

## AUTOMATIC OPTIONS GENERATION FOR IMPORT AND TRACING CONTROL

CCS 039

NR 13.07.93

**Introduction.**

Having automated all of the Import operations and accounting procedures, RAM now wishes to automate their Import Tracing procedures.

The purpose of this change is to alert the Airline by means of Options generation that a particular Import and Tracing shipment status is to be controlled and for that control to be followed up till conclusion.

The function proposed does not have to be initiated by APTST as it will fit well with any other Users and its utilisation is dictated by the creation of specific tables.

We have identified Import events where the System needs to inform the User that a particular action is to be carried out after a User specified time/date.

When the event is initiated, the System generates a general Option to the CAR to expiry at a specific time/date where it will then be filed to a specific manual queue.

**Events.**

The types of event chosen only occur when the CAR is at Import with an active Delivery Segment (Segment type I).

The events chosen are six and except the first, all the others are caused by a particular and current Agent entry:

- |                |  |
|----------------|--|
| 1 - NEED NOA   | = CARs created manually or from a FWB where, having reach destination, the charge code is wholly or partially collect cash. (PC,PD,CP) |
| 2 - FIRST NOA  | = Where the Agent enters N/ADV to print an Advise of Arrival.  |
| 3 - SECOND NOA | = Where the Agent enters N/ADV a second time as seen from the History Credit Item.   |
| 4 - IRP        | = Where an Agent enters L*IRP to print an Irregularity Report.   |
| 5 - DAMAGE     | = Where an Agent enters L*CDR to print a Damage Report.  |
| 6 - TRACING    | = Where an Agent enters Y.T/FAD to send a telex of Discrepancy.  |

## Control table.

The table of control will identify the event, the duration of the option, the queue number and the Airport code.

The table is created by SL duty code as follows;

X.PICMN/1-8-30                    where

X.P	=	is the action code
I	=	is insert
CMN	=	is Import city (LMI/M)
/	=	is separator (Oblique)
1	=	is event type (1 to 6)
-	=	is separator (Dash)
8	=	is number of hours (1 to 48) (Event 1 in HOURS - Other events in DAYS)
-	=	is separator (Dash)
30	=	is queue number (30 to 36)

The table is cancelled via;

X.PCCMN                    where

C	=	cancelled
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The table is amended via;

X.PACMN/1-9-30    where

A	=	amend
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The table is displayed via;

X.PDCMN                    where

D	=	display
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## Error responses.

Having assumed that only SL duty code handles the Import and Tracing control table, any entries attempt to this table by other duty codes the System responds:

- SINE INVALID FOR THIS ENTRY -

If following the entry code X.P the next letter is not an I for insert or an A for amend or a C for cancel or a D for display, the System responds:

- INVLD ACT CODE -

If following the entry code and the action code the next item is not a valid fully mechanised Airport code, the System responds:

- INVLD AIRPORT CODE -

If following the Airport code the entry is not interrupted by the oblique separator, then respond:

- INVLD SEPARATOR -

If following the oblique the next action (the event number) is not a numeric minimum 1 and maximum 6 or the event is not followed by the separator dash, then respond:

- INVLD EVENT TYPE -

If the event chosen is of type 1 then the next action (the time) must be expressed in hours minimum 3 numerics and maximum 48.

If this is not the case respond;

- INVLD TIME -

If the event chosen is of type 2 to 6 then the time is expressed in days minimum 2 numerics and maximum 30.

If this is not the case respond;

- INVLD TIME -

If the time is not followed by a further dash separator and the last action (the queue number) expressed in numerics from 30 to 36, then respond;

- INVLD ACTION CODE -

If for any reasons the queue chosen in the entry is not active (not in the QCT/CMN table) but the full entry is correct, then respond:

- QUEUE NOT ACTIVE -.

The result of the display entry:

IMPORT AND TRACING CONTROL TABLE CMN						= header
1-NEED NOA	2-NOA	3-SECOND NOA	4-IRP	5-DAMAGE	6-TRACING	
H8-Q30	D7-Q31	D7-Q32	D30-Q33	D30-Q34	D3-Q35	

Where H8-Q30 for event 1 means that an Option is generated to expiry 8 hours after the creation of a CAR in Collect Cash and for that CAR to be filed to Q/30 when the Option expires.

Where D7-Q31 for event 2 means that an Option is generated to expiry 7 days after the first entry N/ADV, as seen in History Credit Items, and for that CAR to be filed to Q/31 when the Option expires.

Note that with event 1 the time is expressed in Hours, while for the other events the time is expressed in Days.

Note that an Airline may select only some events from the given ones and will activate in the control table only the events they are interested in.

## General process.

The main objective is for the System to identify when to create or replace an option by searching the Control table, the specific status of shipment and by reacting to a specific Agent entry.

If all positive the System creates an option and will use the free text portion of the entry to indicate the event type.

Event 1 = NEED NOA  
Event 2 = FIRST NOA  
Event 3 = SEC NOA  
Event 4 = IRP  
Event 5 = DAMAGE  
Event 6 = TRACING

## Process of event One.

When a shipment reaches its final destination and the System has successfully activate the indicators of Controlling city, of Delivery segment (segment 1 type) and of Payment record then the following System process applies;

If the charge code is PC, PD or CP and Event 1 time and queue number is reflected in the Control table for that City, then the system creates a General option as seen from the following example ASSUMING TODAY IS 14TH JULY AND THE TIME IS 0900 GMT, while the Table QUOTES 8 HOURS and Q/30 -

System input - O1700/14JUL30/NEED NOA  
Result in OPTS field in the CAR - G 14JUL 1700 30 NEED NOA  
Result in HISTORY - OPTS ALG 14JUL 1700 30 NEED NOA  
HCI 2. CMNSLAA 0900 / 14JUL93 I T00000

**Note:** the creation of the Option history data may either be part of the general History Credit Item following the activation of Controlling city, Delivery segment and Payment record or it can be part of a separate HCI depending on the best possible technical solution.

If the chosen number of hours exceeds today's time/date, then the date of tomorrow is activated.

Example: today is 2200 GMT 14th July in this case the option would be O0600/15JUL30/NEED NOA.

## Process of events two to six.

Event 2 begins when an Agent enters in the CAR the request for an Advise of Arrival printout (N/ADV) for the first time. This means none of the History Credit Items quotes the acronym NOA

Event 3 begins when an Agent enters in the CAR the request for an Advise of Arrival printout a second time (N/ADV).  
This means at least one History Credit Items quotes the acronym NOA.

Event 4 begins when an Agent enters in the CAR (L\*IRP) or outside of the CAR (L\*IRP/99912345675) the request for an Irregularity report printout.  
Note that this entry is not recorded in the History.

Event 5 begins when an Agent enters in the CAR (L\*CDR) or outside of the CAR (L\*CDR/99912345675) the request for a Damage Report printout.  
Note that this entry is not recorded in the History.

Event 6 begins when an Agent enters in the CAR (Y.T/FAD/MSCA\*ORIGIN\*DESTINATION\*) in order to request the dispatch of an Advise of Discrepancy via Teletype.  
Note that in alternative to MSCA we have MSAW, FDCA and FDAW. Also note that this entry is not recorded in the History.

All the above events can take place whether the CAR is in a queue or outside of the queue and furthermore as noted in the events description, the event can take place within the CAR or outside of the CAR.

Upon Option generation the result must be visible in the CAR under the OPTS field and in the CAR History. This for all events even with those entries that currently do not create an HCI.

For all events, including type 1, if the option **has not expired** this will be automatically cancelled and sometime replaced, when an Agent enters any of the following commands in the CAR:

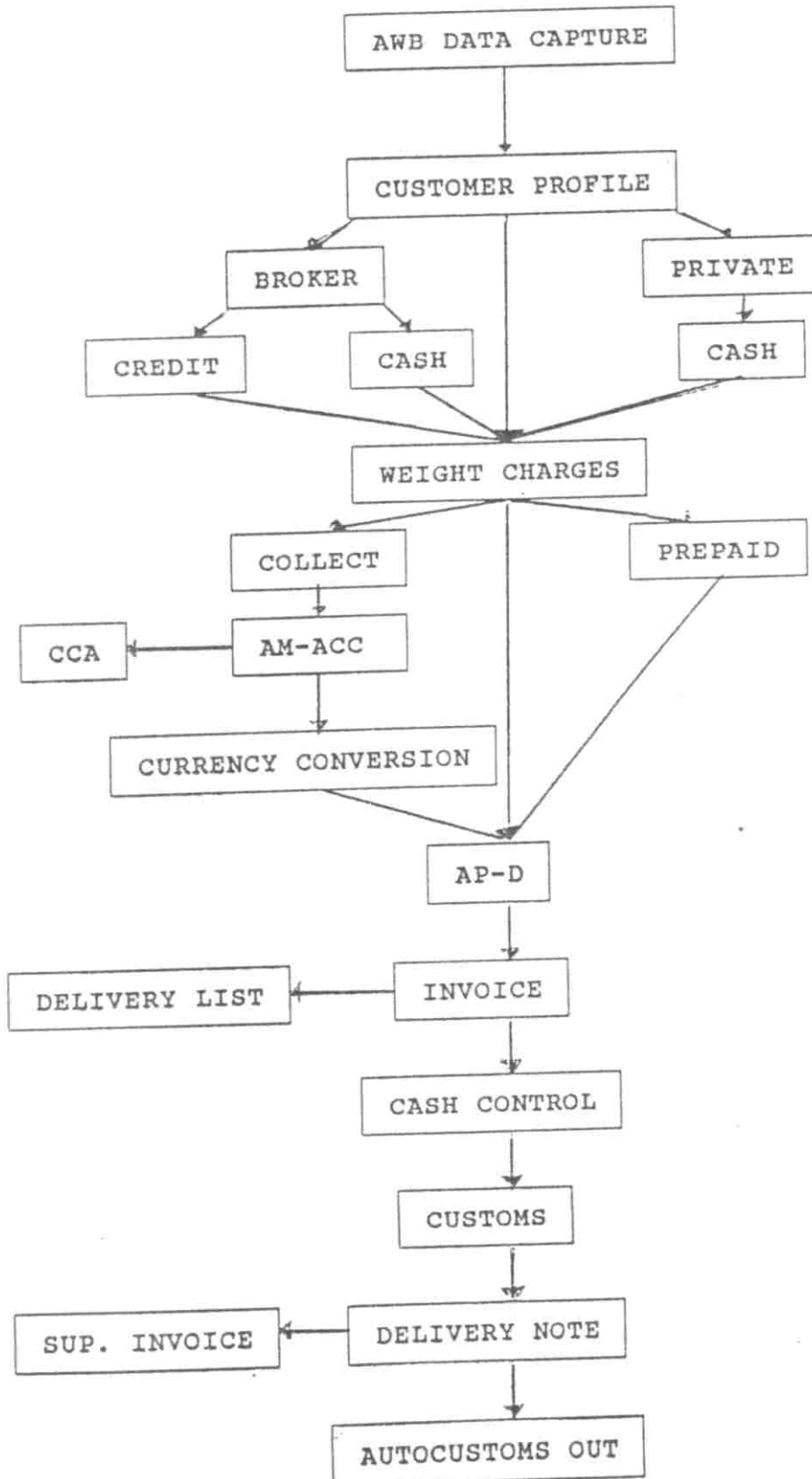
- 1 - The entry N/ADV (possible replacement of option if event 3 is active).
- 2 - The entry N/INV or N/INV-S.
- 3 - The entry N14JUL1030 and all of its variations such as N14JUL1030-B, N01, N01@, N14JUL1030/, N14JUL1030//,ETC.
- 4 - The manual Customs Out entry D- and its variation such as D-LTA10, D-SFD10, D-10/14JUL/TEXT.
- 5 - The Group Handling Customs out from a Warehouse Display such as HLA001-W and HD-SFD or HD-LTA and H1-10 or H9 or HM5 or H1/3 and EOT.
- 6 - The time initiated automatic Customs out performed by the System as specified in OSC3.
- 7 - The entry L\*IRP or L\*IRP/99012345675 (possible replacement of option if event 4 is active).
- 8 - The entry L\*CDR or L\*CDR/95012345675 (possible replacement of option if event 5 is active).
- 9 - The entry Y.T/FAD/MSCA, ETC ( possible replacement of option if event 6 is active).

If the option **has expired**, then the CAR is placed in the relevant queue and no further process is required.

The option is replaced only when a previous option has not expired and refers to the same event. This is to avoid that an option for one type of event is replaced by an option for a different event.

# IMPORT CONTROL

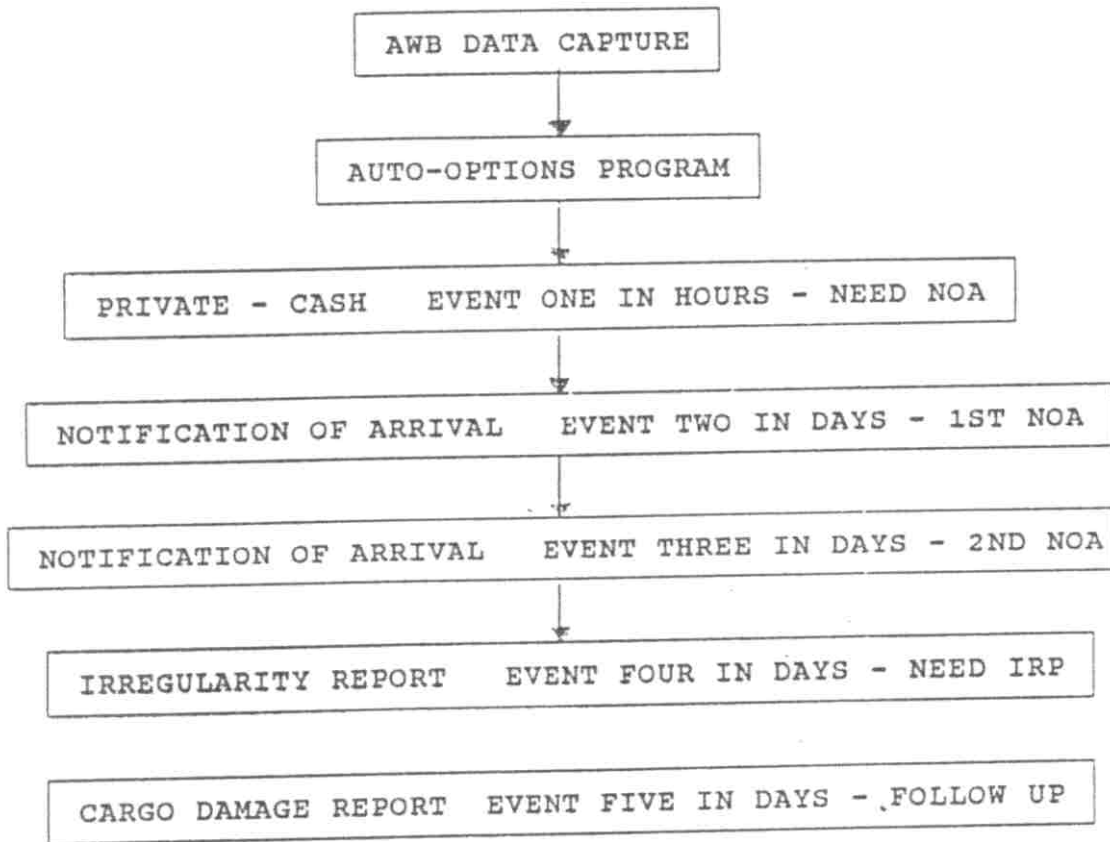
## ORDINARY DELIVERY FLOW



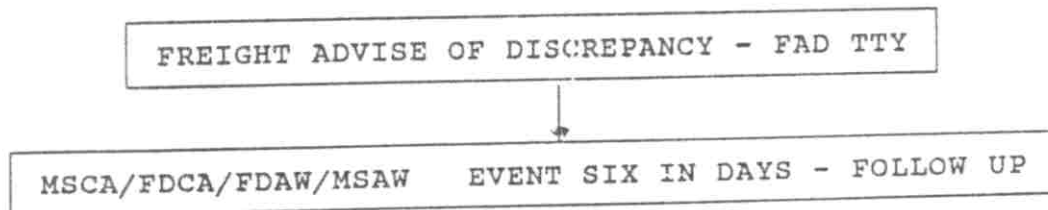


# IMPORT CONTROL

## UNCOMMON DELIVERY FLOW



## TRACING



## CUSTOMER SERVICES

SEARCH FACILITY - CURRENT CHARGES DISPLAY - EVENTS CONTROL

-A  
current charges

Process flow.

CARS IN IMPORT STATUS - DELIVERY SEGMENT/CONTROLLING CITY.

CHARGE CODE PC, PD, CP

EVENT ONE

OPTION / HRS

NOT EXPIRED

EXPIRED

QUEUE

INV/DLY/CIOS

ADV

ADV2

IRP

CDR

FAD

CANX OPTION

EV2

EV3

EV4

EV5

EV6

OPTIONS DAYS