Spec 2000 – Reliability Data Collection and Exchange (ch. 11)

Spec 2000 – Airline Inventory Redistribution System - AIRS (ch. 12)

Spec 2000 – Industry Metrics (ch.13)

Spec 2000 – Warranty Claims (ch. 14)

Spec 2000 – Aircraft Transfer Parts List (ch. 15)

Spec 2000 – Authorized Release Certificate (ch. 16)

Spec 2000 – Electronic Logbook (ch. 17)



General Description

Chapter 1 - Provisioning

Provisioning is the process of selecting parts, equipment and related support materials necessary for the operation of aircraft or special equipment. Parts and materials also include those necessary for the repair and overhaul of repairable spare parts. This chapter specifies those data elements, formats and transmission procedures required of airframe, engine and equipment manufacturers in providing technical provisioning information to airlines.

Chapter 2 - Procurement Planning

The Procurement Planning chapter identifies the automated methods for the supplier to provide data for parts offered for sale, the quotation process for parts where insufficient or nonexistent data resides in the central procurement data base, and the capabilities of the Central Procurement Data Base System.

Chapter 3 - Order Administration

The Order Administration chapter describes the automated order placement process, the on-line inquiries to determine the order status, on-line order exception routines, and automated shipment advisories.

Chapter 4 - Customer Invoicing

The Customer Invoicing chapter describes the automated invoicing process, as well as the related exceptions pertaining to the process.

Chapter 5 - Information and Data Exchange

Discontinued

Chapter 6 - Communication Commands

The Acknowledgement and Communication Commands chapter describes the methods of communication common to all chapters, the simple acknowledgement of receipt command, the general requirements of initiating commands, and special features contained within the process of obtaining who-to contact information or broadcasting information to multiple participants through the capabilities of the communications system.

Chapter 7 - Repair Order Administration

The Repair Order Administration chapter describes the automated repair order process. This includes the on-line processes for quotations, repair orders and order-exception routines, tear-down reporting, shipment advisories (for both airline and repair agent), invoices and repair order status.

Chapter 8 – Discontinued

Discontinued

Chapter 9 - Automated Identification and Data Capture

This chapter identifies the AIDC requirements for receipts and permanent part marking. It also identifies the data requirements for RFID on Parts. Finally, it presents a framework for ensuring lifecycle part traceability.

Chapter 10 - SPEC2000/ASC X12 Implementation Guide

The Implementation Guide was developed as a companion to SPEC2000; it contains the format for electronically exchanging order administration, invoicing and payment order/remittance advice information between trading partners.

Chapter 11 - Reliability Data Collection & Exchange

The purpose of this chapter is to provide a set of standardized record formats for collecting and exchanging aircraft reliability data. This chapter defines standard record formats for collecting and exchanging aircraft reliability data. This will improve the collection, measurement, and exchange of this information in a consistent format – ultimately improving efficiency and reducing both costs and errors.

Chapter 12 - Airline Inventory Redistribution System (AIRS)

The AIRS program provides a means by which participants may publish worldwide in a single source data file a listing of their airframe, avionics, testing equipment, engine, expendables, rotables, tooling and ground equipment which are available for sale. Included are commands exchanged between purchasers and sellers regarding quotes and sale transactions.

Chapter 13 - Industry Metrics

This chapter creates a number of standard process performance metrics, beginning with six common business processes which are reliability, repair process, parts delivery process, technical issue resolution, product support data and warranty process. The definitions and data described in the chapter allow trading partners to measure each other's performance using consistent definitions of terms, allowing companies to improve processes in a more consistent manner.

Chapter 14 – Warranty Claims

The Warranty chapter defines XML formats for submitting Warranty Claims.

Chapter 15 - Aircraft Transfer Parts List

This chapter provides a standardized XML format for providing a list of major installed parts (typically serialized parts) from a manufacturer to an operator or from an operator to another operator or lessor.

Chapter 16 – Authorized Release Certificate

This chapter provides a standardized set of data formats and implementation guidelines for the electronic exchange of Authorized Release Certificates (e.g. 8130-3, Form 1, etc.) for aircraft products and parts.

Chapter 17 - Electronic Logbook

This chapter provides a standardized set of XML data formats for electronic logbook applications, primarily focused on data exchange between aircraft based electronic logbook applications and ground-based maintenance and reliability systems.

Purpose and Objectives

The purpose of SPEC2000 is to provide cost effective, state of the art techniques and standards which will be generally accepted by the Commercial Aviation Industry as the means for assuring optimum Communication/Data Exchange. It is important that this purpose and the following objectives be continually emphasized so that the specification will remain current to technology advancement in the future, as well as to adjust to Industry's requirements in an ever changing environment.

- To provide standards for the most cost effective exchange of information pertaining to aircraft related material and maintenance, between airlines, manufacturers, suppliers, MRO's and other related parties.
- To provide methods which are usable by the widest possible population of companies in the aviation industry.
- To provide a comprehensive and user friendly specification.
- To facilitate the identification and visibility of warranty items subject to repair by repair agencies.
- To attract a broad base of industry participation.
- To minimize reprogramming efforts in the transition from previous methods and standards to any new methods.
- To provide a framework upon which advancements can be made with future technological developments, while maintaining cost effectiveness, productivity gains, and standardization.

How to Implement

Implementation of SPEC2000 is most feasible by chapter or, in some cases, by parts of a chapter. Since the majority of the chapters describe information exchange formats between companies, you should work with your trading partners on what parts of the specification to implement.

Implementation of many chapters is facilitated by the use of software provided by third parties, or often as a part of internal ERP or Maintenance Planning or Material Management software. Often times the majority of the information being exchanged already exists within a company's systems, and the main part of implementation involves mapping the data to formats described in the chapters.

Maintenance

SPEC2000 is maintained by the ATA e-Business Program. Proposed changes may be submitted through the Change Request (CR) procedure within the ATA e-Business Program at www.ataebiz.org.

Any approved modifications to the specification shall be documented and included as revisions to the original specification. Implementation of revisions to the specification is left to each participant.

For more information about maintenance of the specification, contact:

ATA e-Business Program
1275 Pennsylvania Avenue NW, Suite 1300
Washington, D.C. 20004-1707
Telephone (202) 626-4039
E-Mail: admin@ataebiz.org
Web: www.ataebiz.org

Chapter 1. Provisioning

1-1. Overview

1. Purpose

Provisioning is the process of selecting and procuring equipment, parts and material to the range and depth necessary for (1) supporting the customer's fleet operation and (2) maintaining and repairing fleet aircraft, engines, end items, support equipment and related component parts.

This chapter, coupled with the [ATA CSDD](#), defines the data elements and specifies the various formats and procedures required for transmitting digital provisioning data from manufacturer to airline.

Airline utilization of the transmitted data includes:

- [Component Maintenance Manuals](#)
- Establishing and maintaining technical and inventory data bases.
- Driving math model and support analysis programs.
- Selecting spare parts.
- Generating spare parts orders.

2. General Description

This specification was designed principally for the "Initial Provisioning" process which is concerned with supporting a new aircraft fleet or an end item for an initial period of operation. Transmission of provisioning data starts well in advance of the first delivery to permit ordering and establishment of support inventories in time for initial operations. The data is maintained by scheduled revisions through the delivery span.

This system is also suited to phased provisioning requirements and reprovisioning tasks. Phased or follow-on provisioning usually employs more mature Part Number removal rates and/or a fully implemented fleet maintenance plan requiring a broader and deeper range of spare parts.

Reprovisioning is often utilized when airline route structures or fleet structures are altered and the main base and station inventories must be reviewed for surplus or deficiencies in light of new requirements.

This specification also provides definitions to assist in provisioning of previously owned aircraft.

The SPEC2000 system is Part Number oriented and relates directly to an aircraft, its engine, and/or end items installed on the aircraft or engine. The following describes the type and the source of data:

2.1. Aircraft, Engine Spares

Includes all potential line maintenance spares contained in the Illustrated Parts Catalog (IPC) for either an airframe or its engines. This scope, in accordance with ATA Specification 2200, Information Standards for Aviation Maintenance [ATA iSpec 2200](#), includes all Line Replaceable Units (LRU's), their attaching parts plus individual maintenance parts such as light bulbs, sockets, lenses, seals, bearings, circuit cards, relays, fittings, etc., where optimum maintenance practices dictate replacement of such parts directly on the aircraft or engine. Also included are shop repair parts for assemblies not requiring a Component Maintenance Manual (CMM).

This data is customized to the configuration of the aircraft or engine units operated by the customer airline or consortium. Each part application, represented by a Catalog Sequence Number, will reference the particular aircraft effectivity or engine units on which the part was installed at time of delivery.

2.2. End Item Repair and Overhaul Parts

Includes all potential spare parts required for repair and overhaul of an end item having an associated CMM. Data is limited to the configuration represented by the End Item Part Number. For each end item having two or more Part Number identities due to variations in its component part configuration, separate data for each End Item Part Number will be provided even though a single CMM may be issued with multiple configurations in a common Illustrated Parts List (IPL).

2.3. ATA iSpec 2200 Relationship

Basic data (e.g., Manufacturer Code, Part Number, and Catalog Sequence Number (CSN)) for items contained in the file will be identical to the data within the associated “Aircraft Illustrated Parts Catalog” (IPC), “Power Plant Illustrated Parts Catalog” (PPIPC), “Engine Illustrated Parts Catalog” (IPC), and/or the Illustrated Parts List (IPL) of the Component Maintenance Manual (CMM). (Ref. [ATA iSpec 2200](#))

2.4. Transmitter of Data

The prime airframe, engine, and Buyer-Furnished Equipment (BFE) manufacturers are the sole transmitters of provisioning data to airline operators with the exception of the M FILE which is used in the provisioning process of previously owned aircraft/engines. The M FILE is transmitted from the seller to the buyer.

Data relating to the aircraft or engine is developed and controlled by the prime manufacturer.

Component detail data for repairable end items is developed and controlled by the end item manufacturer. The data is transmitted by the manufacturer to the primary airframe or engine manufacturer who edits the data for specification compliance, reviews the data for line maintenance spares (which must be incorporated into the prime manufacturer's IPC), and transmits the data to using customers. IPL's conforming to the requirements of [ATA iSpec 2200](#) are also supplied by the component manufacturer.

All component (end item) suppliers to the prime airframe and/or engine manufacturer should submit data directly to the prime airframe/engine manufacturer in T FILE format with related IPL's.

2.5. Output Options

For new aircraft, and by mutual agreement with the prime manufacturer, the airline customer will specify the type of output. The data can be provided in either a fixed (S and T FILES) or variable (V FILES) format. For previously owned aircraft, the data will be provided in the fixed format M FILE.

- Fixed Format (M FILE)

The M FILE identifies line maintenance parts installed on a previously owned aircraft at the time of transfer to a new owner. The M FILE will be provided by the seller of the aircraft/engine to the buyer.

- Fixed Format (S FILE)

The S FILE relates to aircraft and engine parts contained in the prime manufacturer's IPC.

- Fixed Format (T FILE)

The T FILE relates to end item detail parts itemized in the Illustrated Parts Lists of the associated end item Component Maintenance Manuals.

- Variable Format (V FILE)

The V FILE contains all provisioning items in a composite file regardless of the relative application of the part. Both the airframe and engine manufacturers will provide a V FILE.

The V FILE format is not used by component (end item) suppliers for transmitting data to the prime airframe/engine manufacturer.

Supplementary data is provided to the customer in the following specified files:

- U FILE - Consumable Maintenance Material
- W FILE - Special Ground/Tool/Test Equipment
- X FILE - Part Fabrication Material
- Y FILE - Pool Item Candidates
- Z FILE - Repair Parts for Ground/Tool/Test Equipment

2.6. Tape Transmissions and Label Requirements

All tape transmissions from transmitter of data to customer must conform to Density, Blocking, and Headers/Labels as mutually agreed between customer and transmitter of data to guarantee uninterrupted use in electronic data processing equipment. Tape labels should indicate total records contained on each reel and number of reels included in transmission.

Due to different EDP equipment, the magnetic tape format shall be mutually agreed upon between the supplier and the customer.

2.6.1. M FILE

The means of exchanging the file will be determined by mutual agreement between buyer and seller.

2.6.2. S and T FILES

1. Standard Specifications
 - a. Mode: 9 Track, 1600 BPI
 - b. EBCDIC (Extended Binary Coded Decimal)
 - c. Record length: 160 positions, Fixed Length
 - d. Header Labels: None
 - e. Tape Marks: Only End of Data Tape Mark is acceptable.
2. Exterior Labeling
 - a. Transmitter (Company Name and Manufacturer Code)
 - b. Recipient Airline (Customer Code)
 - c. Provisioning S or T FILE
 - d. Transmission Sequence Number
 - e. Total Transmission Record Count
 - f. Tape Density
 - g. Block Size
 - h. Tape Reel Number (Reel ... of ...)
 - i. Reel Serial Number (if utilized)
 - j. Encoding



2.6.3. V FILE

1. Standard Specifications
 - a. Mode: 9 Track, 1600 BPI
 - b. EBCDIC (Extended Binary Coded Decimal)
 - c. Record length: Variable
 - d. Maximum Block size is 32,000
 - e. Header Labels: None
 - f. Tape Marks: Only End of Data Tape Mark is acceptable.
2. Exterior Labeling
 - a. Transmitter (Company Name and Manufacturer Code)
 - b. Recipient Airline (Customer's name)
 - c. Provisioning V FILE
 - d. Model of Applicability Code
 - e. Transmission Sequence Number
 - f. Tape Transmission Date from Header Record
 - g. Number of Records on Tape (excluding Header Records)
 - h. Tape Density
 - i. Block Size
 - j. Type of Transmission (Initial or Revision)
 - k. Tape Reel Number (Reel ... of ...)
 - l. Reel Serial Number (if utilized)
 - m. Internal Labels (no)
 - n. Access Method Identification: QSAM
3. Processing Procedures
 - a. If a complete logical record will not fit in a partially filled block, it will be written in the next block.
 - b. When a logical record exceeds the maximum block size of 32,000 characters, the following rules will be applied:
 1. The last TEI written to the block will end with // (double slash).
 2. The remaining portion of the logical record will be written in the next block with the PNR, MFR, and CHG TEI's from the Part Number Segment (PNS) repeated. All three TEI's will contain their original values.

1-2. Glossary of Terms

1. Purpose

This section defines various technical and specification related terms employed in provisioning and supplements the [ATA CSDD](#).

2. Terms

Alternate Part

A part which fully meets required functional and structural specifications, but differs either in overall dimensions, connections, installations and/or mounting provisions and requires additional parts, rework or modification to install it as an alternative to the primary part.

ATA iSpec 2200

(ATA Specification 2200 [ATA iSpec 2200](#) subsumes [ATA Spec 100](#), Specification for Manufacturers' Technical Data.) Establishes recommended standards for certain documents produced by airframe, engine and component manufacturers and required to support their respective products. These documents include the following:

- Maintenance Manuals
- [Structural Repair Manuals](#)
- [Illustrated Parts Catalogs](#)
- [Component Maintenance Manuals](#)
- [Illustrated Tool and Equipment Manuals](#)
- [Service Bulletins](#)
- [Wiring Manuals](#)
- [Weight and Balance Manuals](#)
- [Aircraft Recovery Manuals](#)
- Fault Reporting and [Fault Isolation Manuals](#)

ATA SPEC 101

Specification for Ground Equipment Technical Data. Establishes recommended standards for the presentation of technical data related to the equipment for maintenance, service, loading, and movement of aircraft, their engines, components and accessory systems as well as other equipment related to airline operations.

ATA SPEC 200

Specification – Integrated Data Processing – Supply. Establishes recommended standard integrated data processing systems for provisioning, order administration, invoicing, inventory data reporting and supply data telecommunications. This specification at Revision 24 is now superseded by SPEC2000—International Specification, E-Business Specification for Materials Management.

ATA Spec 300

Specification for Packaging of Airline Supplies. [ATA Spec 300](#) establishes recommended standards for packaging of supplies shipped to an airline and recommends minimum requirements useful in the design, development and procurement of effective packaging and material handling devices.

Attaching Parts

Those parts required to attach (1) line replaceable units to the aircraft, engine or equipment end item and (2) assemblies, subassemblies and detail parts to their next higher assemblies.

Buyer Furnished Equipment (BFE)

Items selected and procured by the customer airline and furnished to the manufacturer for installation on the delivered aircraft or engine (i.e., passenger compartment seats).

CAGE Code

Commercial and Government Entity (CAGE) Codes (detailed in Cataloging Handbook H4/H8) are five (5) position alphanumeric codes assigned by the Defense Logistics Services Center (DLSC) in Battle Creek, Michigan, for the identification and location of U.S. and Canadian manufacturers and suppliers. CAGE Codes were formerly titled Federal Supply Codes for Manufacturers (FSCM). For non-U.S. and non-Canadian manufacturers, refer to NATO NCAGE Code.

Category I Container

A reusable shipping container capable of shipping a part for a minimum of one hundred trips.

Category II Container

A reusable shipping container capable of shipping a part for a minimum of ten trips.

Component

Any self-contained part, combination of parts, subassemblies or units, which perform a distinctive function necessary to the operation of a system.

Component Maintenance Manual (CMM)

A manual providing shop verified procedures which enables a mechanic unfamiliar with the component to restore it to a serviceable condition. Normally included in the manual is the Illustrated Parts List from which the associated Provisioning T FILE is developed.

Consumable Material

Generally bulk-type materials as lubricants, cements, compounds, paints, chemicals, dyes, splices and patches called out in maintenance and repair procedures for aircraft, engines, equipment and component end items.

End Item

Any repairable unit for which a Component Maintenance Manual with an Illustrated Parts List is provided. In the aircraft files, an end item is identified in the control segment which includes the Manufacturer Code and Manufacturer Part Number. An end item is assigned spare parts class 2 (SPC 2).

Expendable Item

A part for which no authorized repair procedure exists or for which the cost of repair would not be economical.

Fabrication Material

Raw materials and parts required to fabricate a detail part or assembly, especially those proprietary parts for which a manufacturer permits fabrication by an airline.

General Terms Agreement (GTA)

A contractual document, setting forth the procedures and exclusive terms and conditions governing the supply of parts and information between seller (manufacturer/supplier) and buyer (customer airline).

Illustrated Parts Catalog (IPC)

A companion to the Aircraft Maintenance Manual and is used for identifying and requisitioning aircraft/engine parts. Figures consisting of illustrations and detailed parts lists are presented in system, subsystem, and unit sequence. Itemized data within a parts list is generally presented in a disassembly sequence.

Illustrated Parts List (IPL)

A section of the Component Maintenance Manual for identifying and requisitioning component parts and assemblies comprising the end item. The IPL lists all parts which can be repaired, replaced, disassembled, or reassembled. Figures are sequenced by system, subsystem, and unit. Itemized data within a figure is generally presented in disassembly sequence.

Initial Provisioning

The process which is concerned with supporting a new aircraft fleet or an end item for an initial period of operation.

Insurance Spare

An item which, for the first two or three years of aircraft operation, should not require replacement because of wear or deterioration but might be replaced because of damage to the aircraft or because of other unpredictable requirements and, if not available within 24 hours, would cause delays in aircraft schedules and loss of revenue.

Line Maintenance

Routine check, inspection and malfunction rectification performed en route at line stations and at base stations during transit, turnaround or overnight stops. Does not include the heavy maintenance requiring extended stays of the aircraft in hangar or service areas.

Line Replaceable Unit (LRU)

A part, assembly or end item which can be readily replaced during line maintenance operations.

Long Lead Time Item

Spare part units which have relatively long procurement lead times for provisioning purposes and are inherently high-cost items.

Optional Part

A part which is fully interchangeable with another and does not have the installation conditions requiring rework or modification as imposed by an alternate type part.

Phased Provisioning

A provisioning process which is carried out in several issuing phases. When an end item is delivered over a number of years, there may be no need for a full complement of spares and support activities for initial operations. Also, more reliable data from actual in-service use becomes progressively available for phased decisions. Further, a full maintenance plan may not be implemented for initial operations.

Pool Item Candidate

Pooling is an arrangement between airlines whereby participants are entitled to withdraw items from an agreed stock held by any participant. Candidate parts for pooling consideration are those meeting the following criteria:

1. Classified as repairable.
2. Unit Price greater than \$ 300.00.
3. Used in line maintenance.
4. Essential or conditionally essential for dispatch of the aircraft.

Potential Spare

Any part having spares significance (including standard parts and attaching parts) even though a quantity may not be recommended for a particular fleet size or inventory allocation.

Provisioning Math Model

A computerized mathematical simulation of the circumstances and processes involved in optimizing and allocating the mix of spare parts required at main base and line stations for support of a customer's fleet operation.

Part Number factors employed by math models include but are not limited to: a given part's fleet usage (population), Mean Time/Cycles Between Unscheduled Removals, Time Between Scheduled Overhaul, Scrap Rate, Unit Price Amount, Essentiality Code, Repair Turnaround Time.

Customer operational parameters generally include: Fleet Aircraft Serial Numbers, Operational Flight Hours, Availability Goals/Fill Rates by Cost Category and Essentiality Code, Station and Route Structures, Station Transportation and Administrative Times, Minimum Demand Levels.

Repairable Spare

An item which is economically repairable and can be rehabilitated to a serviceable condition. Normally these items are assemblies but also include units without component parts which can be refurbished by cleaning, refinishing, patching, etc.

Reprovisioning

A provisioning process utilized for established fleets and inventories when airline route structures and/or fleet configurations are altered and main base and station inventories are assessed for surplus or deficiencies in light of new requirements.

Select from Range Parts

A group of like items having different values or sizes for which one item is selected for a specific application on an individual unit (e.g., a resistor for balancing a circuit card or a shim for a door installation).

Service Bulletin

The document issued by the manufacturer to notify the airline of recommended modifications, substitutions of parts, special inspections or checks, reduction of existing life limits or establishment of first time life limits, and conversion from one engine model to another. The Service Bulletin is the only document to be utilized for such information when a record of accomplishment is required.

The three types of Service Bulletins are:

1. Alert Service Bulletins for all matters concerning the urgent attention of the operator and are limited generally to items affecting safety.

2. Standard [Service Bulletins](#) where the use of Alert [Service Bulletins](#) is not required.
3. Engine Conversion [Service Bulletins](#) for information necessary to convert engine models from one designation level to another.

Split Effectivity

A term indicating effectivity of a given Catalog Sequence Numbered application in a given fleet is split between two or more part numbers as indicated by the Item Number Variants. An example would be a fleet of fifty aircraft where Part Number ABC is installed in the first twenty-five aircraft (001025) and Replacing Part Number DEF is installed in the remaining aircraft (026999).

Split effectivity also applies where effectivity for a part at a given Catalog Sequence Number is split into two or more consecutively numbered ranges and no replacing part is involved. For example, Part Number ABC is installed on aircraft 001 thru 004 and 007 thru 999. Aircraft 005 and 006 might be special requirements aircraft not utilizing the subject part application.

Standard Parts

Expendable hardware items having relatively high usage, numerous applications and normally available from industrial supply outlets. Includes such items as nuts, bolts, screws, fasteners, rivets, resistors, capacitors, diodes, etc.

Manufacturer Codes utilized with standard parts identify the industry or government agency controlling the design and assignment of part numbers. Refer to Paragraph entitled “Standard Parts” in the text.

World Airlines & Suppliers Guide [WASG](#)

Provides the recommended general guidelines for a product support policy.

World Airlines Technical Operations Glossary [WATOG](#)

A glossary prepared under the auspices of the ATA/IATA/ICCAIA WATOG committee whose intent is to foster improved worldwide communications through the use of common definitions of terms which are used within the industry. Note that WATOG entries have been incorporated into the ATA CSDD.

1-3. Policy

Provisioning, as used in the Specification, is the transmission of information from supplier to a customer which enables the selection of parts and materials necessary to support the operation of the equipment. Following are the major requirements or functional entities which are necessary in the provisioning process.

1. General Terms Agreement (GTA)

The General Terms Agreement, which is normally executed at equipment purchase contract signing, will for spare parts provisioning, usually specify the method of spares support between the customer and the airframe/engine manufacturer or Buyer Furnished Equipment (BFE) suppliers. It will also specify the type of requirements and schedules not defined herein.

2. Time Limits/Schedules for Data Transmission

The original transmission of provisioning data will be prior to the delivery of the first aircraft, engine or component as mutually agreed between the customer and airframe/engine manufacturer or BFE supplier. Revisions to the provisioning data, transmitted by the airframe or engine manufacturer or BFE supplier, will be submitted to the customer on a revision cycle as negotiated following the original submission. The revised transmissions will include all added/revised data within the revision period.

Revisions to the Illustrated Parts Catalog (IPC) or Illustrated Parts List (IPL) should be provided to the customer concurrently with the changes to the provisioning data.

3. Buyer-Furnished Equipment (BFE)

In the case of Buyer-Furnished Equipment (BFE), where the customer selects the supplier and provides the component for inclusion to the aircraft or engine configuration, the customer should negotiate directly with the selected supplier for the provisioning data requirements and the time limits for submission of the data. The provisioning data will be furnished in the format which is defined herein.

4. Pre-Provisioning Conference

If mutually agreed in the GTA, a pre-provisioning conference will be held between the airframe/engine manufacturer or BFE supplier to plan the provisioning program prior to the release of the first data. Generally, the conference will establish planning and procedures to accomplish the customer's provisioning of spare parts for the aircraft, engine or component. Considerations in the procedure will include, but will not be limited to, provisioning data scheduling, long-Lead Time items, the ordering process, training requirements, special provisioning considerations and customer's data required for math model Recommended Quantity generation. The time and location of this conference shall be as mutually agreed in the GTA.

5. Use of Provisioning Math Models

The aircraft/engine provisioning model will be based on the division of an airline system into two categories of maintenance activity, (1) the Main Base and (2) Line Stations.

The Main Base activity includes all levels of maintenance including complete overhaul of the airplane systems, whereas the Line Station activity is limited to aircraft/engine repairs and replacement of Line Replaceable Units (LRU's). The data provided by the customer to be included in the model's Recommended Quantity computation will include, but may not be limited to:

- The number of Line Stations into which the aircraft is operated.
- Must use a measure of activity level at each Line Station; e.g., flight hours/cycles/landings.
- The average transit time from Main Base to each Line Station, in calendar days, used for computing **Recommended Quantity**.

- The number of aircraft and the fleet average daily utilization.
- The number of days of supply of expendable parts.
- Shop processing time in calendar days of repairable items from Line Stations to the **Repair** Facility.
- The protection level upon which the recommended quantities computations are based.

The aircraft/engine math model will provide the following:

- The quantity of parts required to support the number of aircraft/engines at each location; i.e., Line Station/Main Base.
- The total **Recommended Quantity** of each part required to support the number of aircraft/engines over all locations.

The detail end item parts provisioning math model will provide the quantity of the subject detail part recommended for the repair and overhaul of the end item.

The math model used will be developed by the transmitter of the data (airframe/engine manufacturer). Math model reports will be as mutually agreed between the customer and transmitter of the data.

6. Product Support Agreement

The airframe/engine manufacturer should exercise control over the suppliers he selects to ensure that like information is made available to the customer to coincide and agree with the GTA between the airframe/engine manufacturer and the customer.

Within the airframe and engine manufacturers' total buyer/supplier hierarchy, Product Support Agreements will contractually set forth the basic requirements for the service and product support required to enable the customer to operate, use, maintain, overhaul and repair all components of the airframe/engine configurations.

7. Airframe/Engine Manufacturer Responsibilities

The airframe and engine manufacturers are responsible for providing provisioning data customized to the configuration of the aircraft, engine and/or components.

7.1. Customer's Provisioning Data Schedule

The airframe/engine manufacturers will accomplish the following tasks at such time as necessary to support a customer's provisioning data schedule (see [Figure 1-4.1](#)).

- Prepare an IPC and IPL in the format established by [ATA iSpec 2200](#).
- Establish Product Support Agreements with all suppliers.
- Process and consolidate the component manufacturer's detail parts data into a Master Provisioning Data Base that contains the airframe/engine manufacturers' proprietary data as well as component manufacturer's data.
- Document specific items identified in the component manufacturer's data to support aircraft/engine line maintenance in the IPC. Engine line maintenance parts will be documented in the airframe IPC, but will not be transmitted in the airframe provisioning file so that redundancy of recommended spares quantities does not exist in the airframe and engine provisioning data.
- Establish addresses and addressee for the recipient of the provisioning data.
- When mutually agreed between the prime manufacturer and customer, data will be processed through a provisioning math model which utilizes customer supplied parameters to establish recommended quantities for each part.

- Advise the end item manufacturers of the specific IPL's which must be submitted to the customer each revision to support the corresponding provisioning data transmitted.
- Provide an IPC, the applicable airframe/engine IPL's and all required provisioning to the customer.

7.2. Provisioning Common/Peculiar Data

The airframe/engine manufacturers must have the capability of producing, as an option to the customer, provisioning data for only those parts which are peculiar to a customer's follow-on aircraft procurement within the model. This option will only be exercised when it is mutually agreed between the airframe/engine manufacturer and the customer.

8. Data Change Control

Current status of provisioning data records shall be maintained through use of the procedures outlined in [Section 1-5](#) or [Section 1-7](#) until the provisioning program is ended as mutually agreed.

9. Part Change Control

The airframe/engine manufacturers and their selected suppliers are responsible to provide adequate Part Number change control during the provisioning program.

10. Category I Container Support

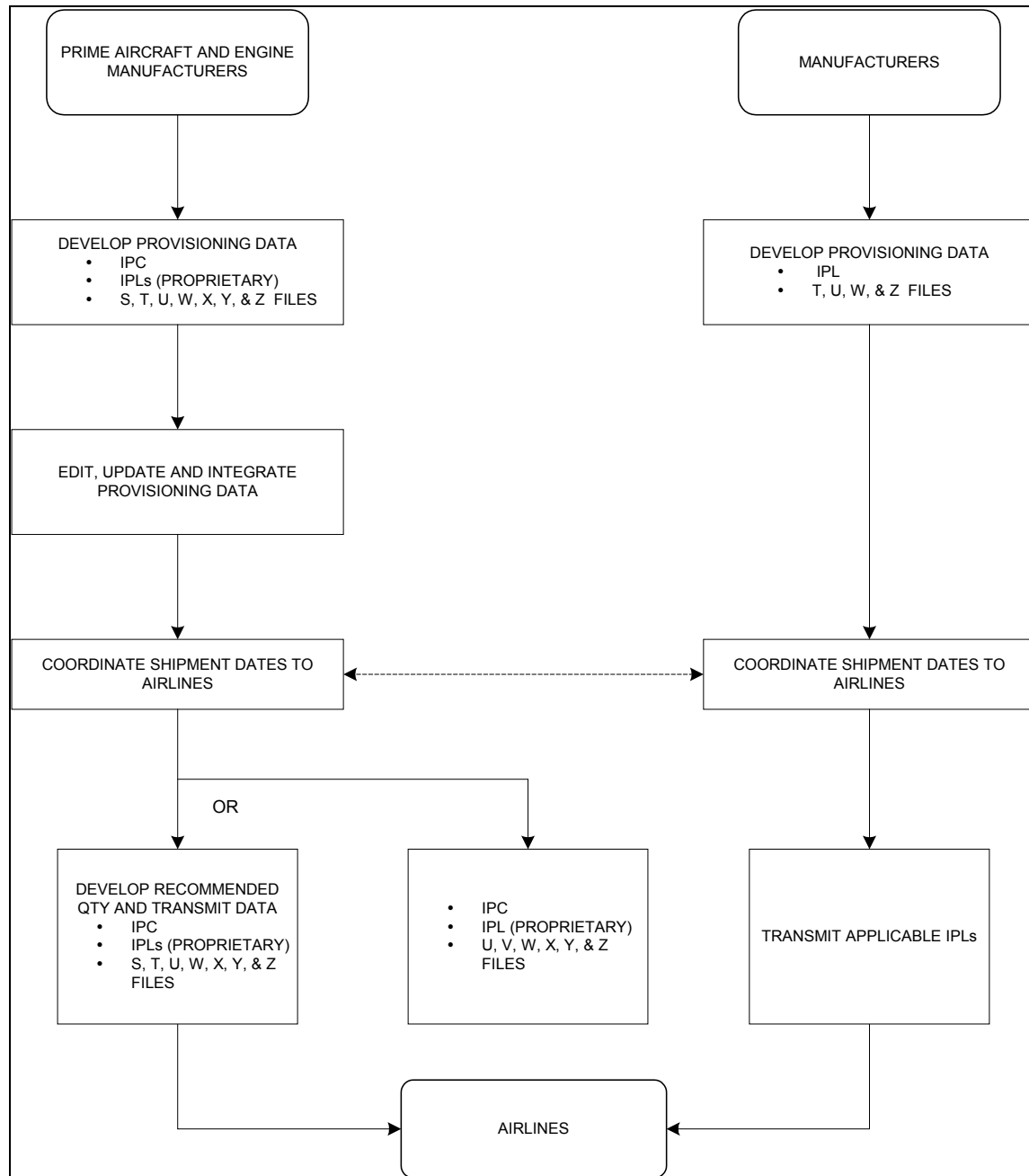
In order to encourage the early development of Category I containers, all prime manufacturers and component suppliers shall provide, where practical, detailed outline drawings showing all external dimensions and gross weight of the unit for use by the customer during the provisioning process. When the supplier of the unit sells a Category I container, drawings of the containers and prototype containers will be furnished to the customer in addition to the above information. ATA Specification 300 container sizes and dunnage specifications may be furnished in lieu of the above information if and when a standard ATA 300 container will adequately protect the unit.

11. Unit of Measure

The majority of items contained in the provisioning files will be priced, recommended, and packaged as "EA" (each). This restriction is not applicable to the "U" (consumable maintenance material) FILE or the "X" (part fabrication material) FILE contents.

1-4. Simplified Flow Diagram

Figure 1-4.1. Simplified Flow Diagram - Provisioning Data



1-5. S FILE Structure

1. Purpose

The S File contents consist of all potential spares contained in the Illustrated Parts Catalog (IPC) for either an airframe or its engine.

2. Header Record (Record Type 01)

The Header Record is used to identify the type of file, the aircraft or engine model, the transmitter of data, the recipient customer and the Transmission Sequence Number. Only one Header Record is provided in a tape transmission whether single or multiple reel.

2.1. Input Contents and Sequence

DATA ELEMENT NAME	FIELD POSITION	REMARKS
Positions 001-056 constitute the Control Segment.		
Record Type Code	001-002	Code "01" identifies record as a Header Record (HR).
Filler	003-060	Blank (spaces)
Positions 061-160 constitute the Header Segment.		
Filler	061-141	Blank (spaces)
Transmitter of Data Code	142-146	
Customer Code	147-149	
Provisioning Model Code	150-151	
Transmission Sequence Number	152-154	
Transmission Date	155-159	
File Identifier Code	160	

2.2. Example Header Record

```

pos 1-----142
  01                      88277ALL1100101056S

```

3. Part Number Record Fixed (Record Type 02)

The Part Number Record Fixed (PNRF) is used to convey procurement and technical data relating directly to the Part Number regardless of the Illustrated Parts Catalog location. Examples are Unit Price Amount, Lead Time, Unscheduled Removal Rate and Spare Part Class Code.

3.1. Input Contents and Sequence

DATA ELEMENT NAME	FIELD POSITION	REMARKS
Positions 001-060 constitute the Control Segment.		
Record Type Code	001-002	Code "02" identifies record as a Part Number Record Fixed (PNRF).
Change Code	003	
Filler	004-023	Blank (spaces)
Part Number	024-038	
Manufacturer Code	039-043	
Filler	044-060	Blank (spaces)
Positions 061-112 constitute the Fixed Procurement Data Segment.		
Keyword Name	061-068	
Unit of Measure Code	069-070	
Unit Price Amount	071-082	
Price Type Code	083	
Currency Code	084	
Standard Package Quantity	085-087	
Discount Percent	088-089	
Lead Time	090-092	
Proprietary Code	093	
Price Condition Code	094	
Effective Date	095-099	
Filler	100-112	Blank (spaces)
Positions 113-160 constitute the Fixed Provisioning Technical Data Segment.		
Spare Part Class Code	113	
Unscheduled Removal Rate	114-119	
Time/Cycles Between Scheduled Shop Visits	120-125	
Time/Cycles Between Overhauls	126-131	
Scrap Rate	132-134	
Time/Cycle Code	135	
Recommended Quantity	136-139	
Maintenance Percent	140-141	
Shelf Life Code	142	

DATA ELEMENT NAME	FIELD POSITION	REMARKS
Filler	143	Blank (spaces)
Unscheduled Removal Rate Decimal Code	144	
Mean Shop Processing Time	145-147	
Filler	148-160	Blank (spaces)

3.2. Example Part Number Record Fixed

pos 1-----24-----39-----57-----65-----113-----144
 02N AAN704 88277 TRAY EA0000000050001100000010301056 200333300000000000000000H0001990 3

4. Part Number Record Variable (Record Type 03)

The Part Number Record Variable (PNRV) transmits data which is conditional and may have multiple values for that Part Number.

4.1. Input Contents and Sequence

Data Element Name	Field Position	Remarks
Positions 001-060 constitute the Control Segment.		
Record Type Code	001-002	Code "03" identifies record as a Part Number Record Variable (PNRV).
Filler	003-023	Blank (spaces)
Part Number	024-038	
Manufacturer Code	039-043	
Filler	044-060	Blank (spaces)
Positions 061-093 constitute Explanation Code Segment - 1.		
Explanation Code	061-062	
Explanation Code Sequence Number	063-064	
Explanation Code Text Counter Number	065-066	
Change Code	067	
Explanation Code Text	068-093	
Positions 094-126 constitute Explanation Code Segment - 2.		
Explanation Code	094-095	
Explanation Code Sequence Number	096-097	
Explanation Code Text Counter Number	098-099	
Change Code	100	
Explanation Code Text	101-126	
Positions 127-159 constitute Explanation Code Segment - 3.		
Explanation Code	127-128	
Explanation Code Sequence Number	129-130	
Explanation Code Text Counter Number	131-132	
Change Code	133	
Explanation Code Text	134-159	
Filler	160-160	Blank (spaces)

4.2. Example Part Number Record Variable

```

pos 1-----24-----39-----57-----90-----123
   03      AAN7043   88277   390101N12345ABCD-1   520101NTRAY ASSY-FLIGHT DATA   520102NRECORDER

```

5. Application Data Record Fixed (Record Type 04)

The Application Data Record Fixed (ADRF) transmits Part Number data which is relative to an application at a specific Catalog Sequence Number in an IPC. Examples are Provisioning Total Quantity, Maintenance/Overhaul/Repair Code and Standard/Attaching Part Code.

5.1. Input Contents and Sequence

Data Element Name	Field Position	Remarks
Positions 001-060 constitute the Control Segment.		
Record Type Code	001-002	Code "04" identifies record as an Application Data Record Fixed (ADRF).
Change Code	003	
Filler	004-023	Blank (spaces)
Part Number	024-038	
Manufacturer Code	039-043	
Catalog Sequence Number	044-060	
Positions 061-160 constitute the Fixed Application Data Segment.		
Provisioning Total Quantity	061-064	
Maintenance/Overhaul/Repair Code	065	
Standard/Attaching Part Code	066	
Engine Level of Maintenance Code	067	
Select from Range Indicator	068	
Reason for Selection Code	069	
Essentiality Code	070	
Indenture Code	071	
Filler / Effectivity Identifier Length	072	Blank (space) if Effectivity is a 6 digit code (based on 3 digit identifiers), or "4" if the Effectivity Range is an 8-digit code (based on 4 digit identifiers)
Effectivity Range Code (EFF)	073-159	Fourteen occurrences of a 6-digit code or 10 occurrences of an 8-digit code
Effectivity Range Code Overflow Indicator	160	

5.2. Example Application Data Record Fixed

6 Digit Effectivity Range

```
pos 1-----24-----39-----69 70-----160
04N      AAN7043    8827731210020C020J0000410 0232  001999      x'0
```

8 Digit Effectivity Range

```
pos 1-----24-----39-----69 70-----160
04N      AAN7043    8827731210020C020J0000410 0232  4 00019990      0
```

6. Application Data Record Variable (Record Type 05)

Transmits information relative to a specific application. This data is conditional and may have multiple values. Part Number Change information and Used On Assembly Numbers are typical examples.

6.1. Input Contents and Sequence

Data Element Name	Field Position	Remarks
Positions 001-060 constitute the Control Segment.		
Record Type Code	001-002	Code "05" identifies record as an Application Data Record Variable (ADRV).
Change Code	003	
Filler	004-023	Blank (spaces)
Part Number	024-038	
Manufacturer Code	039-043	
Catalog Sequence Number	044-060	
Positions 061-093 constitute Explanation Code Segment - 1.		
Explanation Code	061-062	
Explanation Code Sequence Number	063-064	
Explanation Code Text Counter Number	065-066	
Change Code	067	
Explanation Code Text	068-093	
Positions 094-126 constitute Explanation Code Segment - 2.		
Explanation Code	094-095	
Explanation Code Sequence Number	096-097	
Explanation Code Text Counter Number	098-099	
Change Code	100	
Explanation Code Text	101-126	
Positions 127-159 constitute Explanation Code Segment - 3.		
Explanation Code	127-128	
Explanation Code Sequence Number	129-130	
Explanation Code Text Counter Number	131-132	
Change Code	133	
Explanation Code Text	134-159	
Filler	159-160	Blank (spaces)

6.2. Example Application Data Record Variable

```
pos 1-----24-----39
05          AAN7043    8827731210020C020J500101N88277AAD6011-1
```

1-6. Procedures - S FILE

1. Sequence Requirements

The following data elements define in major to minor order the sort controls required for the transmission and maintenance of S FILE records.

Control Segment Elements

Part Number

Manufacturer Code

Catalog Sequence Number

Record Type Code

Multiple PNRV Records for a given Part Number or multiple ADRV records for a Catalog Sequence Number (CSN) are sequenced by the Explanation Code, Explanation Code Sequence Number and Explanation Code Text Counter Number in the Explanation Code Segment 1.

2. Issuing New Data

2.1. Part Number Record Set

At a minimum, a Part Number record set for each potential spare in the IPC consists of one Part Number Record Fixed (PNRF) and at least one Application Data Record Fixed (ADRF).

PNRF and ADRF records will be change coded "N" (New Transmitted Records).

PNRV and/or ADRV records will be included in the record set when Explanation Code Segments are provided. If more than three (3) Explanation Code Data Segments are necessary, multiple PNRV/ADRV records are required.

2.2. Part Number Record Fixed (PNRF)

The control segment for the S FILE consists of the Record Type Code, the Change Code, the Manufacturer's Part Number, and the Manufacturer Code.

2.3. Application Data Record Fixed (ADRF)

The control segment for the S FILE consists of the Record Type Code, the Change Code, the Manufacturer's Part Number, the Manufacturer Code, and the Catalog Sequence Number.

2.4. Part Number Record Variable (PNRV)

Up to three Explanation Code Segments comprised of different Explanation Code and sequence number combinations can be transmitted in one PNRV record. Multiple PNRVs may be transmitted if the required Explanation Code Segments exceed three.

2.5. Application Data Record Variable (ADRV)

Up to three Explanation Code Segments comprised of different Explanation Code and sequence number combinations can be transmitted in one ADRV record. Multiple ADRV's may be transmitted with each ADRF if the required Explanation Code Segments exceed three.

3. Revising Established Data

Once an S FILE has been applied against a customer's data base, strict adherence to revisional procedures is required by both the Transmitter of Data and Customer to maintain integrity of the user's and transmitter's data base.

3.1. Part Number Record Set

Record sets can be added to an established data base or be revised if already present. Record sets will be added to the S FILE for part numbers new to the equipment configuration, the Replacing Part Number of a Part Number change and/or the manufacturer recommends the Part Number as a potential spare for the first time.

Record sets will be revised as necessary to update the procurement or application data to agree with changed provisioning data and IPC related information. Record sets will also be revised as required to transact situational changes.

3.2. Part Number Record Fixed (PNRF)

A PNRF can be added provided all procedural requirements of a new record set are fulfilled. A PNRF is revised by transmitting the entire PNRF including all data fields which are unchanged as well as those which are revised. Data fields comprising the Part Number record Control Segment cannot be revised except for Change Code. Only one PNRF per Part Number record Control Segment is allowed in the transmission.

3.3. Application Data Record Fixed (ADRF)

An ADRF shall be added to a Part Number record set whenever a Catalog Sequence Number is added to the IPC. An ADRF can be revised by transmitting the entire ADRF including all data fields which are unchanged as well as those which are revised. Data fields comprising the Control Segment cannot be revised except for Change Code. Only one ADRF per CSN is allowed in the transmission.

3.4. Part Number Record Variable (PNRV)

Each PNRV transaction can transmit up to three (3) added or revised Explanation Code Segments. The Change Code field is applied to each Explanation Code Segment.

To add or revise variable procurement and provisioning technical data, the supplier will transmit the appropriate PNRV Control Segment, Explanation Code, Sequence Number, Text Counter, Change Code and revised text.

Only one transaction of a PNRV Explanation Code, Sequence Number and Text Counter combination for a given record Control Segment is allowed in the transmission.

3.5. Application Data Record Variable (ADRV)

Each ADRV transaction can transmit up to three (3) added or revised Explanation Code Segments. The Change Code field is applied to each Explanation Code Segment.

To add or revise variable application data text, the supplier will transmit the appropriate ADRV Control Segment, Explanation Code, Sequence Number, Text Counter, Change Code and revised text.

Only one transaction of an ADRV Explanation Code, Sequence Number and Text Counter combination for a given CSN control segment is allowed in the transmission.

4. Deleting Established Data

Once a record set has been established in a customer's data base, strict adherence to deletion procedures is required to maintain integrity of the user's and transmitter's data base.

4.1. Part Number Record Set

A Part Number record set will be deleted from the data base for a Part Number which is no longer a detail of the equipment configuration and has not been replaced, or a Part Number no longer considered a potential spare.

4.2. Part Number Record Fixed (PNRF)

A PNRF deletion will remove the complete Part Number record set from the data base. A PNRF is deleted by transmitting the entire PNRF including all data fields as currently existing.

4.3. Application Data Record Fixed (ADRF)

An ADRF deletion will remove all record control segment application data records from a record set. An ADRF is deleted by transmitting the entire ADRF including all data fields as currently existing.

4.4. Part Number Record Variable (PNRV)

The deletion of the PNRV will be automatic with the deletion of the PNRF.

4.5. Application Data Record Variable (ADRV)

Deletion of the ADRV applicable to a specific CSN will be automatic with the deletion of its PNRF or related ADRF.

5. Situational Requirements

5.1. Effectivity

Effectivity in the S FILE identifies the end item units on which a part is installed at time of delivery. This is in contrast to the effectivity in the Illustrated Parts Catalog which identifies the entire range of end items on which a part may be used when considering its interchangeability status with other parts.

The effectivity in the S FILE is used to determine the configuration of an individual or group of end item units in a fleet and, most importantly, to calculate the population of a given part in a fleet for recommending line maintenance and repair part quantities.

1-7. Supporting Technical Information - S FILE

1. Effectivity

The following exemplify typical ADRF effectivity situations at a given Catalog Sequence Number (CSN).

1. Part ABC installed on all fleet units; no replacing part involved.

IPC:	ABC	001	999
S File:	ABC	001	999

2. Part ABC installed on units 002 thru 004, 007, 010 and up; no **Replacing Part Number**

IPC:	ABC	002	004
		007	007
		010	999
S File:	ABC	002	004
		007	007
		010	999

3. Part ABC is replaced one-way interchangeably by DEF at unit 006. (using 4 digit effectivity)

IPC:	ABC	0001	0005
	DEF	0001	9999
S File:	ABC	0001	0005
	DEF	0006	9999

(Explanation Code 01 Segment advises a one-way interchangeable status)

4. Part ABC is replaced two-way interchangeably by DEF at unit 006.

IPC:	ABC	001	999
	DEF	001	999
S File:	ABC	001	005
	DEF	006	999

(Explanation Code 02 Segment advises a two-way interchangeable status)

5. Part ABC is replaced non-interchangeably by DEF at unit 006.

IPC:	ABC	001	005
	DEF	006	999
S File:	ABC	001	005
	DEF	006	999

(Explanation Code 03 Segment advises a noninterchangeable status)

2. Price Breaks

When quantity price breaks are specified, the PNRF record will reference a Unit Price Amount for one unit of the subject part in the lowest quantity range and a Price Condition Code 1 advising that quantity price breaks are referenced in Explanation Code 20 Segments.

Each Code 20 Segment reference the From and Thru Quantities of the individual price break range and the applicable Unit Price Amount. The Thru Quantity for the last range references 99999 as the “and up” quantity. Explanation Code Sequence Numbers for the multi Code 20 Segments are assigned in an ascending quantity range sequence.

The following examples illustrated typical price break situations.

1. Conventional price breaks without Standard Package or Minimum Sales Quantities.

PNRF	UNIT OF MEASURE CODE:	EA
	UNIT PRICE AMOUNT:	000000010000
	PRICE TYPE CODE:	1 (FIRM)
	PRICE CONDITION CODE:	1 (PRICE BREAKS)
	STANDARD PACKAGE QUANTITY:	000

Table 1-7.1 PNRV Explanation Code Segments

EC CODE	SEQ NO	TEXT CTR	CHG CODE	FROM QTY	THRU QTY	UNIT PRICE AMOUNT
20	01	01	N	00001	00003	0000000100000
20	02	01	N	00004	00006	0000000080000
20	03	01	N	00007	99999	0000000070000

2. Price Breaks with a specified Standard Package Quantity.

PNRF	UNIT OF MEASURE CODE:	EA
	UNIT PRICE AMOUNT:	000000002350
	PRICE TYPE CODE:	1 (FIRM)
	PRICE CONDITION CODE:	1 (PRICE BREAKS)
	STANDARD PACKAGE QUANTITY:	010

EC CODE	SEQ NO	TEXT CTR	CHG CODE	FROM QTY	THRU QTY	UNIT PRICE AMOUNT
20	01	01	N	00010	00010	000000002350
20	02	01	N	00020	00040	000000002200
20	03	01	N	00050	00090	000000002050
20	04	01	N	00100	99999	000000001800

3. Price Breaks with a specified **Minimum Sales Quantity**.

PNRF	UNIT OF MEASURE CODE:	EA
	UNIT PRICE AMOUNT:	000000000600
	PRICE TYPE CODE:	1 (FIRM)
	PRICE CONDITION CODE:	6 (COMBINATION OF CODES 1 & 2)
	STANDARD PACKAGE QUANTITY:	000

EC CODE	SEQ NO	TEXT CTR	CHG CODE	FROM QTY	THRU QTY	UNIT PRICE AMOUNT
20	01	01	N	00005	00010	000000000600
20	02	01	N	00011	00019	000000000500
20	03	01	N	00020	99999	000000000450
54	01	01	N	Combination of Price Breaks and Minimum Sales Quantity		
56	01	01	N	00005		

3. Part Number Application Deletes

Data issued for Part Number deletes can be categorized into two areas. First, the deletion of a Part Number previously identified as a potential spare that is no longer considered a spare. This part however is still in the customer's IPC. Second, the deletion of a Part Number previously issued that is now being removed from one or more sequence in the IPC, with no Replacing Part Number.

1. The deletion of a **Part Number** previously identified as a potential spare.

a. Data will be issued as follows:

- A PNRF with Recommended Quantity changed to 0000 change coded "R".
- A PNRV with Explanation Code 54 with the text reflecting "NOT A POTENTIAL SPARE" change coded "N".
- A PNRF will be transmitted the next revision cycle change coded "D". This will constitute the delete of an entire Part Number record set.

2. The deletion of a **Part Number** being deleted at one or more sequences in the IPC.

a. Data will be issued as follows:

- A PNRF reflecting applicable changes (i.e., Recommended Quantity, unit price, etc.) change coded "R".
- An ADRF for each affected Catalog Sequence Number change coded "R".

The total quantity is changed to 00000 and the effectivity is deleted by entering 000000 in all previously entered fields.

- An ADRV for each affected Catalog Sequence Number containing Explanation Code 55 reflecting the applicable reason for change. Example "NOT EFFECTIVE YOUR AIRCRAFT" or "NEVER INSTALLED".

- When the Part Number delete results in the removal at all Catalog Sequence Numbers within the IPC, a PNRF will be transmitted in the following revision cycle change coded “D”. This constitutes the deletion of an entire Part Number record set.
- When the part number deletion does not result in the removal of the Part Number at all Catalog Sequence Numbers within the IPC, an ADRF will be transmitted in the following revision change coded “D”. This constitutes the deletion of an entire application data record set.

4. Part Number Changes

Data issued for Part Number changes can be categorized into two areas: First, a partial replacement (limited/split effectivity) at a Catalog Sequence Number; second, a complete replacement at a Catalog Sequence Number within the IPC.

1. Partial replacement issue parameters

a. The replaced (old) Part Number:

- A PNRF reflecting applicable changes (i.e., Recommended Quantity, unit price, etc.) change coded “R”.
- An ADRF for each affected Catalog Sequence Number containing the limited/split effectivity for the old Part Number change coded “R”.
- An ADRV for each affected Catalog Sequence Number, containing the appropriate Explanation Code 1-3, 6 or 7, Sequence Number, Text Counter and change coded “N”. The text will reflect the literal “NEW” followed by the Manufacturer Code and new Part Number. Also an Explanation Code of 44 or 55 will be issued to identify the reason for change.

Example

EC	SN	TC	CC	TEXT
01	01	01	N	NEW81205AA1-5
44	01	01	N	SB25-11
Or				
55	01	01	N	INC LATEST DESIGN CHANGE or NEVER INSTALLED

- #### b. The replacing (new) Part Number.
- The following data will be transmitted in the same revision as the transactions against the old Part Number.
- A PNRF change coded “N” or “R” as applicable.
 - An ADRF for each affected Catalog Sequence Number containing the limited/split effectivity for the new Part Number change coded “N”.
 - An ADRV for each affected Catalog Sequence Number with the applicable Explanation Code (1-3, 6 or 7), Sequence Number, Text Counter, and change coded “N”. The text will reflect the literal “OLD” followed by the Manufacturer Code and old Part Number. Also an Explanation Code of 44 or 55 will be used to identify the reason for change.

Example

EC	SN	TC	CC	TEXT
01	01	01	N	OLD81205AA1-I
44	01	01	N	SB25-11
or				
55	01	01	N	INC LATEST DESIGN CHANGE or NEVER INSTALLED

2. Complete replacement issue parameters

a. The replaced (old) **Part Number**:

- A PNRF reflecting applicable changes (i.e., Recommended Quantity, unit price, etc.) change coded “R”.
- An ADRF for each affected Catalog Sequence Number. The total quantity is changed to 00000 and the effectivity is changed to 000000 in all previously entered fields.
- An ADRV for each affected Catalog Sequence Number containing the applicable Explanation Code counter change coded “N”. The text will reflect the literal "NEW" followed by the Manufacturer Code and the new Part Number. Also included is either an Explanation Code 44 or 55 to identify the reason for change.

Example

EC	SN	TC	CC	TEXT
03	01	01	N	NEW81205GA53-505
44	01	01	N	SB38-44
or				
55	01	01	N	NOT EFFECTIVE YOUR A/C or NEVER INSTALLED

- When the Part Number replacement results in the removal of the Part Number at all Catalog Sequence Number within the IPC, a PNRF will be transmitted in the following revision cycle change coded D. This constitutes the delete of an entire Part Number record set.
- An ADRF equal to "D" indicates a deletion of the entire applied data record set including related ADRV's.

b. The replacing (new) **Part Number**:

- A PNRF change coded “N” or “R” as applicable.
- An ADRF for each affected Catalog Sequence Number change coded “N”.
- An ADRV for each affected Catalog Sequence Number with the applicable Explanation Code (01-03, 6 or 7), Sequence Number, Text Counter and change coded N. The text will reflect the literal “OLD” followed by the Manufacturer Code and the old Part Number. Also an Explanation Code of 44 or 55 will be used to identify the reason for change.

Example				
EC	SN	TC	CC	TEXT
03	01	01	N	OLD81205GA53-503
44	01	01	N	SB38-44
or				
55	01	01	N	NOT EFFECTIVE YOUR A/C or NEVER INSTALLED

5. Manufacturer Code Changes

Changes to Manufacturer Code on parts will be transmitted as follows:

1. Old **Part Number** and **Manufacturer Code** control segment
 - A PNRF with the **Recommended Quantity** and **Unscheduled Removal Rate**, change to zeros, change coded “R”.
 - A PNRV with **Explanation Code** 99 with the new **Manufacturer Code** in the first five (5) positions of the text.
 - A PNRF is transmitted in the next up revision cycle change coded “D” thereby deleting the total record from the airline file.
2. New **Part Number** and **Manufacturer Code** control segment
 - A complete new record set with the new **Manufacturer Code** in the control segment is transmitted concurrent with the EC99 record for the old **Manufacturer Code**.

6. Application (CSN) Changes

Items may be relocated from one Catalog Sequence Number to another within the IPC.

1. The following data will be issued to reflect a **Catalog Sequence Number** change:
 - a. The (old) **Catalog Sequence Number**:
 - An ADRF change coded “R” with the total quantity changed to 00000. The effectivity is reduced as applicable.
 - An ADRV containing Explanation Code 55 with the text “Moved To” followed by the new Catalog Sequence Number.
 - An ADRF for the old Catalog Sequence Number will be transmitted in the following revision cycle change coded “D”.
 - b. The (new) **Catalog Sequence Number**.
 - An ADRF for the new Catalog Sequence Number with all applicable data entered. The change code will be “N” (NEW).

7. Data Audits

Each data field or relationship audit found to be in error as a result of these audit routines should be identified by the airline as one of the following:

1. Advisory Error
2. Rejection of the entire transmission
3. Rejection of the complete **Part Number** record set
4. Rejection of a record segment

All audited data regardless of audit message should be reported to the supplier in writing as soon as possible. All audit reports must include the Transmission Sequence Number of the data being audited along with the airline name and code.

An entire transmission rejection, complete Part Number record reject, or record segment reject should not be updated in the airline's file as applicable. All advisory edits must be processed into the customer's data base.

In order to maintain the integrity of the airline's data base all audit reports should be returned to the supplier within ten (10) working days following receipt of the file.

The following lists indicates the audit by record type (i.e. HR, PNRF, etc.)

7.1. Provisioning Data Audits

Note: All data field characteristics, definitions, structure, remarks and audits can be found in the [ATA CSDD](#). Any exceptions will be indicated in the "Type Audit" column. The "Action" column indicates the action to be taken in the event of an error condition in order to maintain compatibility between the user's and transmitter's databases.

7.2. Header Record (Record Type 01)

Data Field	Type Audit	Action
Record Type Code		Reject complete transmission
Transmitter of Data Code		Reject complete transmission
Customer Code		Reject complete transmission
Provisioning Model Code		Reject complete transmission
Transmission Sequence Number		Reject complete transmission
Transmission Date		Reject complete transmission
File Identifier Code		Reject complete transmission

7.3. Part Number Record Fixed (Record Type 02)

Data Field	Type Audit	Type Error
Change Code	Must be "N", "R" or "D" a. If the Change Code is "N", there must be at least one record type "04" for the part included in the transmission. b. If Change Code is "N" Part Number must not be present in the customer's related file. c. If Change Code is "D", the Part Number must be present in the customer's related file.	Reject entire Part Number record set Reject entire Part Number record set Reject entire Part Number record set Reject PNRF record only
Manufacturer Code		Reject PNRF record only
Part Number		Reject PNRF record only
Keyword Name		Advisory error
Unit of Measure Code	Must be EA (each)	Advisory error
Unit Price Amount		Advisory error
Price Type Code		Advisory error
Currency Code	Must be 1 or 2 unless otherwise mutually agreed	Advisory error
Standard Package Quantity		Advisory error
Discount Percent		Advisory error
Lead Time		Advisory error
Proprietary Code	If Proprietary Code is alpha, then an EC coded 11, 13, 14 or 15 must be present in a PNRV record.	Advisory error
Price Condition Code	a. If code is 1, then PNRV must be present with EC20. b. If code is 2, then PNRV must be present with EC56. c. If code is 4, then PNRV must be present with EC48.	Advisory error Advisory error Advisory error
Effective Date		Advisory error
Spare Part Class Code	a. If code 2 or 6, URR/TBSV/CBSV/TBO/CBO must be other than blank. b. If code 2 or 6, time/ cycle indicator cannot be blank. c. If code 2 or 6, MSPT must be other than blank.	Advisory error Advisory error Advisory error
Unscheduled Removal Rate		Advisory error
Time/Cycles Between Scheduled Shop Visits		Advisory error

Data Field	Type Audit	Type Error
Time/Cycles Between Overhauls		Advisory error
Scrap Rate		Advisory error
Time/Cycle Code		Advisory error
Recommended Quantity		Advisory error
Maintenance Percent		Advisory error
Shelf Life Code		Advisory error
Unscheduled Removal Rate Decimal Code		Advisory error
Mean Shop Processing Time		Advisory error

7.4. Part Number Record Variable (Record Type 03)

Data Field	Type Audit	Type Error
Record Type Code	There must be a PNRF record already established in the customer's data base or included in this transmission.	Reject PNRV record only
Manufacturer Code		Reject PNRV record only
Part Number		Reject PNRV record only
Explanation Code	Must be 08, 11, 13, 14, 20, 32, 34, 36, 37, 38, 39, 40, 48, 52, 54, 56, 58, 71, 75, 80 or 99.	Reject PNRV record segment
Explanation Code Sequence Number		Reject PNRV record segment
Explanation Code Text Counter Number	Must be equal to or greater than previous number within a given sequence number and EC code.	Reject PNRV record segment
Change Code	Must be "N", "R" or "D" a. If "N", the EC code, sequence number and text counter combination must not be present for the specific Part Number in the customer's file. b. If "R" or "D", the EC code, sequence number, text counter combination must be present for the specific Part Number in the customer's related file.	Reject PNRV record segment Reject PNRV record segment
Explanation Code Text		Advisory error

7.5. Application Data Record Fixed (Record Type 04)

Data Field	Type Audit	Type Error
Change Code	Must be "N", "R" or "D". a. If the Change Code is "N", there must be a record type 02 for the Part Number in the related file or this transmission. b. If the Change Code is "R" or "D", the Part Number and related Catalog Sequence Number must be present in the customer's related file.	Reject entire Part Number record set Reject ADRF
Manufacturer Code		Reject ADRF record only
Part Number		Reject ADRF record only
Catalog Sequence Number		Reject ADRF record only
Provisioning Total Quantity		Advisory error
Maintenance/Overhaul/Repair Code		Advisory error
Standard/Attaching Part Code		Advisory error
Engine Level of Maintenance Code		Advisory error
Select from Range Indicator		Advisory error
Reason for Selection Code		Advisory error
Essentiality Code	When M/O code is 1 or 6 and SPC code is 1, 2 or 6 Essentiality Code must be 1, 2, or 3; otherwise, always zero.	Advisory error
Indenture Code		Advisory error
Effectivity Identifier Length	Must be blank or 4	Advisory error
Effectivity Range Code	If Effectivity Identifier Length is blank, the first six positions must be numeric. Other blocks of six may be blank, but if not blank must be numeric. If Effectivity Identifier Length is 4, the first eight positions must be numeric. Other blocks of 8 may be blank, but if not blank must be numeric.	Advisory error
Effectivity Range Code Overflow Indicator		Advisory error

7.6. Application Data Record Variable (Record Type 05)

Data Field	Type Audit	Type Error
Record Type Code	There must be a related ADRF record already established in the customer's data base or included in this transmission.	Reject ADRV record only
Catalog Sequence Number		Reject ADRV record only
Explanation Code	Must be 01, 02, 03, 06, 07, 44, 48, 50, 54 or 55.	Reject ADRV record only

7.7. General Audits of Explanation Codes

Data Field	Type Audit	Type Error
Record Type Code		Reject ADRV record only
Explanation Code		Advisory error

8. Explanation Code Segments

An Explanation Code Segment conveys conditional or variable type data relative to the Part Number or one of its applications at a Catalog Sequence Number (CSN). The segment consists of the following elements:

- Explanation Code**
Identifies the provisioning condition and/or type of data contained in the associated text field.
- Explanation Code Sequence Number**
Specifies the issue sequence and identification of multiple applications of a given Explanation Code (e.g., two Explanation Code 39 Optional Part Numbers for a given part).
- Explanation Code Text Counter Number**
Specifies the sequence and identities of multiple text fields linked together within a given Explanation Code and Sequence Number.
- Change Code**
Specifies the transaction status of an **Explanation Code Segment** as new (N), revised (R) or deleted (D).
- Explanation Code Text**
The formatted or free form data specified by the **Explanation Code Text**.

8.1. Explanation Codes Applied in PNRV Records

- 08 Optional Supplier Code
- 11 Overlength Part Number
- 13 Selected Item Reference Part Number
- 14 Control Specification or Drawing Number

20	Price Break - Quantity and Amount Text
32	Hazardous Material Code
34	Electrostatic Sensitive Device Indicator
36	Alternate Part Number
37	Category I Container Part Number
38	Local Fabrication Material Text
39	Optional Part Number
40	Modified Commercial Part Number
52	Additional Descriptive Text
54	Miscellaneous Text
56	Minimum Sales Quantity
58	Other Charges - Code and Amount
71	Preferred Spare Part Number
75	Pool Item Candidate Indicator
80	Unit of Measure Clarification Text
99	Revised Manufacturer Code

8.2. Explanation Codes Applied in ADRV Records

01	Part Number Change, One-Way Interchangeability - Text
02	Part Number Change, Two-Way Interchangeability - Text
03	Part Number Change, No Interchangeability - Text
06	Part Number Change, Interchangeable as a Set - Text
07	Part Number Change, Qualified Interchangeability - Text
44	Reason for Part Number Change - Service Bulletin Number
48	Effectivity Range Code (Overflow)
50	Used On Assembly Part Number Text
54	Miscellaneous Text
55	Reason for Part Number Change - Text

Consult by title the Explanation Codes in the [ATA CSDD](#) for definitions and structures of the associated text fields.

8.3. Explanation Code Segments - New

Required Explanation Code Segments are transmitted in PNRV and/or ADRV records. For applicable Explanation Codes refer to paragraphs entitled “Explanation Codes Applied in PNRV Records” and “Explanation Codes Applied in ADRV Records.”

Explanation Code Sequence Numbers permit multiple application of a given Explanation Code. The following illustrates the use of Sequence Numbers in multiple Explanation Code 36 (Alternate Part Number) segments.

EC TEXT	SN	TC	C
36 Alt P/N 1	01	01	N
36 Alt P/N 2	02	01	N
36 Alt P/N 3	03	01	N
36 Alt P/N 4	04	01	N

Explanation Code Text Counter Numbers provide for an overflow when the text data exceeds twenty-six (26) positions. The first 26 positions of text is numbered 01. Additional 26 position segments are numbered 02 and up. The following illustrates multiple text segments for Explanation Code 52 (Additional Descriptive Text) segment.

EC	SN	TC	C	
52	01	01	N	BRACKET ASSEMBLY - FAN
52	01	02	N	REVERSER, LH HOLD OPEN ROD

Explanation Code segments are transmitted in an Explanation Code Sequence Number, Text Counter Number Sequence. The three segment locations in applicable PNRV and ADRV records are always utilized before using segment locations in the next record as illustrated by the following.

SEGMENT 1						SEGMENT 2						SEGMENT 3					
PNRV	EC	SN	TC	C	TEXT	PNRV	EC	SN	TC	C	TEXT	PNRV	EC	SN	TC	C	TEXT
(2)	36	01	01	N	ALT P/N 1	(1)	36	02	01	N	ALT P/N 2	(1)	36	03	01	N	ALT P/N 3
(1)	36	04	01	N	ALT P/N 4	(2)	52	01	01	N	ADDED DESC	(2)	52	01	02	N	CONTD DESC

8.4. Explanation Code Segments - Revised

The text for PNRV and/or ADRV for Explanation Code Segments 20, 32, 34, 44, 48, 52, 54, 55, 56, 58, 75, and 80 requiring a change may be revised with a Change Code “R”.

Explanation Codes 34 and 75 contain no text, thus cannot be revised.

The text for Explanation Codes 01, 02, 03, 06, 07, 08, 11, 13, 14, 36, 37, 39, 40, 50, 71 and 99 cannot be revised. To transact a change to the text for these Explanation Codes, see the following section, entitled “Explanation Code Data Segments - Deleted.”

8.5. Explanation Code Data Segments - Deleted

An individual Explanation Code Segment is deleted by transmitting the subject Explanation Code and Segment change coded "D".

If the Explanation Code itself is in error or the text is to be deleted, the complete Explanation Code Segment must be deleted.

The Part Number or Manufacturer Code related text of the Explanation Codes 01, 02, 03, 06, 07, 08, 11, 13, 14, 36, 37, 39, 40, 50, 71 and 99 cannot be revised, the complete Explanation Code Segment must be deleted and a new Explanation Code, Sequence Number and Text Counter combination added with the change to Part Number/Supplier Code text.