SDR File Layout - as of August 2008

	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 signs. Each record should be on one line. Fields should not contain hard returns.**
	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.
13	PrecautionaryProcedureA	Alpha	1	**X**	Must be a valid Precautionary Procedure Code.
14	PrecautionaryProcedureB	Alpha	1		If given, must be a valid Precautionary Procedure Code.

15	PrecautionaryProcedureC	Alpha	1		If given, must be a valid Precautionary Procedure Code.
16	PrecautionaryProcedureD	Alpha	1		If given, must be a valid Precautionary Procedure Code.
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 which generated 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) for a list of recommended, standardized part names. **PartMake or PartName is required if the PartNumber is entered**.
37	PartNumber	Alpha-numeric	24		Enter the part identifier assigned by the manufacturer.
38	PartSerialNumber	Alpha-	16		Enter serial number assigned by manufacturer.

		numeric			
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 recent overhaul, 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 indicates the 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 component manufacturer. 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 most recent 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 indicates the 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.**
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 identified structural 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 identified structural 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 identified structural 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.
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).