Batch File Layout

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|  | **Field Name** | **Format** | **Max. Length** | **Req'd.** | **Comments** |
|  | **NOTE \*** |  |  |  | **To use the following file format, the file must be pipe-delimited (|) and contain a total of 76 pipe characters. Each record should be on one line. Fields should not contain hard returns. Lines should NOT end with a pipe character.** |
|  | Identifier | Alpha | 3 |  | This field has fixed data used to identify record type. |
| 0 | Flight Number | Alpha- numeric | 6 |  | This field can contain the flight number or can be used to identify record length. |
| 1 | OperatorControlNumber | Alpha- numeric | 17 | **X** | User-defined unique identifier. **Must begin with the first four alphanumeric characters of the submitter's certificate number. The next eight numbers represent the date when the SDR is submitted in "yyyymmdd" format**. The remaining numbers represent a submitter-designed numbering system. |
| 2 | DifficultyDate | Date |  | **X** | Enter the date the problem occurred. The date should be formatted as "mm/dd/yyyy" and cannot be more than five years old or a future date. **The year must contain four digits**. |
| 3 | OperatorDesignator | Alpha- numeric | 4 | X | Designator of the operator of the aircraft. Required unless Submitter Type = ''Z" (Non Cert International) or SDR Type = "G" |
| 4 | SubmitterDesignator | Alpha- numeric | 4 |  | Designator of the company submitting the SDR. May be different from the OperatorDesignator in the case of Repair Stations. |
| 5 | SubmitterTypeCode | Alpha | 1 | **X** | Must be a valid Submitter Type Code. Most commercial air carriers have a SubmitterType of "A". |
| 6 | ReceivingRegionCode | Alpha- numeric | 2 |  | Combined with the ReceivingDistrictOffice Code to represent the FAA Region/District Office which certified this air carrier and which is responsible for monitoring the air carrier's activity (e.g., "GL09" is district office "09" in the "Great Lakes" region). Must be a valid Region Code for the flight Standard Service (AFS) Region that is primarily responsible. |
| 7 | ReceivingDistrictOffice | Alpha- numeric | 2 |  | Combined with the ReceivingRegion Code to represent the FAA Region/District Office which certified this air carrier and which is responsible for monitoring the air carrier's activity (e.g., "GL09" is district office "09" in the "Great Lakes" region). Must be a valid District Office Code for the FSDO, CMO, or IFO that is primarily responsible. |
| **8** | **SDRType** | **Alpha** | **1** | **X** | **Must be "G" or "A." "G" means that this is a General Aviation-related SDR; "A" means that this is an Air Carrier-related SDR. No other values will be accepted.** |
| 9 | JASCCode | Numeric | 4 | **X** | The Joint Aircraft System/Component (JASC) Code, previously known as "ATA" code. Must be a valid 4- digit code. |
| 10 | NatureOfConditionA | Alpha | 1 | **X** | Must be a valid Nature of Condition Code. |
| 11 | NatureOfConditionB | Alpha | 1 |  | If given, must be a valid Nature of Condition Code. |
| 12 | NatureOfConditionC | Alpha | 1 |  | If given, must be a valid Nature of Condition Code. |

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| 13 | PrecautionaryProcedureA | Alpha | 1 | **X** | Must be a valid Precautionary Procedure Code. |
| 14 | PrecautionaryProcedureB | Alpha | 1 |  | If given, must be a valid Precautionary ProcedureCode. |
| 15 | PrecautionaryProcedureC | Alpha | 1 |  | If given, must be a valid Precautionary ProcedureCode. |
| 16 | PrecautionaryProcedureD | Alpha | 1 |  | If given, must be a valid Precautionary ProcedureCode. |
| 17 | StageOfOperationCode | Alpha | 2 | **X** | Must be a valid Stage of Operation Code. |
| **18** | **HowDiscoveredCode** | Alpha-numeric | **1** | **X** | **Must be a valid How Discovered Code.** |
| 19 | RegistryNNumber | Alpha- numeric | 5 |  | Aircraft Registration Number. Do not include leading "N" for American-registered aircraft. The letters "I" and "O" should never appear in a valid American N- Number. Enter as much of the registration number as possible for non-American-registered aircraft. |
| 20 | AircraftMake | Alpha- numeric | 15 | **X** | Enter a valid FAA (SIT) Aircraft Make Code.**AircraftMake is required**. |
| 21 | AircraftModel | Alpha- numeric | 20 |  | Enter a valid FAA (SIT) Aircraft Model Code. |
| 22 | AircraftSerialNumber | Alpha-numeric | 12 |  | Aircraft Serial Number |
| 23 | AircraftTotalTime | Numeric |  |  | Total aircraft time in hours. Must be greater than or equal to zero. |
| 24 | AircraftTotalCycles | Numeric |  |  | Total cycles on aircraft in hours. Must be greater than or equal to zero. |
| 25 | EngineMake | Alpha-numeric | 15 |  | Enter a valid FAA (SIT) Engine Make Code. |
| 26 | EngineModel | Alpha-numeric | 20 |  | Enter a valid FAA (SIT) Engine Model Code. |
| 27 | EngineSerialNumber | Alpha-numeric | 12 |  | Engine Serial Number |
| 28 | EngineTotalTime | Numeric |  |  | Total engine time in hours. Must be greater than or equal to zero. |
| 29 | EngineTotalCycles | Numeric |  |  | Total cycles on engine in hours. Must be greater than or equal to zero. |
| 30 | PropellerMake | Alpha-numeric | 15 |  | Enter a valid FAA (SIT) Propeller Make Code. |
| 31 | PropellerModel | Alpha-numeric | 20 |  | Enter a valid FAA (SIT) Propeller Model Code. |
| 32 | PropellerSerialNumber | Alpha-numeric | 12 |  | Propeller Serial Number |
| 33 | PropellerTotalTime | Numeric |  |  | Total propeller time in hours. Must be greater than or equal to zero. |
| 34 | PropellerTotalCycles | Numeric |  |  | Total cycles on propeller in hours. Must be greater than or equal to zero. |
| 35 | PartMake | Alpha- numeric | 15 | X | Enter a valid FAA (SIT) Part Make (name of manufacturer) Code. Enter "UNK" if Part Make is unknown. **PartMake or PartName is required if the PartNumber is entered**. |
| 36 | PartName | Alpha- numeric | 24 | X | Enter name of malfunctioning or detective part whichgenerated reported problem (i.e. skin, rib, shaft, venturi, transistor, capacitor, etc.) Avoid colloquial names. See the "JASC Code, Standard Part Name and Condition" document on the Internet-SDR website ([http://av-info.faa.gov/isdr)](http://av-info.faa.gov/isdr%29) for a list of recommended, standardized part names. **PartMake or PartName is required if the PartNumber is entered**. |

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| 37 | PartNumber | Alpha-numeric | 24 |  | Enter the part identifier assigned by the manufacturer. |
| 38 | PartSerialNumber | Alpha- numeric | 16 |  | Enter serial number assigned by manufacturer. |
| 39 | PartCondition | Alpha- numeric | 20 | X | **Part Condition is required if PartMake or PartName are entered**. See the "JASC Code, Standard Part Name and Condition" document for a list of recommended, standardized part conditions. |
| 40 | PartLocation | Alpha-numeric | 20 |  | Part Location |
| 41 | PartTotalTime | Numeric |  |  | Total part time in hours. Must be greater than or equal to zero. |
| 42 | PartTotalCycles | Numeric |  |  | Total cycles on part in hours. Must be greater than or equal to zero. |
| 43 | PartTimeSince | Numeric |  | X | Time part has been in service since its most recentoverhaul, repair or inspection. May not be greater than PartTotalTime. **PartTimeSince is required if PartSinceCode is entered.** |
| 44 | PartSinceCode | Alpha | 1 | X | Identifies whether the ComponentTimeSince indicatesthe time since the component was overhauled, inspected or repaired. If given, must be "O" for Overhaul, "R" for Repair, or "I" for Inspection. **PartSinceCode is required if PartTimeSince is entered.** |
| 45 | ComponentMake | Alpha- numeric | 15 | X | Enter a valid FAA (SIT) Component Make (name of manufacturer) Code if Component Part Number is entered. Enter "UNK" if component make is unknown. **ComponentMake or ComponentName is required if the ComponentPartNumber is entered.** |
| 46 | ComponentModel | Alpha- numeric | 15 |  | Enter model number assigned by the component manufacturer. |
| 47 | ComponentName | Alpha- numeric | 24 | X | Enter the name given to the component by its manufacturer. **ComponentMake or ComponentName is required if the ComponentPartNumber is entered.** |
| 48 | ComponentPartNumber | Alpha-numeric | 24 |  | Enter component manufacturer's part number. |
| 49 | ComponentSerialNumber | Alpha- numeric | 16 |  | Enter serial number assigned by componentmanufacturer. Do not repeat "Major Equipment Identity" in this location. |
| 50 | ComponentLocation | Alpha- numeric | 20 |  | Component Location |
| 51 | ComponentTotalTime | Numeric |  |  | Total component time in hours. Must be greater than or equal to zero. |
| 52 | ComponentTotalCycles | Numeric |  |  | Total cycles on component. Must be greater than or equal to zero. |
| 53 | ComponentTimeSince | Numeric |  | X | Time component has been in service since its mostrecent overhaul, repair or inspection. May not be greater than ComponentTotalTime.**ComponentTimeSince is required if ComponentSinceCode is entered.** |
| 54 | ComponentSinceCode | Alpha | 1 | X | Identifies whether the ComponentTimeSince indicatesthe time since the component was overhauled, inspected or repaired. If given, must be "O" for Overhaul, "R" for Repair, or "I" for Inspection. **ComponentSinceCode is required if ComponentTimeSince is entered.** |

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| 55 | FuselageStationFrom | Alpha- numeric | 12 |  | The number of the fuselage station at which an identified structural problem begins |
| 56 | FuselageStationTo | Alpha- numeric | 12 |  | The number of the fuselage station at which an identified structural problem ends |
| 57 | StringerFrom | Alpha- numeric | 12 |  | The number of the stringer at which an identified structural problem begins |
| 58 | StringerFromSide | Alpha | 1 |  | The side of the aircraft on which an identifiedstructural problem begins. If given, must be "L" for Left or "R" for Right. |
| 59 | StringerTo | Alpha- numeric | 12 |  | The number of the stringer at which an identified structural problem ends |
| 60 | StringerToSide | Alpha | 1 |  | The side of the aircraft on which an identifiedstructural problem ends. If given, must be "L" for Left or "R" for Right. |
| 61 | WingStationFrom | Alpha- numeric | 12 |  | The number of the wingstation at which an identified structural problem begins |
| 62 | WingStationFromSide | Alpha | 1 |  | The side of the aircraft on which an identifiedstructural problem begins. If given, must be "L" for Left or "R" for Right. |
| 63 | WingStationTo | Alpha- numeric | 12 |  | The number of the wingstation at which an identified structural problem ends |
| 64 | WingStationToSide | Alpha | 1 |  | The side of the aircraft on which an identified structural problem ends. If given, must be "L" for Left or "R" for Right. |
| 65 | ButtLineFrom | Alpha- numeric | 12 |  | The buttline measurement at which an identified structural problem begins |
| 66 | ButtLineFromSide | Alpha | 1 |  | The side of the aircraft on which an identified structural problem begins |
| 67 | ButtlineTo | Alpha- numeric | 12 |  | The buttline measurement at which an identified structural problem ends |
| 68 | ButtlineToSide | Alpha | 1 |  | The side of the aircraft on which an identified structural problem ends. If given, must be "L" for Left or "R" for Right. |
| 69 | WaterLineFrom | Alpha- numeric | 12 |  | The waterline measurement at which an identified structural problem begins |
| 70 | WaterLineTo | Alpha- numeric | 12 |  | The waterline measurement at which an identified structural problem ends |
| 71 | CrackLength | Numeric | 8,3 |  | The length of the reported structural crack in inches. If given, must be greater than or equal to 0 and cannot have more than 5 digits before the decimal point or more than 3 digits after the decimal point. |
| 72 | NumberOfCracks | Numeric | 3 |  | The number of structural cracks reported. If given,must be greater than or equal to 0 and less than or equal to 255. |
| 73 | CorrosionLevel | Numeric | 1 |  | The severity of the corrosion being reported. If given, must be "2" or "3". |
| 74 | StructuralOther | Alpha-numeric | 20 |  | Describe any "other" structural problem. |

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| 75 | Discrepancy | Alpha- numeric |  | **X** | Should not contain more than 1500 characters.Whenever possible, describe conditions subsequent to, or leading up to, the reported problem: (a) Identify the cause for malfunction and emergency measures executed. (b) Include compliance or noncompliance with Airworthiness Directives, Service bulletins, STC's, and PMA's. (c) Provide any significant facts you feel may help to reduce or eliminate recurrence (i.e. cycles, landings, and suggested changes). |

**Sample record layout** (for one record):

***\*Note: Lines wrap below due to word processor. Each record should not contain ANY hard returns. There must be one hard return between each record.***

Identifier|FlightNumber|OperatorControlNumber|DifficultyDate|OperatorDesignator|SubmitterDesignator|SubmitterTypeCo de|ReceivingRegionCode|ReceivingDistrictOffice|SDRType|JASCCode|NatureOfConditionA|NatureOfConditionB|NatureO fConditionC|PrecautionaryProcedureA|PrecautionaryProcedureB|PrecautionaryProcedureC|PrecautionaryProcedureD|Sta geOfOperationCode|HowDiscoveredCode|RegistryNNumber|AircraftMake|AircraftModel|AircraftSerialNumber|AircraftTota lTime|AircraftTotalCycles|EngineMake|EngineModel|EngineSerialNumber|EngineTotalTime|EngineTotalCycles|Propeller Make|PropellerModel|PropellerSerialNumber|PropellerTotalTime|PropellerTotalCycles|PartMake|PartName|PartNumber|P artSerialNumber|PartCondition|PartLocation|PartTotalTime|PartTotalCycles|PartTimeSince|PartSinceCode|ComponentMa ke|ComponentModel|ComponentName|ComponentPartNumber|ComponentSerialNumber|ComponentLocation|Compone ntTotalTime|ComponentTotalCycles|ComponentTimeSince|ComponentSinceCode|FuselageStationFrom|FuselageStation To|StringerFrom|StringerFromSide|StringerTo|StringerToSide|WingStationFrom|WingStationFromSide|WingStationTo|Win gStationToSide|ButtLineFrom|ButtLineFromSide|ButtlineTo|ButtlineToSide|WaterLineFrom|WaterLineTo|CrackLength|Nu mberOfCracks|CorrosionLevel|StructuralOther|Discrepancy