

2000

Chapter 15 – Aircraft Transfer Parts List

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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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.

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For more information about maintenance of the specification, contact:

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Chapter 15. Delivered Aircraft Transfer Part list

15-1. Overview

1. Purpose

The purpose of this chapter is to provide a standardized format and implementation guidelines for detailing a list of installed parts on an aircraft as delivered from a supplier to a customer. Typically it is to be completed by an aircraft manufacturer to be provided to an operator or from an operator to another operator/lessor.

2. Readership

The document is intended to be read by individuals at airframe and engine manufacturers, airlines, and leasing companies responsible for development of the data or systems to format the data in accordance with the standard. It is assumed that the developer will have or develop an understanding of XML.

3. Context

Traditionally, the list which details the serialized components on an aircraft at the time of delivery has been provided in untagged formats such as hard copy, PDF or spreadsheets.

To enable diverse databases and applications to correctly interpret the information and to facilitate the baseline for maintenance tracking systems, it's necessary that the data be provided in a standard electronic format..

The previous version of this chapter used a proprietary format requiring custom development. This revised Chapter 15 provides a a standard XML schema for electronic transactions.

4. Scope

The initial scope of this chapter is focused on the delivery of new aircraft, although it can also be used for delivery of in-service aircraft. The parameters for which parts are included are between trading partners but normally the list will include serialized and possibly other important components and parts that form the basis of an operator's maintenance tracking and reliability tracking systems.

5. Benefits

The benefits of using this section are in the simplification and standardization of information exchange between the supplier and the customer. Immediate benefits are reduced manual administration, elimination of manual data entry and higher degree of data reliability and consistency.

The purpose of this record is for detailing a list of installed parts on an aircraft as delivered from a supplier to a customer. Typically it is to be completed by an aircraft manufacturer to be exchanged with an operator or from an operator to another operator/lessor. The parameters for which parts are included are between trading partners but normally the list will include serialized and possibly other important components and parts.

15-2. Data Requirements

This section provides a set of tables describing the data elements used for the Delivered Aircraft Transfer Part List, including their Text Element Identifiers (TEIs), cardinality, usage requirements, and any special remarks. Complete details regarding each data element can be found in the ATA Common Support Data Dictionary (CSDD) which accompanies this specification.

1. Header Information

The **Header Segment (HDR)** is mandatory. It identifies who is submitting the data, which operator it is intended for, and which date it is delivered. For a particular data transmission, the Header Segment is to be reported only once.

The **AircraftInformation** is an XML element, which encapsulates the transfer list of parts, which are installed on a single delivered aircraft serial number. It may be repeated for multiple delivered aircraft.

The **Airframe Information Segment (AID)** is mandatory. It identifies the aircraft to which the transfer part list applies. All data from a particular aircraft will be reported together. If so, the airframe segment is provided once and the corresponding Engine and APU Segments are repeated for each engine and/or APU on the airframe.

The **DeliveredAircraftPart** is an XML element, which encapsulates the data associated to one part installed on the delivered aircraft.

The **EngineInformation** is an XML element, which encapsulates the transfer list of parts, which are installed on a single engine. It is repeated for each engine.

The **Engine Information Segment (EID)** is conditional. It identifies the engine to which the transfer part list applies. All data from a particular engine will be reported together.

The **APUInformation** is an XML element, which encapsulates the transfer list of parts, which are installed on a single APU of the delivered aircraft. It is repeated for each APU.

The **APU Information Segment (API)** is conditional. It identifies the APU to which the transfer part list applies. All data from a particular APU will be reported together.

2. Parts installed on the delivered Aircraft

The **DeliveredAircraftPartDetails** is an XML element, which encapsulates all data, which applies to one part installed on the delivered aircraft at the record delivery date: data concerning the part itself, and optionally the Next Higher part.

It has to be repeated as many times as there are reported parts.

The **DeliveredAircraftPart Segment (DAP)** is mandatory. It is used to provide the data related to the part installed on the delivered Aircraft.

The **AirframeLocationZoneSegment (ZON)** is conditional. It is used to collect information about the location where the part is installed.

The **TechnicalDataManualReferenceSegment (TDR)** is conditional and multiple. It is used to reference technical data manuals dealing with the installed part (eg AMM test task).

The **Next Higher Part Segment (NHP)** is conditional. It describes the higher part that the described installed part is part of.

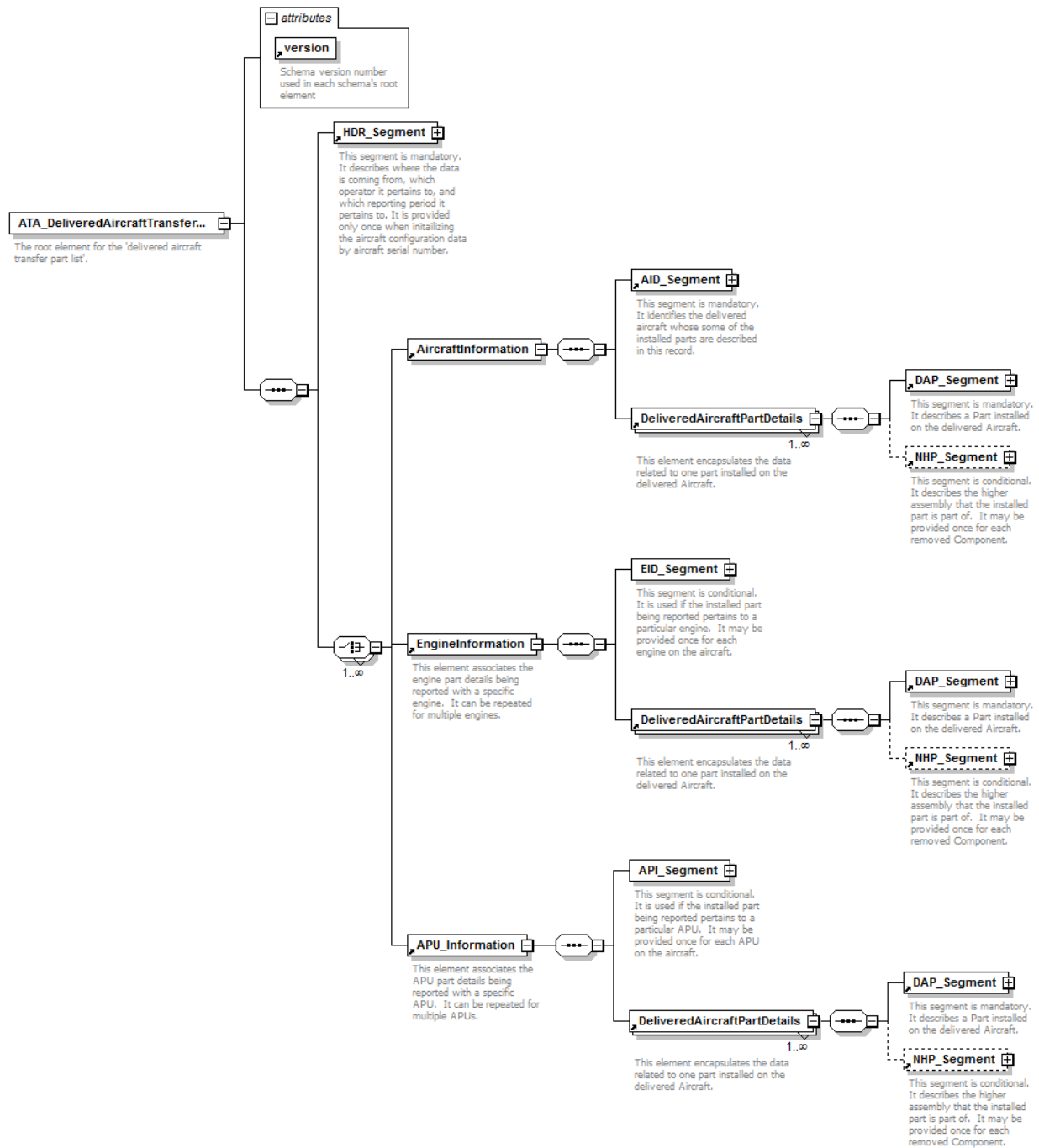
Figure 15-1. Delivered Aircraft Parts List Schema Content Model (overview)

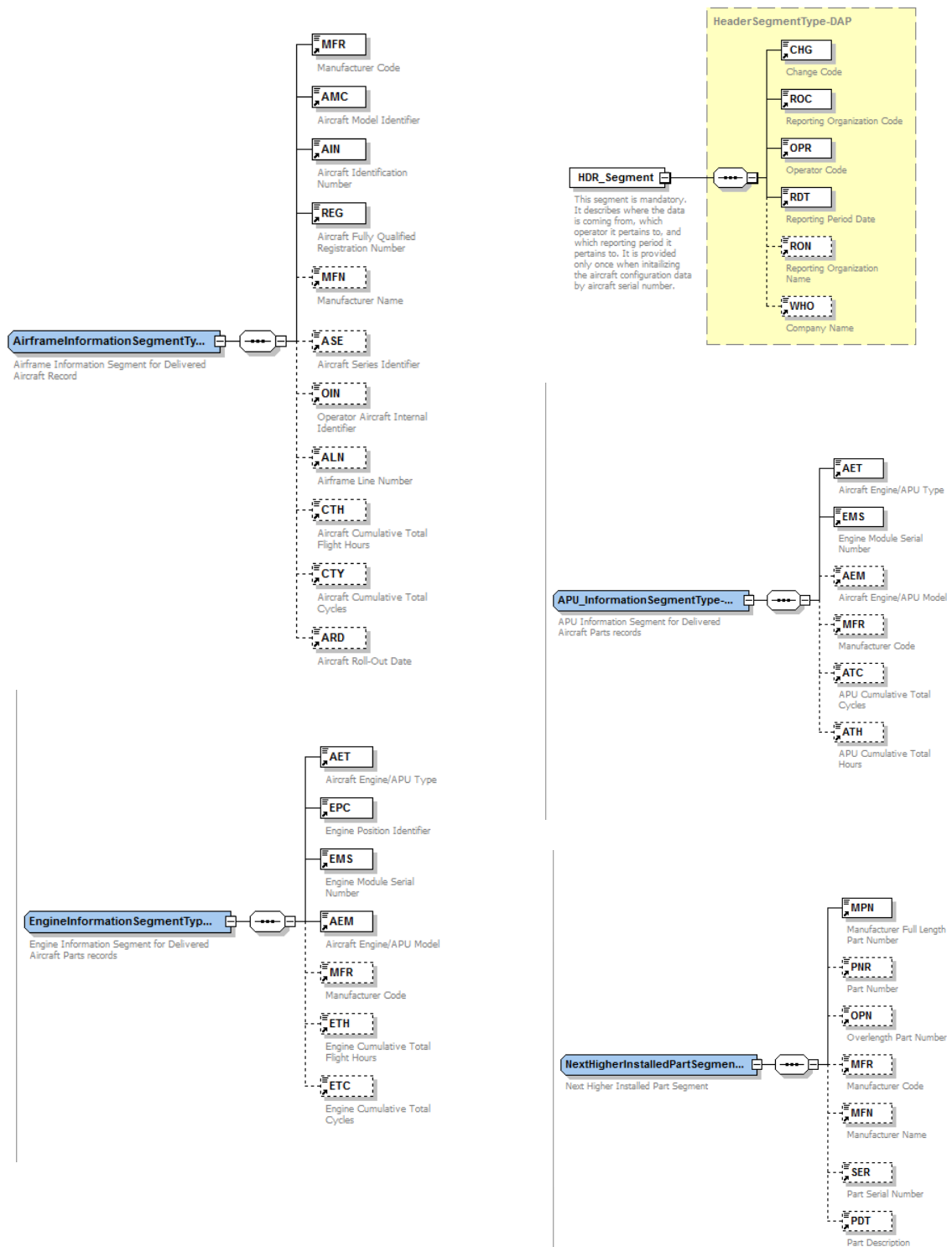
Figure 15-2. Delivered Aircraft Parts List Details Schema Content Model (Detailed Segments)

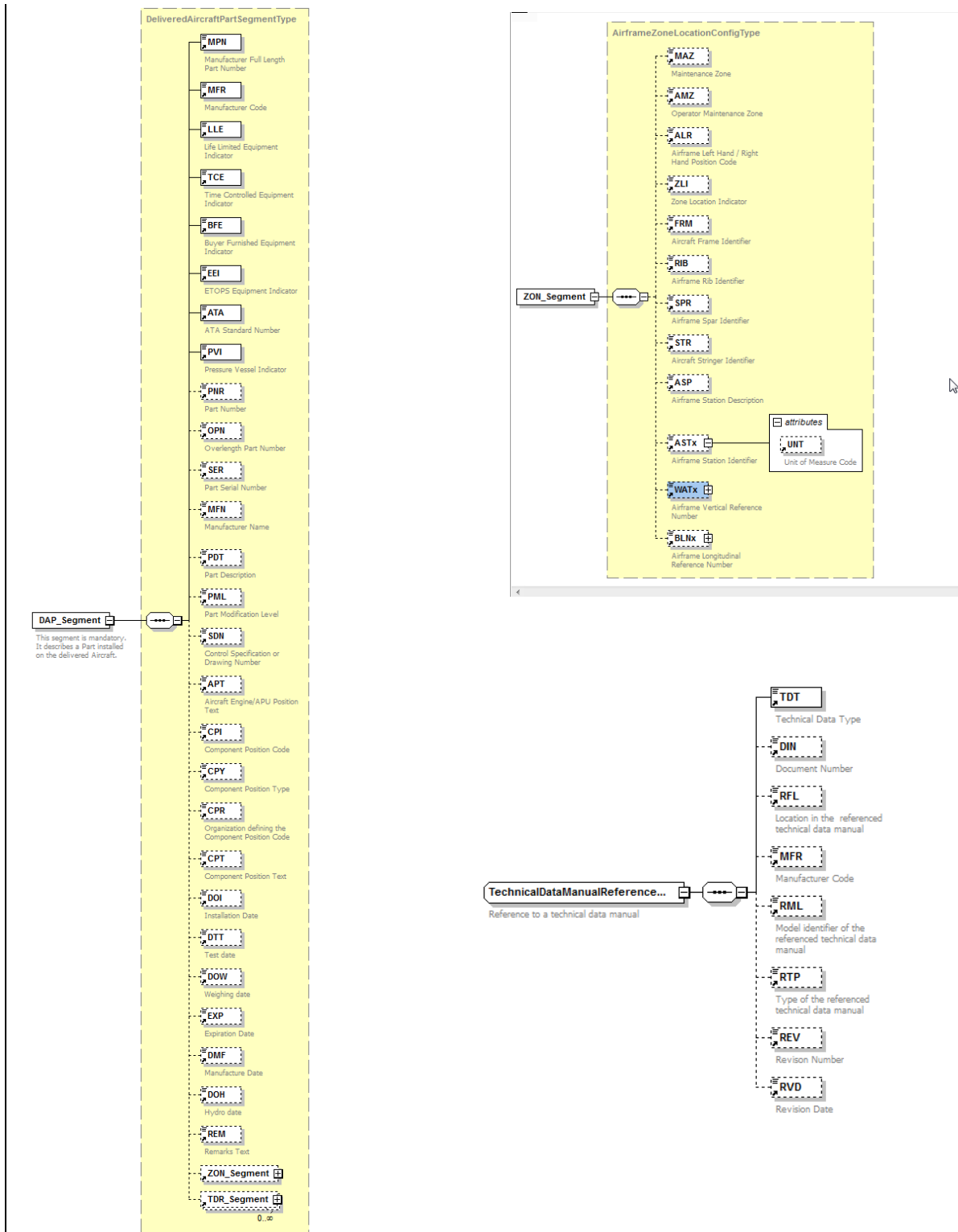
Figure 15-3. Delivered Aircraft Parts List Details Schema Content Model (Detailed Segments)

Table 15-1. Delivered Aircraft Part List Record

Nbr	Information Level	Data to be Collected (Business Terms)	Data Element (CSDD)	TEI	Req'd	Data Type	Size: min/max	Example	Business rules / comments
1	Segment Header "HDR"								The Header Segment is Mandatory. This segment is sent only once per transmission of Delivered Aircraft transfer part list record.
2		Record Status	Change Code	CHG	Y	String	1/1	N	The valid codes are N=New; T = Total Replacement
3		Reporting Organization Code	Reporting Organization Code	ROC	Y	String	3/5	81205	Represents the record submitter. Should be CAGE or NCAGE code. Use code ZZZZZ if no CAGE/NCAGE is available OR use ICAO code for operator.
4		Operator Code	Operator Code	OPR	Y	String	3/5	UAL	Represents the record receiver. This code should support ICAO 3-digit airline designator for reliability applications. Use ZZZZZ if no ICAO code is available.
5		Reporting Date	Reporting Period Date	RDT	Y	Date		2012-03-01	Represents the date on which the Delivered Aircraft transfer part list record is created
6		Reporting Organization Name	Reporting Organization Name	RON	N	String	1/55	The Boeing Company	Required if the reporting organization has no CAGE/NCAGE Code.
7		Operator Name	Company Name	WHO	N	String	1/55	United Airlines	Represents the name of operator in reliability applications. Mandatory, if operator of the aircraft has no ICAO operator code.
8	End of Segment "HDR"								
9	Segment Airframe Information "AID"								This segment is Mandatory. This segment will occur once for each serial number aircraft.
10		Airframe Manufacturer Code	Manufacturer Code	MFR	Y	String	5/5	FAPE3	Input CAGE / NCAGE code
11		Aircraft Model	Aircraft Model Identifier	AMC	Y	String	1/20	A321	Model identifier designated by the airframe manufacturer.
12		Aircraft Manufacturer Serial Number	Aircraft Identification Number	AIN	Y	String	1/10	25398	This is a KEY field to uniquely identify a specific aircraft.
13		Aircraft Registration Number	Aircraft Fully Qualified Registration Number	REG	Y	String	1/10	N550UA	
14		Airframe Manufacturer Name	Manufacturer Name	MFN	N	String	1/55	Airbus	
15		Aircraft Series	Aircraft Series	ASE	N	String	3/10	300F	

Nbr	Information Level	Data to be Collected (Business Terms)	Data Element (CSDD)	TEI	Req'd	Data Type	Size: min/max	Example	Business rules / comments
			Identifier						
16		Operator Aircraft Internal Identifier	Operator Aircraft Internal Identifier	OIN	N	String	1/10	550	
17		Aircraft Line /Block Number	Line Number	ALN	N	String	1/10	000782	
18		Aircraft Cumulative Total Flight Hours	Aircraft Cumulative Total Flight Hours	CTH	N	Decimal	9,2		At time of reporting period date <<RDT>> Mandatory for used aircraft.
19		Aircraft Cumulative Total Flight Cycles	Aircraft Cumulative Total Flight Cycles	CTY	N	Integer	1/9		At time of reporting period date <<RDT>> Mandatory for used aircraft.
20		Aircraft Roll-out Date	Aircraft Roll-out Date	ARD	N	Date		2012-03-15	
21	End of Segment "AID"								
22	Segment Engine Information "EID"								This segment is conditional. However, if used, all mandatory fields must be given. This segment may occur multiple times for each serial number aircraft.
23		Aircraft Engine Type	Aircraft Engine/APU Type	AET	Y	String	1/20	PW4000	Engine type code designated by the engine manufacturer.
24		Engine Position Code	Engine Position Identifier	EPC	Y	String	1/25	2	Mandatory for power plant removals or power plant related LRU removals.
25		Engine Serial Number	Engine/APU Module Serial Number	EMS	Y	String	1/20	PCE-FA0006	Mandatory for power plant removals or power plant related LRU removals.
26		Aircraft Engine Model	Aircraft Engine/APU Model	AEM	Y	String	1/32	PW4056	Engine model designated by the engine manufacturer
27		Aircraft Engine Manufacturer Code	Manufacturer Code	MFR	N	String	5/5	77445	Should be CAGE or NCAGE code.
28		Engine Cumulative Total Flight Hours	Engine Cumulative Total Flight Hours	ETH	N	Decimal	9,2		At time of reporting period date <<RDT>>
29		Engine Cumulative Total Cycles	Engine Cumulative Total Cycles	ETC	N	Integer	1/9		At time of reporting period date <<RDT>>
30	End of Segment "EID"								
31	Segment APU Information "API"								This segment is conditional. However, if used, all mandatory fields must be given. This segment may occur multiple times for each serial number aircraft.
32		Aircraft APU Type	Aircraft Engine/APU Type	AET	Y	String	1/20	331-400B	APU type code designated by the APU manufacturer.
33		Aircraft APU Serial Number	Engine/APU Module Serial Number	EMS	Y	String	1/20	SP-E994180	Mandatory for APU removals or APU related LRU removals
34		Aircraft APU	Aircraft Engine/APU	AEM	N	String	1/32	3800608-2	APU model code designated by

Nbr	Information Level	Data to be Collected (Business Terms)	Data Element (CSDD)	TEI	Req'd	Data Type	Size: min/max	Example	Business rules / comments
		Model	Model						the APU manufacturer.
35		Aircraft APU Manufacturer Code	Manufacturer Code	MFR	N	String	5/5	99193	Should be CAGE or NCAGE code.
36		APU Cumulative Total Cycles	APU Cumulative Total Cycles	ATC	N	Integer	1/9		At time of reporting period date <<RDT>>
37		APU Cumulative Total Hours	APU Cumulative Total Hours	ATH	N	Decimal	9,2		At time of reporting period date <<RDT>>
38	End of Segment "API"								
39	Segment Delivered Aircraft Part "DAP"								This segment is Mandatory. This segment occurs as many times as there are reported components for each serial number aircraft.
40		Manufacturer Full Length Part Number	Manufacturer Full Length Part Number	MPN	Y	String	1/32	S25W110-2003	
41		Manufacturer Part Number	Manufacturer Part Number	PNR	N	String	1/32		Provide Part Number from Illustrated Parts Catalog
42		Part Manufacturer Code	Manufacturer Code	MFR	Y	String	5/5	58960	This field is to identify the manufacturer of the component part.
43		Manufacturer Serial Number	Part Serial Number	SER	N	String	1/30	128	This is a required field for serialized parts.
44		Life Limited Part Indicator	Life Limited Equipment Indicator	LLE	Y	String	1/1	Y	3 allowed values: - "Y" (yes): the part is life limited equipment - "N" (no): the part is not life limited equipment. - "D" when not applicable.
45		Time Controlled Part Indicator	Time Controlled Equipment Indicator	TCE	Y	String	1/1	Y	3 allowed values: - "Y" (yes): the part is time controlled equipment - "N" (no): the part is not time controlled equipment. - "D" when not applicable.
46		Buyer / Seller Furnished Equipment Indicator	Buyer / Seller Furnished Equipment Indicator	BFE	Y	String	1/1	Y	3 allowed values: - "Y" (yes): the installed part is a buyer/seller furnished equipment - "N" (no): the part is not a buyer/seller furnished equipment. - "D" when not applicable.
47		ETOPS Equipment Indicator	ETOPS Equipment Indicator	EEI	Y	String	1/1	Y	3 allowed values: - "Y" (yes): the installed part is a ETOPS equipment - "N" (no): the part is not a ETOPS equipment. - "D" when not applicable.
48		ATA System Code	ATA Standard Number	ATA	Y	String	2/8	213203	As defined in ATA iSpec 2200 – Chapter 3.

Nbr	Information Level	Data to be Collected (Business Terms)	Data Element (CSDD)	TEI	Req'd	Data Type	Size: min/max	Example	Business rules / comments
									Only the 2 first digits are mandatory.
49		Pressure vessel equipment indicator	Pressure vessel equipment indicator	PVI	Y	String	1/1	Y	3 allowed values: - "Y" (yes): the part is a pressure vessel equipment - "N" (no): the part is not a pressure vessel equipment. - "D" when not applicable.
50		Overlength Part Number	Overlength Part Number	OPN	N	String	16/32		
51		Part Manufacturer Name	Manufacturer Name	MFN	N	String	1/55	Honeywell	
52		Part Name	Part Description	PDT	N	String	1/100		
53		Part Modification Level	Part Modification Level	PML	N	String	1/100		
54		Specification Number	Control Specification or Drawing Number	SDN	N	String	1/32		Drawing number, Spec number
55		Engine/APU Position Identifier	Aircraft Engine/APU Position Text	APT	N	String	1/100		Component location relative to the power plant or APU.
56		Component Function-Position Code	Function-Position Code	CPI	N	String	1/25		Function-Position relative to airframe.
57		Component Function- Position Type	Function-Position Type	CPY	N	String	1/10	FIN	Indicates the type of the Function-Position code.
58		Organization which has defined the Component Function-Position Code	Function-Position Owner	CPR	N	String	5/5	FAPE3	Identifies by CAGE/NCAGE code the organization who defines the Component Function-Position Code to ensure the uniqueness of the code.
59		Component Function-Position Text	Function-Position Text	CPT	N	String	1/100		
60		Install Date of the part	Installation Date	DOI	N	Date		2011-01-17	YYYY-MM-DD
61		Test date of the part	Test date	DTT	N	Date		2011-01-17	YYYY-MM-DD
62		Weighing date of the part	Weighing date	DOW	N	Date		2011-01-17	YYYY-MM-DD
63		Expiration date of the part	Expiration date	EXP	N	Date		2011-01-17	YYYY-MM-DD
64		Manufacture Date of the part	Manufacture date	DMF	N	Date		2011-01-17	YYYY-MM-DD
65		Hydrostatic test date	Hydrostatic test date	DOH	N	Date		2011-01-17	YYYY-MM-DD
66		Comment Text	Remarks Text	REM	N	String	1/1000		
67	Airframe Zone / Location Segment "ZON"								This segment is conditional. It is used if there is information about the zone or location where the component is installed.
68		Maintenance Zone	Maintenance Zone	MAZ	N	String	3/6	121	

Nbr	Information Level	Data to be Collected (Business Terms)	Data Element (CSDD)	TEI	Req'd	Data Type	Size: min/max	Example	Business rules / comments
69		Operator unique Maintenance Zone	Operator Maintenance Zone	AMZ	N	String	1/6		
70		Airframe Left Hand/Right Hand Position Code	Airframe Left Hand/Right Hand Position Code	ALR	N	String	2/2	RH	Code Values : RH = Right Hand; LH = Left Hand Valid code list in CSDD
71		Zone Location Indicator	Zone Location Indicator	ZLI	N	String	1/1	E	Whether or not the zone identifies internal or external to aircraft outer skin. Code Values: E=External, I=Internal, X – through both
72		Aircraft Frame Identifier	Aircraft Frame Identifier	FRM	N	String	1/30		This can refer to a range. Refers to Aircraft Section Code
73		Airframe Rib Identifier	Airframe Rib Identifier	RIB	N	String	1/30		This can refer to a range.
74		Airframe Spar Identifier	Airframe Spar Identifier	SPR	N	String	1/30		This can refer to a range.
75		Aircraft Stringer Identifier	Aircraft Stringer Identifier	STR	N	String	1/30		This can refer to a range.
76		Airframe Station Description	Airframe Station Description	ASP	N	String	1/25	Body	Defines the X,Y and Z coordinates system. This refers to Body Station, Wing Station, Nacelle, Horizontal Stabilizer, Vertical Stabilizer...
77		Airframe Station Identifier	Airframe Station Identifier	ASTx	N	Decimal	1/30	291	This refers to Airframe X-axis coordinate.
78		Unit of Measure Code	Unit of Measure Code	UNT	N	String	2/2		Optional Attribute of AST
79		Airframe Longitudinal Reference Number	Airframe Longitudinal Reference Number	BLNx	N	Decimal	1/30	42	This refers to the Buttock line Value or Airframe Y-axis coordinate.
80		Unit of Measure Code	Unit of Measure Code	UNT	N	String	2/2		Optional Attribute of BLN
81		Airframe Vertical Reference Number	Airframe Vertical Reference Number	WATx	N	Decimal	1/30	101	This refers to the Waterline Number or Airframe Z-axis coordinate
82		Unit of Measure Code	Unit of Measure Code	UNT	N	String	2/2	CM	Optional Attribute of WAT
83	End of Segment "ZON"								
84	Segment Reference to technical data "TDR"								This segment is conditional and can be used several times. It gives a reference to a technical data manual dealing with the component. Either a whole document or a part of document may be referenced.
85		Referenced Manual	Technical data type	TDT	Y	String	2/64	IPC	
86		Number of the reference manual	Document identification number	DIN	N	String	1/32	22356701	Must be used if a whole document is referenced (eg a CMM document).
87		Location in the referenced manual	Location in the referenced manual	RFL	N	String	1/20		Must be used if part of a document is referenced (eg a

Nbr	Information Level	Data to be Collected (Business Terms)	Data Element (CSDD)	TEI	Req'd	Data Type	Size: min/max	Example	Business rules / comments
									task in AMM).
88		Supplier of the referenced manual	Manufacturer code	MFR	N	String	5	FAPE3	
89		Model identifier of the referenced manual	Model identifier of the referenced manual	RML	N	String	1/20	A380	
90		Type of referenced data	Type of referenced data	RTP	N	String	1/50	Removal Installation task	
91		Referenced manual revision number	Revision number	REV	N	String	1/6	001	
92		Referenced manual revision date	Revision date	RVD	N	Date		2001-06-01	YYYY-MM-DD
93	End of Segment "TDR"								
94	End of Segment "DAP"								
95	Segment Next Higher Part "NHP"								This segment is conditional. This segment may occur once for each part installed on the delivered Aircraft. Each field within this segment describes the Parent/Next Higher Assembly Part.
96		Manufacturer Full Length Part Number	Manufacturer Full Length Part Number	MPN	N	String	1/32	S25W110-2003	
97		Manufacturer Part Number	Manufacturer Part Number	PNR	N	String	1/15		Use Part Number from Illustrated Parts Catalog
98		Overlength Part Number	Overlength Part Number	OPN	N	String	16/32		
99		Part Manufacturer Code	Manufacturer Code	MFR	N	String	5/5	58960	This field is to identify the manufacturer of the component part. Use code ZZZZZ if no CAGE/NCAGE is available and submit part manufacturer name (MFN).
100		Part Manufacturer Name	Manufacturer Name	MFN	N	String	1/55	Honeywell	Required if the Part Manufacturer CAGE/NCAGE Code is not available.
101		Manufacturer Serial Number	Part Serial Number	SER	N	String	1/15	128	Required if part is serialized.
102		Part Name	Part Description	PDT	N	String	1/100		
103	End of Segment "NHP"								

3. Sample XML data – Delivered Aircraft transfer part list

Note: the below sample is provided for reference, but the actual XML file should be validated against the XML Schema that is current at the time of transmittal, or which trading partners agree to use.

```
<DeliveredAircraftTransferPartList xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance"
xsi:noNamespaceSchemaLocation="DeliveredAircraftTransferPartList.xsd" version="3.0">
```

```
  <HDR_Segment>
    <CHG>N</CHG>
    <ROC>FAPE3</ROC>
    <RDT>2012-06-01</RDT>
    <OPR>SIA</OPR>
  </HDR_Segment>
  <AircraftInformation>
    <AID_Segment>
      <MFR>FAPE3</MFR>
      <AMC>A380</AMC>
      <AIN>0003</AIN>
      <REG>9V-SKA</REG>
      <OIN>001</OIN>
    </AID_Segment>
    <DeliveredAircraftPartDetails>
      <DAP_Segment>
        <MPN>8P12-01-02</MPN>
        <PNR>8P12-01-02</PNR>
        <MFR>F1484</MFR>
        <SER>RF1006</SER>
        <PDT>SIDE STICK LOCK</PDT>
        <LLE>D</LLE>
        <TCE>D</TCE>
        <BFE>N</BFE>
        <EEI>D</EEI>
        <ATA>279442</ATA>
        <CPI>13-CD-1</CPI>
        <CPY>FIN</CPY>
        <CPR>FAPE3</CPR>
        <CPT>SOLENOID</CPT>
        <PVI>D</PVI>
        <ZON_Segment>
          <MAZ>211</MAZ>
        </ZON_Segment>
        <TDR_Segment>
          <TDT>AMM</TDT>
          <RFL>279442000801A</RFL>
        </TDR_Segment>
      </DAP_Segment>
      <NHP_Segment>
        <MPN>L2731000000000</MPN>
        <MFR>FAPE3</MFR>
        <SER>2789</SER>
      </NHP_Segment>
    </DeliveredAircraftPartDetails>
  </AircraftInformation>
  <DeliveredAircraftPartDetails>
    <DAP_Segment>
```

```
<MPN>L273100000000</MPN>
<MFR>FAPE3</MFR>
<SER>2789</SER>
<PDT>SIDE STICK LOCK</PDT>
<LLE>D</LLE>
<TCE>D</TCE>
<BFE>N</BFE>
<EEI>D</EEI>
<ATA>279442</ATA>
<CPI>LB060</CPI>
<CPY>CA</CPY>
<CPR>FAPE3</CPR>
<CPT>SIDE STICK CAPTAIN 1519VU</CPT>
<PVI>D</PVI>
<ZON_Segment>
  <MAZ>211</MAZ>
</ZON_Segment>
</DAP_Segment>
</DeliveredAircraftPartDetails>
</AircraftInformation>
</DeliveredAircraftTransferPartList>
```

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	Aircraft Cumulative Total Cycles	Mod	2006
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DEFINITIONS		
Class	Definition	Source
Specific	The total number of cycles (landings) the aircraft has accumulated since its first flight.	2000,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	XSD	CTY	Element	Data Type: xs:integer Decimals: 0 Usages: Chapter 11, 13, 15 Schema AircraftEvent, AircraftHoursAndLandings, AircraftStatusChange, DeliveredAircraftTransferPartList, LRU_Removal, QuantityPerAircraft, ScheduledMaintenance, ServiceBulletin, ShopFindings, SummaryData

Name	Aircraft Cumulative Total Flight Hours	Mod	2006
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DEFINITIONS		
Class	Definition	Source
Specific	The total number of hours the aircraft has flown since its first flight.	2000,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	XSD	CTH	Element	Data Type: xs:decimal Decimals: 2 Usages: Chapter 11, 13, 15 Schema AircraftEvent, AircraftHoursAndLandings, AircraftStatusChange, DeliveredAircraftTransferPartList, LRU_Removal, QuantityPerAircraft, ScheduledMaintenance, ServiceBulletin, ShopFindings, SummaryData

Name	Aircraft Engine/APU Model	Mod	2003
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DEFINITIONS		
Class	Definition	Source
Specific	Identifies the engine model as designated by a supplement to the OEM (type certificate) issued by the applicable airworthiness authority.	2000,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	XSD	AEM	Element	Data Type: xs:string Min Length: 1 Max Length: 32 Usages: Chapter 11, 15 Schema AircraftEvent, AircraftHoursAndLandings, AircraftOutOfService, AircraftStatusChange, DeliveredAircraftTransferPartList, Logbook, LRU_Removal, ScheduledMaintenance, ServiceBulletin, ShopFindings, SummaryData

Name	Aircraft Engine/APU Position Text	Mod	2003
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DEFINITIONS		
Class	Definition	Source
Specific	Specifies the location of a removed part relative to the structure of a power plant or APU.	2000,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	XSD	APT	Element	Data Type: xs:string Min Length: 1 Max Length: 100 Usages: Chapter 11, 15 Schema DeliveredAircraftTransferPartList, LRU_Removal, ScheduledMaintenance, ShopFindings
2000	XSD	PartPositionRelativeToEngine	Element	Data Type: xs:string Min Length: 1 Max Length: 100 Usages: Chapter 17 Schema ATA_DSE_Logbook

Name	Aircraft Engine/APU Type	Mod	2003
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DEFINITIONS		
Class	Definition	Source
Specific	Specifies Type as designated on the type certificate issued by the applicable airworthiness authority.	2000,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	XSD	AET	Element	Data Type: xs:string Min Length: 1 Max Length: 20 Usages: Chapter 11, 15 Schema AircraftEvent, AircraftHoursAndLandings, AircraftOutOfService, AircraftStatusChange, DeliveredAircraftTransferPartList, Logbook, LRU_Removal, ScheduledMaintenance, ServiceBulletin, ShopFindings, SummaryData

Name	Aircraft Frame Identifier	Mod	2003
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DEFINITIONS		
Class	Definition	Source
Specific	Identifies a particular frame or 2 successive frames (FROM FR XX TO FR YY), locating a finding	2000,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	XSD	FRM	Element	Data Type: xs:string Min Length: 1 Max Length: 30 Usages: Chapter 11, 15 Schema DeliveredAircraftTransferPartList, ScheduledMaintenance

Name	Aircraft Fully Qualified Registration Number	Mod	2003
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DEFINITIONS		
Class	Definition	Source
Concept	Specifies the registration identity assigned to each individual aircraft by the relevant national authority. The registration number is unique to an operator, country, and time.	2000,
Specific	In reliability engineering, specifies the fully qualified Registration Number given by the relevant national authority.	2000,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	XSD	REG	Element	Examples: (required for reliability engineering): the Aircraft Registration Number could be N123BG, G-ABCD, or JA8158. Data Type: xs:string Min Length: 1 Max Length: 10 Usages: Chapter 11, 15 Schema AircraftEvent, AircraftHoursAndLandings, AircraftOutOfService, AircraftStatusChange, DeliveredAircraftTransferPartList, Logbook, LRU_Removal, QuantityPerAircraft, ScheduledMaintenance, ServiceBulletin, ShopFindings, SummaryData

Name	Aircraft Identification Number	Mod	2002
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ALSO KNOWN AS: AIN

DEFINITIONS		
Class	Definition	Source
Concept	The manufacturer's permanently-applied serial number for the airframe.	2000,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	MSG & File	AIN	Element	Data Type: AN Min Length: 1 Max Length: 6 Cobol Picture: X(01) to X(06) Decimals: 0 Usages: Chapter 1, 5 Record Type 22, 26, 28
2000	XSD	AIN	Element	Data Type: xs:string Min Length: 1 Max Length: 10 Usages: Chapter 11, 14, 15 Schema AircraftEvent, AircraftHoursAndLandings, AircraftOutOfService, AircraftStatusChange, ATA_WarrantyClaim, DeliveredAircraftTransferPartList, Logbook, LRU_Removal, QuantityPerAircraft, ScheduledMaintenance, ServiceBulletin, ShopFindings, SummaryData
2000	TEI	AIN	Data Element	Data Type: String Min Length: 1 Max Length: 10 Usages: Chapter 9

Name	Aircraft Line Number	Mod	2012
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DEFINITIONS		
Class	Definition	Source
Specific	The code used by the manufacturer to sequentially identify the aircraft within the database or document production system.	2000, 2200,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2200	ML	linenbr	Element	Usages: DTD aipc, amm, frmfim, mpd, sbi, sds, srm, wm
2000	XSD	ALN	Element	Data Type: xs:string Min Length: 1 Max Length: 10 Usages: Chapter 15 Schema DeliveredAircraftTransferPartList

Name	Aircraft Model Identifier	Mod	2010
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DEFINITIONS		
Class	Definition	Source
Concept	Uniquely identifies aircraft by model type. This code is assigned by the manufacturer and registered with the airworthiness authorities.	2000, 2300,

Name	Aircraft Model Identifier	Mod	2010
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APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	XSD	AMC	Element	Data Type: xs:string Min Length: 1 Max Length: 20 Usages: Chapter 11, 15 Schema AircraftEvent, AircraftHoursAndLandings, AircraftOutOfService, AircraftStatusChange, DeliveredAircraftTransferPartList, Logbook, LRU_Removal, QuantityPerAircraft, ScheduledMaintenance, ServiceBulletin, ShopFindings, SummaryData
2300	XSD	modelIdentC ode	Attribute	Usages: Schema Annunciation, ApplicCrossRefTable, CondCrossRefTable, Container, DmStatus, ExchangePackageStatusList, Pm, ProductCrossRefTable, SystemDescription
2300	XSD	majorModelC ode	Attribute	Data Type: xs:string Usages: Schema Approval, PmStatus
2300	XSD	minorModelC ode	Attribute	Data Type: xs:string Usages: Schema Approval, PmStatus
2300	XSD	modelIdent	Element	Usages: Schema Approval, PmStatus
2300	XSD	modelDesign ation	Attribute	Data Type: xs:string Usages: Schema Approval, PmStatus
2300	XSD	modelMarket Designator	Attribute	Data Type: xs:string Permitted Value List: ModelMarketDesignatorList Usages: Schema Approval, PmStatus

Name	Aircraft Model Identifier	Mod	2010
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PERMITTED VALUES List Name: <i>ModelMarketDesignatorList</i>		
Permitted Value	Default Value	Description
business		
cargo		
civil		
military		

Name	Aircraft Roll-out Date	Mod	2003
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DEFINITIONS		
Class	Definition	Source
Specific	Specifies the date on which an aircraft rolled out of the manufacturer's assembly hanger.	2000,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	XSD	ARD	Element	Data Type: xs:date Date Format: YYYY-MM-DD Usages: Chapter 11, 15 Schema AircraftStatusChange, DeliveredAircraftTransferPartList

Name	Aircraft Series Identifier	Mod	2003
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DEFINITIONS		
Class	Definition	Source
Specific	Identifies the external profile changes of a particular aircraft model performed at the time of manufacture or after purchase, as customer-requested modification.	2000,

APPLICATION IN SPECIFICATIONS				
Source	Context	Key (e.g., Tag or TEI)	Type	Properties
2000	XSD	ASE	Element	Data Type: xs:string Min Length: 1 Max Length: 10 Usages: Chapter 11, 15 Schema AircraftEvent, AircraftHoursAndLandings, AircraftOutOfService, AircraftStatusChange, DeliveredAircraftTransferPartList, Logbook, LRU_Removal, QuantityPerAircraft, ScheduledMaintenance, ServiceBulletin, ShopFindings, SummaryData