

2000

Chapter 7 – Repair Order Administration

Revision 2014.1



ATA e-BUSINESS PROGRAM

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Highlights

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Revision 2016.1 – divided specification into separate volumes related to different business functions

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Revision 2016.1

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:

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Chapter 7. Repair Order Administration

7-1. Overview

1. Background

The airlines and the aircraft material suppliers have long recognized the importance of mechanization in support of daily business activities within the spare parts industry. The airlines/suppliers initiated the ATA SPEC 200 standards in the 1950's and have continued to pursue new state of the art technology through today's current SPEC2000 electronic data interchange specification. New spare parts ordering, order change notification, purchase order/Part Number inquiries, shipment advisories and invoicing are all handled via the SPEC2000 EDI application. In addition the airline industry maintains a central data base application that retains the latest Part Number procurement information for access by all the participating airlines.

Realizing the importance of the airline industry repair activity and the need for extending the electronic data interchange capabilities to this function of the spare parts business, the Air Transport Association directed a task force team to develop a parallel SPEC2000 application that would provide the same level of service currently offered via the new spare parts SPEC2000.

As always the specification is a dynamic document that reflects the changes in a growing and changing industry. For example, after new sections had been added to SPEC2000 defining the exchange of component reliability data, additional adjustments were needed in the Repair Order Administration transactions to support this exchange of data. The R1TDNXMT (Component Teardown Data) transaction was added to complete the cycle of repair data exchange.

2. Purpose and Objectives

The purpose of Repair Order Administration is to provide cost effective, state of the art technologies 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 parts repair, between customers and repair agencies.
- 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 incorporate system security features, which provide protection of each participant's data as well as protection to all participants from possible antitrust violations due to misuse, visibility or unauthorized access to data.
- To attract a broad base of repair 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.

SPEC2000 includes enhanced serial number tracking and control to facilitate repair processing. It is also possible to specify different types of repair processes for the same Part Number, each with its own price and turn-around time.

2.1. Transaction Flow

- REPAIR QUOTE - The customer may request that the repair agency provide quote information on a **Part Number**/repair process (**R1QTNREQ**). The repair agency may generate an interim response (**R1QTNINT**) as acknowledgement of the quote request and a final quote response (**R1QTNXMT**) which provides the specific price and lead time for the repair part.
 - REPAIR PURCHASE ORDER PLACEMENT - The customer may place a repair purchase order (**R1CPOXMT**) and the repair agency must respond with an acknowledgement (**R1CPOACK**) or reject message.
 - REPAIR PURCHASE ORDER EXCEPTION - When the repair agency makes a change to the repair purchase order, it will transmit a repair order exception (**R1EXCXMT**) to which the customer will respond with a repair order exception receipt acknowledgement (**R1EXCACK**).
 - REPAIR PARTS SHIPPED BY CUSTOMER - The customer will provide the repair agency with notification that the part(s) to be repaired have been shipped (**R1CUSHP**).
 - PARTS RECEIVED BY REPAIR AGENCY - The repair agency will notify the customer that the part(s) has been received at the repair site (**R1MATRCP**). If the part(s) received do not reflect the repair purchase order, the repair agency may respond to the customer with a discrepancy notification (**R1DSPXMT**). The customer will acknowledge the receipt of the R1DSPXMT message with an acknowledgement (**R1DSPACK**).
 - INQUIRY CAPABILITY - The customer may inquire for status against a **Part Number** or **Part Numbers** (**R1PNRINQ**) or a purchase order (**R1CPOINQ**). The repair agency will respond with information pertaining to the item requested (**Part Number**: **R1PNRRSP** or Purchase Order: **R1CPORSP**).
 - REPAIR AGENCY SHIPMENT ADVISORY - The repair agency will transmit to the customer shipment advisory information upon shipment of the repaired parts to the customer (**R1SPLSHP**).
- COMPONENT TEARDOWN INFORMATION - The repair agency will transmit to the customer data concerning their findings during the teardown on a component sent for repair and also details of the repairs performed on the component (**R1TDNXMT**).
- INVOICING - when the repair agency transmits to the customer an invoice upon shipment of the repaired part to the customer (**R1INVXMT**), the customer must respond with an acknowledgement (**R1INVACK**) or reject message. If the customer identifies a discrepancy in the invoice detail data an invoice exception message may be returned to the repair agency (**R1INXXMT**). The repair agency will acknowledge (**R1INXACK**) the receipt of the invoice exception message.

Table 7-1.1. Overview of Message Exchange Between Customer and Repair Agency

CUSTOMER	REPAIR AGENCY	CUSTOMER	REPAIR AGENCY	CUSTOMER
1a) Sends Request For Quote R1QTNREQ----->	1b) Receives Request For Quote			
	1c) Sends Interim Quote Response R1QTNINT--->	1d) Receives Interim Quote Response	1e) Sends Final Quote R1QTNXMT-->	1f) Receives Final Quote
2a) Sends Repair Order R1CPOXMT--->-	2b) Receives Repair Order			
	2c) Sends Acknowledgement of Repair Order R1CPOACK --->	2d) Receives Acknowledgement		
	3a) Sends Change to the Repair Order R1EXCXMT -->	3b) Receives Repair Order Change Notice		
		3c) Sends Acknowledgement of Change Notice R1EXCACK--->	3d) Receives Acknowledgement	
4a) Sends Advisory that part to be repaired has been shipped R1CUSSH --->	4b) Receives Shipping Advisory from Customer			
	4c) Sends Notice of Material Receipt R1MATRCP --->	4d) Receives Notice that parts have been received by Repair Agency	5a) Sends Notice of Discrepancy (between shipment of material and RO) R1DSPXMT-->	5b) Receives Notice of Discrepancy
6a) Sends Inquiry of Status by Part Number R1PNRINQ --->	6b) Receives Status Inquiry			
	6c) Responds with status R1PNRRSP ---->	6d) Receives status response		
7a) Requests status by RO Number R1CPOINQ -->	7b) Receives Inquiry request			
	7c) Returns status of Repair Order R1CPORSP --->	7d) Receives status response		
			8a) Sends Teardown Report R1TDNXMT --->	8b) Receives Teardown Report
			9a) Sends shipping Notice (Repaired unit) R1SPLSHP ----->	9b) Receives advisory: Repaired unit was shipped
	10a) Transmits invoice for repair services	10b) Receives invoice for repair		

CUSTOMER	REPAIR AGENCY	CUSTOMER	REPAIR AGENCY	CUSTOMER
	R1INVXMT --- >-	services		
		10c) Transmits invoice acknowledgement R1INVACK --->	10d) Receives acknowledgment	
		11a) Sends exception/change to the Agency's invoice R1INXXMT --->	11b) Receives change request to invoice	
			11c) Sends acknowledgement of invoice exception R1INXACK --->	11d) Receives acknowledgement of invoice exception

7-2. Command Title - Quotation Requests

1. Command Code - R1QTNREQ

1.1. Purpose

Provides the customer with the capability to request a price quotation from a repair agency. In the event a price is not immediately available, an interim response will be provided by the repair agency for each Part Number not quoted. The price quoted can be a firm or estimated price.

There is no receipt acknowledgement required by the customer to an interim response or a full quotation message.

Please note that with this command the mandatory data elements are not positional and will be identified with Text Element Identifiers (TEIs).

1.2. Input Contents and Sequence

1. **Command Code** (/)
2. **Customer Identification Code** (CIC) (/)
3. **Supplier Code** (SPL) (/)
4. **Quotation Request Number** (QTR) (/)
- End Of Line-----
5. **Part Number** (PNR) (/)
6. **Unit of Measure Code** (UNT) (/)
7. **Quotation Quantity** (QTQ) (/)
8. **Repair Process Code** (RPC) (/)
9. + **Manufacturer Code** (MFR) (/)
10. + **Reason for Removal Code** (RFR) (/)
11. + **Aircraft System Code** (ACS) (/)
12. + **Model of Applicability Code** (MOA) (/)
- Will be provided by the supplier prior to the implementation of this command.
13. + **Requested Repair Time** (RRT) (/)
14. + **Keyword Name** (KWD) (/)
15. + **Acknowledgement Number** (ACK) (/)
16. + **Remarks Text** (REM)

+ Indicates conditional data elements

7-3. Command Title - Interim Repair Quotation Response

1. Command Code - R1QTNINT

1.1. Purpose

When a price is not immediately available, an interim response is transmitted to the customer. This response indicates the quotation request has been received and a price is being developed. When the price is available a final quotation will be transmitted to the customer.

Please note that with this command the mandatory data elements are not positional and will be identified with Text Element Identifiers (TEIs).

1.2. Output Contents and Sequence

1. **Command Code** (/)
2. **Customer Identification Code** (CIC) (/)
3. **Supplier Code** (SPL) (/)
4. **Quotation Request Number** (QTR) (/)
5. **Part Number** (PNR) (/)
6. + **Manufacturer Code** (MFR) (/)
7. + **Acknowledgement Number** (ACK) (/)
8. + **Remarks Text** (REM)

Remarks will be used to explain the inability to quote, such as the expected date for the final quotation, etc.

+ Indicates conditional data elements

7-4. Command Title - Quotation Response

1. Command Code - R1QTNXMT

1.1. Purpose

Provides the ability to send the response quotation to the customer. This command would be transmitted immediately when the quotation request was received if a price were available. If the price is to be developed, this command would be transmitted after the interim response had been sent.

Please note that with this command the mandatory data elements are not positional and will be identified with Text Element Identifiers (TEIs).

1.2. Output Contents and Sequence

1. **Command Code** (/)
2. **Customer Identification Code** (CIC) (/)
3. **Supplier Code** (SPL) (/)
4. **Quotation Request Number** (QTR) (/)
5. **Part Number** (PNR) (/)
6. **Unit of Measure Code** (UNT) (/)
7. **Quotation Quantity** (QTQ) (/)
8. **Repair Process Code** (RPC) (/)
9. **Quotation Number** (QTN) (/)
10. **Quotation Date** (QTD) (/)
11. **Keyword Name** (KWD) (/)
12. **Repair Price Amount** (RPA) (/)
13. **Price Held Firm - Time** (PFT) (/)
14. **International Currency Code** (ICR) (/)
15. **Price Type Code** (PTC) (/)
16. **Mean Shop Processing Time** (MST) (/)
17. + **Manufacturer Code** (MFR) (/)
18. + **Procurement Discount Percent** (PDP) (/)
19. + **Repair Location Code** (RLC) (/)
20. + **Return Authorization Number** (RAN) (/)
21. + **Minimum Repair Quantity** (MRQ) (/)
22. + **Acknowledgement Number** (ACK) (/)
23. + **Remarks Text** (REM)

+ Indicates conditional data elements

7-5. Supporting Technical Information

1. Command Codes - R1QTNREQ, R1QTNINT, and R1QTNXMT

1.1. Input and Output Examples

1.1.1. Quotation Request - One Part Number

```
CAM
R1QTNREQ/CIC UAS/SPL 88277/QTR 0150-01/
PNR ARB0123/UNT EA/QTQ 1/RPC M/
REM MAKE SERVICEABLE PER/
REM VM-26-45-14-02-AR
```

The customer is requesting a price quotation from a supplier. The customer has referenced the vendor's manual on a Remarks Text (REM) note.

1.1.2. Interim Quotation Response

```
CAM
R1QTNINT/CIC UAS/SPL 88277/QTR 0150-01/PNR ARB0123/
REM WILL ADVISE QUOTE IN 10 DAYS
```

The repair agency is providing an interim response since a price must be developed. The final quotation will be transmitted when the price is developed.

1.1.3. Final Quotation

```
CAM
R1QTNXMT/CIC UAS/ SPL 88277/QTR 0150-01/PNR ARB0123/UNT EA/QTQ 1/
RPC M/QTN 81234/ QTD 22090/KWD FLAP/RPA 25000.00/ICR USD/PFT 360/
PTC 2/MST 45
```

The repair agency is quoting a Repair Price Amount (RPA) of \$25000.00. The quotation is valid for 360 days and the price is firm (indicated by the Price Type Code of '2'). The Mean Shop Processing Time (MST) is 45 days.

1.1.4. Quotation Request - Multiple Part Numbers

```
CAM
R1QTNREQ/CIC UAS77/SPL 2D671/QTR 0250-01/
PNR 7958123-1/UNT EA/QTQ 1/RPC O
PNR AAA7001/UNT EA/QTQ 1/RPC R
```

The customer is requesting a price quotation for an overhaul/heavy repair (RPC 'O') and a second Part Number for repair only.

1.1.5. Interim Quotation Response

```
CAM
R1QTNINT/CIC UAS77/QTR 0250-01/SPL 2D671/PNR 7958123-1/
REM WILL ADVISE 10-09-90
R1QTNINT/CIC UAS77/QTR 0250-01/SPL 2D671/PNR AAA7001/
REM WILL ADVISE 15-09-90
```

1.1.6. Final Quotation

```
CAM
R1QTNXMT/CIC UAS/SPL 2D671/QTR 0250-01/
PNR AAA7001/UNT EA/QTQ 1/RPC R/QTN 812346/
QTD 10090/KWD FLAP/RPA 15000.00/PFT 180/ICR USD/
PTC 1/MST 60
R1QTNXMT/CIC UAS/SPL 2D671/QTR 0250-01/
PNR 79581213-1/UNT EA/QTQ 1/RPC O/QTN 812346/
QTD 10090/KWD FLAP/RPA 25000.00/PFT 180/
ICR USD/PTC 2/MST 90/RLC HAM
```

The customer requested two part numbers for quotation. The first Part Number requested 7958123-1 was for an overhaul (RPC O) and was quoted as an estimate (PTC 2) and the work is to be accomplished in Hamburg (RLC HAM). The second Part Number was for a repair and the repair agency quoted a firm price of 15000.00.

The final quotation response is constructed as a complete record for each Part Number received on the original multiple Part Number quotation request. The R1QTNXMT command and its associated data elements for a given Part Number is sent to the customer for each Part Number received by the supplier.

The repair agency has the option to assign a Quotation Number for each Part Number or to assign one Quotation Number for all Part Numbers in the R1QTNREQ message. In the example above, the repair agency has assigned a single Quotation Number to all Part Numbers.

1.1.7. Quotation Request Showing Requested Repair Time (RPT) and Reason for Removal Code

```
CAM
R1QTNREQ/CIC UAS77/SPL 29877/QTR 0250-02/
PNR ARB0123/UNT EA/QTQ 1/RPC M/RFR TL/
RRT 5/KWD PUMP/MFR 7X000
```

Customer is requesting a price quote for Repair Process Code (RPC) M (Modification) with a Requested Repair Time (RRT) of 5 days.

1.1.8. Interim Quotation Response

```
CAM
R1QTNINT/CIC UAS77/SPL 29877/QTR 0250-02/MFR 7X000/PNR ARB0123/
REM WILL ADVISE 17-09-90
```

1.1.9. Final Quotation

```
CAM
R1QTNXMT/CIC UAS/SPL 29877/QTR 0250-02/PNR ARB0123/
UNT EA/QTQ 1/RPC M/QTN 45821/QTD 17090/KWD PUMP/
RPA 17000.00/PFT 30/ICR USD/PTC 1/MST 5/
MFR 7X000/
REM PRICE CAN BE REDUCED IF UNIT IS REMOVED/
REM PRIOR TO TIME LIMIT/
REM THIS PRICE INCLUDES OVERHAUL CHARGES THAT/
REM ARE REQUIRED IF PART IS AT TIME LIMIT/
REM THIS PRICE INCLUDES OVERTIME REQUIRED TO MEET/
REM 5 DAY MST
```

The repair agency is informing the customer that the job can be accomplished within requested repair time (RPT) and is advising an alternate approach to accomplishing the modification.

Also note that five positions were used for customer identification number (UAS77) on the R1QTNREQ, but since there was an interim response transmitted, only three are allowed on the final quotation.

1.1.10. Quotation Request Requiring Minimum Repair QTY

```
CAM
R1QTNREQ/CIC TWA/SPL 73030/QTR 723551/
PNR ARB0123/UNT EA/QTQ 1/RPC M
```

The customer is requesting a quotation for a modification (Repair Process Code M) for Part Number ARB0123.

1.1.11. Interim Quotation Response

```
CAM
R1QTNINT/CIC TWA/SPL 73030/QTR 723551/ PNR ARB0123/
REM WILL ADVISE IN FIVE DAYS
```

1.1.12. Final Quotation

```
CAM
```

R1QTNXMT/CIC TWA/SPL 73030/QTR 723551/PNR ARB0123/
 UNT EA/QTQ 1/RPC M/QTN 731142/ QTD 22090/KWD UNT/
 RPA 800.00/ICR USD/PFT 360/PTC 2/MST 45/MRQ 10

The repair agency is quoting 800.00 and indicating the Minimum Repair Quantity (MRQ) is 10.

1.1.13. Quotation Request - Repair Agency Unable to Provide Final Quotation

CAM
 R1QTNREQ/CIC UAS/SPL 77445/QTR AB77334/
 PNR 32-441/UNT EA/QTQ 1/RPC R/MFR 07482/KWD FLAP

The repair agency received the above quotation request, but when processing the data, finds a condition that prevents supplying a price. Two common conditions might occur and examples are provided below.

1.1.14. Interim Quotation Response - Part Number Not Found

CAM
 R1QTNINT/CIC UAS/SPL 77445/QTR AB77334/PNR 32-441/
 REM PART NUMBER NOT ON FILE

1.1.15. Interim Response - Part Number Known, Manufacturer Unknown

CAM
 R1QTNINT/CIC UAS/SPL 77445/QTR AB77334/MFR 07482/PNR 32-441/
 REM PN KNOWN-MFR UNKNOWN

When the repair agency cannot supply a price, the final quotation will not be returned. The interim response will be returned with a reason stated on the Remarks Text note indicating why a price cannot be supplied.

1.1.16. Quotation Request - Multiple Part Numbers

CAM
 R1QTNREQ/CIC UAS/SPL 2D671/QTR ACC445/
 PNR 75333/UNT EA/QTQ 1/RPC M
 PNR 86111/UNT EA/QTQ 1/RPC R
 PNR 65317/UNT EA/QTQ 1/RPC M

The above example shows a customer requesting three part numbers.

1.1.17. Interim Quotation Response

CAM
 R1QTNINT/CIC UAS/SPL 2D671/QTR ACC445/PNR 75333/
 REM WILL ADVISE IN 10 DAYS
 R1QTNINT/CIC UAS/SPL 2D671/QTR ACC445/PNR 86111/
 REM WILL ADVISE IN 10 DAYS
 R1QTNINT/CIC UAS/SPL 2D671/QTR ACC445/PNR 65317/
 REM WILL ADVISE IN 10 DAYS

Although three part numbers were transmitted on the quotation request, the interim response must be a complete record (including the Command Code) for each Part Number.

1.1.18. Final Quotation Transmitted on Separate Dates

1.1.18.1. Transmission Date 1 November

CAM
 R1QTNXMT/CIC UAS/SPL 2D671/QTR ACC445/PNR 75333/UNT EA/
 QTQ 1/RPC M/QTN 81235/QTD 01120/KWD SPOOL/RPA 1500.00/
 ICR DEM/PFT 360/PTC 2/MST 30
 R1QTNXMT/CIC UAS/SPL 2D671/QTR ACC445/PNR 65317/UNT EA/
 QTQ 1/RPC M/QTN 81235/QTD 01120/KWD VANE/RPA 22000.00/
 ICR DEM/PFT 360/PTC 2/MST 30

1.1.18.2. Transmission Date 5 November

CAM

R1QTNXMT/CIC UAS/SPL 2D671/QTR ACC445/PNR 86111/UNT EA/
QTQ 1/RPC R/QTN 81235/QTD 18120/KWD SP00L/RPA 20000.00/
ICR DEM/PFT 360/PTC 2/MST 45

The final quotation response may be transmitted on separate dates when delays in obtaining price information occur.

1.1.19. Quotation Request - Price Immediately Available

CAM
R1QTNREQ/CIC ACN45/SPL 88277/QTR ACN222/
PNR ARB0132-503/QTQ 10/UNT EA/RPC M

The customer has requested a quotation for a Part Number for which the repair agency has an established price and repair Lead Time.

1.1.20. Final Quotation

CAM
R1QTNXMT/CIC ACN45/SPL 88277/QTR ACN222/PNR ARB0132-503/
UNT EA/QTQ 10/QTN 81235/QTD 18120/KWD SP00L/RPA 12000.00/
PFT 360/PTC 1/MST 30

There was no interim response supplied in this condition. The interim response is used to confirm to the customer the quotation has been received and will be responded to when the information is available if there is not a price immediately available. However, in this condition a price had been previously established and the quotation was immediately available.

7-6. Command Title - Repair Order Placement

1. Command Code - R1CPOXMT

1.1. Purpose

The Repair Order provides the capability for the customer to enter repair purchase orders directly into a repair agency's system. Unless a rejection message is returned within the time limits specified by the standard, a repair order acknowledgement will be returned to indicate that the repair is being processed in accordance with the general terms agreement which is in effect between the customer and supplier.

If the repair acknowledgement is not received within a twenty-four hour period, re-transmit the order. If after three transmissions the repair acknowledgement is not received, take alternate methods to reach the supplier.

The customer may establish a standard Ship-To Code and a standard Shipment Method Code with a repair agency. The customer is not required to input them with the repair order, unless the shipment should be processed differently than the established standard. (For example: A part needs to be shipped to a location different from the established standard location or shipped by a shipment method other than the standard method.)

Please note that all data elements are identified with Text Element Identifiers (TEIs) and are not positional.

1.2. Input Contents and Sequence

1. **Command Code** (/)
2. **Customer Identification Code** (CIC) (/)

Customer Identification Code is 5 characters in length. A minimum of 3 characters must be transmitted in all commands. The last 2 characters, when used by the customer, will be returned on the repair order acknowledgement or the S1REJECT command but will not be retained in the repair agency's system.

3. **Supplier Code** (SPL) (/)
4. **International Currency Code** (ICR) (/)
5. **Purchase Order Count** (POC) (/)
6. + **Batch Number** (BNO) (/)
7. + **Total Control Quantity** (QTL) (/)

Data contained in 1. through 7. is transmitted once for each group of repair orders.

---End Of Line---

8. **Order Transaction Code** (TNC) (/)

For the first character, select one of the following:

- 3 - Normal Order
- L - Normal Confirming Order
- 4 - Expedite Order
- M - Expedite Confirming Order

For the second character, select one of the following:

7 - Repair Item

8 - Warranty Item

For the third character, select one of the following:

1 - Routine Action

2 - Acceptance of a Quotation

3 - Alteration to a Repair Order

6 - Cancel or Decrease a Repair Order

8 - Increase a Repair Order

9. **Customer Order Number** (CPO) (/)

Each repair order number is a unique number representing one Part Number.

10. **Part Number** (PNR) (/)

11. + **Order Quantity** (QTO) (/)

Must be used unless the third position of the transaction code is a 3.

12. + **Repair Process Code** (RPC) (/)

A Repair Process Code must be used, unless the third position of the Order Transaction Code (TNC) is a 3, 6 or 8. If the Repair Process Code is alphabetic, the definition is documented in the [ATA CSDD](#). If the Repair Process Code is numeric, the definition will be referenced in a table maintained by the repair agency, as mutually agreed between the customer and repair agency. The Repair Process Code table should be provided to the customer prior to implementation of this transaction.

13. + **Unit of Measure Code** (UNT) (/)

Must be used unless the third position of the transaction code is a 3, 6 or 8.

14. + **Specified Shipping Date** (SSD) (/)

Must be used unless the third position of the transaction code is a 3, 6 or 8.

15. + **Specified Shipping Method Code** (SSM) (/)

This field is not required when a standard has been established with a supplier. Must be used if different than the standard.

16. + **Ship-To Code** (SHT) (/)

This field is not required when a standard has been established with a supplier. Must be used if different than the standard.

17. + **Reason for Removal Code** (RFR) (/)

Must be used unless the third position of the transaction code is a 3, 6 or 8.

18. + **Reason for Removal Clarification Text** (RET) (/)

Must be used when Reason for Removal Code (RFR) = "ZZ".

19. + **Warranty Type Code** (WAR) (/)

Must be used when the second position of the transaction code is an 8, otherwise, not used.

20. + **Keyword Name** (KWD) (/)

21. + **Repair Price Amount** (RPA) (/)

If the price is unknown, this TEI is not required. Use Repair Process Code E to indicate price estimate.

22. + **Part Serial Number** (SER) (/)

When this TEI is used, Serial Number Data Text (SND) cannot be used.

There can be multiple occurrences of the Part Serial Number. If additional Part Serial Numbers are required, a second R1CPOXMT message should be generated, transaction-coded as an increase to the original order. Continue this process until all Part Serial Numbers have been transmitted. When this condition occurs, the first repair order transmission must contain the Serial Number Control Count (SRC) giving the total number of Part Serial Numbers to be transmitted in the subsequent messages.

23. + **Serial Number Data Text** (SND) (/)

This is a Data Set Group that can have three multiple occurrences for each serial number: One for Times Since New, one for Repair and one for Overhaul. If this TEI is referenced, the Part Serial Number (SER) cannot be used. PLEASE NOTE: Data element 'Serial Number Text' (SND) is provided to ensure backward compatibility; it will be deleted from the Specification in Revision 2003.

24. + **Operator Code** (OPR) (/)

25. + **Typical Part Number Indicator** (TPN) (/)

When this TEI is present in the transaction, the Part Number may change, but no alteration/discrepancy notification will be required from the supplier.

26. + **Model of Applicability Code** (MOA) (/)

The Model of Applicability table will be provided by the repair agency to the customer prior to implementation of this command.

27. + **Quotation Number** (QTN) (/)

Should be used when a previous quote has been issued.

28. + **Shipment Date Control Indicator** (SDC) (/)

Cannot be used with priority AOG and WSP.

29. + **Manufacturer Code** (MFR) (/)

30. + **Priority Code** (PRI) (/)

Valid priorities are:

AOG - Aircraft On Ground

WSP - Work Stoppage

USR - Urgent Stock Replenishment

31. + **Aircraft Registration Number** (ACN) (/)

Must be used when priority AOG is referenced.

32. + **Procurement Discount Percent** (PDP) (/)

33. + **Packaging Code** (PKG) (/)

To be used to indicate the return of a category 1 container.

34. + **Repair Location Code** (RLC) (/)

This code is used to accommodate a situation where the repair agency location for receipt of material is different from the purchase order receipt location. This code is previously established between the customer and repair agency. Once established, this code does not have to be included with the message unless different from the established standard.

35. + **Serial Number Return Status Code** (SRS) (/)

This TEI must be present if SER or SND is referenced. Use one of the following codes:

P - The same Part Serial Number must be returned as referenced on the purchase order.

C - A different serial numbered part can be returned as long as it belongs to the customer.

E - Any serial numbered part can be returned regardless of customer ownership. This is an exchange situation.

36. + **Return Authorization Number** (RAN) (/)37. + **Material Return Authority Number** (MRA) (/)38. + **VAT Registration Number** (VRN) (/)39. + **Acknowledgement Number** (ACK) (/)40. + **Aircraft Identification Number** (AIN) (/)41. + **Part Removal Date** (RED) (/)

Part Removal Date is essential, if the customer expects reliability data to be recorded,

42. + **Removal Type Code** (TTY) (/)

The Removal Type Code is essential, if the customer expects reliability data to be recorded.

43. + **Overlength Part Number** (OPN) (/)44. + **Operator Event Identifier** (OEI) (/)45. + **Component Position Code** (CPI) (/)46. + **Engine Position Code** (EPC) (/)47. + **Total Time Text** (TTM) (/)

Total Time Text (TTM) is a Data Set Group which can occur a maximum of six times corresponding to:

Hours, Cycles or Days Since New

Hours, Cycles or Days Since Installation

Hours, Cycles or Days Since Repair

Hours, Cycles or Days Since Check

Hours, Cycles or Days Since (Engine) Visit

Hours, Cycles or Days Since Overhaul

48. + **Operating Days** (ODT)49. + **Segment Identifier** (SEG) (/)

The Segment Identifier for the **Next Higher Assembly** is 'NHS'.

Segment 'Next Higher Assembly' contains the elements required to fully identify the Next Higher Assembly of a unit that has been identified in this transaction.

The entire segment may become conditional depending on whether the unit is part of an assembly or whether it is an individual component. However, if the segment is present, elements within the segment are mandatory or conditional, as indicated.

50. **Part Number** (PNR) (/)51. **Part Serial Number** (SER) (/)52. **Manufacturer Code** (MFR) (/)53. + **Overlength Part Number** (OPN) (/)54. + **Additional Descriptive Text** (ADT) (/)

End of 'Next Higher Assembly' Segment
--

55. + **Universal Serial Number** (USN) (/)

This identifier is a permanent unique number composed of the CAGE Code or NCAGE of the Manufacturer (MFR), plus the Part Serial Number (SER) which was assigned when the part was manufactured.

56. + **Universal Serial Tracking Number** (UST) (/)

The UST is intended to uniquely identify an in-service part. It consists of the CAGE Code or NCAGE of the Supplier of the data (SPL) and a unique number within that CAGE Code or NCAGE. Whether the supplier of the data is an airline, a repair agency, or the original equipment manufacturer, the UST should only be used to mark a 'non-new' part.

57. + **Remarks Text** (REM)

In the Remarks field list the part reference documents and/or the method of how these documents will be received by the supplier.

+ Indicates conditional data elements

7-7. Command Title - Repair Order Placement Acknowledgement

1. Command Code - R1CPOACK

1.1. Purpose

The repair agency is required to send an acknowledgement when a repair order (or batch) of orders is received. The Purchase Order Count must be validated by the repair agency as well as the Total Control Quantity, if the QTL is included on the R1CPOXMT message.

Please note that with this command the mandatory data elements are identified with TEI's and are not positional.

1.2. Response Contents and Sequence

1. **Command Code** (/)
2. **Customer Identification Code** (CIC) (/)
3. **Supplier Code** (SPL) (/)
4. **Purchase Order Count** (POC) (/)
5. **Last Purchase Order Number** (LPO) (/)
6. + **Batch Number** (BNO) (/)
7. + **Total Control Quantity** (QTL) (/)
8. + **Acknowledgement Number** (ACK) (/)
9. + **Remarks Text** (REM)

Items 6 and 7 are only required (conditional) if input by the customer when placing an order or revision. If received on the original input, these fields will be validated by the supplier and if there is a disagreement, the order or batch will be rejected.

+ Indicates conditional data elements

7-8. Supporting Technical Information

1. Command Code - R1CPOXMT and R1CPOACK

1.1. Input and Output Examples

1.1.1. Single Repair Purchase Order Requiring Minimum Order Data

```
CAM
R1CPOXMT/CIC FX1/SPL 13847/ICR USD/POC 1/
TNC 371/CP0 MR0644382/PNR 80130723/
QTO 1/RPC OM/UNT EA/SSD 20122/SSM AFC/
SHT 1/RFR MD/RPA 100.00/RED 021101/TTY U/
ODT 2991/TRF N/UST R00851973462855/
REM REP IAW POLICY SHEET D-35-21-02
```

The customer is placing a repair purchase order with a repair agency and is indicating a Repair Process Code of 'OM' (refer to the Repair Process Codes listed in the [ATA CSDD](#)). The Reason for Repair Code (RFR) was also obtained from the same source.

This example also shows conditional tracking information transmitted from the customer to the repair agency: In addition to the Part Number (PNR), the part is also identified by its 'Universal Serialized Tracking Number' (UST).

R1CPOACK Acknowledgement

```
CAM
R1CPOACK/CIC CPA/SPL 07482/POC 1/LP0 GDE7402701
```

1.1.2. Single Repair Order Showing Operating Time Value

```
CAM
R1CPOXMT/CIC FX1/SPL 13847/ICR USD/POC 1/
TNC 371/CP0 MR0229999/PNR Z53005-01/
QTO 1/RPC O/UNT EA/SSD 20102/SHT 1/
RFR OH/RPA 100.00/RED 021101/TTY U/
ODT 268/TRF N/
REM INSPECT AND REPAIR AS NECESSARY
```

The customer is placing a repair order with a repair agency and is indicating a Repair Process Code of 'OM'. The reason for Repair Code (RFR) was also provided.

1.1.3. Single Repair Purchase Order - Serialized, Warranty Part

```
CAM
R1CPOXMT/CIC AAT25/SPL 07482/ICR USD/POC 1/BN0 01/
TNC 381/CP0 T128705901/PNR 9204M15P02/QTO 1/
RPC 211/UNT EA/SSD 23021/SSM AFC/SHT 1/RFR OH/WAR L/
RPA .00/SND MP00270 42256 12575 N/MOA GE06/SRS P/
REM ES05202
```

The customer is identifying the part as a warranty part via the warranty indicator and transaction code second digit "8". The Serial Number Data Text (SND) TEI is also included which identifies the Part Serial Number, time since cycle data, cycle since new data, and the indicator. The Model of Applicability Code (MOA) is also included. The Part Serial Number Return Code (SRS) must also be included when the SND or SER is included.

R1CPOACK Acknowledgement

```
CAM
R1CPOACK/CIC AAT25/SPL 07482/POC 1/LP0 T128705901/BN0 01
```

1.1.4. Priority Repair Order with a Typical Part Number Indicator

```
CAM
R1CPOXMT/CIC AAT16/SPL 58828/ICR USD/POC 1/BN0 12/QTL 1/
```

```
TNC 471/CP0 L099YYZW01/PNR 1291M28G06/QTO 1/RPC 0M/  
UNT EA/SSD 15110/SSM AFC/SHT 3/RFR OH/RPA 10.00/SER 3XB04920/  
TPN Y/MOA GE08/PRI AOG/ACN 354/SRS E/ACK 6661/  
REM ENGR SPEC 30035
```

The customer has identified the repair order as an AOG status (PRI AOG) with the required Aircraft Registration Number (ACN) indicator. Also included is the Part Serial Number (SER) and the number is a Typical Part Number (TPN) thus, if the Part Number changes, no alteration/discrepancy notification is required from the supplier.

The customer is also requesting an acknowledgement of receipt by including the ACK TEI.

Receipt Acknowledgement

```
CAM  
S1CMDACK/33/6661
```

The supplier is confirming receipt of the message. The ACK TEI can now be ignored for the response to the customer's Repair Order.

R1CPOACK Acknowledgement

```
CAM  
R1CPOACK/CIC AAT16/SPL 58828/POC 1/LPO L099YYZW01/BN0 12/QTL 1
```

When several orders are transmitted, the last Customer Order Number is shown on the acknowledgement (Order Number L099YYZW01). The Purchase Order Count (POC) of 1 contained on the command line must be validated by the supplier before processing individual order number(s). For example, if the customer states the P.O. order count is 4, then there must be 4 order numbers included in the message. If only 3 were received, the entire group of orders would be rejected (see [Appendix 4](#) for rejection procedure).

1.1.5. Repair Order - Multiple Part Serial Numbers and Return Status Codes

```
CAM  
R1CPOXMT/CIC NMH/SPL 07482/ICR USD/POC 2/BN0 01/QTL 9/  
TNC 371/CP0 E80398190/PNR 9212M74G50/QTO 4/KWD VANE/RPC 269/  
UNT EA/SSD 25100/SER GMK01690/SER BTAE0569/RFR TL/  
SER BTAE0570/SER GMK02997/TPN Y/MOA GE08/SRS E/  
REM EM 72-51-02 REP 03/  
REM OUTER PLATFORM FOR CRACKS  
TNC 371/CP0 E8039700/PNR 5612M76G60/QTO 5/  
RPC R/UNT EA/SSD 30110/RFR OH/KWD FLAP
```

The customer has identified multiple serial numbers (SER) with a Serial Number Return Status indicating exchanged parts may be returned. Also note the Remarks Text (REM) references which manual should be used to perform the repair.

R1CPOACK Acknowledgement

```
CAM  
R1CPOACK/CIC NMH/SPL 07482/POC 2/LPO E8039700/BN0 01/QTL 9
```

When the customer uses the QTL TEI, the repair agency must validate this field prior to processing the individual order number. In this example, the Purchase Order Count would be checked to insure two order numbers were received. The QTO of the two orders would be added together ($4 + 5 = 9$) and compared against the QTL for the transmission. If these edits do not match, the entire order would be rejected (Ref. [Appendix 4](#)).

1.1.6. Repair Order Requesting a Controlled Ship Date

```
CAM  
R1CPOXMT/CIC LHA/SPL 07482/ICR USD/POC 1/  
TNC 371/CP0 LH2659412/PNR 9212M74G50/QTO 4/RPC 0M/  
UNT EA/SSD 30101/RFR RP/RPA 550.00/SER G7274/SER G9841/  
SER G5511/SER G9332/SRS C/SDC Y
```

The customer has identified this order as a controlled shipment (SDC Y) which indicates to the repair agency the parts are not to be shipped earlier than 15 days prior to the customer's Specified Shipping Date.

RICPOACK Acknowledgement

CAM
R1CPOACK/CIC LHA/SPL 07482/POC 1/LPO LH2659412

1.1.7. Repair Order - Part Being Shipped to Different Location

CAM
R1CPOXMT/CIC DLA/SPL 73030/ICR USD/POC 1/QLT 1/
TNC 371/CP0 T110705001/PNR 9136M89G08/QTO 1/RPC M/
UNT EA/SSD 28100/RFR RF/RPA 100.00/KWD SPOOL/RLC FRA/
REM SB 72-888

The customer has forwarded a purchase order to Supplier 73030 indicating via the Repair Location Code (RLC) that the part will be forwarded to location FRA for repair.

RICPOACK Acknowledgement

CAM
R1CPOACK/CIC DLA/SPL 73030/POC 1/LPO T110705001/QLT 1

1.1.8. Repair Order - Multiple Orders Including Quotation Reference

CAM
R1CPOXMT/CIC DLA/SPL 07482/ICR USD/POC 2/QLT 8/
TNC 372/CP0 D128705901/PNR 9204M15P02/QTO 6/RPC 212/
UNT EA/SSD 29061/RFR OH/RPA 150.00/MOA GE06/QTN 95126
TNC 371/CP0 D129705902/PNR 9073M42G10/QTO 2/
RPC OM/UNT EA/SSD 30051/RFR OH/RPA 1000.00

Two purchase orders have been transmitted to the supplier. Note the first order references a Quotation Number (QTN 95126) and the corresponding third position of the transaction code (TNC) is "2".

RICPOACK Acknowledgement

CAM
R1CPOACK/CIC DLA/SPL 07482/POC 2/LPO D129705902/QLT 8

1.1.9. Repair Order - Ship to Location other than Previously Established

CAM
R1CPOXMT/CIC USA/SPL 77445/ICR USD/POC 1/QLT 1/
TNC 371/CP0 2110705001/PNR 9136M89G08/QTO 1/RPC M/
UNT EA/SSD 28120/RFR RF/RPA 100.00/SHT 1

The customer has added the Ship-To Code (SHT) to the message because it differs from the established standard. The customer previously established SHT A as the standard location but for this order only, the part is to be shipped to location "I".

RICPOACK Acknowledgement

CAM
R1CPOACK/CIC USA/SPL 77445/POC 1/LPO 2110705001/QLT 1

Once orders have been entered into a supplier's system, changes can be made to these orders. Following are examples of some of the more common changes, and the acknowledgement to the change requested.

1.1.10. Upgrade of an Existing Order to a Priority Status

CAM
R1CPOXMT/CIC UAS/SPL 07482/ICR USD/POC 1/
TNC 473/CP0 GDE74902701/PNR 9073M42G01/
SSD 15100/PRI WSP

The Order Transaction Code (TNC) is coded as a '4' in the first position to show a priority condition and a '3' in the third indicating a change. The Priority Code (PRI WSP) is referenced and the order is to be shipped according to the new Specified Shipment Date (SSD) as shown in the message.

RICPOACK Acknowledgement

CAM
R1CPOACK/CIC UAS/SPL 07482/POC 1/LPO GDE74902701

1.1.11. Increase to a Quantity on an Existing Repair Order

CAM
R1CPOXMT/CIC NHA51/SPL 07482/ICR USD/POC 1/
TNC 378/CP0 E80398190/PNR 9212M74G50/QTO 1/UNT EA

The third position of the Order Transaction Code (TNC) is a '8' (the first two positions would remain as originally entered). The quantity entered would be the quantity of the amount to be increased. If the original order was for a quantity of 5, the above example would be a request for a total on order of 6. When the total Order Quantity (QTO) TEI is used for changes to an existing order, the QTO is for the requested change only. The above example shows a Quantity of 1 each is to be added to the existing quantity on the repair order record in a repair agency's system.

RICOPACK Acknowledgement

CAM
R1COPACK/CIC NHA51/SPL 07482/POC 1/LPO E80398190

1.1.12. Decrease or Cancellation of an Existing Repair Order

CAM
R1COPXMT/CIC BA1/SPL 07482/ICR USD/POC 1/
TNC 376/CP0 BA64118599/PNR 9527MS0G04/QTO 5/UNT EA

The third position of the Order Transaction Code is a 6 (the first two positions would remain as originally entered). The order quantity in this example is the decreased quantity amount; i.e. the original order was placed for a quantity of 5, and this example indicates the order should be decreased by 5. Therefore, the customer is requesting a complete cancellation of their order.

RICPOACK Acknowledgement

CAM
R1CPOACK/CIC BA1/SPL 07482/POC 1/LPO BA64118599

2. Procedure Division - R1CPOXMT**2.1. Order Batch Validation**

When a batch of orders is transmitted by a customer to a repair agency, the batch is validated upon receipt by the repair agency. In order to complete this process, the following conditions apply:

1. The number of purchase order numbers transmitted within a batch must be equal to the **Purchase Order Count** (POC) data element in the transmission.
2. If the conditional **Total Control Quantity** (QTL) is transmitted, the sum of each order number "order quantity" data element must equal the QTL value.

2.2. Validation of Orders within a Batch

When the transmission passes the repair agency audits for batch validation, the repair agency will send an R1CPOACK order acknowledgement to the customer. This acknowledgement advises the customer that the complete data transmission was received by the repair agency. However, the repair agency should not send the acknowledgement until each order number within the batch has been edited. Any rejected order number which

is not retained in the repair agency's system will be returned to the customer as per the rejection procedure in [Appendix 4](#).

For example, a customer could transmit a batch of orders with a purchase order count of ten. Ten orders were identified, but one had a missing mandatory data element. The order acknowledgement would be transmitted followed by a reject message for the one purchase order number in error.

2.3. Transaction Code

The transaction code is used by the customer to advise the repair agency of actions being taken to issue a new order number or to revise an order number in the repair agency's system. For instance, the customer may request an increase to the order quantity on a routine repair stock item with the transaction code of 348.

To further assist in transaction code clarifications:

1. If the third character is a “1”, this indicates that the order does not exist in the repair agency's system.
2. If the third character is a “3”, “6”, or “8”, this indicates that the order exists in the repair agency's system.
3. If the third character is a “2”, the quotation number will be transmitted as TEI QTN by the customer.
4. If the first character is a “4”, the customer will transmit a TEI of PRI (priority) in conjunction with the priority identifier which best describes the present state of the order (AOG, WSP or USR).
5. If first character is M or L, order is confirming.
6. If the 2nd character is a “7”, this indicates repair order.
7. If the second character is an “8”, this indicates repair order, warranty claim, and TEI “WAR” must be included in the order.

2.4. Quantities and Amounts

The value of a quantity and dollar amount may not contain the maximum length of the data element; preceding zeros will be eliminated and then left justified. For example, if the order quantity is “00012”, the data element will be transmitted as “12”.

7-9. Command Title - Order Exceptions

1. Command Code - R1EXCXMT

1.1. Purpose

The order exception command provides the ability to inform the customer when changes are being made to a repair purchase order by a repair agency and the customer is unaware of the change. This command is used once all the receipt and shipment discrepancies have been resolved. Once the repair process has started and changes occur such as parts are scrapped or the repair process code changes, then an R1CPOXMT command will be used to change the order.

Please note that with this command the mandatory data elements are identified with Text Element Identifiers (TEI's) and are not positional except as noted below in data element Repair Process Quantity (RPQ).

1.2. Input Contents and Sequence

Not required as this message is generated by the supplier.

1.3. Output Contents and Sequence

1. **Command Code** (/)
2. **Customer Code** (CUS) (/)

In the R1EXCXMT command, the customer code is always three characters in length. At the time the repair is placed (R1CPOXMT), a five character customer identification code may have been input but the last two characters are not retained in the repair agency's system.

3. **Supplier Code** (SPL) (/)
4. **Purchase Order Count** (POC) (/)
5. + **Batch Number** (BNO) (/)
6. + **Total Control Quantity** (QTL) (/)

Data in 1 through 6 is transmitted once for each group of repair exceptions.

---End Of Line---

7. **Customer Order Number** (CPO) (/)
8. **Part Number** (PNR) (/)
9. + **Replacing Part Number** (RPN) (/)
10. + **Unit of Measure Code** (UNT) (/)
11. + **Order Quantity** (QTO) (/)

This TEI must be used when a Repair Process Code is changed.

12. + **Repair Process Code** (RPC) (/)

When this TEI is referenced the total quantity TEI (QTO) must also be referenced. This is a repeating TEI. When the repair process code is changed the status of the entire order must be covered. The RPQ TEI must also be used, for example, if the total quantity on order was "10" after the repair process code was changed, RPC A was for a quantity of "3", RPC B for a quantity of "2", and RPC C for a quantity of "5" - the TEI's referenced would be QTO 10/RPC A/RPQ 3/RPC B/RPQ 2/RPC C/RPQ 5.

13. + **Repair Process Quantity (RPQ)** (/)

This is a repeating TEI. If this TEI is being used in conjunction with a change in the Repair Process Code, it must follow the Repair Process Code to which it applies.

14. + **Repair Price Amount (RPA)** (/)15. + **International Currency Code (ICR)** (/)

ICR is required if the RPA TEI is used.

16. + **Scheduled Shipping Date (SCD)** (/)17. + **Warranty Type Code (WAR)** (/)18. + **Procurement Discount Percent (PDP)** (/)19. + **Increase Quantity (ICQ)** (/)20. + **Decrease Quantity (DCQ)** (/)21. + **Serial Number Data Text (SND)** (/)

This is a Data Set Group and can have three occurrences for each serial number. If this TEI is referenced, the Part Serial Number (SER) cannot be used.

22. + **Serial Number Change Text (SNC)** (/)

This is a Data Set Group.

23. + **Part Serial Number (SER)** (/)

If Part Serial Number (SER) is referenced, Serial Number Data Text (SND) cannot be used.

24. + **Repair Status Code (RSC)** (/)25. + **VAT Registration Number (VRN)** (/)26. + **Acknowledgement Number (ACK)** (/)27. + **Remarks Text (REM)**

+ Indicates conditional data elements

7-10. Command Title - Customer Order Exception Acknowledgement

1. Command Code - R1EXCACK

1.1. Purpose

When a repair exception or a group of exceptions is received by the customer, an acknowledgement is transmitted to the repair agency. If the purchase order count or total control quantity counts disagree, the rejection procedure applies (Ref. [Appendix 4](#)).

Receipt of the customer's acknowledgement at the repair agency's facility completes the transaction. (No acknowledgement is sent by the repair agency to the customer.)

Please note that with this command the mandatory data elements are identified with Text Element Identifiers (TEI's) and are not positional.

1.2. Response Contents and Sequence

1. **Command Code** (/)
2. **Customer Code** (CUS) (/)
3. **Supplier Code** (SPL) (/)
4. **Purchase Order Count** (POC) (/)
5. **Last Purchase Order Number** (LPO) (/)
6. + **Batch Number** (BNO) (/)
7. + **Total Control Quantity** (QTL) (/)
8. + **Acknowledgement Number** (ACK)

When 6 and 7 are transmitted to the customer, they must be validated and returned on the customer exception acknowledgement.

+ Indicates conditional data elements

7-11. Supporting Technical Information

1. Command Code - R1EXCXMT and R1EXCACK

1.1. Output and Acknowledgement Examples

1.1.1. Batch of Order Exceptions - Balancing the Batch

```
CAM
R1EXCXMT/CUS TWA/SPL 36659/POC 5/BN0 15/QTL 13/
CPO 1190737-326/PNR 1506400-106/RPA 219.00/ICR USD
CPO 11943720626/PNR 1534246-101/QTO 8/SCD 25016
CPO 11913680777/PNR 776543/RPA 255.00/ICR USD
CPO 11914467800/PNR 1504413/RPA 149.00/ICR USD
CPO 11914467801/PNR 5244/QTO 5/SCD 28099
```

There are five order numbers within the batch. The first example shows a repair price amount change, the second a schedule date change, the next two are unit price changes, and the last is a schedule date change. Please note that whenever the price changes, the International Currency Code (ICR) must also be provided.

Customer Acknowledgement - Balancing the Batch

```
CAM
R1EXCACK/CUS TWA/SPL 36659/POC 5/LPO 11914467801/BN0 15/QTL 13
```

Two data elements are used by the customer to balance a batch of order exceptions: the Purchase Order Count (a mandatory data element) and the conditional data element, Total Control Quantity (QTL).

The Purchase Order Count must equal the number of orders within the R1EXCXMT message. If the repair agency transmitted the QTL, the customer will sum each Order Quantity (QTO) contained in the R1EXCXMT message. The total summation must equal the QTL.

If the balancing check(s) agree, the customer will send the customer acknowledgement. Otherwise a reject message (Ref. [Appendix 4](#)) will be transmitted.

1.1.2. Batch of Order Exceptions

```
CAM
R1EXCXMT/CUS TWA/SPL 2D671/POC 5/BN0 15/QTL 8/
CPO 14950630368/PNR 1563993-101/RPN 159514-101
CPO 1190737-326/PNR 1506400-106/RPA 219.00/ICR USD
CPO 11943720626/PNR 1534246-101/QTO 8/SCD 25016
CPO 11913680777/PNR 776543/RPA 255.00/ICR USD
CPO 11914467800/PNR 1504413/RPA 149.00/ICR USD
```

There are five order numbers within the batch. The first order shows a Replacing Part Number condition, the second a repair price amount change, the third a schedule date change, and the last two are repair price amount changes.

Customer Acknowledgement

```
CAM
R1EXCACK/CUS TWA/SPL 2D671/POC 5/LPO 11914467800/BN0 15/QTL 8
```

Total Control Quantity (QTL) is a conditional data element and may not always be present. When QTL exists in the message, the customer must sum all Order Quantities (QTO) for each order number. In this example, only one order quantity (QTO 8) is referenced within the batch and it balances against the QTL 8.

1.1.3. Part Number Change

```
CAM
R1EXCXMT/CUS TWA/SPL 36659/POC 1/BN0 15/
CPO 1234567/PNR 1A12345/RPN 1A1234
```

When the repair agency makes the repair and changes the Part Number, the repair agency will send an exception back to the customer. When the part is identified as typical on the repair order, an exception is not sent to change the Part Number.

Customer Acknowledgement

CAM
R1EXCACK/CUS TWA/SPL 36659/POC 1/LPO 1234567/BNO 15/

1.1.4. Repair Price Amount Change

CAM
R1EXCXMT/CUS TWA/SPL 77445/POC 1/BNO 15/
CPO 1234567/PNR 1A12345/RPA 220.25/ICR USD

When the repair agency determines that the repair price amount the customer used when placing the repair order is incorrect, the repair agency will send an exception back to the customer indicating the proper price.

Customer Acknowledgement

CAM
R1EXCACK/CUS TWA/SPL 77445/POC 1/LPO 1234567/BNO 15

1.1.5. Scheduled Shipment Date Change

CAM
R1EXCXMT/CUS TWA/SPL 36659/POC 1/BNO 15/QLT 8/
CPO 12345678901/PNR 1A12345/QTO 2/SCD 28080/QTO 6/SCD 31080

If the repair agency's scheduled shipping date for the material changes from the date on the customer's repair order, the repair agency will send an exception indicating the new date. The schedule for all unshipped quantities must be shown in the message with the quantity preceding the schedule date to which it applies.

Customer Acknowledgement

CAM
R1EXCACK/CUS TWA/SPL 36659/POC 1/LPO 12345678901/QLT 8

1.1.6. Warranty Type Code Change

CAM
R1EXCXMT/CUS TWA/SPL 73030/POC 1/QLT 8/
CPO 12345678901/PNR 1A12345/QTO 2/WAR R/QTO 6/WAR P

The repair agency has determined the Warranty Type Code the customer used on the repair order is not appropriate for the repair requested. The repair agency will send an exception to the customer indicating the proper Warranty Type Code. If multiple serial numbers have been sent to the repair agency and the warranty indicator is different for the serialized parts, then the serial number(s) must also be provided in the exception. The quantity on order must precede the warranty code to which it applies.

Customer Acknowledgement

CAM
R1EXCACK/CUS TWA/SPL 73030/POC 1/LPO 12345678901/QLT 8

1.1.7. Procurement Discount Percent Change

CAM
R1EXCXMT/CUS TWA/SPL 88277/POC 1/
CPO 12345678901/PNR 1A12345/PDP .25

If the procurement discount percentage on the repair order is not correct for the requested repair, an exception will be sent to the customer indicating the correct percentage.

Customer Acknowledgement

CAM
R1EXCACK/CUS TWA/SPL 88277/POC 1/LPO 12345678901

1.1.8. One Part is Uneconomical to Repair

CAM
R1EXCMT/CUS TWA/SPL 36659/POC 1/BN0 15/QTL 3/
CPO 123/PNR 1A12345/QTO 3/RPC B/PPQ 1/SER 222/RSC R/RPQ 2

The repair order specifies the repair of three parts having serial numbers 111, 222, 333. As a result of the initial inspection, the repair agency determines the repair of part serial number 222 is technically possible but will not meet economical criteria. The repair agency will report the change in repair process codes and will provide total accountability against the repair order quantity.

Customer Acknowledgement

CAM
R1EXCACK/CUS TWA/SPL 36659/POC 1/LPO 123/BN0 15/QTL 3

1.1.9. Unable to Repair Two Serialized Parts

CAM
R1EXCMT/CUS TWA/SPL 29877/POC 1/BN0 15/QTL 3/
CPO 123/PNR 1A1234/QTO 3/RPC B/RPQ 2/SER 111/SER 222/RPC R/RPQ 1

The repair order specifies the repair of three parts having serial numbers 111, 222, and 333. As a result of initial inspection, the repair agency determines that the repair of parts with serial numbers 111 and 222 is not technically possible. The repair agency will report the change in repair process codes providing total accountability against the repair order quantity.

Customer Acknowledgement

CAM
R1EXCACK/CUS TWA/SPL 29877/POC 1/LPO 123/BN0 15/QTL 3

1.1.10. Repair Agency Damages and Replaces the Part

CAM
R1EXCMT/CUS TWA/SPL 36659/POC 1/BN0 15/QTL 3/
CPO 12345/PNR 1A12345/QTO 3/RPC USX/RPQ 1/
SNC 222 444/SND 444 1000 500 N/SND 444 500 250 O/SND 444 50 25 R/
RPC R/RPQ 2/
REM PART DAMAGED DURING THE REPAIR PROCESS/
REM PART EXCHANGED PER TELEPHONE CONVERSATION ON AUGUST 26, 1990

The repair agency damages a part while attempting to repair it and the part is determined to be neither technically nor economically feasible to repair. The part is serialized and life limited. The repair agency notified the customer of the situation and they mutually agreed the repair agency will provide a replacement part on an exchange basis. The repair agency will report the change of repair process codes, serial number(s), and time and cycle data for the replacement part and include in the remarks an explanation for the exchange and corrective action taken. The three serial numbers are 111, 222, and 333. Serial number 222 will be exchanged with serial number 444. Serial number 444 has the following times cycles:

Time since New	1000
Cycles since New	500
Time since Overhaul	500
Cycles since Overhaul	250
Time since Repair	50
Cycle since Repair	25

Customer Acknowledgement

CAM
R1EXCACK/CUS TWA/SPL 36659/POC 1/LPO 12345/BN0 15/QL 3

1.1.11. Repair Agency Damages and Reimburses the Customer

CAM
R1EXCMT/CUS TWA/SPL 36659/POC 1/BN0 15/QL 3/
CPO 12345/PNR 1A12345/QTO 3/RPC US/RPQ 1/SER 222/RPC R/RPQ 2/
REM PART DAMAGED DURING THE REPAIR PROCESS/
REM CUSTOMER TO BE REIMBURSED PER TELEPHONE CONVERSION ON/
REM AUGUST 29 1990
R1EXCMT/CUS TWA/SPL 36659/POC 1/BN0 16/QL 2/
CPO 12345/PNR 1A12345/DCQ 1/QTO 2

The repair agency damages a part while attempting to repair it and the part is determined to be neither technically nor economically feasible to repair. The part is serialized and life limited. The repair agency notified the customer of the situation and they mutually agreed the repair agency will reimburse the customer for the damaged part. The repair agency will report the change in repair process code for the part serial number and include a remark to explain the reason and the corrective action taken. The serial numbers on the repair order are 111, 222, and 333. Serial number 222 was damaged. Additionally, the repair agency will need to notify the customer that the quantity on the repair order is to be decreased by one for inventory and invoicing purposes.

Customer Acknowledgement

CAM
R1EXCACK/CUS TWA/SPL 36659/POC 1/LPO 12345/BN0 15/QL 3

CAM
R1EXCACK/CUS TWA/SPL 36659/POC 1/LPO 12345/BN0 16/QL 2

1.1.12. Specified Shipping Date Cannot Be Met and a Part Will Be Automatically Exchanged

CAM
R1EXCMT/CUS TWA/SPL 36659/POC 1/QL 3/
CPO 12345/PNR 1A12345/QTO 3/RPC SX/RPQ 1/
SNC 222 444/SND 444 1000 500 N/SND 444 500 250 0/SND 444 50 25 R/
RPC R/RPQ 2/
REM PART SCHEDULED SHIPPING DATE COULD NOT BE MET PART TO BE/
REM EXCHANGED.

The repair agency finds it cannot repair and return the serialized part by the Specified Shipping Date requested on the repair order. The customer has an urgent need to have a part by the Specified Shipping Date and it has been mutually agreed that an exchange part will be provided instead of repairing and returning the original. For this case, the Serial Number Return Status (SRS) will be either an “E” for Exchange regardless of ownership or “C” for use Customer owned inventory. The repair agency will report the change in repair process codes along with the serial number provided. The three serial numbers are 111, 222, and 333 and serial number 222 will be exchanged with serial number 444.

Serial number 444 has the following times and cycles:

Time since New	1000
Cycles since New	500
Time since Overhaul	500
Cycles since Overhaul	250
Time since Repair	50
Cycle since Repair	25

Customer Acknowledgement

CAM
R1EXCACK/CUS TWA/SPL 36659/POC 1/LPO 12345/QTL 3

1.1.13. Change in the Extent of the Repair - No Work Being Performed

CAM
R1EXCXMT/CUS TWA/SPL 36659/POC 1/BN0 15/QTL 3/
CPO 12345/PNR 1A12345/QTO 3/RPC 0/RPQ 1/RSC 49/SER 111/SCD 28110/
RPA 500.00/ICR USD/RPC P/RPQ 2/SCD 29080/
REM MORE EXTENSIVE REPAIRS REQUIRED. PART ON HOLD. CUSTOMER/
REM PLEASE ADVISE REPAIR AGENCY.

A partial repair for a serialized part is requested in the repair order. The repair agency determines that the requested partial repair cannot be performed without first performing other repairs. The combination of all applicable repairs constitutes a change in Repair Process Codes for the related serial number.

Customer Acknowledgement

CAM
R1EXCACK/CUS TWA/SPL 36659/POC 1/LPO 12345/BN0 15/QTL 3

1.1.14. Customer Response to a Hold Status Repair

CAM
R1CPOXMT/CIC TWA/SPL 36659/ICR USD/POC 1/QTL 1/
TNC M71/CP0 12345/PNR 1A12345/RPC 0/QTO 3/UNT EA/SSD 28110/
RFR TL

If an order has been placed on hold by a repair agency, no further work will be accomplished by the repair agency until the customer confirms the change in the scope of the work. Therefore, if the customer agrees with the change, an R1CPOXMT would be sent to the repair agency using a Transaction Code of Confirming (alpha in the first position). If the work was not to proceed, then the customer would cancel the order and request the part be shipped back.

1.1.15. Repair Agency Acknowledgement to Customer Confirmation

CAM
R1CPOACK/CIC TWA/SPL 36659/POC 1/LPO 12345/QTL 1

1.1.16. Specified Shipping Date Cannot Be Met and a Part Cannot Be Automatically Exchanged

CAM
R1EXCXMT/CUS TWA/SPL 58828/POC 1/BN0 15/QTL 5/
CPO 12345/PNR 1A12345/QTO 2/SCD 10090/QTO 3/SCD 28080/
REM PART SCHEDULED SHIPPING DATE COULD NOT BE MET/
REM CUSTOMER TO ADVISE REPAIR AGENCY

The repair agency finds it cannot repair and return the serialized part by the Specified Shipping Date requested on the repair order. The customer has requested that the same serial be returned by stipulating a "P" for the Serial Number Return Status on the repair order. The repair agency will need to notify the customer of the new Scheduled Ship Date and if appropriate put the part on hold pending the customer's disposition. The serial number affected is 222.

Customer Acknowledgement

CAM
R1EXCACK/CUS TWA/SPL 58828/POC 1/LPO 12345/BN0 15/QTL 5

2. Procedure Division - R1EXCXMT**2.1. Multiple Occurrences of a Text Element Identifier**

A select group of TEIs can have multiple occurrences. These TEIs are:

Order Quantity (QTO)
Repair Process Code (RPC)
Repair Process Quantity (RPQ)
Repair Price Amount (RPA)
International Currency Code (ICR)
Scheduled Shipping Date (SCD)
Warranty Type Code (WAR)
Procurement Discount Percent (PDP)
Serial Number Data Text (SND)
Serial Number Change Text (SNC)
Part Serial Number (SER)
Repair Status Code (RSC)

When certain changes occur, above data elements can have multiple occurrences. The number of occurrences, for these TEIs, is dependent upon the following:

Order Quantity (QTO) can be repeated until its summation equals the Total Control Quantity (QTL).
Repair Process Code (RPC) can be repeated and is dependent upon the occurrences of Repair Process Quantity (RPQ).
Repair Process Quantity (RPQ) can be repeated until its summation equals the Order Quantity (QTO).
Repair Price Amount (RPA) can be repeated and is dependent upon the occurrences of Repair Process Code (RPC).
International Currency Code (ICR) can be repeated and is dependent upon the occurrences of Repair Price Amount (RPA).
Procurement Discount Percent (PDP) can be repeated and is dependent upon the occurrences of Repair Price Amount (RPA).

The following TEIs can be repeated and are dependent upon the occurrences of Order Quantity (QTO):

Scheduled Shipping Date (SCD)
Warranty Type Code (WAR)
Serial Number Data Text (SND)
Serial Number Change Text (SNC)
Part Serial Number (SER)
Repair Status Code (RSC)

7-12. Command Title - Customer Shipment Advisories

1. Command Code - R1CUSSHP

1.1. Purpose

When a part is shipped from a customer, a message is transmitted to the repair agency giving pertinent shipping information for repair parts sent to the repair agency.

Acknowledgement of receipt of the shipment advisory message is not required. However, the repair agency can respond with an S1REJECT transmission if validation check of the message fails.

Bar coding requirements contained in this specification apply to this command.

Please note that with this command the mandatory data elements are not positional and will be identified with Text Element Identifiers (TEI's).

1.2. Input Contents and Sequence

Not required as this message is generated by the customer.

1.3. Output Contents and Sequence

1. **Command Code** (/)
2. **Customer Code** (CUS) (/)
3. **Supplier Code** (SPL) (/)
4. **Bill of Lading Number** (BOL) (/)
5. **Shipped Date** (SHD) (/)
6. **+ Purchase Order Count** (POC) (/)
7. **+ Bill of Lading Weight - Text** (BLW) (/)
8. **+ Bill of Lading Container Count** (BLS) (/)
9. **+ Master Carton Number** (BOX) (/)
10. **+ Packing Sheet Number** (PSN) (/)
11. **+ Carrier Name** (CAR) (/)
12. **+ Container Size and Weight - Text** (SWT) (/)
13. **+ Actual Shipment Method Code** (SHM) (/)
14. **+ Shipped From Location Code** (SHF) (/)
15. **+ Repair Location Code** (RLC) (/)
- End Of Line---
16. **Customer Order Number** (CPO) (/)
17. **Part Number** (PNR) (/)
18. **Shipment Quantity** (SHQ) (/)

- 19. Unit of Measure Code (UNT) (/)
- 20. + Manufacturer Code (MFR) (/)
- 21. + Estimated Export Amount (EEA) (/)
- 22. + International Currency Code (ICR) (/)
- 23. + International Commodity Code (ICC) (/)
- 24. + Priority Code (PRI) (/)
- 25. + Aircraft Registration Number (ACN) (/)
Must be used if priority is AOG
- 26. + Return Authorization Number (RAN) (/)
- 27. + Acknowledgement Number (ACK) (/)
- 28. + Remarks Text (REM)

+ Indicates conditional data elements

7-13. Supporting Technical Information

1. Command Code - R1CUSSHP

1.1. Output Examples

1.1.1. Shipment Advisory - One Order Number

```
CAM
R1CUSSHP/CUS UAS/SPL 88277/BOL 1234567890/SHD 22070/
CPO S1234567901/PNR ARB0123-002/SHQ 2/UNT EA
```

The customer is giving the repair agency minimum shipping information. This is an example of the minimum data required for this command.

1.1.2. Shipment Advisory - Multiple Order Numbers

```
CAM
R1CUSSHP/CUS UAS/SPL 88277/BOL 1234567891/SHD 22070/BLS 3/
BOX 123/PSN 98765/
CPO S1234567901/PNR ARB0123-002/SHQ 2/UNT EA
CPO S1234577901/PNR ARB0456-002/SHQ 6/UNT EA
CPO S1234587901/PNR ARB0457-002/SHQ 3/UNT EA
CPO S1234597901/PNR ARB0479-002/SHQ 1/UNT EA
CPO S1234607901/PNR ARB0480-002/SHQ 10/UNT EA
```

The customer is indicating that these five orders are being shipped in three boxes (BLS 3).

1.1.3. Shipment Advisory - Multiple Containers

```
CAM
R1CUSSHP/CUS UAS/SPL 88277/BOL 1234567890/SHD 22070/BLS 2/
BOX 123/PSN 98765/
CPO S1234567901/PNR ARB0123-002/SHQ 2/UNT EA
R1CUSSHP/CUS UAS/SPL 88277/BOL 1234567890/SHD 22070/BLS 2/
BOX 124/PSN 98765/
CPO S1234567901/PNR ARB0123-002/SHQ 2/UNT EA
```

The customer is indicating that there are two boxes. In this case, a Master Carton Number (BOX) and Packing Sheet Number (PSN) have been given to assist the vendor in identifying the shipment. A shipment advisory message must be transmitted for each Master Carton Number (BOX) shipped.

1.1.4. Shipment Advisory - Maximum Data Elements

```
CAM
R1CUSSHP/CUS UAS/SPL 88277/BOL 1234567890/SHD 22070/BLW 10KG/
BLS 2/BOX 123/PSN 4567/CAR FEDX/SWT 3X4X5M125KG/SHF SFO/RLC LAX/SHM SAC/
CPO S1234567901/PNR ARB0123-002/SHQ 2/UNT EA/MFR 88277/
EEA 10000.00/ICR USD/
ICC 673271/PRI WSP/RAN 123/
REM BFE TO FOLLOW
```

The customer is giving the repair agency all data elements allowed in R1CUSSHP.

1.1.5. Shipment Advisory - Priority Notification

```
CAM
R1CUSSHP/CUS UAS/SPL 88277/BOL 1234567890/SHD 22080/CAR FDX/
CPO S1234567890/PNR ARB0123-002/SHQ 1/UNT EA/PRI AOG/ACN 3987
```

The customer is notifying the repair agency that an order has been shipped and that the order should be treated as an AOG. Note: the Aircraft Registration Number (ACN) is required if priority (PRI) is AOG.

1.1.6. Shipment Advisory - Multiple Order Numbers

```
CAM
```

R1CUSSHP/CUS UAS/SPL 88277/BOL 5678901234/SHD 22080/
CPO S1234567801/PNR ARB0123-002/SHQ 3/UNT EA
CPO S1234577801/PNR ARB0124-002/SHQ 6/UNT EA
CPO S1234587801/PNR ARB0125-002/SHQ 5/UNT EA
CPO S1234597801/PNR ARB0126-002/SHQ 2/UNT EA
CPO S1234607801/PNR ARB0127-002/SHQ 1/UNT EA
CPO S1234617801/PNR ARB0128-002/SHQ 1/UNT EA
CPO S1334627801/PNR ARB0129-002/SHQ 1/UNT EA/
REM CONTACT CONTROL CENTER UPON RECEIPT
CPO S1234637801/PNR ARB0130-002/SHQ 1/UNT EA
CPO S1234647801/PNR ARB0131-002/SHQ 6/UNT EA
CPO S1234657801/PNR ARB0132-002/SHQ 6/UNT EA

CAM
R1CUSSHP/CUS UAS/SPL 88277/BOL 5678901234/SHD 22080/
CPO S1234667801/PNR ARB0133-002/SHQ 6/UNT EA
CPO S1234677801/PNR ARB0134-002/SHQ 20/UNT EA

The customer is notifying the repair agency that 12 orders are being shipped on one Bill of Lading Number (BOL). The message is split because of hardware constraints that, in this case, allow only 10 orders to be transmitted at a time. Note the use of the field delimiter (/) to accommodate the remarks (REM) in the first transmission.

7-14. Command Title - Material Receipt Information to Customer

1. Command Code - R1MATRCP

1.1. Purpose

When the shipment of parts to be repaired is received by the repair agency, a material receipt acknowledgement is to be sent to the customer. This command provides the ability to track shipping performance from the customer to the repair agency and establishes the package has been received at the repair agency's facility. The intent of this command is not to verify the content of the shipment but to acknowledge the shipment has been received.

Please note that with this command the mandatory data elements are identified with Text Element Identifiers (TEI's) and are not positional.

1.2. Input Contents and Sequence

Not required as this message is generated by the repair agency.

1.3. Output Contents and Sequence

1. **Command Code**
2. **Customer Code** (CUS) (/)
3. **Supplier Code** (SPL) (/)
4. **Material Receipt Date** (MRD) (/)
5. **Bill of Lading Number** (BOL) (/)
6. + **Purchase Order Count** (POC) (/)
7. + **Master Carton Number** (BOX) (/)
8. + **Packing Sheet Number** (PSN) (/)
9. + **Bill of Lading Container Count** (BLS) (/)

---End Of Line---

There can be multiple occurrences of the following customer purchase order and **Part Number** depending upon the conditions of the shipment.

10. **Customer Order Number** (CPO) (/)
11. **Part Number** (PNR) (/)
12. + **Keyword Name** (KWD) (/)
13. + **Acknowledgement Number** (ACK) (/)
14. + **Remarks Text** (REM)

+ Indicates conditional data elements

7-15. Supporting Technical Information

1. Command Code - R1MATRCP

1.1. Output Examples

1.1.1. Material Receipt Advisory - One Order Number

```
CAM
R1MATRCP/CUS AAT/SPL 07482/MRD 230590/BOL FX1342567000/
BOX AB654/PSN 7684190/BLS 1/
CPO L137CDRU01/PNR 7082M60G04
```

The repair agency is advising the customer of the receipt of material received. The Bill of Lading Number, Customer Code, Supplier Code, Receipt Date, Customer Order Number, and Part Number must be present. In this case additional conditional data elements were provided by the repair agency.

1.1.2. Material Receipt Advisory - Multiple Order Numbers

```
CAM
R1MATRCP/CUS DLA/SPL 2D671/MRD 251090/BOL FX1244257700/
CPO L137CDRU01/PNR 7082M60G04
CPO T115700201/PNR 9349M15G05
```

If multiple purchase orders are received within the same shipment, the repair agency returns receipt of the Customer Order Numbers received.