

Chapter 12 – Airline Inventory Redistribution System - AIRS

Revision 2014.1



ATA e-BUSINESS PROGRAM

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Highlights

Release History

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 12. Airline Inventory Redistribution System (AIRS)

12-1. Overview

1. Purpose

The inventory redistribution process outlined in this chapter of the specification defines the procedures for updating and receiving information such as Part Number, condition and Available Stock Quantity from the Airline Inventory Redistribution System (AIRS) / Surplus Parts Central Data Base.

2. General Description

When a part is needed, it is usually needed as soon as possible. This program is dedicated to satisfying that need.

The Air Transport Association (ATA) Surplus Parts Database (AIRS Program) provides a means by which participants may publish and disseminate worldwide in a single source data a listing of their parts available for purchase/loan.

The Program has web capability and repetitive update capability assuring the most complete and current parts availability information.

Early in 1959, a group of eight air carriers published a consolidated listing of Pratt & Whitney engine parts, owned in excess to their known individual requirements, in the hope that it would encourage purchases and sales of such materials between these carriers and to other carriers and to brokers, dealers and parts distributors. The initial effort met with sufficient success to justify expanding later efforts to include Wright Aircraft Corporation engine parts and Lockheed and Douglas airframe parts.

In mid-1961 the ATA Purchasing Committee authorized the publication of an Industry Excess Listing under the auspices of the Air Transport Association, and established an ATA Excess Materials Sub-Committee to administer the program. During this period, the listing was further expanded to include all excess materials (airframe, engine and other), for which the manufacturer's Federal Supply Code could be properly identified.

During 1965 the Excess Materials Sub-Committee, in conjunction with the ATA and Aeronautical Radio Incorporated (ARINC), devoted a great deal of effort toward the development of a computerized program providing for the storage of the entire Industry Excess Listing in a data file maintained by ARINC and providing for the periodic updating of such data by the participating carriers using a standard format for such data inputs. This program was implemented in July 1966.

In the fall of 1971 the former ATA Supply Council was reorganized into the ATA Materials Management Council and, as part of this reorganization, the former Excess Materials Sub-Committee was raised to full standing committee status and renamed the ATA Materials Sales Committee. In 1974 the Materials Management Council was redesignated to Materials Management Committee to which the Material Sales Committee reported. In 1985 the ATA Material Sales Committee was redesignated to Panel status and reported to the Material Management Committee.

In 1982 the computerized program was converted to an on-line system. Private excess materials dealers were invited to participate in the program. The conversion to the on-line system was an expansion of the program.

Today, the ATA e-Business Program is the coordinating agency responsible for the operation of the program.

3. Benefits

The Program provides purchasers of parts for aircraft and supporting equipment accurate and current data to identify sources of immediately available parts and equipment of the type described above.

4. Deprecated

12-2. System Participation

1. Who Can Participate

Organizations having an inventory of aircraft and/or supporting equipment parts and material for sale may become participants in the ATA Surplus Parts Database within the ATA Aviation Marketplace. These organizations include:

- Airline Operators (cargo and passenger)
- Manufacturers of parts and components (OEM's)
- Distributors
- Dealers (aftermarket suppliers)
- Overhaul/repair agencies

2. Procedures to Become a Participant

Please visit www.spec2000.com for more information about joining.

3. Deprecated

4. Obligations of the Participant

- A. Items on Hand - Participant will submit data for the master file only on parts and components which are actually in inventory and available for sale.
- B. Material - Participant will not deal knowingly with bogus or stolen material. Receipt or knowledge of such bogus or stolen material will be reported immediately to the Administrator.
- C. Integrity of ATA - Participants shall submit only material listings which contain valid **CAGE Codes** (formerly Federal Supply Codes, FSCM).
- D. Format - Participant will provide input data in the format prescribed in this document.
- E. Inactive File – every effort should be made by suppliers to update their data in a timely manner to ensure the listing reflects their actual inventory on hand..
- H. Records - Participant will maintain the necessary records to ensure traceability of material.
- J. Audit - Participant agrees that, subject to prior notice from the Administrator, representatives of the ATA Material Management Committee designated by the Administrator may inspect the participant's premises and audit its books and records to assure that the items on the master file are actually available for sale, and that listed items sold or otherwise unavailable have been removed in a timely manner from the master file.

12-3. Terms, Conditions, Services and Schedules

1. Document Ownership

The AIRS Program master file, including all information contained therein, shall be the exclusive property of ATA and no participant will reproduce any portion thereof, whether obtained through direct access, file or microfiche, for dissemination or sale to any other person without the express written consent of the Administrator.

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The participant will indemnify and hold harmless the Air Transport Association of America, its members, officers, agents and employees, including, but not limited to, the AIRS Program Administrator and the Program Processor, from all responsibility and liability for any damage, expense or loss to any person or thing caused by or arising from any negligent act or omission in the processing of input data, the processing and update of the master file, the production and dissemination of the AIRS Program listing in any format or for any damage, expense or loss to any person or thing caused or arising from the sale or use of any item listed therein.

3. Deprecated

4. Program Services

The AIRS program will make accommodations for the participant to keep current the data submitted to the master file. Two methods will be made available:

Updating on the web site

Full listing updating using one of several update formats

During the update process, error reporting will be provided to enable the participant to correct records which could not be processed by the system.

An unlimited number of updates to the file will be accepted by the processor at any time convenient for the participant. Web access will be made available to the system to view the items which are listed for sale.

Once a month the Administrator will make available the entire master file listing (at prices determined from time to time by the ATA) to participants, airlines, brokers, dealers, parts distributors and other purchasers of parts of aircraft and supporting equipment

5. Schedules

Specific schedules for inbound and outbound files are provided within the ATA Aviation Marketplace.

12-4. Airline Inventory Redistribution System (AIRS) Database

1. Purpose

This database will be administered by the ATA e-Business Program. The information on the file will be maintained by the participating part owners via batch file or web update. Participating customers can obtain data via batch file (distributed monthly or through on-demand request) or access can be achieved via a web site interface.

2. Batch Input File from Part Owner to Central Agency

(File Transfer)

1. Mode: File Transfer

Encoding: ASCII (American Standard Code for Information Interchange) **Part Number** Sequence

Record Length: 80 character Fixed

End of Record: Must be indicated with CRLF (**Carriage Return Line Feed**)

3. Deprecated

4. Deprecated

5. Deprecated

6. Inbound File Record Layout

Data Field	Column Position	Field Length	Type	Comments
AIRS Tape Transaction Code	1-3	3	A/N	H11--Establish item on inventory (the only transaction code permitted on complete replacement files).
				H12--Increase quantity of existing inventory item. The quantity on the input record will be <i>added</i> to the existing quantity.
				H13--Correct one or more of the following fields on existing inventory item: Airline Stock Number , Keyword Name , Unit of Measure Code , Unit Inventory Value Amount .
				H16-Delete/Reduce Quantity of an existing inventory item. The quantity on the input record will be <i>subtracted</i> from the existing quantity.
Owner Code	4-6	3	A/N	ATA-assigned owner identification. May be 2 or 3 positions.
Blank	7-8	5	-	Always leave blank.
Location Code	9-11	3	A/N	Conditional data, identifies city/airport code where the part is located.
Manufacturer Code	12-16	5	A/N	Applicable CAGE Code - See ATA CSDD for further details.
Blank	17	1	-	Always leave blank.
Airline Stock Number	18-28	11	A/N	Conditional data. Identifies owner's Number stock number.
Part Number	29-43	15	A/N	Manufacturer's Part Number - Number must begin at Column 29 regardless of length. Do not leave blanks between characters. Dash (-) is the only acceptable special character. See ATA CSDD for details.
Keyword Name	44-51	8	A	Standard Nomenclature or abbreviation per MIL-STD-12A.
Condition Code	52-53	2	A	If new, enter "NU". If used serviceable, enter "US". If overhauled, enter "OH". If condition to be provided upon request, enter "CR". If exchangeable, enter "EX". If stolen or missing, enter "ST".
Quantity	54-58	5	N	If transaction code is H11, identifies the quantity available for sale. If transaction code is H12 or H16, identifies the amount by which the existing quantity is to be increased or decreased. Quantity must be at least one (1) and be preceded by zeros (0) if all spaces are not utilized. For example, 42 should appear as 00042.
Unit of Measure Code	59-60	2	A	Refer to ATA CSDD for list of acceptable units.
Blank	61-67	7	-	Always leave blank.
Unit Inventory Value Amount	68-74	7	N	Conditional data. Leave blank if value not used, otherwise enter the inventory value for this Part Number . All preceding spaces not utilized must contain zeros (0). For example, \$20.68 should appear as 00002068 (do not enter decimal point).
Blank	75-80	6	-	Always leave blank.

TYPE: A = Alpha characters only
 N = Numeric characters only
 A/N = Either alpha or numeric characters

Note: All fields are mandatory unless otherwise stated.

7. Batch Input File Edit Process

Data Field	Column Position	Edit	Error Message	Comments
AIRS Tape Transaction Code	1-3	Can only be: H11, H12, H16 or H13 on update files. H11 only on replacement files. Field cannot be blank.	Invalid Transaction Code	Reject Record
Owner Code	4-6	Must be ATA assigned code.	Invalid Owner Code	Reject Record
Location Code	9-11	Must be 3 position alpha/numeric field, or left blank.	Invalid Location Code	Reject Record
Manufacturer Code	12-16	Must be five position alpha/numeric	Invalid Manufacturer Code	Reject Code Record
Airline Stock Number	18-28	Alpha/numeric field		No edit
Part Number	29-43	See Data Part Number	Invalid Part Number	Reject Record
Keyword Name	44-51	8 alpha characters (max). Embedded blanks are not acceptable and will be closed. If Keyword is not conforming or is not present, the program will default to literal "Keyword".	Invalid Keyword Name	Advisory Message
Condition Code	52-53	Must be "NU", "US", "OH", "CR", "EX", or "ST"	Invalid Condition Code	Reject Record
Quantity	54-58	Quantity must be at least 1 and be preceded with zero if all 5 spaces are not used.	Invalid Quantity Code	Reject Record
Unit of Measure Code	59-60	2 alpha. If not on table of acceptable unit of measure codes, program will default to EA. Refer to CSDD.	Invalid Unit of Measure Code	Advisory Message
Unit Inventory Value Amount	68-74	If used, value must be at least 1 and be preceded by zeros if all 7 positions are not used.	Invalid Unit code	Reject Value Record

8. Error Summary for Surplus Part Owner's Batch Input File

If part owner batch files do not pass edit checks by the Central Agency's processing system, the corresponding record's Part Number, Supplier and Error Remark(s) will be written to a summary file. All errors within the record will be identified. If the record is unrecognizable, the remark "INVALID FORMAT" will be used. For each error written to the summary file, a code will be assigned to facilitate sorting the file errors according to severity.

Action Code 1 = Entire File was rejected

Action Code 3 = Entire record was rejected

Action Code 4 = Conditional (nonmandatory) data element was rejected from record

Action Code 5 = Advisory message. No data was rejected from the record, however, nonconforming data was either corrected

One error summary file will be produced for each file submitted (per part Owner Code). A summation of events will follow all records in error as follows:

Records Read:

Records Added:

Records Replaced:

Records Deleted:

Records in Error:

9. Deprecated

10. Batch Output File From Central Agency To Subscriber of AIRS Surplus Data

(File Transfer)

1. Mode: File Transfer

Encoding: ASCII (American Standard Code for Information Interchange) **Part Number** Sequence

Record Length:

Master File: 80 character Fixed

Update Master File: 85 characters fixed

11. Deprecated

12. Output File Record Layout

Data Field	Column Position	Field Length	Type	Comments
AIRS Tape Transaction Code	1-3	3	A/N	Always "H11".
Owner Code	4-6	3	A/N	Owner Code of the participant owning the part.
Blank	7-8	2	-	Blank
Location Code	9-11	3	A/N	If provided by owner, otherwise blank.
Manufacturer Code	12-16 17	5 1	A/N -	Blank
Airline Stock Number	18-28	11	A/N	If provided by owner, otherwise blank.
Part Number	29-43	15	A/N	
Keyword Name	44-51	8	A	
Condition Code	52-53	2	A	
Quantity	54-58	5	N	See Note.
Unit of Measure Code	59-60 61-74	2 14	A -	Blank
Date Stamp Date	75-79 80	5 1	N -	Date item established for sale by participant. Blank
Date of Last Change	81-85	5	N	Date last change made to the record.

12-5. through 12-28. Deprecated

Annex 1.

References

AIM	Association for Automatic Identification and Mobility, Warrendale, PA. (www.aimglobal.org)
ANSI X3.182-1990 (R1995)	<i>Bar Code Print Quality - Guideline</i> American National Standards Institute, Washington, DC. (www.ansi.org)
ATA CSDD	<i>ATA Common Support Data Dictionary</i> . Air Transport Association, Washington, DC. (www.airlines.org)
ATA Spec 100	<i>ATA Specification 100. Specification for Manufacturers' Technical Data</i> , Air Transport Association (www.airlines.org), Washington, DC.

Note: ATA Specification 100 has been subsumed by [ATA iSpec 2200]

ATA Spec 200	<i>ATA Specification 200. Integrated Data Processing Supply</i> , Air Transport Association (www.airlines.org), Washington, DC.
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Note: ATA Specification 200 has been subsumed by ATA SPEC2000

ATA iSpec 2200	<i>ATA Specification 2200. Information Standards for Aviation Maintenance</i> . Air Transport Association (www.airlines.org), Washington, DC.
ATA Spec 300	<i>ATA Specification 300. Packaging of Airline Supplies</i> , Air Transport Association, Washington, DC. (www.airlines.org)
ISO	International Organization for Standardization, Geneva, Switzerland. (www.iso.org)
WASG	<i>World Airlines and Suppliers Guide</i> . Air Transport Association, Washington, DC. (www.airlines.org)
WATOG	<i>World Airlines Technical Operations Glossary</i> . Air Transport Association, Washington, DC. (www.airlines.org)
W3C	World Wide Web Consortium (www.w3c.org)
W3C XML Schema Specification 1.0	World Wide Web Consortium http://www.w3.org/TR/xmlschema-1
W3C XML Signature Specification	World Wide Web Consortium http://www.w3.org/Signature/

Note: The WATOG has been subsumed by [ATA CSDD](#)

Name	Airline Stock Number	Mod	2003
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ALSO KNOWN AS: Airline Part Number

DEFINITIONS		
Class	Definition	Source
Concept	A number assigned by the airline to identify and control the part in their inventory and control system.	2200,
Specific	Internal identification that has been applied to a part or unit in an airline's inventory. The Airline Stock Number is used in addition to other identification by the manufacturer or distributor of the part.	2000,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	MSG & File	ASN	Data Element	Data Type: AN Min Length: 1 Max Length: 11 Cobol Picture: X(11) Decimals: 0 Usages: Chapter 12, 2, 5, 9 Command A1ADDPRT, A1CHANGE, A1STOCKS, A1UPDATE, P1PDINQY Record Type 21
2200	ML	alprtnbr	Element	Usages: DTD aipc, eipc, wm
2000	XSD	ASN	Element	Data Type: xs:string Min Length: 1 Max Length: 32 Usages: Chapter 11, 16 Schema AircraftEvent, ATA_PartCertificationForm, LRU_Removal, PieceParts, QuantityPerAircraft, ScheduledMaintenance, ServiceBulletin, ShopFindings

Name	AIRS Action Code	Mod	2002
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DEFINITIONS		
Class	Definition	Source
Specific	Identifies the action specified in an update message to be taken against an AIRS (Airline Inventory Redistribution System) data base record.	2000,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	MSG	AIRS Action Code	Data Element	Data Type: A Min Length: 1 Max Length: 1 Cobol Picture: A(01) Permitted Value List: AIRS Action Codes Usages: Chapter 12 Command A1UPDATE

PERMITTED VALUES List Name: <i>AIRS Action Codes</i>		
Permitted Value	Default Value	Description
A		Add Record
D		Decrease Quantity
I		Increase Quantity
R		Replace Non-keyed Data Elements

Name	AIRS Quote Number	Mod	2002
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DEFINITIONS		
Class	Definition	Source
Specific	Number assigned by the owner of material listed on the AIRS (Airline Inventory Redistribution System) data base for internal control purposes, when quoting to a prospective purchaser.	2000,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	MSG	AIRS Quote Number	Data Element	Data Type: AN Min Length: 1 Max Length: 11 Cobol Picture: X(01) to X(11) Decimals: 0 Usages: Chapter 12 Command A1QUOTES

Name	Available Stock Quantity	Mod	2002
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DEFINITIONS		
Class	Definition	Source
Specific	Specifies the quantity available for sale in a supplier's inventory.	2000,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	MSG	ASQ	Data Element	99999 indicates that contact outside of the mechanical system must be made with the supplier to determine adequacy of stock in meeting customer's requirement. Data Type: N Min Length: 1 Max Length: 5 Cobol Picture: 9(01) to 9(05) Decimals: 0 Usages: Chapter 12, 2 Command A1ADDPRT, A1QTYDEC, A1QTYINC, A1QUOTES, A1STOCKS, A1UPDATE, P1PDINQY, S1STOCKS External UN/EDIFACT, X12
2000	XSD	ASQ	Element	Data Type: xs:decimal Min Length: 1 Max Length: 5 Decimals: 0 Usages: Schema ATA_SparesStockResponse