

## **AIRSUPPLY**

### **Customer Matrix**



**June 2016**

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## Index of Abbreviations

3S	Supplier to Supplier Shipment
NCR	New Concession Request
SBI	Self Billing Invoice
VMI	Vendor Managed Inventory

## Preamble

The AirSupply training guide is kept generic and the supplier must comply with his customer scope and specificities. A document "Customer matrix" is available with the needs to be taken into account by the supplier.

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Training: [www.supplyon.com/training\\_de.html](http://www.supplyon.com/training_de.html)

The AirSupply user training guide is composed of 12 modules, 1 customer matrix and 1 exercise book.

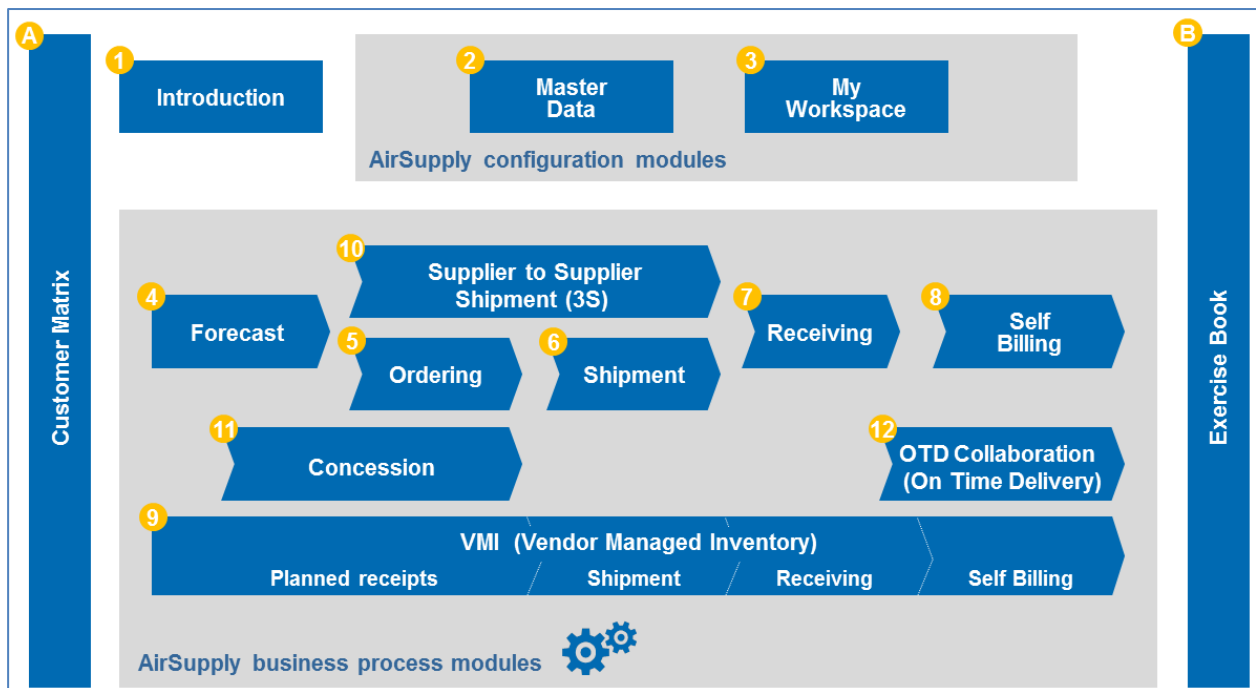


Figure 1: Modules overview

Here you can see the modules applicable to each customer:

	AIRBUS	AIRBUS DEFENCE & SPACE	AIRBUS HELICOPTERS	SAFRAN Nacelles	STELIA	PEROTEL	LIEBHERR	AR	THALES	SAFRAN Electrical & Power
Forecast	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Ordering	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Shipment	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Receiving	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
VMI	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Self Billing	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
3S	<input checked="" type="checkbox"/>									
Concession				<input checked="" type="checkbox"/>						
OTD Collab		<input checked="" type="checkbox"/>								
PO E-Mail Access	<input checked="" type="checkbox"/>									



	EFW	matrium THE SERVICE BEHIND	DASSAULT AVIATION	DAHER	ZODIAC AEROSPACE	SAFRAN Helicopter Engines	MBDA MISSILE SUBSISTERS	POTÉZ AERONAUTIQUE
Forecast			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Ordering	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Shipment							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Receiving	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
VMI								
Self Billing								
3S								
Concession								
OTD Collab								<input checked="" type="checkbox"/>
PO E-Mail Access								

Figure 2: Customer Matrix

### Objectives of the Customer Matrix:

Provide suppliers using AirSupply hub with the customer specifics per business processes to facilitate their collaboration (status November 2014).

This module presents:

- The Airbus customer set ups on AirSupply.
- The Airbus Defence & Space customer set ups on AirSupply.
- The Airbus Helicopters customer set ups on AirSupply.
- The Safran - Nacelles customer set ups on AirSupply.
- The STELIA Aerospace customer set ups on AirSupply.
- The Premium Aerotec customer set ups on AirSupply.
- The ATR customer set ups on AirSupply.
- The Thales customer set ups on AirSupply.
- The Liebherr customer set ups on AirSupply.
- The Safran - Electrical & Power customer set ups on AirSupply.
- The Safran - Helicopter Engines customer set ups on AirSupply.
- The Elbe Flugzeugwerke (EFW) customer set ups on AirSupply.
- The Matrium customer set ups on AirSupply.
- The Dassault Aviation customer set ups on AirSupply.
- The Daher customer set ups on AirSupply.
- The Zodiac Aerospace customer set ups on AirSupply.
- The MBDA customer set ups on AirSupply.
- The POTEZ Aeronautique customer set ups on AirSupply.

## 1 Customer specificities for Forecast

### 1.1 Airbus set up

- The forecasts are published weekly on Tuesday morning.
- There will be no quantity published in the Firm Horizon as needs for this period are already in PO CALLUP.
- Length of the different horizons (firm, flexible and provisional) is defined through the Logistic Family agreed between the supplier and Airbus.
- The two levels of tolerance in the forecast collaboration (Demand Variation Tolerance and Commitment Deviation Tolerance) are defined through the Logistic Tolerance.

### 1.2 Airbus Defence & Space set up

- Not applicable.

### 1.3 Airbus Helicopters set up

- The forecasts are published once a month according to a predefined calendar communicated at the beginning of every year.
- The quantities in the Firm Horizon represent the needs that will be turned into Call Ups before the next Forecast publication.
- Length of the different horizons (firm, collaborative and provisional) is defined through the Logistic Families agreed between the supplier and Airbus Helicopters.

### 1.4 Safran - Nacelles set up

- The forecasts are published once a week.
- There will be no quantity in the Firm Horizon.

### 1.5 STELIA Aerospace set up

- The forecasts are published once a month, on Tuesday morning, following first Sunday of the month.
- Length of the different horizons (firm, flexible and provisional) is defined through the Logistic Families agreed between the supplier and STELIA Aerospace.
- The two levels of tolerance in the forecast collaboration (Demand Variation Tolerance and Commitment Deviation Tolerance) are defined through the Logistic Tolerance.

### 1.6 Premium Aerotec set up

- The forecasts are published weekly on Tuesday morning.
- Length of the different horizons (firm, flexible and provisional) is defined through the Logistic Families agreed between the supplier and PAG.
- The two levels of tolerance in the forecast collaboration (Demand Variation Tolerance and Commitment Deviation Tolerance) are defined through the Logistic Tolerance.

## 1.7 ATR set up

- The forecasts are published weekly on Tuesday morning.
- There will be no quantity published in the Firm Horizon as needs for this period are already in PO CALLUP.
- Length of the different horizons (firm, flexible and provisional) is defined through the Logistic Family agreed between the supplier and ATR.
- The two levels of tolerance in the forecast collaboration (Demand Variation Tolerance and Commitment Deviation Tolerance) are defined through the Logistic Tolerance.

## 1.8 Thales set up

- The forecasts are published once a month.
- Length of the different horizons (firm, collaborative and provisional) is defined through the Logistic Families agreed between the supplier and Thales.
- The two levels of tolerance in the forecast collaboration (Demand Variation Tolerance and Commitment Deviation Tolerance) are defined through the Logistic Tolerance.
- For THALES plants using a double codification (SAP+PN): the field "Cust. Mat. No" contains the reference of the PN+AMDT. The SAP Code is available in the field "Industry Standard Description".

## 1.9 Liebherr set up

- The forecasts are published once a month.

## 1.10 Safran - Electrical & Power set up

- The forecasts are published once a week.
- There will be no quantity in the Firm Horizon.

## 1.11 Safran - Helicopter Engines set up

- The forecasts are published weekly on Monday morning.
- There will be no quantity published in the Firm Horizon as needs for this period are already in PO CALLUP.
- The two levels of tolerance in the forecast collaboration (Demand Variation Tolerance and Commitment Deviation Tolerance) are defined through the Logistic Tolerance. The standard value is zero for both values.

## 1.12 Elbe Flugzeugwerke set up

- Not applicable.

## 1.13 Matrium set up

- Not applicable.

## 1.14 Dassault Aviation set up

- The forecasts can be published weekly or monthly or on a quarter basis (depending on the contract with the supplier).
- No Forecast collaboration

### 1.15 Daher set up

- No Forecast collaboration
- The forecasts are published once a month.

### 1.16 Zodiac Aerospace set up

- No Forecast collaboration

### 1.17 MBDA set up

- The forecasts are published normally once a month (depending on material and supplier).
- Length of the different horizons (flexible and provisional) is defined through the Logistic Families agreed between the supplier and MBDA.
- There will be no Firm Horizon.
- No Forecast collaboration

### 1.18 POTEZ Aeronautique set up

- No Forecast collaboration
- Forecasts are published once a month

## 2 Customer specificities for Ordering

### 2.1 Airbus set up

- The full collaboration model and the NonCollab model is used by Airbus.
- Collaboration is made on date and quantity.
- There is no collaboration on price and the field “Comment” is not editable by the supplier.
- Airbus uses the CALLUP and OTHER types.
- The Spares orders are managed in the AirSupply application under the PO Sub-Type “SPARES”, PO Type “OTHER”.
- The Kit orders can be identified through the PO Document Type “KIT”.
- PO CALLUP are automatically acknowledged and set to OPEN status after 2 working days.
- When Airbus accepts with penalties supplier’s change, this impacts the supplier D1 (On-Time Delivery indicator).
- The “Split” action is not authorized on Airbus PO.
- The field “Supplier Acknowledgement Number” is not editable by the supplier.
- It is not allowed for the supplier to change the status from “CCOR” (Customer Change Order Request) to “SCOR” (Supplier Change Order Request).

### 2.2 Airbus Defence & Space set up

- Only the full collaboration model is used by Airbus Defence & Space.
- Collaboration is made on date and quantity.
- The usage of the comment on non-collaborative data is opened.
- There is no collaboration on price.
- The fields “Comment” and “Supplier Acknowledgement Number” are editable by the supplier to document the collaboration.
- Airbus Defence & Space will use only the OTHER type; there will be no CALLUP, KIT or SPARE orders in the tool.
- When Airbus Defence & Space accepts with penalties supplier’s change, this impacts the supplier on time delivery indicator.
- The ‘Split’ action is authorized on Airbus Defence & Space PO.
- It is not allowed for the supplier to change the status from “CCOR” (Customer Change Order Request) to “SCOR” (Supplier Change Order Request).

### 2.3 Airbus Helicopters set up

- Only the full collaboration model is used by Airbus Helicopters.
- Collaboration is made on date and quantity.
- There is no collaboration on price.
- Airbus Helicopters uses the CALLUP and OTHER types.
- The Spare orders are managed in the AirSupply application under the subtype blank, document type ‘Manual’, type: OTHER (no specific identification with ‘Spares’ subtype).
- When Airbus Helicopters accepts with penalties the supplier’s change proposal, this impacts the supplier OTD1 (On-Time Delivery indicator).
- It is not allowed for the supplier to change the status from “CCOR” (Customer Change Order Request) to “SCOR” (Supplier Change Order Request).

## 2.4 Safran - Nacelles set up

- Nacelles uses the CALLUP and OTHER types. The Spare orders are managed in the AirSupply application under the subtype 'Spares', type: OTHER.
- The full collaboration model is used for Order type 'Other', on dates and quantities only.
- For CALLUP, NO\_COLLAB model is used: No collaboration is allowed: PO type CALLUP changes directly to OPEN.
- It is allowed for the supplier to change the status from "CCOR" (Customer Change Order Request) to "SCOR" (Supplier Change Order Request).

## 2.5 STELIA Aerospace set up

- Only the full collaboration model is used by STELIA Aerospace.
- Collaboration is made on date and quantity.
- There is no collaboration on price and the field "Comment" is not editable by the supplier.
- STELIA Aerospace uses the CALLUP and OTHER types.
- PO CALLUP are automatically acknowledged and set to OPEN status after 2 working days.
- When STELIA Aerospace accepts with penalties supplier's change, this impacts the supplier D1 (On-Time Delivery indicator).
- The "Split" action is not authorized on STELIA Aerospace PO.
- It is allowed for the supplier to change the status from "CCOR" (Customer Change Order Request) to "SCOR" (Supplier Change Order Request).

## 2.6 Premium Aerotec set up

- Only the full collaboration model is used by PAG.
- Collaboration is made on date and quantity.
- There is no collaboration on price and the field "Comment" is not editable by the supplier.
- PAG uses the CALLUP and OTHER types.
- PO CALLUP are automatically acknowledged and set to OPEN status after 2 working days.
- When Premium Aerotec accepts with penalties supplier's change, this impacts the supplier D1 (On-Time Delivery indicator).
- The "Split" action is not authorized on PAG PO.
- It is not allowed for the supplier to change the status from "CCOR" (Customer Change Order Request) to "SCOR" (Supplier Change Order Request).

## 2.7 ATR set up

- Only the full collaboration model is used by ATR.
- Collaboration is made on date and quantity.
- There is no collaboration on price and the field "Comment" is not editable by the supplier.
- ATR uses the CALLUP and OTHER types.
- PO CALLUP are automatically acknowledged and set to OPEN status after 2 working days.
- When ATR accepts with penalties supplier's change, this impacts the supplier D1 (On-Time Delivery indicator).
- The "Split" action is not authorized on ATR PO.
- It is not allowed for the supplier to change the status from "CCOR" (Customer Change Order Request) to "SCOR" (Supplier Change Order Request).

## 2.8 Thales set up

- Only the full collaboration model is used by Thales.
- Collaboration is made on date and quantity.
- There is no collaboration on price.
- The usage of the comment on non-collaborative data is opened to alert the buyer on the possibility of disputes (price, configuration of delivery, minimum of ordered qty...).
- The fields "Comment" and "Supplier Acknowledgement Number" are editable by the supplier to document the collaboration.
- Thales uses the CALLUP and OTHER types.
- PO CALLUP are **not** automatically acknowledged.
- The "Split" action will be authorized on Thales PO after application of CR.
- For THALES plants using a double codification (SAP+PN): the field "Cust. Mat. No" contains the reference of the PN+AMDT and the field "Config Version" the Revision Indice. The SAP Code is available in the field "Fitting Customer Material".
- It is allowed for the supplier to change the status from "CCOR" (Customer Change Order Request) to "SCOR" (Supplier Change Order Request).

## 2.9 Liebherr set up

- Only the full collaboration model is used by Liebherr.
- Collaboration is made on date and quantity.
- There is no collaboration on price.
- It is allowed for the supplier to change the status from "CCOR" (Customer Change Order Request) to "SCOR" (Supplier Change Order Request).

## 2.10 Safran - Electrical & Power set up

- Only the full collaboration model is used by Electrical & Power.
- Collaboration is made on date and quantity.
- There is no collaboration on price.
- It is allowed for the supplier to change the status from "CCOR" (Customer Change Order Request) to "SCOR" (Supplier Change Order Request).

## 2.11 Safran - Helicopter Engines set up

- Only the full collaboration model is used by Helicopter Engines.
- Collaboration is made on date and quantity for PO CALL-UP and also with price for PO OTHER.
- The field "Comment" and "Comment On No-Collaboration Data" are editable by the supplier
- PO CALLUP are **not** automatically acknowledged and set to OPEN.
- The "Split" action is authorized on Helicopter Engines PO process.
- It is allowed for the supplier to change the status from "CCOR" (Customer Change Order Request) to "SCOR" (Supplier Change Order Request).

## 2.12 Elbe Flugzeugwerke set up

- Only the full collaboration model is used by Elbe Flugzeugwerke.
- Collaboration is made on date and quantity.
- There is no collaboration on price.
- It is allowed for the supplier to change the status from "CCOR" (Customer Change Order Request) to "SCOR" (Supplier Change Order Request).

### 2.13 Matrium set up

- Only the full collaboration model is used by Matrium.
- Collaboration is made on date and quantity.
- There is no collaboration on price.
- It is allowed for the supplier to change the status from “CCOR” (Customer Change Order Request) to “SCOR” (Supplier Change Order Request).

### 2.14 Dassault Aviation set up

- The full collaboration model and the NonCollab model is used by Dassault.
- Collaboration is made on date and quantity.
- There is no collaboration on price.
- Dassault uses the CALLUP and OTHER types.
- PO CALLUP can be automatically acknowledged and set to OPEN status after 2 working days (depending on material and supplier)

### 2.15 Daher set up

- Only the full collaboration model is used by DAHER.
- Collaboration is made on date and quantity.
- There is no collaboration on price and the field “Comment” is editable by the supplier.
- There is an auto-commit after 5 work days on the PO’s.

### 2.16 Zodiac Aerospace set up

- Only the full collaboration model is used by ZODIAC.
- Collaboration is made on date and quantity.
- There is no collaboration on price.

### 2.17 MBDA set up

- Only the full collaboration model is used by MBDA.
- Collaboration is made on date and quantity.
- There is no collaboration on price.
- The “Split” action is authorized on MBDA PO process.
- It is allowed for the supplier to change the status from “CCOR” (Customer Change Order Request) to “SCOR” (Supplier Change Order Request).
- PO CALLUP are **not** automatically acknowledged.

### 2.18 POTEZ Aeronautique set up

- Only the full collaboration model is used by POTEZ.
- Collaboration is made on date and quantity.
- There is no collaboration on price and the field “Comment” is editable by the supplier.



### **3 Customer specificities for Shipment**

#### 3.1 Airbus set up

- No specifics.

#### 3.2 Airbus Defence & Space set up

- Not applicable.

#### 3.3 Airbus Helicopters set up

- No specifics.

#### 3.4 Safran - Nacelles set up

- No specifics.

#### 3.5 STELIA Aerospace set up

- No specifics.

#### 3.6 Premium Aerotec set up

- Not applicable.

#### 3.7 ATR set up

- No specifics.

#### 3.8 Thales set up

- Not applicable.

#### 3.9 Liebherr set up

- Not applicable.

#### 3.10 Safran - Electrical & Power set up

- Not applicable.

### 3.11 Safran - Helicopter Engines set up

- Not applicable.

### 3.12 Elbe Flugzeugwerke set up

- Not applicable.

### 3.13 Matrium set up

- Not applicable.

### 3.14 Dassault Aviation set up

- Not applicable.

### 3.15 Daher set up

- Not applicable.

### 3.16 Zodiac Aerospace set up

- Not applicable.

### 3.17 MBDA set up

- No specifics.

### 3.18 POTEZ Aeronautique set up

- Batch number and Conformity fields are required

## 4 Customer specificities for Receiving

### 4.1 Airbus set up

- No specifics.

### 4.2 Airbus Defence & Space set up

- No specifics.

### 4.3 Airbus Helicopters set up

- No specifics.

### 4.4 Safran - Nacelles set up

- No specifics.

### 4.5 STELIA Aerospace set up

- No specifics.

### 4.6 Premium Aerotec set up

- No specifics.

### 4.7 ATR set up

- No specifics.

### 4.8 Thales set up

- No specifics.

### 4.9 Liebherr set up

- No specifics.

### 4.10 Safran - Electrical & Power set up

- No specifics.

#### 4.11 Safran - Helicopter Engines set up

- No specifics.

#### 4.12 Elbe Flugzeugwerke set up

- No specifics.

#### 4.13 Matrium set up

- No specifics.

#### 4.14 Dassault Aviation set up

- Dassault always sends the “final delivery flag/indicator” to get the RECEIVED status of the PO.

#### 4.15 Daher set up

- No specifics.

#### 4.16 Zodiac Aerospace set up

- No specifics.

#### 4.17 MBDA set up

- No specifics.

#### 4.18 POTEZ Aeronautique set up

- No specifics.

## 5 Customer specificities for Selfbilling

### 5.1 Airbus set up

- No specifics.

### 5.2 Airbus Defence & Space set up

- Not applicable.

### 5.3 Airbus Helicopters set up

- Not applicable.

### 5.4 Safran - Nacelles set up

- Not applicable.

### 5.5 STELIA Aerospace set up

- No specifics.

### 5.6 Premium Aerotec set up

- Not applicable.

### 5.7 ATR set up

- Not applicable.

### 5.8 Thales set up

- Not applicable.

### 5.9 Liebherr set up

- No specifics.

### 5.10 Safran - Electrical & Power set up

- Not applicable.

#### 5.11 Safran-Helicopter Engines set up

- Not applicable.

#### 5.12 Elbe Flugzeugwerke set up

- Not applicable.

#### 5.13 Matrium set up

- Not applicable.

#### 5.14 Dassault set up

- Not applicable.

#### 5.15 Daher set up

- Not applicable.

#### 5.16 Zodiac Aerospace set up

- Not applicable.

#### 5.17 MBDA set up

- Not applicable.

#### 5.18 POTEZ Aeronautique set up

- Not applicable.

## 6 Customer specificities for Vendor Managed Inventory (VMI)

### 6.1 Airbus set up

- Gross needs are published weekly and netted by consumptions.
- Stock movements & stock levels are published daily.
- Total available stock only includes consignment available stock.
- Planned receipts can be created in the transportation lead time.

### 6.2 Airbus Defence & Space set up

- Not applicable.

### 6.3 Airbus Helicopters set up

- Gross needs are published weekly and netted by consumptions.
- Stock movements & levels are published daily.
- Total available stock only includes consignment available stock.
- Planned receipts can be created in the transportation lead time.
- Self-Billing is used with VMI, but not on the AirSupply tool.

### 6.4 Safran - Nacelles set up

- No specifics.

### 6.5 STELIA Aerospace set up

- Gross needs are published monthly and netted by consumptions.
- Stock movements & stock levels are published daily.
- Total available stock only includes consignment available stock.
- Planned receipts can be created in the transportation lead time.

### 6.6 Premium Aerotec set up

- Not applicable.

### 6.7 ATR set up

- Not applicable.

### 6.8 Thales set up

- Not applicable.

## 6.9 Liebherr set up

- Gross needs are published monthly and netted by consumptions.
- Stock movements & stock levels are published daily.
- Total available stock only includes consignment available stock.
- Planned receipts can be created in the transportation lead time.

## 6.10 Safran - Electrical & Power set up

- Gross needs are published monthly and netted by consumptions.
- Stock movements & stock levels are published daily.
- Total available stock only includes consignment available stock.
- Planned receipts can be created in the transportation lead time.

## 6.11 Safran - Helicopter Engines set up

- Not applicable.

## 6.12 Elbe Flugzeugwerke set up

- Not applicable.

## 6.13 Matrium set up

- Not applicable.

## 6.14 Dassault Aviation set up

- Not applicable.

## 6.15 Daher set up

- Not applicable.

## 6.16 Zodiac Aerospace set up

- Not applicable.

## 6.17 MBDA set up

- Not applicable.

## 6.18 POTEZ Aeronautique set up

- Not applicable.



## 7 Customer specificities for Supplier to Supplier Shipment (3S)

### 7.1 Airbus set up

- No specifics.

### 7.2 Airbus Defence & Space set up

- Not applicable.

### 7.3 Airbus Helicopters set up

- Not applicable.

### 7.4 Safran - Nacelles set up

- Not applicable.

### 7.5 STELIA Aerospace set up

- Not applicable.

### 7.6 Premium Aerotec set up

- Not applicable.

### 7.7 ATR set up

- Not applicable.

### 7.8 Thales set up

- Not applicable.

### 7.9 Liebherr set up

- Not applicable.

### 7.10 Safran - Electrical & Power set up

- Not applicable.

#### 7.11 Safran-Helicopter Engines set up

- Not applicable.

#### 7.12 Elbe Flugzeugwerke set up

- Not applicable.

#### 7.13 Matrium set up

- Not applicable.

#### 7.14 Dassault Aviation set up

- Not applicable.

#### 7.15 Daher set up

- Not applicable.

#### 7.16 Zodiac Aerospace set up

- Not applicable.

#### 7.17 MBDA set up

- Not applicable.

#### 7.18 POTEZ Aeronautique set up

- Not applicable.

## 8 Customer specificities for Concession

### 8.1 Airbus set up

- Not applicable.

### 8.2 Airbus Defence & Space set up

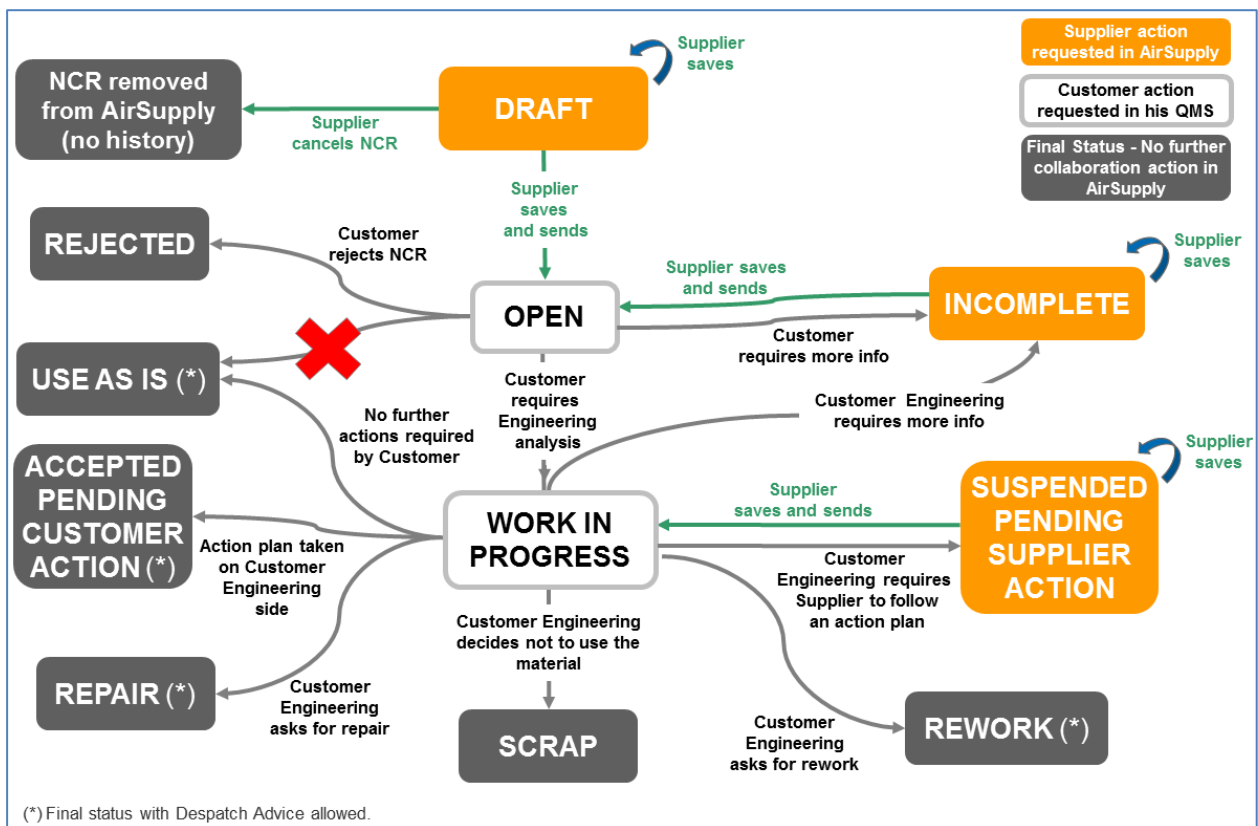
- Not applicable.

### 8.3 Airbus Helicopters set up

- Not applicable.

### 8.4 Safran - Nacelles set up

- During the Concession collaboration cycle, a New Concession Request (NCR) status cannot be updated from 'OPEN' to 'USE AS IS'. From an 'OPEN' status, Safran - Nacelles can react in the following ways:
  - Request more information to the supplier (NCR moves to status 'INCOMPLETE').
  - Transmit the NCR internally to Engineering for analysis (NCR moves to status 'WORK IN PROGRESS').
  - Reject the NCR created by the supplier (NCR moves to status 'REJECTED').



#### 8.5 STELIA Aerospace set up

- Not applicable.

#### 8.6 Premium Aerotec set up

- Not applicable.

#### 8.7 ATR set up

- Not applicable.

#### 8.8 Thales set up

- Not applicable.

#### 8.9 Liebherr set up

- Not applicable.

#### 8.10 Safran - Electrical & Power set up

- Not applicable.

#### 8.11 Safran - Helicopter Engines set up

- ...

#### 8.12 Elbe Flugzeugwerke set up

- Not applicable.

#### 8.13 Matrium set up

- Not applicable.

#### 8.14 Dassault Aviation set up

- Not applicable.

#### 8.15 Daher set up

- Not applicable.

#### 8.16 Zodiac Aerospace set up

- Not applicable.

#### 8.17 MBDA set up

- Not applicable.

#### 8.18 POTEZ Aeronautique set up

- Not applicable.

## 9 Customer specificities for OTD Collaboration

### 9.1 Airbus set up

- Not applicable.

### 9.2 Airbus Defence & Space set up

- Not applicable.

### 9.3 Airbus Helicopters set up

- The customer can reopen an already closed OTD line within 60 days.

### 9.4 Safran - Nacelles set up

- Not applicable.

### 9.5 STELIA Aerospace set up

- Not applicable.

### 9.6 Premium Aerotec set up

- Not applicable.

### 9.7 ATR set up

- Not applicable.

### 9.8 Thales set up

- Not applicable.

### 9.9 Liebherr set up

- Not applicable.

### 9.10 Safran - Electrical & Power set up

- Not applicable.

#### 9.11 Safran - Helicopter Engines set up

- Not applicable.

#### 9.12 Elbe Flugzeugwerke set up

- Not applicable.

#### 9.13 Matrium set up

- Not applicable.

#### 9.14 Dassault Aviation set up

- Not applicable.

#### 9.15 Daher set up

- Not applicable.

#### 9.16 Zodiac Aerospace set up

- Not applicable.

#### 9.17 MBDA set up

- Not applicable.

#### 9.18 POTEZ Aeronautique set up

- Not applicable.