# API PNR Gateway

PNRGOV EDIFACT v11.1 Implementation Guide

10 February 2022

Version 1.5

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## Document Owner

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## Revision History

| Version | Date | Description | Author |
|---------|------|-------------|--------|
| 1.0 | 29/11/2013 | Created from DAS Component Internal Spec for iBorders Information Product | Subhasish Dutta, Subhashish Roy, Sheetal Tiwari, Ashish Saxena |
| 1.1 | 29/04/2014 | Usage of delimiter in the Free Text of any PNRGOV Segment (Section 1.7) is clarified. | Subhashish Roy |
| 1.2 | 12/08/2014 | Added Chapter iBorders Product Documentation | Sheetal Tiwari |
| 1.3 | 21/10/2014 | Document tree diagram updated (v1.08) | Elisa Cassi |
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| 1.5 | 08/02/2021 | Removed iBorders reference and, update SITA AT BORDERS template | Xiteej Rana |

# 1. Introduction

## 1.1 Overview

The purpose of this document is to describe the recommended usage of the IATA Passenger and Airport Data Interchange Standards (PADIS) PNRGOV EDIFACT Message Standards. These messages are intended to facilitate the provision of data relevant to government requirements on PNR and DCS data.

This document describes the usage of the format by the SITA API PNR Gateway DAS system, and thereby specifies what and how data is to be provided by airlines to the DAS system as well as what and how data is to be provided to governments by the DAS system.

It attempts to be a complete document so that the [PNRGov Spec] produced by IATA describing the PNRGov EDIFACT format does not need to be used. However, the PNRGov CodeList] would still need to be consulted.

## 1.2 Document Structure

The remainder of this document is organized as follows:

- Chapter 1 provides an introduction, describes the relationship between this document and the IATA Specification and identifies segments as PNR &/or DCS and whether the segment is implemented.
- Chapter 2 describes the message structure of a PNRGov EDIFACT message.
- Chapter 3 describes corrections/modifications/clarifications of changes that resulted from this implementation of the IATA specification.
- Chapter 4 describes in detail the standard UN EDIFACT segments within a PNRGov message, and whether segments and fields are implemented.
- Chapter 5 describes in detail the segments specific to a PNRGov message, and whether segments and fields are implemented.
- Appendix-A provides the example included in the IATA specification.

This document has mark-up to highlight implementation related aspects as follows:

- *Italic*:       Component/field that is Not Applicable
- <mark>Highlight</mark>:  Change from, or correction to IATA spec

## 1.3 References

| Abbreviation | Reference |
|---|---|
| PNRGov Spec | PNRGOV Imp Guide 11.1.doc |
| PNRGov CodeList | Code set Directory v11 1.pdf |

**Table 1 – External Documentation References**

Please refer to *[PNRGov Spec]* for further references.

## 1.4 Readership

The intended audience for this document is:

- anyone who is involved in the supply of PNRGov EDIFACT messages to API PNR Gateway DAS for supply to governments.
- anyone who is involved in the supply of PNRGov EDIFACT messages from API PNR Gateway DAS to governments.

## 1.5 Assumptions

The primary assumption for this guide is that the reader has an understanding of the PNRGov EDIFACT format.

## 1.6 Relationship between this document and the IATA specification

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### 1.6.1 Completeness of this document

This document includes all the content from the IATA specification, apart from a few sections. All of the description of each segment provided in the IATA specification has been included. A few sections of the IATA specification are not relevant for this document and have been omitted, as listed in the table below which describes how the IATA spec has been modified into this document.

| Sec | Name | Treatment in this Guide |
|---|---|---|
| 1 | Introduction | Replaced by this Guide's Introduction |
| 1.1 | PNRGov Message Version Release Progression Listing | Replaced by this Guide's Version History |
| 1.2 | Document Structure | Replaced by this Guide's Document Structure |
| 1.3 | How To Use This Document | Nominal content not reproduced in this Guide |
| 1.6 | References | Replaced by this Guide's References |
| 2 | Message Relationship | Omitted as this implementation does not support ACKRES (and CONTRL) messages |
| 2.1 | PNRGov | |
| 3.3 | ACKRES – Acknowledgement Response – States | |
| 3.4 | ACKRES Segment Description | |
| 6 | Code Sets | Nominal content not reproduced in this Guide |
| 7.2 | Business Case Examples | Empty section not repeated |
| App A | CONTRL Messages | Omitted as this implementation does not support CONTRL messages |

**Table 2 – Comparison with IATA PNRGov Edifact v11.1 Spec**

This implementation does not support ACKRES response message ; accordingly, the applicability of a segment to PNRGov or ACKRES provided in section headings have been omitted.

### 1.6.2 Field Descriptions

The *[PNRGov Spec]* includes fields that are not used, but the description of which are required to included in order to completely describe a segment. This document removes such components/fields, with the following two exceptions:

- the first description of a segment retains not applicable (N/A) fields, so that this document is sufficient in itself to duplicate the description of the format as provided in the *[PNRGov Spec]*.
- required for correctly sequencing components/fields subsequent to a N/A component/field.

### 1.6.3 Source of PNRGov messages with PNR data and optionally DCS data

The *[PNRGov Spec]* allows for the possibility that data in this format is supplied from both ARS and DCS. However, in practice it is expected that it is the reservation system (ARS/CRS/GDS) that supports the format to supply PNR data to governments.

While it is reasonable to assume that DCS systems will not supply DCS only data in PNRGov EDIFACT format, it is accepted that DCS-only messages or Go-Show passenger data may be received. Accordingly, the API PNR Gateway DAS implementation of the PNRGov EDIFACT v11.1 format takes into account that PNR data may not be present, and that DCS-only data may be present.

### 1.6.4 Identification of segments as PNR / DCS data and implementation support

The *[PNRGov Spec]* does not identify which segments are PNR data and which are DCS data.

However, this Guide makes such identification explicit to facilitate the output of the supplied data as PNR and DCS categories, which is required by the primary output formats supported by API PNR Gateway DAS.

The table below specifies this association for each segment and group.

| PNRGov Edifact Segment/Group | PNR/DCS? | Input Supported? | Output Supported? |
|---|---|---|---|
| UNA -Service String Advice | Both | Yes, not stored | Yes |
| UNB - Interchange Header | Both | Not used / stored | Yes |
| UNG - Functional Group Header | Both | Not used / stored | Yes |
| UNH - Message Header | Both | Not used / stored | Yes |
| MSG - specifies the function of the message | Both | Not used / stored | Yes |
| ORG - Originator of Request Details | Both | Yes | Yes |
| TVL - Travel Product Information | Both | Yes | Yes |
| EQN - Number Of Units | Both | Not used / stored | Yes |
| **GR.1 - repeats for each passenger record sent** | Both | Yes | Yes |
| SRC - Segment Repetition Control | Both | Used, not stored | Yes |
| RCI - Reservation Control Information | Both | Yes | Yes |
| SSR - Special Requirements Details | Both | Yes | Yes |
| DAT - Date and Time Information | Both | PNR Only | PNR Only |
| IFT - Interactive Free Text | PNR | Yes | Yes |
| ORG - Originator of Request Details | Both | PNR Only | PNR Only |
| ADD - Address Information | Both | Yes | PNR Only |
| EBD - Excess Baggage Details | Both | DCS only | No |
| **GR.2 - repeats for each surname in the passenger record** | Both | Yes | Yes |
| TIF - Traveller Information | PNR | Yes | Yes |
| FTI - Frequent Traveller Information | Both | Yes | Yes |
| IFT - Interactive Free Text | Both | Yes | Yes |
| REF - Reference Information | PNR | Yes | Yes |
| EBD - Excess Baggage Details | Both | DCS only | No |
| FAR - Fare Information | PNR | Yes | Yes |
| SSR - Special Requirements Details | Both | Yes | Yes |
| ADD - Address Information | Both | Yes | Yes |
| **GR.3 - repeats for each ticket associated to this passenger** | Both | Yes | Yes |
| TKT - Ticket Number Details | Both | Yes | Yes |
| MON - Monetary Information | PNR | Yes | Yes |
| PTK - Pricing/Ticketing Details | PNR | Yes | Yes |
| TXD - Tax Details | PNR | Yes | Yes |
| DAT - Date and Time Information | Both | Yes | Yes |
| **GR.4 - form of payment information** | | | |
| FOP - Form of Payment | PNR | Yes | Yes |
| IFT - Interactive Free Text | PNR | Yes | Yes |
| ADD - Address Information | PNR | Yes | Yes |
| **GR.5 - repeats for each flight segment in the passenger records itinerary** | Both | Yes | Yes |
| TVL - Travel Product Information | Both | Yes | Yes |
| RPI - Related Product Information | Both | Yes | Yes |
| APD - Additional Product Details | PNR | Yes | Yes |
| SSR - Special Requirements Details | Both | Yes | Yes |
| RCI - Reservation Control Information | Both | Yes | PNR Only |
| IFT - Interactive Free Text | Both | Yes | Yes |
| **GR.6 - Check in information for each flight in the itinerary** | DCS | Yes | Yes |
| DAT - Date and Time Information | DCS | Yes | Yes |
| ORG - the agent info that checked-in the passenger | DCS | Yes | Yes |
| **GR.7 - boarding, seat number and checked bag info** | DCS | Yes | Yes |
| TRI - Traveler Reference Information | DCS | Yes | Yes |
| TIF - Traveler Information | DCS | Yes | Yes |
| SSD - Seat Selection Details | DCS | Yes | Yes |
| TBD - Traveler Baggage Details | DCS | Yes | Yes |
| **GR.8 - split passenger record locator** | PNR | Yes | Yes |
| EQN - Number Of Units | PNR | Not used / stored | Yes |
| RCI - Reservation Control Information | PNR | Yes | Yes |
| **GR.9 - non-air segments** | PNR | Yes | Yes |
| MSG - Message Action Details | PNR | Used, not stored | Yes |

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| PNRGov Edifact Segment/Group | PNR/DCS? | Input Supported? | Output Supported? |
|---|---|---|---|
| TVL - Travel Product Information | PNR | Yes | Yes |
| **GR.10 - repeats for each occurrence of a history credit** | Both | Yes | Yes |
| ABI - Additional Business Source Information | Both | Yes | Yes |
| DAT - Date and Time Information | PNR | Yes | Yes |
| **GR.11 - one line in a history credit** | Both | Yes | Yes |
| SAC - Source and Action Information | Both | Used, not stored | Yes |
| TIF - Traveller Information | PNR | Yes | Yes |
| SSR - Special Requirements Details | PNR | Yes | Yes |
| IFT - Interactive Free Text | PNR | Yes | Yes |
| TBD – Traveler Baggage Details | DCS | No DCS History not supported | No DCS History not supported |
| **GR.12 - history flight information** | Both | Yes | Yes |
| TVL - Travel Product Information | Both | Yes | Yes |
| RPI - Related Product Information | PNR | Yes | Yes |
| LTS - Long Text String | PNR | Yes | Yes |
| UNT - Message Trailer Information | Both | Not used / stored | Yes |
| UNE - Functional Group Trailer | Both | Not used / stored | Yes |
| UNZ - Interchange Trailer | Both | Not used / stored | Yes |

### 1.6.5 Implementation considerations for processing PNRGov input messages

PNRGov can provide both PNR and DCS data simultaneously, with much data applicable to both. Accordingly, the same data may need to be stored twice, once for PNR and again for DCS.

The vast majority of the PNRGov fields are able to be stored / output. The support of those fields currently excluded will be addressed in the future.

### 1.6.6 Implementation considerations for the output of PNRGov messages

Deduplication is the major consideration when outputting PNRGov, as the same type of data is often available in both PNR and DCS. Generally, whichever has the more complete data is preferred.

The means by which deduplication is done depends on the particular segments or even groups that are being considered for output.

## 1.7 Guidelines and Rules

For all implementation guide additions and updates to sections describing Segments, the following rules apply to the format and contents, including definitions of special notations:

1. Data segments appear for each business function in Section 5.0.

2. If the information is the same for multiple business functions, the data segment will not be repeated.

3. .If an 'N/A' appears in the 'Mandatory/Conditional' column, it indicates that the composite element or data element is conditional in the PADIS Message Standards, but for this function no applicable use has been identified. In such cases, all columns of the chart are completed, except "Common Usage", "Code Set" and "Comments". "Common Usage" and "Code Set" columns are marked "--" and the "Comments" column is left blank. If a composite is conditional and all component data elements are N/A, the composite is shown as N/A. If the composite is N/A, then all the component data elements will be shown as N/A.

4. If a composite or data element is defined as conditional in the IATA approved message but must be mandatory to complete a business function, the composite or data element will be indicated with a M for mandatory along with an asterisk (*). The M* will indicate the status differs from the PADIS Message Standard.

5. All elements marked as "C" (conditional) or as "M" or "M*" (mandatory) will have all columns of the charts completed as appropriate. When an element has multiple occurrences and is marked as M or M*, the first occurrence is considered mandatory and subsequent occurrences are considered conditional.

6. Where a State's requirements differ from the standard implementation guide, a separate supplemental document will be provided by the State(s). This will not change the structure of the message.

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7. If an element is a coded value, "Yes" is indicated in the "Code Set" column.  If it is not a coded value, the column is marked "--".

8. In general, dates and times are expressed in local time except where specifically noted; such as, the UNB where the time will be expressed in Greenwich Mean Time (GMT) or Universal Time Coordinated (UTC).  Where GMT is specified in the examples, UTC equally applies.  However, due to different systems criteria, the subject of date/times in various fields from various sources (e.g., centralized reservations and DCS for local vs. centralized system) should be addressed in the bilateral discussions between governments/airlines/system providers. .

9. The "Field Type" refers to the field length as defined within the message and should match the value indicated in the most current PADIS Message Standards document.

10. "Common Usage" refers to the length and characteristics typically used to define that data element. This information is used to show how a data element should be used for this segment within the travel industry.  Because existing data elements were used to create certain elements, the "Field Type" characteristics exceed the actual requirements of the data element.  "Common Usage" exists to better define the characteristics of the data element.  This column should be consistent with similar elements.

11. The "Comments" column will use consistent wording for the same elements across the segments if they are used in the same way.

12. Each segment is followed by "Notes" (if applicable) and by segment examples.  However, "Notes" are only included if they are necessary to explain the usage.

13. Each segment and message will have enough examples to show the standard usage as defined by the PADIS group.

14. For numeric fields, see reference Part 1 ISO 9735 Syntax Rules, Section 10.

15. The full stop ( period **.**) or  the comma (**,**) is allowed to represent the decimal mark.  Either is acceptable within the interchange but both cannot be used in the same interchange.

    The length of a numeric data element value shall not include the minus sign (-), the decimal mark (.), or the exponent mark (E or e).

16. When a decimal mark is used, there shall be at least one digit after the decimal mark.

17. Multiple information can be supplied together as Free Text in a predefined format through different segments of PNRGOV message. The forward slash (/) is used in the Free Text as a delimiter to separate multiple information. This Free Text part can also have multiple consecutive forward slashes (//), if any of the information (as per the predefined format) is not supplied.

    E.g. SSR+DOCO:HK:1:AA:::JFK:LAX:0001Y28JUN//R/1234567890123///US, where 0001Y28JUN and R are separated by 2 consecutive forward slashes //. As per the predefined format of Free Text related to DOCO, Place of Birth is expected in between 0001Y28JUN and R. As it is not available in the message, 2 forward slashes // is used in between 0001Y28JUN and R.

    Two consecutive forward slashes is only expected as the delimiter in Free Text of any PNRGOV Message Segment. It cannot be used for any other purpose.

18. When a segment appears at more than one level, it is reflected only once, with composites and data elements conditional as applicable.

19. The first segment in a group is mandatory and is the segment that triggers the group. Some trigger segments may be exchanged without data.  In such cases these are noted with a pound (#) sign in the message diagram segment list in Section 3.1

20. For the purpose of the PNRGOV documentation all Airlines are referred to as Carriers and all governments are referred to as States.

## 1.8  Code Sets

Codes used in code sets are used to define the values for the relevant business item.  All code sets utilized in the PNRGOV message are defined in the *[PNRGov CodeList]*.

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# 2. Message Structure

This document describes the message structure for the IATA approved PADIS PNRGOV EDIFACT Message Standards.

In reference to the message diagrams, segments at Level 0 are not repeated and apply to the entire message. The first segment in a group is mandatory and is called the ***trigger segment***.  Segments at levels below the trigger segment apply to the group and not the entire message. The order of segments within a group is read top to bottom, left to right. If a group/segment is not shown in the diagram, this indicates it is not needed for the message function.  Group numbers will remain for the full message diagram as defined in the message directory.

## 2.1 Segment Descriptions as used in Message Structure

The following information is intended to provide a high level understanding as to what data is contained in the individual segment at the various Groups and Levels. More details are provided in the individual segment sections.

UNA -Service String Advice
UNB - Interchange Header Segment
UNG - Functional Group Header
UNH - message header information
MSG - specifies the function of the message
ORG - specifies the sender of the message
TVL - the flight (departure date/time, origin, destination, marketing and operating airline code(s), flight number, and operation suffix) for which passenger data is being sent.
EQN - the number of passenger records being sent in the message

**GR.1 - repeats for each passenger record sent**
SRC - contains no data
RCI - the record locator(s) for this passenger record
SSR - special service data that applies to all passengers/ flights
DAT - date of most recent ticket issuance and last PNR transaction date/time
IFT - other service information (OSI) for all passengers/flights
ORG - origination of the booking
ADD - contact information
EBD - excess baggage information for all passengers

**GR.2 - repeats for each surname in the passenger record**
TIF - a passenger surname; indication of type - only use for group; a given name, PTC code, possible traveler reference to SSRs, FF's and other info, and a traveling with infant indicator. Repeats for each passenger name.
FTI - frequent traveler numbers for the passenger in the TIF
IFT - other service information (OSI) for this passenger
REF - unique passenger reference id
EBD - excess baggage information for this passenger(s)
FAR - fare info - PTC code, age, discounted fare type, percent of discount or country code, in-house fare type/corporate contract number, and fare basis code
SSR - special service data that applies to the passenger for all flights
ADD - emergency contact information and/or UMNR delivery and collection addresses

**GR.3 - repeats for each ticket associated to this passenger**
TKT - ticket number, total number of booklets issued, in connection doc info
MON - ticket amount
PTK - pricing information for this ticket
TXD - tax amounts for this ticket
DAT - Date of ticket issuance for each ticket

**GR.4 - form of payment information**
FOP - type of form of payment, credit card info, and other form of payment information associated with a ticket.
IFT - sponsor information
ADD - credit card billing information

**GR.5 - repeats for each flight segment in the passenger record's itinerary**
TVL - date/time of departure, arrival time, origin and destination, marketing & operating airline code(s), flight number, reservation booking designator, operational suffix.
RPI - flight booking status and number of passengers for this flight
APD - type of aircraft
SSR - special service requests that apply to this flight
RCI - passenger record locator specific to this flight
IFT - other service information (OSI) for this flight

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**GR.6 - Check in information for each flight in the itinerary**
DAT - check-in time
ORG - the agent info that checked-in the passenger

    **GR.7 - boarding, seat number and checked bag info**
    TRI - sequence/boarding number for this check-in
    TIF - the checked-in name
    SSD - actual seat number (row and column)
    TBD - checked bag information...

**GR.8 - split passenger record locator**
EQN - the number of passengers split to/from a passenger record
RCI - the split record locators

**GR.9 - non-air segments**
MSG - specifies the type of non-air segment such as car, hotel, rail
TVL - non-air segment information

**GR.10 - repeats for each occurrence of a history credit**
ABI - originator of change and agent id
DAT - history time stamp

    **GR.11 - one line in a history credit**
    SAC - history action code
    TIF - history passenger name changes
    SSR - history special service requirement changes
    IFT - history other service information changes
    TBD – History Baggage Details

    **GR.12 - history flight information**
    TVL - flight dates, departure/arrival airport/city codes, airline, flight number, etc.
    RPI - flight booking status and number of passengers

LTS - unformatted history information
UNT - Message Trailer Information
UNE - Functional Group Trailer
UNZ- Interchange Trailer

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## 2.2 PNRGov Message Structure -

**Function:** This message enables airlines to send data relevant to State requirements for passenger data in airline reservation systems.

**PNRGov Message Structure**
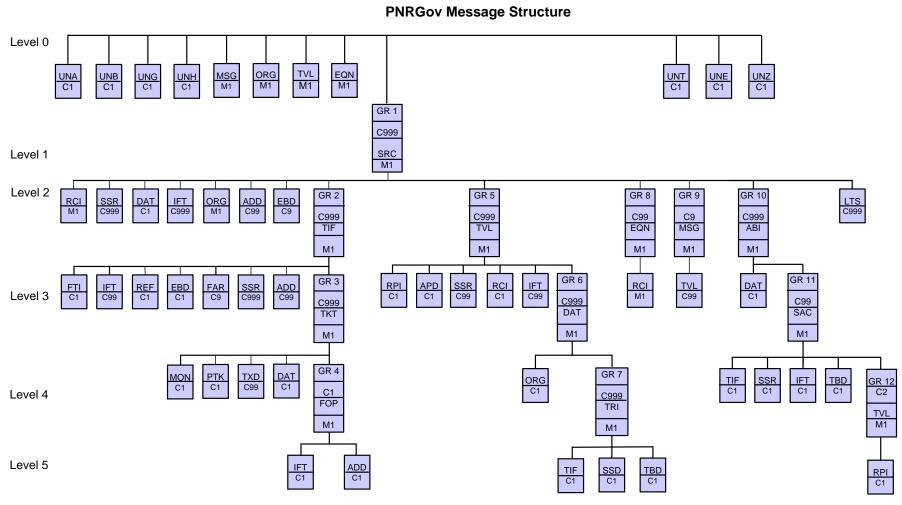


Figure 1 – PNRGov Message Structure

## 2.3 List of Segments:

| | |
|---|---|
| ABI | Additional business source information |
| ADD | Address Information |
| APD | Additional product details |
| DAT | Date and time information |
| EBD | Excess Baggage Details |
| EQN | Number of units |
| FAR | Fare information |
| FOP | Form of Payment |
| FTI | Frequent Traveler Information |
| IFT | Interactive free text |
| LTS | Long Text String |
| MON | Monetary information |
| MSG | Message action details |
| ORG | Originator of request details |
| PTK | Pricing/ticketing details |
| RCI | Reservation control information |
| REF | Reference information |
| RPI | Related product information |
| SAC | Source And Action Information |
| SRC | Segment repetition control |
| SSD | Seat Selection Details |
| SSR | Special Requirements Details |
| TBD | Traveler Baggage Details |
| TIF | Traveler information |
| TKT | Ticket number detail |
| TRI | Traveller Reference Information |
| TVL | Travel product information |
| TXD | Tax details |
| UNA | Service String Advice |
| UNB | Interchange Header Segment |
| UNE | Functional Group Trailer |
| UNG | Functional Group Header |
| UNH | Message Header |
| UNT | Message Trailer |
| UNZ | Interchange Trailer |

Some segments may occur multiple times in the structure.  Some of these are due to name relation and/or segment relation. Where the usage differs depending on Group or level, separate sub-sections provide an explanation of each such "usage".

# 3.  Clarifications of IATA specification

API PNR Gateway DAS supports the IATA Guidelines on PNRGov EDIFACT v11.1 *[PNRGov Spec]*, with the clarifications noted below.

## 3.1  Time Elements

Any element within a segment that requires a time to be specified, mainly departure and arrival times should be entered in the local time of the location associated with the time.

## 3.2  ACKRES

Currently, API PNR Gateway DAS does not support the ACKRES message.

## 3.3  Service Segments

### 3.3.1    UNA - Service String Advice

The specification allows this segment to be supplied to override the default of:

UNA:+.?*'

In that case the use of UNA must be as specified by ISO 9735.

The character for the decimal notation must be a comma or full stop as per ISO 9735.

The use of the release indicator must be according to the standard EDIFACT conventions.  This allows for the use of the release indicator as an escape of a composite data element separator, data element separator, segment terminator or release indicator within a data field.  The use of the release indicator to escape spaces, decimal marks or other non-syntactical characters is not allowed.

### 3.3.2    UNB - Interchange Header

The Interchange Sender Identification should identify the sender. This value is assigned by the provider.

The Interchange Recipient Identification field should be completed with a value as agreed between the airline, the concerned government and SITA.

### 3.3.3    UNG - Functional Group  Header

For compatibility with other implementations, API PNR Gateway DAS regards this segment as conditional. This segment should be sent if the PNRGov EDIFACT message is transmitted on behalf of the carrier by a third party.

The Application Sender Identification should identify the sending application, where the carrier sends the message. If another party sends the message on behalf of the carrier, then the Application Sender Identification should identify the carrier. This value is not assigned or controlled by SITA.

The Application Recipient Identification element should have a value as agreed between the airline, the concerned government and SITA.

### 3.3.4    UNH - Message Header

The Common Access Reference field must be completed with a value that is unique for each flight. The required format is the combination of Carrier Code, Flight Number, scheduled date of arrival, and scheduled time of arrival. Where a PNRGov EDIFACT message is sent in a number of blocks, each block must have the same value for this field.

The Sequence Message Transfer Number and First/Last Indicator must be used for PNRGov EDIFACT carried in more than one PNRGov EDIFACT message. The sequence numbering should begin at 1 and increment by 1 for each PNRGov EDIFACT message.

If the PNRGov EDIFACT message is carried in a single block, the Sequence Message Transfer Number and First Last Indicator need not be sent.

For compatibility with existing applications, API PNR Gateway DAS does support use of the fields for a one block message, and in this case the sequence number should be 01 and the first/last indicator should have the value 'F' (i.e. first and final).

That is, for a PNRGov EDIFACT message that fits in a single block, either no sequence number, or a sequence number of 01 and an indicator of 'F' is acceptable.

### 3.3.5    UNE - Functional Group Trailer

This segment should be sent if the UNG segment is present.

## 3.4   PNRGov Segments

The *[PNRGov Spec]* describes each segment, specifying the components and fields that compose each segment. However, where a segment is used more than once, the *[PNRGov Spec]* typically does not specify how the segment would be used in each such instance.

This document addresses this gap in the *[PNRGov Spec]*, by necessity, to enable a clear and visible implementation of the format.  The additions are briefly described in the following sub-sections.

Note that all the description of all segments have had 'Not Applicable' (N/A) fields and components removed, except where required to identify the position of subsequent fields/components that are used, or in the first occurrence of the N/A component/field.

### 3.4.1    Flight Itinerary

PNRGov does not support provision of the full flight itinerary of the flight being reported. However, API PNR Gateway DAS does require this information, including the departure point for the flight, any intermediate routing and the final destination for the flight. This information has to be obtained by API PNR Gateway DAS from other sources.

### 3.4.2    ADD - Address Information

ADD segment is used in the message as follows:

- GR1 - contains a PNR emergency contact address, and is taken to be that of the travel agent
- GR2 - contains passenger emergency contact and or/ UMNR delivery and collection addresses
- GR4 - contains the address of the payer of the ticket

### 3.4.3    DAT - Date and time information

DAT segment is used in the message as follows:

- GR1 - contains ticket issue date OR last PNR transaction date/Time
- GR3 - contains Date of ticket issuance for each ticket
- GR6 - contains check-in transaction date/time, as stored by RES systems holding DCS data
- GR10 - holds PNR History transaction date/time

### 3.4.4    IFT - Interactive Free Text

IFT segment is used in the message as follows:

- GR1 - common OSI for all passengers in the PNR
- GR2 – OSI specifically for the passenger
- GR4 - sponsor information
- GR5 - OSI specifically for the flight travel segment
- GR11 - History of OSI changes

### 3.4.5    ORG - Originator of Request Details

ORG segment is used in the message as follows:

- Level 0 - specifies the sender of the message
- GR1 - origination of the booking, i.e. booking responsibility

- GR6 - check-in agent info

### 3.4.6    RCI - Reservation Control Information

RCI segment is used in the message as follows:

- GR1 – contains the PNR Locator
- GR5 - contains the PNR locator for a flight segment
- GR8 – contains Split PNR locators

### 3.4.7    SSR - Special Requirements Details

SSR segment is used in the message as follows:

- GR1 – SSRs applying to all passengers and travel segments in the PNR
- GR2 – SSRs  applying to a specific passenger for all travel segments
- GR5 - SSRs applying to a specific travel segment for one or more passengers
- GR11 - History of SSR changes

### 3.4.8    TIF - Traveler information

TIF segment is used in the message as follows:

- GR2 - applies to each passenger/group name in the PNR
- GR7 - contains the checked-in name of a passenger
- GR11 - History of passenger name changes

### 3.4.9    TVL - Travel Product Information

TVL segment is used in the message as follows:

- Level 0 - Flight Details for data sent
- GR5 – has the following specific usages

    - Passenger Travel Air Segment
    - Passenger Travel Air Segment Codeshare information

- GR9 – has the following specific usages

    - Passenger Travel RAIL Segment
    - Passenger Travel Hotel Segment
    - Passenger Travel Car Segment
    - Passenger Travel – Other Travel Segment

It is assumed that TVL at Gr.12 at Level 4 does not carry non-air segment history.  Gr.9 contains active non-air segments only.

For DCS data, the following additional comments apply:

1. It is assumed that Gr.5 TVL will be provided for both PNR and DCS.  However, as flown segments are provided in History only, DCS Inbound flight data is obtained from History.

## 3.5  Deviations from IATA Specification

### 3.5.1    Baggage Tags for Excess Baggage

Excess baggage is checked in and therefore has baggage tags issued.  This data would be expected to be provided by an airline.  Potentially, in a PNRGov message this data should be provided as part of the EBD segment.

However, the IATA spec marks BagTag Detail component for EBD as Not Applicable (refer section 5.5).

An alternative to supplying bag tags data for excess baggage would be to provide this in the TBD segment.  However, the IATA spec (refer section 5.24) has the following statement:

> Note: This segment is for the checked in baggage and not for excess bag details

This leaves the airline with no recourse but to override the spec and provide this data by one or other means.  It also raises the question of how Excess Bag Details (number and weight) are provided.

This implementation assumes the following:

- Airlines will supply Excess Bag Details (number and weight) in EBD segment and will **NOT** repeat the same in TBD segment.

- It is expected that Airlines **will** supply Excess Baggage Tags in TBD segment.

### 3.5.2    Other deviations

Other deviations are identified by yellow highlight.

# 4. United Nations EDIFACT Segments

The United Nations Service Segments should be referenced in ISO 9735 and the Architecture for IATA Interactive EDIFACT.  The IATA Architecture Strategy Group, along with its working groups, has made some changes to the service segments to satisfy the requirements of interactive EDIFACT.  The UNB and UNZ should be implemented as they are described in the ISO 9735.

As per ISO 9735, the service segments are sequenced in a message in the following order:

| | |
|---|---|
| UNA | Service String Advice |
| UNB | Interchange Header Segment |
| UNG | Functional Group Header |
| UNH | Message Header |
| | **(BODY of MESSAGE)** |
| UNT | Message Trailer |
| UNE | Functional Group Trailer |
| UNZ | Interchange Trailer |

For ease in locating the service segment specification in this section, the service segments are defined in alphabetical order.

## 4.1 UNA: Service String Advice

**Function:** The Service String Advice (UNA) is Conditional and provides the capability to specify the service characters (delimitation syntax) used within the interchange. The UNA service string advice must be used if the service characters differ from the defaults. The UNA is optional if the default characters are used.

When used, the service string advice appears immediately before the interchange header segment. The service string advice shall begin with the upper case characters UNA immediately followed by six characters in the order shown below. The same character shall not be used in more than one position of the UNA.

| Default Service Characters | | |
|---|---|---|
| **Name** | **Graphic Representation** | **Functionality** |
| Colon | : | Component Data Element Separator |
| Plus sign | + | Data Element Separator |
| Full stop or Comma | . or , | Decimal Mark |
| Question mark | ? | Release Character |
| Asterisk | * | Repetition Separator |
| Apostrophe | ' | Segment Terminator |

| Description | No. | Field Type | Comm Usage | Status | Max Rep | Code Set | Comp. | Values / Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|---|
| COMPONENT DATA ELEMENT SEPARATOR | UNA1 | an1 | an1 | M | 1 | - | - | | Yes | Yes |
| DATA ELEMENT SEPARATOR | UNA2 | an1 | an1 | M | 1 | - | - | | Yes | Yes |
| DECIMAL MARK | UNA3 | an1 | an1 | M | 1 | - | - | | Yes | No |
| RELEASE CHARACTER | UNA4 | an1 | an1 | M | 1 | - | - | | Yes | Yes |
| REPETITION SEPARATOR | UNA5 | an1 | an1 | M | 1 | - | - | | No | See Note 2 |
| SEGMENT TERMINATOR | UNA6 | an1 | an1 | M | 1 | - | - | | Yes | Yes |

## Notes:

1. UNA1 through UNA6 represent the UN notation for positional values as opposed to normal representation using data element numbers. In this case where positional values are used, standard separators for standalone data elements are not used in the UNA segment. The data is simply a string of characters with each position defining a specific delimiter and its use.

2. The Repetition Separator is not supported as a single character ; the default value being '*'. Instead, the '+' character is used to separate repetitions of components, and the ':' character is used to separate repetitions of fields. This is due to the lack of explanation and examples of how exactly it is to be used. In particular, where both a component and one of its fields is repeatable, then it cannot be determined with a * whether the field or component is being repeated.

   Both in PNRGov EDI input and output, repetition is indicated by '+' character for components, and ':' character for fields.

3. For PNRGov input, for both PNR & DCS, all of these fields are stored temporarily and used to parse the message.

## Examples:

1. Default characters for UNA service string
   UNA:+.?*'

2. In this example, the right-parens represents the exception to the default Segment Terminator.
   UNA:+.?*)

3. In this example, default characters have been replaced with specific system service string.
   UNA*(.-#'

4. In this example, Component Data Element Separator and Data Element Separator are unchanged, while Release Character, Repetition Separator and Segment Terminator are changed
   UNA:+.@?$

## 4.2 UNB: Interchange Header

**Function:** To start, identify and specify an interchange.

| Composite/Data Element | No. | Field Type | Comm Usage | Status | Max Rep | Code Set | Comp. | Values / Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|---|
| **SYNTAX IDENTIFIER** | S001 | - | - | M | 1 | - | - | - | | |
| Syntax identifier | 0001 | *a4* | a4 | M | 1 | - | S001 | **IATA** | NA | Yes |
| Syntax version number | 0002 | *n1* | n1 | M | 1 | - | S001 | **1** | NA | Yes |
| **INTERCHANGE SENDER** | S002 | - | - | M | 1 | - | - | | | |
| Sender identification | 0004 | *an..35* | an..35 | M | 1 | - | S002 | *'AIRLINE1'* Sender of the message | NA | Yes |
| Partner identification code qualifier | 0007 | *an..4* | - | N/A | - | - | - | | | |
| Address for reverse routing | 0008 | *an..14* | - | N/A | - | - | - | | | |
| **INTERCHANGE RECEIVER** | S003 | - | - | M | 1 | - | - | | | |
| Recipient identification | 0010 | *an..35* | an..35 | M | 1 | - | S003 | *e.g. 'SAUDI-APP-PNR'* Receiver of the message | NA | Yes |
| **DATE AND TIME OF PREPARATION** | S004 | - | - | M | 1 | - | - | | | |
| Date of preparation | 0017 | *n6* | n6 | M | 1 | - | S004 | *'091128'* The default format is 'YYMMDD' (n6) | NA | Yes |
| Time of preparation | 0019 | *n4* | n4 | M | 1 | - | S004 | *'0900'* The default format is 'HHMM' (n4) | NA | Yes |
| **INTERCHANGE CONTROL REFERENCE** | 0020 | *an..14* | an..14 | M | 1 | - | - | *'000000001'* Will be repeated in UNZ data element 0020 | NA | Yes |
| RECIPIENTS REFERENCE PASSWORD | S005 | - | - | N/A | - | - | - | | | |
| APPLICATION REFERENCE | 0026 | *an..14* | an..14 | C | 1 | - | - | | No | No |
| PROCESSING PRIORITY CODE | 0029 | *a1* | a1 | C | 1 | - | - | | No | No |
| ACKNOWLEDGEMENT REQUEST | 0031 | *n1* | n1 | C | 1 | - | - | | No | No |
| COMMUNICATIONS AGREEMENT ID | 0032 | *an.35* | | C | 1 | - | - | | No | No |
| TEST INDICATOR | 0035 | *n1* | | C | 1 | - | - | | No | No |

### Notes:

1. The conditional status (C) of elements within this segment is used to indicate that Border Control Authorities may establish bilateral requirements for these data elements.

2. Elements 0001/0002 recommendation to use **+IATA:1**

3. Element 0004 is the airline code and 0010 is the targeted specific State entity.

4. Elements 0017 and 0019 are based on UTC (GMT)

5. For systems hosting multiple carriers and/or Ground Handlers , use composite S002, element 0008 for Carrier or ground handling agent (2 or 3 character airline designator, e.g. BD or full term e.g., AEROGROUND, or a bilaterally agreed code). Additionally S003, data element 0014 may be used for the routing address of the recipient or for hub routing for electronic documents.

### Examples:

1. Generic example
   UNB+IATA:1+AIRLINE1+NZCS+091128:0900+000000001'

2. Message header – Airline to CBSA
   UNB+IATA:1+DL+CBSAPNRGOV+110112:1530+1234567890'

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## 4.3   UNE: Functional Group Trailer

**Function:** To end and check the completeness of a Functional Group.

| Composite/Data Element | No. | *Field Type* | Comm Usage | Status | Max Rep | Code Set | Comp. | Values / Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER OF MESSAGES | 0060 | *n..6* | n..6 | M | 1 | - | - | *'1'* | NA | Yes |
| APPLICATION SENDER IDENTIFICATION | 0048 | *an..14* | an..14 | M | 1 | - | - | *'000000001'* Must be equal to UNG data element 0048 | NA | Yes |

### Notes:

1.   Data element 0048 used in the UNE must match 0048 used in UNG.

### Examples:

1.   UNE+1+000000001'
2.   See UNG example 2:
     UNE+1+1'
3.   See UNG example 3:
     UNE+1+901'

## 4.4    UNG: Functional Group Header

**Function:** To head, identify and specify a Functional Group.

| Composite/Data Element | No. | *Field Type* | Comm Usage | Status | Max Rep | Code Set | Comp. | Values / Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|---|
| **FUNCTIONAL GROUP IDENTIFICATION** | 0038 | *an6* | an6 | M | 1 | - | - | **PNRGOV** | NA | Yes |
| **APPLICATION SENDER IDENTIFICATION** | S006 | - | - | M | 1 | - | - | | | |
| Application Sender | 0040 | *an..35* | an..35 | M | 1 | - | S006 | *'AIRLINE1'* Sending Application | NA | Yes |
| **APPLICATION RECIPIENT IDENTIFICATION** | S007 | - | - | M | 1 | - | - | | | |
| Application Recipient identification | 0044 | *an..35* | an..35 | M | 1 | - | S007 | *'AUCBPS'* Receiving Application | NA | Yes |
| **DATE AND TIME OF PREPARATION** | S004 | - | - | M | 1 | - | - | | | |
| Date of preparation | 0017 | *n6* | n6 | M | 1 | - | S004 | *'091128'* The default format is 'YYMMDD' (n6) | NA | Yes |
| Time of preparation | 0019 | *n4* | n4 | M | 1 | - | S004 | *'0900'* The default format is 'HHMM' (n4) | NA | Yes |
| **FUNCTIONAL GROUP REFERENCE NUMBER** | 0048 | *an..14* | an..14 | M | 1 | - | - | *'000000001'* Will be repeated in UNE data element 0048 | NA | Yes |
| **CONTROLLING AGENCY** | 0051 | *an..2* | an..2 | M | 1 | - | - | **IA** | NA | Yes |
| **MESSAGE VERSION** | S008 | - | - | M | 1 | - | - | | | |
| Message Type Version Number | 0052 | *an..3* | an..3 | M | 1 | - | S008 | *'11' (for example)* | NA | Yes |
| Message Type Release Number | 0054 | *an..3* | an..3 | M | 1 | - | S008 | *'1'* See Note 2. | NA | Yes |
| Association assigned code | 0057 | *an..6* | an..6. | C | 1 | - | - | | No | No |
| **APPLICATION PASSWORD** | 0058 | *an..14* | an..14 | C | 1 | - | - | | No | No |

### Notes:

1. The conditional status (C) of elements within this segment is used to indicate that Border Control Authorities may establish bilateral requirements for these data elements.

2. Border Control Authorities may establish bilateral requirements for the value placed in these data elements.

3. Data element 0048 used in the UNE must match 0048 used in UNG

### Examples:

1. An example of an airline sending to a State agency
   UNG+PNRGOV+AIRLINE1+NZCS+091128:0900+000000001+IA+10:1'

2. See UNE example 2.
   UNG+PNRGOV+UA+USADHS+070218:1545+1+IA+D:05B'

3. See UNE example 3
   UNG+PNRGOV+AF+USADHS+070218:2100+901+IA+D:05B'

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## 4.5 UNH: Message Header

**Function:** To head, identify and specify a Functional Group.

| Composite/Data Element | No. | Field Type | Comm Usage | Status | Max Rep | Code Set | Comp. | Values / Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|---|
| **MESSAGE REFERENCE NUMBER** | 0062 | *an..14* | an..14 | M | 1 | - | - | '*MSG001*' Will be repeated in UNT data element 0062 | NA | Yes |
| **MESSAGE IDENTIFIER** | S009 | - | - | M | 1 | - | - | | | |
| Message type | 0065 | *an..6* | a6 | M | 1 | - | S009 | **PNRGOV** | NA | Yes |
| Message version number | 0052 | *an..3* | n2 | M | 1 | - | S009 | 11 | NA | Yes |
| Message release number | 0054 | *an..3* | n1 | M | 1 | - | S009 | '*1*' See Note 2. | NA | Yes |
| Controlling agency, coded | 0051 | *an..2* | a2 | M | 1 | - | S009 | **IA** | NA | Yes |
| **COMMON ACCESS REFERENCE** Example EE93/050610/1145 | 0068 | *an..35* | an..35 | C | 1 | | | Initiator's key. As per ISO 9735:CARF is a Key to relate all subsequent transfers of data to the same business case or file. | NA | Yes |
| **STATUS OF THE TRANSFER** | S010 | - | - | C | 1 | - | - | | | |
| Sequence of transfers | 0070 | *n..2* | n..2 | M | 1 | - | S010 | | NA | Yes |
| First and last transfer | 0073 | *a1* | a1 | C | 1 | - | S010 | | NA | Yes |

### Notes:

1. The conditional status (C) of elements within this segment is used to indicate that Border Control Authorities may establish bilateral requirements for these data elements.

### Examples:

1. UNH with data element 0068 containing Initiator's key and Responder's key:
   UNH+1+PNRGOV:10:1:IA+0976310900003C'

## 4.6 UNT: Message Trailer

**Function:** To end and check the completeness of a message by counting the segments in the message (including UNH and UNT) and validating that the message reference number equates to data element 0062 in the UNH segment (when applicable).

| Composite/Data Element | No. | Field Type | Comm Usage | Status | Max Rep | Code Set | Comp. | Values / Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|---|
| **NUMBER OF SEGMENTS IN A MESSAGE** | 0074 | *n..10* | n..10 | M | 1 | - | - | '*2578*' | NA | Yes |
| **MESSAGE REFERENCE NUMBER** | 0062 | *an..14* | an..14 | M | 1 | - | - | '*MSG001*' Must equal UNH data element 0062 | NA | Yes |

### Notes:

1. For data element 0074, the number is computed by counting the number of segments used in the message from the UNH to the UNT inclusive.

2. For 0062, the value must be identical to the value in 0062 in the corresponding UNH segment.

### Examples:

1. UNT+2578+MSG001´
2. UNT+2578+1'

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## 4.7 UNZ: Interchange Trailer

**Function:** To end and check the completeness of an Interchange.

| Composite/Data Element | No. | Field Type | Comm Usage | Status | Max Rep | Code Set | Comp. | Values / Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|---|
| **INTERCHANGE CONTROL COUNT** | 0036 | *n..6* | n..6 | M | 1 | - | - | *'1'* | NA | Yes |
| **INTERCHANGE CONTROL REFERENCE NUMBER** | 0020 | *an..14* | an..14 | M | 1 | - | - | *'000000001'*<br>Must be equal to UNB data element 0020 | NA | Yes |

**Examples:**

1. UNZ+1+000000001´

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# 5. PNRGov Segments Directory

This section lists all the segments, in alphabetical order, that are a part of the PADIS PNRGOV EDIFACT Message. For each segment, all composites/components and elements are listed along with a description, the element or composite number according to the data dictionary, field type (in gray text to reduce confusion with the next column) common usage (actual recommended usage), mandatory or conditional characteristic, number of repetitions, indication of a code set and general comments to assist in better understanding the intent of the composite and/or element.

## Notes:

1. These segments are part of the IATA PADIS messages definition and are approved for use in the PNRGov message.
2. Composites are identified by being in bold, upper case and may be abstract (contains fields) or concrete (takes a value directly, and not having fields).

## 5.1 ABI: Additional Business Source Information

**Function**: **To specify additional originator and source information.**

| Composite/Data Element | No. | *Field Type* | Comm Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **SOURCE TYPE** | C337 | - - | - - | M | 1 | - - | | | |
| Sector/subject identification qualifier | 7293 | *an..3* | an..3 | M | 2 | Yes | To specify this information is the creator of the history credit. | NA | Yes |
| **ORIGINATOR DETAILS** | C300 | - - | - - | C | 1 | - - | | | |
| Travel agent identification details | 9900 | *n..9* | an..8 | C | 1 | - - | ATA/IATA ID number or pseudo IATA number. | Yes | Yes |
| In-house identification | 9902 | *an..9* | an..9 | C | 1 | - - | Identification code assigned to an office/agency by the reservation system. Maybe a pseudo city or city and office number. | Yes | Yes |
| *In-house identification* | *9902* | *an..9* | - - | *N/A* | *1* | - - | | | |
| *In-house identification* | *9902* | *an..9* | - - | *N/A* | *1* | - - | | | |
| **LOCATION** | C328 | - - | - - | C | 1 | - - | | | |
| Place/Location Identification | 3225 | *an..25* | a3..5 | C | 1 | Yes | The location of the agent making the change. | Yes | Yes |
| *Place/Location name* | *3224* | *an..17* | - - | *N/A* | *1* | - - | | | |
| ***COUNTRY, CODED*** | *3207* | *an..3* | an..3 | *N/A* | *1* | - - | | | |
| **COMPANY IDENTIFICATION** | 9906 | *an..35* | an..3 | C | 1 | Yes | A 2-3 character airline/CRS code to specify the creator of the change. | Yes | Yes |

## Examples:

1. The creator of the history credit is a DL agent in Atlanta.
   ABI+4+05FD28:GS+ATL++DL'

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## 5.2 ADD: Address Information

**Function:** To specify passenger address information.

## Usage:

1. The ADD in GR.1 at level 2 will be the emergency address and it will be agents address. (IATA spec : may contain a contact address for the PNR)

2. The ADD in GR.2 at level 3 may contain emergency contact information and or/ UMNR delivery and collection addresses.

3. The ADD in GR.4 at level 5 may contain the address of the payer of the ticket

## Notes:

1. The ADD segment provides contact address and phone information.

2. The Address purpose code, 3299 value set is different from the DAS Address Type. This is addressed with the closest match possible, but some values cannot be matched and are treated as generic.

3. Similar comments apply to DAS Phone Type as ADD provides phone information as unqualified Free text, 4440.

4. Email information can also be supplied as unqualified Free text, 4440, but without any Address Purpose Code.

### 5.2.1 Level 2 GR.1 ADD – PNR contact address

The ADD in GR.1 at level 2 may contain a contact address for the PNR for the travel agent.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| ACTION DETAILS | C031 | - - | - -- | N/A | 1 | - - | | | |
| *Update action code* | | | | *N/A* | | | | | |
| *Action request/notification, coded* | | | | *N/A* | | | | | |
| ADDRESS DETAILS | C032 | - - | - - | M | 9 | - - | | | |
| Address purpose code | 3299 | *an..3* | an..3 | C | 1 | Yes | Specifies the purpose of the address information, e.g., contact, payer, billing address | Partial | Yes |
| Street and number/P.O. Box | 3042 | *an..35* | an..35 | C | 1 | - - | The street number and name | Yes | Yes |
| City name | 3164 | *an..35* | an..35 | C | 1 | - - | City name | Yes | Yes |
| Country sub-entity identification | 3229 | *an..9* | an..9 | C | 1 | - - | State or province | Yes | Yes |
| Country sub-entity name | 3228 | *an..35* | an..35 | C | 1 | - - | | Yes | Yes |
| Country, coded | 3207 | *an..3* | an..3 | C | 1 | Yes | Use ISO 3166-1-alpha 2 code | Yes | Yes |
| Postcode identification | 3251 | *an..17* | an..10 | C | 1 | - - | | Yes | Yes |
| Free text | 4440 | *an..70* | an..70- | C | 1 | - - | Telephone information | Yes | Yes |
| *Place/location* | | | | *N/A* | | | | | |

## Examples:

1. ADD++:2234 MAIN STREET:ATLANTA:GA:USA:30067:770 5632891'

### 5.2.2 Level 3 GR.2 ADD – Passenger's address for contact information

The ADD in GR.2 at level 3 may contain emergency contact information and or/ UMNR delivery and collection addresses.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| ACTION DETAILS | C031 | - - | - -- | N/A | 1 | - - | | | |
| ADDRESS DETAILS | C032 | - - | - - | M | 9 | - - | | | |

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| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| Address purpose code | 3299 | *an..3* | an..3 | C | 1 | Yes | Specifies the purpose of the address information, e.g., contact, payer, billing address | Partial | Partial |
| Street and number/P.O. Box | 3042 | *an..35* | an..35 | C | 1 | - - | The street number and name | Yes | Yes |
| City name | 3164 | *an..35* | an..35 | C | 1 | - - | City name | Yes | Yes |
| Country sub-entity identification | 3229 | *an..9* | an..9 | C | 1 | - - | State or province | Yes | Yes |
| Country sub-entity name | 3228 | *an..35* | an..35 | C | 1 | - - | | Yes | Yes |
| Country, coded | 3207 | *an..3* | an..3 | C | 1 | Yes | Use ISO 3166-1-alpha 2 code | Yes | Yes |
| Postcode identification | 3251 | *an..17* | an..10 | C | 1 | - - | | Yes | Yes |
| Free text | 4440 | *an..70* | an..70- | C | 1 | - - | Telephone information | Yes | Yes |

## Examples:

1. A contact address: 4532 Wilson Street, Philadelphia, zip code 34288
   ADD++700:4532 WILSON STREET:PHILADELPHIA:PA::US:34288'

### 5.2.3 Level 5 GR.4 ADD – Ticket payer's address

The ADD in GR.4 at level 5 may contain the address of the payer of the ticket.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| ACTION DETAILS | C031 | - - | - -- | N/A | 1 | - - | | | |
| ADDRESS DETAILS | C032 | - - | - - | M | 9 | - - | | | |
| Address purpose code | 3299 | *an..3* | an..3 | C | 1 | Yes | Specifies the purpose of the address information, e.g., contact, payer, billing address | Partial | Yes |
| Street and number/P.O. Box | 3042 | *an..35* | an..35 | C | 1 | - - | The street number and name | Yes | Yes |
| City name | 3164 | *an..35* | an..35 | C | 1 | - - | City name | Yes | Yes |
| Country sub-entity identification | 3229 | *an..9* | an..9 | C | 1 | - - | State or province | Yes | Yes |
| Country sub-entity name | 3228 | *an..35* | an..35 | C | 1 | - - | | Yes | Yes |
| Country, coded | 3207 | *an..3* | an..3 | C | 1 | Yes | Use ISO 3166-1-alpha 2 code | Yes | Yes |
| Postcode identification | 3251 | *an..17* | an..10 | C | 1 | - - | | Yes | Yes |
| Free text | 4440 | *an..70* | an..70 | C | 1 | - - | Telephone information | Yes | Yes |

## Examples:

1. ADD++:2234 MAIN STREET:ATLANTA:GA:USA:30067:770 5632891'

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## 5.3    APD:  Additional Product Details

**Function:** To convey additional information concerning an airline flight.

**Notes:**

1. APD segment contains many components/fields, most of which are not applicable to PNRGov EDIFACT messages.
2. Type of Means of Transport, 8179, is taken to be of data type an..8.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **ADDITIONAL PRODUCT DETAILS** | C314 | - - | - - | C | 1 | - - | Additional details describing a specific means of transport | | |
| Type of Means of Transport | 8179 | an..8 | an..8 | C | 1 | Yes | UN/IATA code identifying type of aircraft (747, 737, etc.). | Yes | Yes |
| *Number of Stops* | *9924* | *n..3* | *- -* | *N/A* | *1* | *- -* | | | |
| *Leg Duration* | *9926* | *n..6* | *- -* | *N/A* | *1* | *- -* | | | |
| *Percentage* | *5482* | *n..8* | *- -* | *N/A* | *1* | *- -* | | | |
| *Days of Operation* | *9928* | *an..7* | *- -* | *N/A* | *1* | *- -* | | | |
| *Date/Time/Period* | *2380* | *an..35* | *- -* | *N/A* | *1* | *- -* | | | |
| *Complexing Flight Indicator* | *9950* | *an1* | *- -* | *N/A* | *1* | *- -* | | | |
| *Place/Location Identification* | *3225* | *an..25* | *- -* | *N/A* | *1* | *- -* | | | |
| *Place/Location Identification* | *3225* | *an..25* | *- -* | *N/A* | *1* | *- -* | | | |
| *Place Location Identification* | *3225* | *an..25* | *- -* | *N/A* | *1* | *- -* | | | |
| *STATION INFORMATION* | *C348* | *- -* | *- -* | *N/A* | *1* | *- -* | | | |
| *Gate Description* | *9870* | *an..6* | *- -* | *N/A* | *1* | *- -* | | | |
| *Related Place/ Location One ID* | *3223* | *an..25* | *- -* | *N/A* | *1* | *- -* | | | |
| *Related Place/ Location Two ID* | *3233* | *an..25* | *- -* | *N/A* | *1* | *- -* | | | |
| *STATION INFORMATION* | *C348* | *- -* | *- -* | *N/A* | *1* | *- -* | | | |
| *Gate Description* | *9870* | *an..6* | *- -* | *N/A* | *1* | *- -* | | | |
| *Related Place/ Location One ID* | *3223* | *an..25* | *- -* | *N/A* | *1* | *- -* | | | |
| *Related Place/ Location Two ID* | *3233* | *an..25* | *- -* | *N/A* | *1* | *- -* | | | |
| *MILEAGE/TIME DETAILS* | *C317* | *- -* | *- -* | *N/A* | *1* | *- -* | | | |
| *Measurement Value* | *6314* | *n..18* | *- -* | *N/A* | *1* | *- -* | | | |
| *Measure Unit Qualifier* | *6411* | *an..3* | *- -* | *N/A* | *1* | *- -* | | | |
| *First Time* | *9918* | *n..4* | *- -* | *N/A* | *1* | *- -* | | | |
| *TRAVELLER TIME DETAILS* | *C318* | *- -* | *- -* | *N/A* | *1* | *- -* | | | |
| *First Time* | *9918* | *n..4* | *- -* | *N/A* | *1* | *- -* | | | |
| *Second Time* | *9922* | *n..4* | *- -* | *N/A* | *1* | *- -* | | | |
| *Check-In Details* | *9952* | *an..10* | *- -* | *N/A* | *1* | *- -* | | | |
| *PRODUCT FACILITIES* | *C320* | *- -* | *- -* | *N/A* | *10* | *- -* | | | |
| *Facility Type, Coded* | *9932* | *an..3* | *- -* | *N/A* | *1* | *- -* | | | |
| *Facility Description, Text* | *9934* | *an..70* | *- -* | *N/A* | *1* | *- -* | | | |
| *Product Details Qualifier* | *9970* | *an..3* | *--* | *N/A* | *1* | *--* | | | |
| *Characteristic Identification* | *7037* | *an..17* | *--* | *N/A* | *26* | *--* | | | |

**Examples:**

1. Equipment Type of Boeing 747
   APD+747'

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## 5.4    DAT:  Date and Time Information

**Function**:  To convey information regarding estimated or actual dates and times of operational events.

### Usage:

1.    DAT at GR1 can contain most recent ticket issue date OR last PNR transaction date/Time.

    NOTE:  Although both should be provided, due to PNRGov EDIFACT limitation, only one such segment is allowed.  However, the complete collection is available in DAT in Gr.3 and Gr.10 respectively.

2.    DAT at GR3 will contain Date of ticket issuance for each ticket

3.    DAT at GR6 will be check-in transaction date/time as stored by RES systems holding DCS data.

4.    DAT at GR10 will hold PNR History transaction date/time.


### 5.4.1    Level 2 GR.1 DAT – Ticket issue date OR last PNR transaction date/Time

DAT at GR1 can contain ticket issue date OR last PNR transaction date/Time.   This is determined by the Date/Time/Period Qualifier:

| **2005 value** | **Type of Date** |
|---|---|
| 710 | Ticket issue date |
| 700, T | Last PNR transaction date/Time |

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **DATE AND TIME DETAILS** | C688 | - - | - - | C | 99 | - - | | | |
| Date/Time/Period Qualifier | 2005 | *an..3* | an ..3 | C | 1 | Yes | To identify the type of date to follow | Yes. | Yes |
| First Date | 9916 | *an..35* | n6 | C | 1 | - - | A date (ddmmyy). | Yes | Partial |
| First Time | 9918 | *n..4* | n4 | C | 1 | - - | A time (hhmm). | Yes | Partial |
| *Date/Time/Period Qualifier* | *2005* | *an..3* | - - | *N/A* | *1* | - - | | | |
| *First Time* | *9918* | *n..4* | - - | *N/A* | *1* | - - | | | |
| *Movement Type* | *8335* | *an..3* | - - | *N/A* | *1* | - - | | | |
| *Place/Location Identification* | *3225* | *an..25* | - - | *N/A* | *1* | - - | | | |

### Examples:

1.    Latest PNR transaction date and time:
    DAT+700:241097:1005'

2.    Ticket issuance date and time:
    DAT+710:041159:0730'

### 5.4.2    Level 3 GR.3 DAT – Ticket issuance date and time

DAT at GR3 will be will contain Date of ticket issuance for each ticket.

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **DATE AND TIME DETAILS** | C688 | - - | - - | C | 99 | - - | | | |
| Date/Time/Period Qualifier | 2005 | *an..3* | an..3 | C | 1 | Yes | To identify the type of date to follow | Yes | Yes |
| First Date | 9916 | *an..35* | n6 | C | 1 | - - | A date (ddmmyy). | Yes | Yes |
| First Time | 9918 | *n..4* | n4 | C | 1 | - - | A time (hhmm). | Yes | Yes |

### Examples:

1.    Ticket issuance date and time:
    DAT+710:041159:0730'

### 5.4.3   Level 3 GR.6 DAT – Check-in transaction date/time

DAT at GR6 will be check-in transaction date/time as stored by RES systems holding DCS data.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **DATE AND TIME DETAILS** | C688 | - - | - - | C | 99 | - - | | | |
| Date/Time/Period Qualifier takes value of 2 | 2005 | *an..3* | an ..3 | C | 1 | Yes | To identify the type of date to follow | NA | Yes |
| First Date | 9916 | *an..35* | n6 | C | 1 | - - | A date (ddmmyy). | No | No |
| First Time | 9918 | *n..4* | n4 | C | 1 | - - | A time (hhmm). | Yes | Yes |

## Examples:

1.  Check-in transaction date/time:
    DAT+2:010604:1800'

### 5.4.4   Level 2 GR.10 DAT – PNR History transaction date/time

DAT at GR10 will hold PNR History transaction date/time.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **DATE AND TIME DETAILS** | C688 | - - | - - | C | 99 | - - | | | |
| Date/Time/Period Qualifier takes value of T: | 2005 | *an..3* | an ..3 | C | 1 | Yes | To identify the type of date to follow | NA | Yes |
| First Date | 9916 | *an..35* | n6 | C | 1 | - - | A date (ddmmyy). | Yes | Yes |
| First Time | 9918 | *n..4* | n4 | C | 1 | - - | A time (hhmm). | Yes | Yes |

## Examples:

1.  PNR History transaction date/time:
    DAT+T:010695:1800'

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## 5.5    EBD: Excess Baggage Details

**Function:** To specify information on excess baggage charges and the associated baggage details.

### Usage:

1. The EBD in GR.1 at level 2 contains excess baggage for the PNR.
2. The EBD in GR.2 at level 3 contain excess baggage for a passenger.

### Notes:

1. EBD appears in two Groups: Gr1 and Gr2. The information will be same in both the groups.
2. Although EBD and TBD share almost the same field list, but the usage for these fields is different.  It is taken that the IATA spec is to be followed.
3. DAS does not support excess baggage and merges this with normal baggage.EBD and TBD values need to be added for JourneyDetails/dcsList/dcs/bgs_dtls/nbr_bgs_hold and JourneyDetails/dcsList/dcs/bgs_dtls/wt_bgs_hold

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **EXCESS BAGGAGE DETAILS** | C674 | - - | - - | C | 1 | - - | | . | |
| Currency, coded | 6345 | an..3 | an..3 | C | 1 | - - | The currency code per unit | No | No |
| Monetary amount | 5004 | n..18 | n..18 | C | 1 | - - | The rate per unit | No | No |
| *Processing indicator, coded* | 7365 | an..3 | - - | N/A | 1 | - - | | | |
| **BAGGAGE DETAILS** | C675 | - - | - - | C | 3 | - - | | | |
| Quantity | 6060 | n..15 | n..2 | C | 1 | - - | The total number in excess | Yes. | No |
| *Measurement value* | | | | N/A | | | | | |
| Allowance or charge qualifier | 5463 | an..3 | an..3 | C | 1 | Yes | Specifies if pieces or weight | Yes | No |
| Measure unit qualifier | 6411 | an..3 | an..3 | C | 1 | Yes | If weight, specifies if pounds or kilograms. | Yes | No |
| *Processing indicator, coded* | 7365 | an..3 | - - | N/A | 1 | - - | | | |
| *BAGTAG DETAILS* | C358 | - - | - - | N/A | 99 | - - | | | |
| *Company identification* | 9906 | an..35 | - - | N/A | 1 | - - | | | |
| *Item number* | 7140 | an..35 | - - | N/A | 1 | - - | | | |
| *Total number of items* | 7240 | n..15 | - - | N/A | 1 | - - | | | |
| *Place/location identification* | 3225 | an..25 | - - | N/A | 1 | - - | | | |
| *Company identification number* | 9996 | an..15 | - - | N/A | 1 | - - | | | |
| *Data indicator* | 9988 | n..2 | - - | N/A | 1 | - - | | | |
| *Item characteristic, coded* | 7081 | an..3 | - - | N/A | 1 | - - | | | |
| *Special requirement type* | 9962 | an..4 | -- | N/A | 1 | -- | | | |
| *Measurement value* | 6314 | n..18 | -- | N/A | 1 | -- | | | |
| *Measure unit qualifier* | 6411 | an..3 | -- | N/A | 1 | -- | | | |
| *Free text* | 4440 | an..70 | -- | N/A | 1 | -- | | | |

### Examples:

1. One piece of  baggage over the allowance USD 50:
   EBD+USD:50.00+1::N'

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## 5.6 EQN: Number Of Units

**Function:** To specify the number of units required.

**Usage:**

1. The EQN at level 0 is used to identify the number of PNRs for the flight sent.
2. The EQN at GR8 is used to identify numbers of passengers split from/to PNR.

### 5.6.1 EQN at level 0 – Number of PNRs in flight

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **NUMBER OF UNIT DETAILS** | C523 | - - | - - | M | 9 | - - | | | |
| Number of Units | 6350 | *n..15* | n..3 | M* | 1 | - - | A 1-3 numeric to specify number of PNR or passengers. | NA | Yes |
| *Number of Units Qualifier* | *6353* | *an..3* | - - | *N/A* | *1* | - - | | | |

**Notes:**

1. DAS does not directly use this data from the input

### 5.6.2 EQN at GR8 – Number of passengers split

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **NUMBER OF UNIT DETAILS** | C523 | - - | - - | M | 9 | - - | | | |
| Number of Units | 6350 | *n..15* | n..3 | M* | 1 | - - | A 1-3 numeric to specify number of PNR or passengers. | No | No |

**Notes:**

1. DAS does not directly use this data from the input

**Examples:**

1. Total number of PNRs:
   EQN+98'
2. Four passengers split from this PNR.
   EQN+4'

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## 5.7    ERC: Application Error Information

**Function**: To identify errors in the message sent to the States

**Usage**: Used in ACKRES - PNRGOV Receipt Message

**Notes:**

1.    DAS does not support ACKRES message.

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **APPLICATION ERROR DETAIL** | C901 | - - | - - | M | 1 | - - | | | |
| Application error, coded | 9321 | *an..3* | n..3 | M | 1 | Y | | No | No |
| *Code list qualifier* | *1131* | *an..3* | - - | *N/A* | *1* | -- | | | |
| *Code list responsible agency, coded* | *3055* | *an..3* | | *N/A* | *1* | | | | |

**Examples:**

1.    Application Error - Invalid Departure Time:
      ERC+103'

2.    Invalid flight number:
      ERC+114'

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## 5.8 FAR: Fare Information

**Function**: To specify fare information details.

## Notes:

1. The expected hierarchy/association for tickets, fares and taxes is : Pax->Ticket->Fare->Tax. However, PNRGov Edifact instead has two hierarchies Pax->Ticket->Tax and Pax ->Fare, thereby disassociating Fare from Ticket and Tax.

   This has implications for how such sgements are stored when received in PNRGov input messages, as well as how these are provided in PNRGov output messages.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **NUMBER OF UNITS QUALIFIER, passenger type** | 6353 | *an..3* | an..3 | C | 1 | Yes | Type of passenger, e.g. adult, child, group, corporate. Used to specify an industry defined pricing passenger type code (PTC). | Yes | Yes |
| **QUANTITY, age** | 6060 | *n..15* | n..3 | C | 1 | - - | Age. To specify age related to a child or senior citizen, etc. | Yes | Yes |
| **FARE DETAILS** | C662 | - - | - - | C | 1 | - - | | | |
| Number of units Qualifier, Passenger Fare Type | 6353 | *an..3* | an..3 | C | 1 | Yes | Discounted fare type, related to each PTC code. | Yes | Yes |
| Percentage, of discount | 5482 | *n..8* | n..3 | C | 1 | - - | The percent of discount. Discount fare. | Yes | Yes |
| Country, coded | 3207 | *an..3* | an..3 | C | 1 | Yes | ISO country code in lieu of discounted percentage amount. | No | No |
| Fare classification type, coded, Discounted fare classification type | 9878 | *an..3* | an..3 | C | 1 | Yes | Discounted fare classification type. | Yes | Yes |
| **IDENTITY NUMBER** | 7402 | *an..35* | an..35 | C | 1 | - - | In-house fare type/corporate contract number. | No | No |
| **FARE TYPE GROUPING INFORMATION** | C644 | - - | - - | N/A | 1 | - - | | NA | NA |
| *Pricing Group* | *5388* | *an..35* | - - | N/A | 5 | - - | . | NA | Na |
| **RATE/TARIFF CLASS,** Fare basis code | 5242 | *an..35* | an..18 | C | 9 | - - | Fare basis code/ticket designator code. | Yes | Yes |

## Examples:

1. The fare is a 20 percent discounted fare type for an 9 year old child:
   FAR+C+9+1:20:US+++YEE3M'
2. The fare is an industry discounted passenger traveling on business with space available.
   FAR+I++764:4::B2+++C'

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## 5.9 FOP:  Form of Payment

**Function**: To convey details describing the form of payment

## Usage:

1. Although the FOPsegment is used only in Level 4, Gr.4, it has differing usages depending on the type of payment.

## Notes:

1. The following types of making payment are recognised/supported:

| **Form of Payment Identification, 9888** | | **DAS Type** |
|---|---|---|
| AGT | Sales Agent issued document | account payment |
| CA | Cash | cash |
| CC | Credit Card | credit_card_payment |
| CK | Check | check |
| DP | Airline Reporting Corporation direct form of payment | account payment |
| GR | Government transportation request | gtr |
| MS | Miscellaneous | account payment |
| NR | Non-refundable (refund restricted) | account payment |
| PT | Prepaid Ticket Advice (PTA) | account payment |
| SGR | Single govt transport request | account payment |
| UN | UN Transport Request | account payment |

2. Due to the structure of PNRGov where FOP is 'under' TKT, an association between the two needs to be supported in DAS, which is not directly available.  Instead, FOP and TKT are associated via the Passenger using the Name-No field.

   While this works, the drawback is that if there are multiple tickets and payments in DAS for a passenger, then all payments are associated with all tickets.

## 5.9.1    Credit card Form of Payment

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **FORM OF PAYMENT DETAILS** | C641 | - - | - - | M | 99 | - - | | | |
| Form of Payment Identification | 9888 | *an..10* | an..3 | M | 1 | Yes | Form of payment type | Yes | Yes |
| Data Indicator | 9988 | *an..3* | an..3 | C | 1 | Yes | To indicate old, new or original form of payment | No | No |
| Monetary Amount | 5004 | *n..18* | n..18 | C | 1 | - - | Form of payment amount | Yes | Yes |
| Company Identification | 9906 | *an..35* | an..3 | C | 1 | - - | Vendor code (CC) | Yes | Yes |
| Reference Number | 1154 | *an..35* | an..25 | C | 1 | - - | Account number (CC/GR/SGR) | Yes | Yes |
| First Date | 9916 | *an..35* | n4 | C | 1 | - - | Expiration date (CC) (mmyy) | Yes | Yes |
| *Approval Identification* | *9889* | *an..17* | - | *N/A* | *1* | *- -* | | | |
| *Source, Coded* | *9890* | *an..3* | - | *N/A* | *1* | *- -* | | | |
| *Monetary Amount* | *5004* | *n..18* | - | *N/A* | *1* | *- -* | | | |
| *Verification, Coded* | *9891* | *an..3* | - | *N/A* | *1* | *- -* | | | |
| *Account holder number* | *3194* | *an..70* | | *N/A* | *1* | *- -* | | | |
| *Payment Time Reference, Coded* | *2475* | *an..3* | - | *N/A* | *1* | *- -* | | | |
| Free Text | 4440 | *an..70* | - | C | 1 | - | | No | Yes |
| *Membership Status, Coded* | *7453* | *an..3* | - | *N/A* | *1* | *- -* | | | |
| *Transaction Information* | *9892* | *an..35* | - | *N/A* | *1* | *- -* | | | |

## Notes:

1. If payment is via credit card, then the provision of the cardholder name is via the IFT if different from the passenger.

## Examples:

1. Paid with an American Express card, with an expiration date of 12/11 :
FOP+CC::416.00:AX:373212341234123:1211'

2. Old form of payment was VISA card with an expiration date of August, 2013 :
FOP+CC:2:628.32:VI:4235792300387826:0813

### 5.9.2 Cheque Form of Payment

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| FORM OF PAYMENT DETAILS | C641 | - - | - - | M | 99 | - - | | | |
| Form of Payment Identification | 9888 | an..10 | an..3 | M | 1 | Yes | Form of payment type | Yes | Yes |
| Data Indicator | 9988 | an..3 | an..3 | C | 1 | Yes | To indicate old, new or original form of payment | No | No |
| Monetary Amount | 5004 | n..18 | n..18 | C | 1 | - - | Form of payment amount | Yes | Yes |
| Company Identification | 9906 | an..35 | an..3 | C | 1 | - - | Vendor code (CC) | No | No |
| Reference Number | 1154 | an..35 | an..25 | C | 1 | - - | Account number (CC/GR/SGR) | No | No |
| First Date | 9916 | an..35 | n4 | C | 1 | - - | Expiration date (CC) (mmyy) | No | No |
| Approval Identification | 9889 | an..17 | - | N/A | 1 | - - | | | |
| Source, Coded | 9890 | an..3 | - | N/A | 1 | - - | | | |
| Monetary Amount | 5004 | n..18 | - | N/A | 1 | - - | | | |
| Verification, Coded | 9891 | an..3 | - | N/A | 1 | - - | | | |
| Account holder number | 3194 | an..70 | - | N/A | 1 | - - | | | |
| Payment Time Reference, Coded | 2475 | an..3 | - | N/A | 1 | - - | | | |
| Free Text | 4440 | an..70 | an.. 70 | C | 1 | - - | | Yes | Yes |

### 5.9.3 Cash Form of Payment

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| FORM OF PAYMENT DETAILS | C641 | - - | - - | M | 99 | - - | | | |
| Form of Payment Identification | 9888 | an..10 | an..3 | M | 1 | Yes | Form of payment type | Yes | Yes |
| Data Indicator | 9988 | an..3 | an..3 | C | 1 | Yes | To indicate old, new or original form of payment | No | No |
| Monetary Amount | 5004 | n..18 | n..18 | C | 1 | - - | Form of payment amount | Yes | Yes |
| Company Identification | 9906 | an..35 | an..3 | C | 1 | - - | Vendor code (CC) | No | No |
| Reference Number | 1154 | an..35 | an..25 | C | 1 | - - | Account number (CC/GR/SGR) | No | No |
| First Date | 9916 | an..35 | n4 | C | 1 | - - | Expiration date (CC) (mmyy) | No | No |
| Approval Identification | 9889 | an..17 | - | N/A | 1 | - - | | | |
| Source, Coded | 9890 | an..3 | - | N/A | 1 | - - | | | |
| Monetary Amount | 5004 | n..18 | - | N/A | 1 | - - | | | |
| Verification, Coded | 9891 | an..3 | - | N/A | 1 | - - | | | |
| Account holder number | 3194 | an..70 | - | N/A | 1 | - - | | | |
| Payment Time Reference, Coded | 2475 | an..3 | - | N/A | 1 | - - | | | |
| Free Text | 4440 | an..70 | an..70 | C | 1 | - - | | Yes | Yes |

## Examples:

1. Form of payment is cash:
FOP+CA::731.00'

### 5.9.4 GR – Government Transportation Request

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **FORM OF PAYMENT DETAILS** | C641 | - - | - - | M | 99 | - - | | | |
| Form of Payment Identification | 9888 | *an..10* | an..3 | M | 1 | Yes | Form of payment type | Yes | Yes |
| Data Indicator | 9988 | *an..3* | an..3 | C | 1 | Yes | To indicate old, new or original form of payment | No | No |
| Monetary Amount | 5004 | *n..18* | n..18 | C | 1 | - - | Form of payment amount | No | No |
| Company Identification | 9906 | *an..35* | an..3 | C | 1 | - - | Vendor code (CC) | No | No |
| Reference Number | 1154 | *an..35* | an..25 | C | 1 | - - | Account number (CC/GR/SGR) | Yes | Yes |
| First Date | 9916 | *an..35* | n4 | C | 1 | - - | Expiration date (CC) (mmyy) | No | No |
| *Approval Identification* | 9889 | *an..17* | - | N/A | 1 | - - | | | |
| *Source, Coded* | 9890 | *an..3* | - | N/A | 1 | - - | | | |
| *Monetary Amount* | 5004 | *n..18* | - | N/A | 1 | - - | | | |
| *Verification, Coded* | 9891 | *an..3* | - | N/A | 1 | - - | | | |
| *Account holder number* | 3194 | *an..70* | - | N/A | 1 | - - | | | |
| *Payment Time Reference, Coded* | 2475 | *an..3* | - | N/A | 1 | - - | | | |
| Free Text | 4440 | *an..70* | an..70 | C | 1 | - - | | No | No |

## Examples:

1. Form of payment is Government receipt:
   FOP+GR::200.00::AB123456'

### 5.9.5 Other Forms of Payment

## Notes:

1. Following forms of payment (field 9888) are covered under this FOP Type:

   AGT, DP, GR, MS, NR, PT, SGR, UN

2. These forms of payment are stored correctly, but do not all have a corresponding FOP type when output in non-PNRGov output formats.

3. Not all of these forms of payment are supported by DAS.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **FORM OF PAYMENT DETAILS** | C641 | - - | - - | M | 99 | - - | | | |
| Form of Payment Identification | 9888 | *an..10* | an..3 | M | 1 | Yes | Form of payment type | Partial | Partial |
| Data Indicator | 9988 | *an..3* | an..3 | C | 1 | Yes | To indicate old, new or original form of payment | No | No |
| Monetary Amount | 5004 | *n..18* | n..18 | C | 1 | - - | Form of payment amount | Partial | Parial |
| Company Identification | 9906 | *an..35* | an..3 | C | 1 | - - | Vendor code (CC) | No | No |
| Reference Number | 1154 | *an..35* | an..25 | C | 1 | - - | Account number (CC/GR/SGR) | Partial | Partial |
| First Date | 9916 | *an..35* | n4 | C | 1 | - - | Expiration date (CC) (mmyy) | No | No |
| *Approval Identification* | 9889 | *an..17* | - | N/A | 1 | - - | | | |
| *Source, Coded* | 9890 | *an..3* | - | N/A | 1 | - - | | | |
| *Monetary Amount* | 5004 | *n..18* | - | N/A | 1 | - - | | | |
| *Verification, Coded* | 9891 | *an..3* | - | N/A | 1 | - - | | | |
| *Account holder number* | 3194 | *an..70* | - | N/A | 1 | - - | | | |
| *Payment Time Reference, Coded* | 2475 | *an..3* | - | N/A | 1 | - - | | | |
| Free Text | 4440 | *an..70* | an..70 | C | 1 | - - | | Partial | Partial |

## Examples: TBD

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## 5.10 FTI: Frequent Traveller Information

**Function:** To specify frequent traveler information.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **FREQUENT TRAVELLER IDENTIFICATION** | C326 | - - | - - | M | 9 | - - | | | |
| Company Identification | 9906 | *an..35* | an..3 | M | 1 | Yes | Airline designator, coded | Yes | Yes |
| Frequent Traveller Identification | 9948 | *an..25* | an..20 | M | 1 | - - | A code to identify a frequent traveller - the frequent traveller number. | Yes | Yes |
| *Traveller Reference Number* | *9944* | *an..10* | - - | *N/A* | *1* | - - | | | |
| Status, coded | 4405 | *an..3* | an..3 | C | 1 | - - | | Yes | Yes |
| Membership level | 7456 | *an..35* | an..35 | C | 1 | - - | Membership Information | Yes | Ok |
| *Hierarchical ID Number* | *7164* | *an..12* | - - | *N/A* | *1* | - - | | | |
| Item Description | 7008 | *an..35* | an..35 | C | 1 | - - | Tier Description | Yes | Yes |
| Company Identification | 9906 | *an..35* | an..35 | C | 1 | - - | Alliance Code | No | No |
| *Passenger Priority Value* | *9949* | *n..4* | - - | *N/A* | *1* | - - | | | |

### Examples:

1.  A United Airlines Frequent Traveller:
    FTI+UA:12345678964'

2.  Passenger is using frequent flyer account on airline ZZ:
    FTI+ZZ:001012693109'

3.  Passenger has a British Airways Frequent Traveller number, is a BA GOLD member and description of tier level is GOLD.  Passenger also has a One World (code 701) alliance  Emerald member :
    FTI+BA:12345678:::GOLD::GOLD+BA:12345678:::EMER::EMERALD:701'

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## 5.11    IFT:  Interactive Free Text

**Function:** To provide free form or coded text information, such as other service information (OSI).

### Notes:

1. Multiple occurrences of the same type of literal free text should each be contained in a separate IFT segment to avoid confusion regarding where each occurrence begins and ends.  It is assumed that where a single Free Text, 4440 field is insufficient to hold the free text value, then additional Free Text, 4440 fields are repeated.

2. If the value in code set 4451 indicates that coded information exists, then this coded data pertains to information in element 9980.

3. Data in fare calculation is positional information within a free text data element.
   The data should never be truncated or padded by an EDIFACT handler.

4. When data element 4451 is used, it should contain values 1, 3 or 4.  All other codes in 4451 code set are SISC codes (scheduling information).

5. The IFT segment can be used for many different purposes, as a scan of the values of the Information Type, 9980 field shows. This includes OSIs, history information, fare information, payment information, and even Go Show / No Show. All of these types are supported when received in PNRGov EDI input messages.

6. DAS does not directly support OSIs for DCS.  However, DAS supports IFTs as qualified below.

7. In the input of IFTs for DCS data, DAS does not support IFTs association with any flight segment except the active flight.  So, only IFTs associated with the active flight segment are stored and all other IFTs associated with other flight segments **are** discarded.

8. In the output of IFTs from DCS data, these are present only for the active flight.  So, the four scenarios are treated as follows:

| Input Scenario | DAS DCS support | Output outcome |
|---|---|---|
| Gr.1 All pax, all flight segments | Stored for each pax, only if active flight segment | Gr.5 for active flight |
| Gr.2 One/more pax, all flight segments | Stored for one/more pax, only if active flight segment | Gr.2 for active flight, for one/more pax |
| Gr.5 All pax, one flight segment | Stored for each pax, only if active flight segment | Gr.5 for active flight |
| Gr.5 One/more pax, one flight segment | Stored for one/more pax, only if active flight segment | Gr.2 for active flight, for one/more pax |

   **NOTE**: It is to be understood by the recipient of the ouput message that the Gr.2 IFT can only certainly be associated with the active flight segment, although due to the message structure, it would appear to apply to all flight segments.

9. In the output, each OSI will be output as one IFT, covering both PNR and DCS sources. The PNR source can be 256 chars wide and will be broken into as many FREE TEXT, field 4440, as is required.  The DCS source can be 80 chars wide and will be broken into as many FREE TEXT, field 4440, as is required.

10. Email Information can be supplied though the FREE TEXT field (4440) of IFT Segment.

11. OSI code CTCE can also be used in the IFT segement, if Email details is supplied.

### 5.11.1   Level 2 Gr.1 IFT – common for all passengers in the PNR

### Notes:

1. Please see Notes at beginning of section for output of IFTs from DCS.
   The notes make clear that this segment will never be output for DCS IFTs.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **FREE TEXT QUALIFICATION** | C346 | - - | - - | C | 1 | - - | | | |
| Text Subject Qualifier Expect value of 4 only | 4451 | an..3 | an..3 | M | 1 | Yes | See code set values. | No | Yes |
| Information Type | 9980 | an..4 | an..4 | C | 1 | Yes | A code describing data in 4440 | Yes | Yes: Output as 28 |
| Status, coded | 4405 | an..3 | an..3 | C | 1 | Yes | Fare calculation reporting indicator or pricing indicator | No | No |
| Company Identification | 9906 | an..35 | an..3 | C | 1 | - - | Validating carrier airline designator | Yes | Yes |
| Language, coded | 3453 | an..3 | - - | N/A | 1 | Yes | ISO Code for Language of free text. | | |

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| FREE TEXT | 4440 | *an..70* | an..70 | C | 99 | - - | Free text message | Yes | Yes |

## Examples:

1. Fare calculation with fare calculation reporting indicator:
   IFT+4:15:0+DEN UA LAX 01.82 487.27  UA DEN  487.27  USD976.36 END        XFDEN3LAX+3'
2. OSI information:
   IFT+4:28::KL+CTC 7732486972-U'

### 5.11.2  Level 3 Gr.2 IFT –for the passenger in the group

## Notes:

1. OSIs created from DCS should have had a means of identifying that the OSI applies to all flight segments for the passenger. However, as this is unavailable in DAS DCS, the OSIs are checked for being identical for all pax, and if so, then this is output to Gr.2.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| FREE TEXT QUALIFICATION | C346 | - - | - - | C | 1 | - - | | | |
| Text Subject Qualifier <mark>Expect value of 4 only</mark> | 4451 | *an..3* | an..3 | M | 1 | Yes | See code set values. | No | Yes |
| Information Type | 9980 | *an..4* | an..4 | C | 1 | Yes | A code describing data in 4440 | Yes | Yes |
| Status, coded | 4405 | *an..3* | an..3 | C | 1 | Yes | Fare calculation reporting indicator or pricing indicator | No | No |
| Company Identification | 9906 | *an..35* | an..3 | C | 1 | - - | Validating carrier airline designator | Yes | Yes |
| FREE TEXT | 4440 | *an..70* | an..70 | C | 99 | - - | Free text message | Yes | Yes |

## Examples:

1. OSI information, passenger requires wheelchair assistance :
   IFT+4:28::SV+WCHR PAX REQUIRES ASSISTANCE -1BROWN/J MR'

### 5.11.3  Level 5 Gr.4 IFT –sponsor information

## Notes:
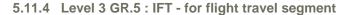
1. Only applicable for PNR data.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| FREE TEXT QUALIFICATION | C346 | - - | - - | C | 1 | - - | | | |
| Text Subject Qualifier <mark>Expect value of 4 only</mark> | 4451 | *an..3* | an..3 | M | 1 | Yes | See code set values. | No | Yes |
| Information Type Should always be value 43 | 9980 | *an..4* | an..4 | C | 1 | Yes | A code describing data in 4440 | No | No |
| Status, coded | 4405 | *an..3* | an..3 | C | 1 | Yes | Fare calculation reporting indicator or pricing indicator | No | No |
| Company Identification | 9906 | *an..35* | an..3 | C | 1 | - - | Validating carrier airline designator | No | No |
| FREE TEXT | 4440 | *an..70* | an..70 | C | 99 | - - | Free text message | Yes | Yes |

## Examples:

1. Sponsor information:
   IFT+4:43+TIMOTHY SIMS+2234 MAIN STREET ATLANTA, GA 30067+770 5632891'

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### 5.11.4  Level 3 GR.5 : IFT - for flight travel segment

**Notes:**

1. For PNRGov EDI input being stored for DCS, **only IFTs for the active flight segment can be stored**. This is so, as DAS does not support such information in DCS for inbound and oncarriage flights.

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **FREE TEXT QUALIFICATION** | C346 | - - | - - | C | 1 | - - | | | |
| Text Subject Qualifier <mark>Expect value of 4 only</mark> | 4451 | *an..3* | an..3 | M | 1 | Yes | See code set values. | No | Yes |
| Information Type | 9980 | *an..4* | an..4 | C | 1 | Yes | A code describing data in 4440 | Yes | Yes |
| Status, coded | 4405 | *an..3* | an..3 | C | 1 | Yes | Fare calculation reporting indicator or pricing indicator | No | No |
| Company Identification | 9906 | *an..35* | an..3 | C | 1 | - - | Validating carrier airline designator | Yes | Yes |
| *Language, coded* | *3453* | *an..3* | - - | *N/A* | *1* | *Yes* | *ISO Code for Language of free text.* | | |
| **FREE TEXT** | 4440 | *an..70* | an..70 | C | 99 | - - | Free text message | Yes | Yes |

**Examples:**

1. OSI contact address for passenger:
   IFT+4:28::SV+CTCA YUL HOLIDAY CROWN PLAZA TUR CONDUCTOR SMITH/DIANE'

### 5.11.5  Level 4 Gr.11 IFT – History other service information changes

The usage of this segment in Gr.11 is identical to that of the Gr.1 IFT.

**Examples:**

1. History message of ticket numbers updated by agent:
   IFT+4:19::SV+OSI TKNM 00742374399071-1WILSON/TMS'

## 5.12    LTS:  Long Text String

**Function:** To represent a piece of information that contains multiple lines of text as one whole.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **TEXT STRING DETAILS** | 9990 | *an..9999* | an..9999 | M | 1 | - - | Block of free text up to 9999 characters.  May include control characters such as carriage return and line feed. | Yes | Yes |

### Notes:

1.   Carriage returns and line feeds may corrupt commercial parsers and this will need to be agreed through a bilateral agreement.
2.   Flown segments are to be included in history.
3.   The LTS segment can be used to provide raw / unstructured PNR History.

### Examples:

1.   Unstructured PNR history:

```
LTS+ LAX GS WW D006217 2129Z/09DEC 02961B AS DL1314U 19FEB MCOATL NN/SS1
1130A   105P AS SEAT RS    29F  TRAN/TRINH             DL1314 19FEB MCOATL AS
DL1319T
23FEB ATLMCO NN/SS1   355P  524P¬AS SEAT RS    28A  TRAN/TRINH          DL1319
23FEB
ATLMCO A$ 4P  A-USD   160.93 TX  33.27         TTL   194.20 WW09DEC AC  A ORL DL
ATL87.44UA10A0SJ DL ORL73.49TA10X3SJ USD160.93END  ZP MCOATL XF MCO4.5ATL4.5 PS LAXADLLAX
LAXGSWWUS LAXDL -LAX GS WW D006217 09DEC2129Z 02961B XS DL1314U 19FEB MCOATL NN/HK1
1130A   105P  XS SEAT XR/RS 29F  TRAN/TRINH          DL1314 19FEB MCOATL XS DL1319T
23FEB ATLMCO NN/HK1   355P  524P XS SEAT XR/RS 28A  TRAN/TRINH          DL1319 23FEB
ATLMCO X$ 4P  A-USD   160.93 TX  33.27         TTL   194.20 WW09DEC XC  A ORL DL
ATL87.44UA10A0SJ DL ORL73.49TA10X3SJ USD160.93END  ZP MCOATL XF MCO4.5ATL4.5 XE  A-USD
XF-9.00/ZP-7.20/AY-5.00/US-12.07/ XT TKT-TE/1200N/09DEC   -LAX GS WW D006217 09DEC2129Z
02961B'
```

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## 5.13 MON:  Monetary Information

**Function:** To specify monetary information details.

### Notes:

1. It is assumed in DAS that there will be either multiple FOP or multiple FOP Details but not both.
2. There are three sources from which to populate this data in the output. The order of preference to use these are as follows:
   1. Issued Ticket – the MON produced from this will directly associate with the Gr.3 TKT produced from the same Issued Ticket
   2. Fare Quote – this will associate with every Gr.3 TKT for every passenger in the PNR
   3. Stored fares – this can have multiple occurences.  These will associate with every Gr.3 TKT for every passenger in the PNR

   Only one source is used, and as soon as the source is identified as per the order of preference above, the other sources will be ignored.

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **MONETARY INFORMATION** | C663 | - - | - - | M | 20 | - - | | | |
| Monetary amount type qualifier | 5025 | *an..3* | an1..3 | M | 1 | Yes | To specify ticket/document amount. base, o. | No | Yes |
| Allowance or Charge number | 1230 | *an..35* | an1..18 | C | 1 | - - | Amount or text defined by industry standards Reso 720a para 13 | Yes | Yes |
| Currency, coded | 6345 | *an..3* | an..3 | C | 1 | - - | ISO currency code | Yes | Yes |
| Place/location identification | 3225 | *an..25* | - - | C | 2 | - - | | No | No |

### Examples:

1. Ticket/document amount is $0.00 due to an award certificate:
   MON+T:AWARD'
2. Ticket/document amount is 297.50 EUR :
   MON+T:297.50:EUR'

## 5.14 MSG: Message Action Details

**Function:** To specify the message type and business function.

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **MESSAGE FUNCTION / BUSINESS DETAILS** | C302 | - - | - - | M* | 1 | - - | | | |
| Business Function, Coded | 4025 | *an..3* | an..3 | C | 1 | Yes | A code specifying type of service (air, car, hotel, etc.). | Yes | Partial |
| Message Function, Coded | 1225 | *an..3* | an..3 | C | 1 | Yes | Identifies what action is requested or has been performed. | No | No |
| *Code List Responsible Agency, Coded* | *3055* | *an..3* | - - | *N/A* | *1* | - - | | | |
| *Message function, coded* | *1225* | *an..3* | - - | *N/A* | *20* | - - | | | |
| **RESPONSE TYPE, CODED** | 4343 | *an..3* | an…3 | C | 1 | Yes | *Indicates whether request was processed successfully.* | No | No |

## Notes:

1. Business Function, Coded (Element 4025) is only used in the MSG Gr9 to specify the type of service (car, hotel, train, etc.)
2. If MSG is used at Level 0, 4025 is not needed
3. Data element 4343 is M* if the MSG is used in the ACKRES message.
4. ==Data element 4343 is N/A if the MSG is used in the PNRGOV message==.
5. Business Function, 4025 is mapped to DAS Travel Segments as follows:

| Code | Name | DAS Travel Segment |
|---|---|---|
| 1 | Air Provider | Air |
| 2 | Car Provider (CCR) | Car |
| 3 | Hotel Provider (HHL) | Hotel |
| 4 | Ferry | Other |
| 5 | Cruise | Other |
| 6 | Rail | Rail |
| 7 | Tour | Other |
| 8 | Hotel, requested through airline rather than hotel/motel (HTL) | Hotel |
| 9 | Car, requested through airline rather than car operator (CAR) | Car |
| 10 | Air taxi (ATX) | Air |
| 11 | Tour (TUR), requested through airline rather than tour operator | Other |
| 12 | Surface (SUR) | Other |
| 13 | Tour (TTO), requested from tour operator | Other |
| 17 | Charter | Other |
| 27 | Helicopter | Other |
| 28 | Hover craft | Other |
| 30 | Limousine | Car |
| 32 | Miscellaneous | Other |
| 33 | Other travel service | Other |
| 35 | Propellar plane | Other |
| 41 | Transfers | Other |
| 44 | Water taxi | Other |
| 45 | Coach | Other |
| 46 | Bus | Other |

All other codes should not appear in Gr.9 MSG, but if any do, then they should be mapped to *Other* and follow the field mapping for Gr.9 TVL Other Travel Segment described in Section .5.28.7

## Examples:

1. To specify that the TVL IN Gr.9 is for a hotel segment:
   MSG+8'
2. In Level 0, to specify the function of the message:
   MSG+:22'

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## 5.15   ORG:  Originator of Request Details

**Function:** To specify the point of sale details.

### Usage:

1. The ORG at level 0 is the sender of the data.
2. The ORG in GR.1 at level 2 is the originator of the booking.
3. The ORG in GR.6 at level4 is the agent id who checked in the passenger for this flight segment.

### 5.15.1  Level 0 ORG - sender of the data

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **SYSTEM DETAILS** | C336 | - - | - - | M* | 1 | - - | | | |
| Company Identification, CRS | 9906 | *an..35* | an..3 | M* | 1 | Yes | 2-3 character airline/CRS code, or bilaterally agreed code, of the system that delivers the message. | Yes | Yes |
| Place/Location identification | 3225 | *an..25* | a3..5 | C | 1 | Yes | 3 character ATA/IATA airport/city code of the delivering system/ originator of the request. | No | Yes |
| *Place/Location Name* | *3224* | *an..17* | - - | *N/A* | *1* | - - | | | |
| *ORIGINATOR IDENTIFICATION DETAILS* | *C300* | - - | - - | *C* | *1* | - - | | | |
| *Travel Agent Identification Details* | *9900* | *n..9* | *n8* | *C* | *1* | - - | *ATA/IATA travel agency ID number or pseudo IATA travel agency number.* | | |
| *In-House Identification* | *9902* | *an..9* | *an..9* | *C* | *1* | - - | *Identification code assigned to an office/agency by the reservation system.  May be a pseudo city or city and office number.* | | |
| *In-House identification* | *9902* | *an..9* | *an..9* | *C* | *1* | - - | *Identification code that is related to a system key.  Access security/entry key into actioning system.* | | |
| *In-House identification* | *9902* | *an..9* | - - | *N/A* | *1* | - - | | | |
| *LOCATION* | *C328* | - - | - - | *C* | *1* | - - | | | |
| *Place/Location Identification* | *3225* | *an..25* | *a3..5* | *M** | *1* | *Yes* | *A 3 character ATA/IATA airport/city code from where the agent initiates the request.* | | |
| *Place/Location Name* | *3224* | *an..17* | - - | *N/A* | *1* | - - | | | |
| **SUB SYSTEM DETAILS** | C936 | - - | - - | C | 1 | - - | | | |
| Company Identification | 9906 | *an..35* | an..3 | C | 1 | Yes | 2-3 character airline/CRS code, or bilaterally agreed code, of the system that originates the message, when different from the delivering system. | No | No |
| Place/Location Identification | 3225 | *an..25* | a3..5 | C | 1 | Yes | 3 character ATA/IATA airport/city code of the system that originates the message. | No | Yes |
| *Place/Location name* | *3224* | *an..17* | - - | *N/A* | *1* | - - | | | |
| ***ORIGINATOR TYPE CODE*** | *9972* | *an1* | *an1* | *C* | *1* | *Yes* | *One character code for airline agent, travel agent, etc.* | | |
| ***ORIGINATOR SUB DETAILS*** | *C354* | - - | - - | *C* | *1* | - - | | | |
| *Country, Coded* | *3207* | *an..3* | *an..3* | *C* | *1* | *Yes* | *ISO country code of the agent.* | | |
| *Currency, Coded* | *6345* | *an..3* | *an..3* | *C* | *1* | *Yes* | *ISO currency code for currency of originator country.* | | |

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| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| *Language, Coded* | *3453* | *an..3* | *an..3* | *C* | *1* | *Yes* | *ISO code of language.* | | |
| **ORIGINATOR'S AUTHORITY REQUEST CODE** | 9904 | *an..9* | an..9 | C | 1 | - - | A reference number/ authority code assigned to the requester as in an agent's initials or logon. | No | No |
| **COMMUNICATION NUMBER** | 3148 | *an..25* | an..6 | C | 1 | - - | LNIATA where LN=line and IA=interchange address and TA=terminal address. | No | No |
| **PARTY ID IDENTIFICATION** | 3039 | *an..17* | an..17 | C | 1 | - - | Group identification such as network id. | No | No |

## Examples:

1. The originator of the message is American Airlines agent in Dallas:
ORG+AA:DFW'

### 5.15.2 Level 2 GR.1 ORG - originator of the booking

## Notes:

1. The following deviations have been made to the IATA spec:

- Travel Agent Identification Details (IATA number of Booking Agent), 9900 had a Common Usage of n8, which has been changed to an..8. This reflects actual airline data.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **SYSTEM DETAILS** | C336 | - - | - - | M* | 1 | - - | | | |
| Company Identification | 9906 | *an..35* | an..3 | M* | 1 | Yes | 2-3 character airline/CRS code, or bilaterally agreed code, of the system that delivers the message. | Yes | Yes |
| Place/Location identification , True city of the CRS | 3225 | *an..25* | a3..5 | C | 1 | Yes | 3 character ATA/IATA airport/city code of the delivering system/ originator of the request. | Yes | Yes |
| **ORIGINATOR IDENTIFICATION DETAILS** | C300 | - - | - - | C | 1 | - - | | | |
| Travel Agent Identification Details, IATA number of Booking Agent | 9900 | *n..9* | an..8 | C | 1 | - - | ATA/IATA travel agency ID number or pseudo IATA travel agency number. | Yes | Yes |
| In-House identification, Pseudo_city of Booking Agent as identifed in CRS | 9902 | *an..9* | an..9 | C | 1 | - - | Identification code assigned to an office/agency by the reservation system. May be a pseudo city or city and office number. | Yes | Yes |
| In-House identification | 9902 | *an..9* | an..9 | C | 1 | - - | Identification code that is related to a system key. Access security/entry key into actioning system. | No | No |
| **LOCATION** | C328 | - - | - - | C | 1 | - - | | | |
| Place/Location Identification, Booking city of the Booking Agent | 3225 | *an..25* | a3..5 | M* | 1 | Yes | A 3 character ATA/IATA airport/city code from where the agent initiates the request. | Yes | Yes |
| **SYSTEM DETAILS** | C336 | - - | - - | C | 1 | - - | | | |
| Company Identification, Booking airline | 9906 | *an..35* | an..3 | C | 1 | Yes | 2-3 character airline/CRS code, or bilaterally agreed code, of the system that originates the message, when different from the delivering system. | Yes | Yes |
| Place/Location Identification | 3225 | *an..25* | a3..5 | C | 1 | Yes | 3 character ATA/IATA airport/city code of the system that originates the message. | No | No |
| **ORIGINATOR TYPE CODE** | 9972 | *an1* | an1 | C | 1 | Yes | One character code for airline agent, travel agent, etc. | OK | OK |
| **ORIGINATOR DETAILS** | C354 | - - | - - | C | 1 | - - | | | |

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| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| Country, Coded, of Booking Agent | 3207 | *an..3* | an..3 | C | 1 | Yes | ISO country code of the agent. | OK | Ok |
| Currency, Coded, of Booking Agent | 6345 | *an..3* | an..3 | C | 1 | Yes | ISO currency code for currency of originator country. | OK | OK |
| Language, Coded, of Booking Agent | 3453 | *an..3* | an..3 | C | 1 | Yes | ISO code of language. | No | No |
| **ORIGINATOR'S AUTHORITY REQUEST CODE** | 9904 | *an..9* | an..9 | C | 1 | - - | A reference number/ authority code assigned to the requester as in an agent's initials or logon. | No | Yes |
| **COMMUNICATION NUMBER** | 3148 | *an..25* | an..6 | C | 1 | - - | LNIATA where LN=line and IA=interchange address and TA=terminal address. | No | No |
| **PARTY ID IDENTIFICATION** | 3039 | *an..17* | an..17 | C | 1 | - - | Group identification such as network id. | No | No |

## Examples:

1. originator of the booking is an LH agent located in Amsterdam hosted on Amadeus:
   ORG+1A:MUC+12345678:111111+AMS+LH+A+NL:NLG:NL+0001AASU'
2. The originator of the booking is an Amadeus travel agent request.
   ORG+1A:NCE+1234567:DDGS+++T'
3. Origination details for a Worldspan travel agent request:
   ORG+1P:HDQ+98567420:IPSU+ATL++T+US:USD+GS'

### 5.15.3  Level 4 GR.6 ORG – Check-in Agent ID

The ORG in GR.6 at level4 is the agent id who checked in the passenger for this flight segment.

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **SYSTEM DETAILS** | C336 | - - | - - | M* | 1 | - - | | | |
| Company Identification | 9906 | *an..35* | an..3 | M* | 1 | Yes | 2-3 character airline/CRS code, or bilaterally agreed code, of the system that delivers the message. | Yes. | Yes |
| Place/Location identification | 3225 | *an..25* | a3..5 | C | 1 | Yes | 3 character ATA/IATA airport/city code of the delivering system/ originator of the request. | No | No |
| **ORIGINATOR IDENTIFICATION DETAILS** | C300 | - - | - - | C | 1 | - - | | | |
| Travel Agent Identification Details | 9900 | *n..9* | an..8 | C | 1 | - - | ATA/IATA travel agency ID number or pseudo IATA travel agency number. | No | No |
| In-House Identification | 9902 | *an..9* | an..9 | C | 1 | - - | Identification code assigned to an office/agency by the reservation system.  May be a pseudo city or city and office number. | Yes | Yes |
| *In-House identification* | *9902* | *an..9* | *an..9* | *C* | *1* | - - | *Identification code that is related to a system key.  Access security/entry key into actioning system.* | | |
| **LOCATION** | C328 | - - | - - | C | 1 | - - | | | |
| Place/Location Identification | 3225 | *an..25* | a3..5 | M* | 1 | Yes | A 3 character ATA/IATA airport/city code from where the agent initiates the request. | Yes | Yes |
| ***SYSTEM DETAILS*** | *C336* | - - | - - | *C* | *1* | - - | | | |
| *Company Identification* | *9906* | *an..35* | *an..3* | *C* | *1* | *Yes* | *2-3 character airline/CRS code, or bilaterally agreed code, of the system that originates the message, when different from the delivering system.* | | |

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| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| *Place/Location Identification* | *3225* | *an..25* | *a3..5* | *C* | *1* | *Yes* | *3 character ATA/IATA airport/city code of the system that originates the message.* | | |
| **ORIGINATOR TYPE CODE** | 9972 | *an1* | an1 | C | 1 | Yes | One character code for airline agent, travel agent, etc. | Partial | No |
| ***ORIGINATOR SUB DETAILS*** | *C354* | *- -* | *- -* | *C* | *1* | *- -* | | | |
| *Country, Coded* | *3207* | *an..3* | *an..3* | *C* | *1* | *Yes* | *ISO country code of the agent.* | | |
| *Currency, Coded* | *6345* | *an..3* | *an..3* | *C* | *1* | *Yes* | *ISO currency code for currency of originator country.* | | |
| *Language, Coded* | *3453* | *an..3* | *an..3* | *C* | *1* | *Yes* | *ISO code of language.* | | |
| **ORIGINATOR'S AUTHORITY REQUEST CODE** | 9904 | *an..9* | an..9 | C | 1 | - - | A reference number/ authority code assigned to the requester as in an agent's initials or logon. | No | No |
| **COMMUNICATION NUMBER** | 3148 | *an..25* | an..6 | C | 1 | - - | LNIATA where LN=line and IA=interchange address and TA=terminal address. | No | No |
| **PARTY ID IDENTIFICATION** | 3039 | *an..17* | an..17 | C | 1 | - - | Group identification such as network id. | No | No |

**Examples**: TBD

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## 5.16 PTK: Pricing/Ticketing Details

**Function:** To specify pricing/ticketing details.

### Notes:

1. In outputting PNRGov data, PTK data can be obtained in DAS from PNR data in fare quote (NOTE: Used for Amadeus/iTC), issued ticket's fare, and stored fares,

   For fare quote and stored_fares, there is no association in DAS with ticket, and in these cases, all PTK information arfe repeated in the output for all tickets. This issue does not occur for ticket issued fare, as there is an association with a ticket in DAS.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| PRICING / TICKETING INFORMATION | C664 | - - | - - | C | 1 | - - | | | |
| Price type qualifier | 5387 | *an..3* | an..3 | C | 1 | Yes | Ticketing mode indicator | No | No |
| Price type qualifier | 5387 | *an..3* | an..3 | C | 1 | Yes | International or domestic sales indicator | No | No |
| Price type qualifier | 5387 | *an..3* | an..3 | C | 1 | Yes | Statistical code | No | No |
| Price type qualifier | 5387 | *an..3* | an..3 | C | 1 | Yes | Self sale indicator | No | No |
| Price type qualifier | 5387 | *an..3* | an..3 | C | 1 | Yes | Net reporting indicator | No | No |
| Price type qualifier | 5387 | *an..3* | an..3 | C | 1 | Yes | Tax on commission indicator | No | No |
| Price type qualifier | 5387 | *an..3* | an..3 | C | 1 | Yes | Non-endorsable indicator | No | No |
| Price type qualifier | 5387 | *an..3* | an..3 | C | 1 | Yes | Non-refundable indicator | No | No |
| Price type qualifier | 5387 | *an..3* | an..3 | C | 1 | Yes | Penalty restriction indicator | No | No |
| Price type qualifier | 5387 | *an..3* | - - | N/A | 1 | - - | | No | No |
| Price type qualifier | 5387 | *an..3* | - - | N/A | 1 | - - | | No | No |
| Price type qualifier | 5387 | *an..3* | - - | N/A | 1 | - - | | No | No |
| Price type qualifier | 5387 | *an..3* | an..3 | C | 1 | Yes | Non-interlineable indicator | No | No |
| Price type qualifier | 5387 | *an..3* | an..3 | C | 1 | Yes | Non-commissionable indicator | No | No |
| Price type qualifier | 5387 | *an..3* | - - | N/A | 1 | - - | | No | No |
| Price type qualifier | 5387 | *an..3* | an..3 | C | 1 | Yes | Non-reissuable/non-exchangeable indicator | No | No |
| Price type qualifier | 5387 | *an..3* | an..3 | C | 1 | Yes | Carrier fee reporting indicator | No | No |
| Price type qualifier | 5387 | *an..3* | an..3 | C | 1 | Yes | Refund calculation indicator | No | No |
| PRICE/TARIFF TYPE, CODED | 5379 | *an..3* | - - | N/A | 1 | - - | | | |
| PRODUCT DATE/TIME | C310 | - - | - - | C | 1 | - - | | | |
| First date | 9916 | *an..35* | n6 | C | 1 | - - | Ticketing purchase deadline date. (ddmmyy) | Yes | Yes |
| First time | 9918 | *n..4* | n4 | C | 1 | - - | Ticketing purchase deadline time. (hhmm) | No | No |
| *Second date* | *9920* | *an..35* | - - | *N/A* | *1* | - - | | | |
| *Second time* | *9922* | *n..4* | - - | *N/A* | *1* | - - | | | |
| *Date variation* | *9954* | *n1* | - - | *N/A* | *1* | - - | | | |
| COMPANY IDENTIFICATION | C306 | - - | - - | C | 1 | - - | | | |
| Company identification | 9906 | *an..35* | an..3 | M | 1 | Yes | Validating carrier airline code | No | No |
| Company identification | 9906 | *an..35* | an..3 | C | 1 | Yes | Ticketing system code | No | No |
| *Company identification* | *9906* | *an..35* | - - | *N/A* | *1* | - - | | | |
| COMPANY IDENTIFICATION NUMBERS | C665 | - - | - - | C | 1 | - - | | | |
| Company identification number | 9996 | *n..15* | n3 | M | 1 | - - | Validating carrier accounting code | No | No |
| Company identification number | 9996 | *n..15* | n3 | C | 1 | - - | System provider accounting code | No | No |
| LOCATION DETAILS | C666 | - - | - - | C | 2 | - - | | | |
| Place/location identification | 3225 | *an..25* | a3..5 | C | 1 | - - | Sales/ticketing location city code | Yes | Yes |
| Country, coded | 3207 | *an..3* | an..3 | C | 1 | Yes | Sales/ticketing location country code | Yes | Yes |
| IDENTITY NUMBER | 7402 | *an..35* | an..35 | C | 1 | - - | In house fare type/corporate contract number | Yes | Yes |
| *MONETARY AMOUNT* | *5004* | *n..18* | - - | - - | *N/A* | - - | | | |

## Examples:

1.  The pricing/ticketing details:  the ticket is non-refundable, the ticketing deadline date and time are 10 pm on 6/15/10, the validating carrier is DL and  the sales/ticketing location city code is ATL:
    PTK+NR++150610:2200+DL+006+ATL'

## 5.17 RCI: Reservation Control Information

**Function:** To specify a reference to a reservation.

### Usage:

1. The RCI in GR.1 at level 2 is the passenger record locator for the flight for which the PNRGov message is being sent.
2. The RCI in GR.5 at level 3 is the passenger record locator for this flight segment.
3. The RCI in GR.8 at level 2 is the split record locators .

### Notes:

1. The composite C330 will appear at least once and may be repeated up to eight more times
2. In case of Company Identification, 9906, taking any of the following values, then DAS will log the occurrence to be addressed later:
700 to 703, and 7YY.

### 5.17.1 Level 2 GR.1 RCI – PNR Locator

The RCI in GR.1 at level 2 is is the passenger record locator for the flight for which the PNRGov message is being sent.

### Notes:

1. **RESERVATION CONTROL INFORMATION** C330 will be repeated if there is a Master PNR.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **RESERVATION CONTROL INFORMATION** | C330 | - - | - - | M* | 9 | - - | | | |
| Company Identification | 9906 | *an..35* | an..3 | M* | 1 | Yes | 2-3 character airline/CRS code of the following record reference (Reservation Control Number) | Yes | Yes |
| Reservation Control Number | 9956 | *an..20* | an..20 | M* | 1 | - - | Reference to a record. | Yes | Yes |
| Reservation Control Type | 9958 | *an1* | an1 | C | 1 | Yes | Code identifying type of record reference: record locator number, confirmation number, etc. | No | Yes : Output as 1 |
| First Date, Creation Date | 9916 | *an..35* | n6 | C | 1 | - - | Date record was created (ddmmyy). | Yes | Yes |
| Time, Creation Time | 9994 | *n..9* | n4..6 | C | 1 | - - | Time (GMT) record was created, common usage is to minute or second, not millisecond (hhmmss[msmsms]). | No | No |

### Examples:

1. SAS passenger record reference:
RCI+SK:12DEF'
2. Galileo and SAS record references:
RCI+SK:123EF+1G:345ABC'
3. Delta is the operating carrier and the PNR was created on 24 February 2010 at 2230 GMT:
RCI+DL:ABC456789::240210:2230'

### 5.17.2 Level 3 GR.5 RCI –PNR locator for a flight segment

The RCI in GR.5 at level 3 is the passenger record locator for a flight segment.

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## Notes:

1. While the PNRGov allows only one PNR Locator per travel flight segment, it allows up to 9 repetitons of the RESERVATION CONTROL INFORMATION component, C330. This allows for the PNR Locator of the marketing flight, if applicable, AND of the operating flight to be included. However, the latter would be redundant, as it is provided in the Gr.1 RCI.

   Accordingly, it is assumed that this segment is provided only if the travel flight segment was booked with a marketing carrier, different from the operating carrier.

2. The Reservation Control Type, 9958, should take the value of 1, 2, 3, 9, B AND the Reservation Control Number, 9956, must have a different value from that in Level 2 Gr.1 RCI ; otherwise it is ignored.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| RESERVATION CONTROL INFORMATION | C330 | - - | - - | M* | 9 | - - | | | |
| Company Identification, marketing flight | 9906 | an..35 | an..3 | M* | 1 | Yes | 2-3 character airline/CRS code of the following record reference (Reservation Control Number) | Yes | Yes |
| Reservation Control Number, marketing flight | 9956 | an..20 | an..20 | M* | 1 | - - | Reference to a record. | Yes | Yes |
| Reservation Control Type, marketing flight | 9958 | an1 | an1 | C | 1 | Yes | Code identifying type of record reference: record locator number, confirmation number, etc | No | Yes :Output as 1 |
| First Date | 9916 | an..35 | n6 | N/A | 1 | - - | Date record was created (ddmmyy). | | |
| Time | 9994 | n..9 | n4..6 | N/A | 1 | - - | Time (GMT) record was created, common usage is to minute or second, not millisecond (hhmmss[msmsms]). | | |

## Examples:

1. Delta is the marketing carrier and the PNR Locator is XYZ123789:
   RCI+DL:XYZ123789:1

### 5.17.3 Level 2 GR.8 RCI - Split PNR locators

The RCI in GR.8 at level 2 are split record locators.

## Notes:

1. This segment is stored only partially in the PNR, and so is also stored in PNR history.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| RESERVATION CONTROL INFORMATION | C330 | - - | - - | M* | 9 | - - | | | |
| Company Identification | 9906 | an..35 | an..3 | M* | 1 | Yes | 2-3 character airline/CRS code of the following record reference (Reservation Control Number) | Yes | Yes |
| Reservation Control Number | 9956 | an..20 | an..20 | M* | 1 | - - | Reference to a record. | Yes | Yes |
| Reservation Control Type | 9958 | an1 | an1 | C | 1 | Yes | Code identifying type of record reference: record locator number, confirmation number, etc. | Yes | Yes : Output as 1. |
| First Date | 9916 | an..35 | n6 | C | 1 | - - | Date record was created (ddmmyy). | Yes | Yes |
| Time | 9994 | n..9 | n4..6 | C | 1 | - - | Time (GMT) record was created, common usage is to minute or second, not millisecond (hhmmss[msmsms]). | Yes | Yes |

## Examples: TBD

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## 5.18    REF:  Reference Information

**Function:** To specify an association between references given to travellers, to products, to services.

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Cod e Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **REFERENCING DETAILS** | C653 | - - | - - | C | 99 | - | | | |
| Reference Qualifier | 1153 | *an..3* | - - | N/A | 1 | - | | No | No |
| Reference Number | 1154 | *an..35* | an..25 | C | 1 | - | Unique passenger identifier assigned for communications with one or more States | Yes | Yes |

### Examples:

1. The unique passenger reference identifier is 4928506894:
   REF+:4928506894'

## 5.19 RPI:  Related Product Information

**Function:** To indicate quantity and action required in relation to a product.

### 5.19.1   Level 3 GR.5 RPI: - status, party no. for travel air segment

### Notes:

1. It is assumed that Status, Coded field 4405 has only one occurrence.

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **QUANTITY** | 6060 | *n..15* | n..3 | C | 1 | - - | Number of passengers associated with the TVL segment. | Yes | Yes |
| **STATUS, CODED** | 4405 | *an..3* | an..3 | C | 10 | Yes | ATA/IATA action/advice/status code for this TVL segment. | Yes | Yes |

### Examples:

1. Flight booking status is holds confirmed for 3 passengers:
   RPI+3+HK'
2. Following example is **removed for input processing**, but **retained for output**: Flight booking status of OPEN for 4 passengers:
   RPI+4+OPE'

### 5.19.2   Level 5 GR.12 RPI: Historical status, party no. for travel air segment

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **QUANTITY** | 6060 | *n..15* | n..3 | C | 1 | - - | Number of passengers associated with the TVL segment. | Yes | Yes |
| **STATUS, CODED** | 4405 | *an..3* | an..3 | C | 10 | Yes | ATA/IATA action/advice/status code for this TVL segment. | Yes | Yes |

### Examples:

1. Flight booking status is holds confirmed for 3 passengers:
   RPI+3+HK'

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## 5.20   SAC:  Source and Action Information

**Function:** To specify information concerning the source history item and the action that was taken.

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| *STATUS INDICATOR, CODED* | *1245* | *an..3* | - - | *N/A* | *1* | - - | | | |
| *PLACE/LOCATION IDENTIFICATION* | *3225* | *an..25* | - - | *N/A* | *1* | - - | | | |
| **STATUS, CODED** | 4405 | *an..3* | an..3 | M* | 1 | Yes | Specifies the status (action) taken on the history item, such as add, cancel, etc. | Yes | Yes |

### Notes:

1.   Used in conjunction with other segments where the item was actioned. Eg Name Change, flight etc.
2.   Flown segments are to be included in history.

### Examples:

1.   The history line contains a cancelled item:
     SAC+++X'  (Note: the original *[PNRGov Spec]* example had SAC+::X')
2.   The history line contains an added item:
     SAC+++A'  (Note: the original *[PNRGov Spec]* example had SAC+::X')

## 5.21 SRC:  Segment Repetition Control

**Function:** To indicate the number of segment group repetitions.

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| *SEGMENT REPETITION CONTROL DETAILS* | *C678* | - - | - - | *N/A* | *9* | - - | | NA | Yes |
| *Quantity* | *6060* | *n..15* | -- | *N/A* | *1* | - - | | | |
| *Number of Units* | *6350* | *n..15* | - - | *N/A* | *1* | - - | | | |
| *Total number of items* | *7240* | *n..15* | -- | *N/A* | *1* | - - | | | |

### Notes:

1.   This segment is provided with the segment label and without any fields.
2.   Used as trigger segment for PNRGOV GR.1 and will repeat for each PNR in the message.

### Examples:

1.   This trigger segment is sent as an empty segment:
     SRC'

## 5.22    SSD: Seat Selection Details

**Function:** To specify details concerning seat selection and the associated security and processing information.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **SPECIFIC SEAT DETAILS** | C679 | - - | - - | C | 1 | - - | | | |
| Specific seat | 9809 | *an..4* | an..4 | C | 99 | - - | The seat number that the passenger has been assigned. | Yes | Yes |
| **NO SMOKING INDICATOR** | 9807 | *a1* | - - | N/A | 1 | - - | | | |
| **SEAT CHARACTERISTIC DETAILS** | C680 | - - | C | N/A | 1 | - - | | | |
| *Seat characteristics* | 9825 | *an..2* | -- | *N/A* | *99* | - - | | | |
| **SEAT RANGE DETAILS** | C681 | - - | C | N/A | 1 | - - | | | |
| *Seat row number* | 9830 | *n..3* | -- | *N/A* | *1* | - - | | | |
| *Range maximum* | 6152 | *n..18* | - - | *N/A* | *1* | - - | | | |
| *Seat column* | 9831 | *an1* | - - | *N/A* | *20* | - - | | | |
| **CABIN CLASS DESIGNATOR** | 9854 | *a1* | a1 | C | 1 | | Used to specify the cabin class | Yes | Yes |
| *CABIN CLASS OF SERVICE* | 9873 | *n1* | - - | *N/A* | *1* | - - | | | |
| *FREE TEXT* | 4440 | *an..70* | - - | *N/A* | *1* | - - | | | |
| *PLACE/LOCATION IDENTIFICATION* | 3225 | *an..25* | - - | *N/A* | *1* | - - | | | |
| *PLACE/LOCATION IDENTIFICATION* | 3225 | *an..25* | - - | *N/A* | *1* | - - | | | |
| *PROCESSING INDICATOR* | 7365 | *an..3* | - - | *N/A* | *1* | - - | | | |
| *SECURITY IDENTIFICATION DETAILS* | C682 | - - | -- | *N/A* | *1* | - - | | | |
| *Security identification* | 9751 | *an..5* | - - | *N/A* | *2* | - - | | | |
| *PROCESSING INDICATOR, Code* | 7366 | *an..3* | - - | *N/A* | *1* | - - | | | |
| *SPECIFIC SEAT PURPOSE* | C683 | - - | - - | *N/A* | *99* | - - | | | |
| *Item characteristic* | 7081 | *an..3* | - - | *N/A* | *1* | - - | | | |
| *Specific seat* | 9809 | *an..4* | - - | *N/A* | *1* | - - | | | |

### Notes:

1.    9854 uses  individual airlines cabin class designator and not a codeset.

### Examples:

1.    The passenger has been assigned seat 24A in coach:
   SSD+24A++++Y'

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## 5.23    SSR:  Special Requirements Details

**Function:** To specify special requests or services information relating to a traveller.

### Usage:

1. SSR's in GR.1 apply to all flights and <mark>may apply to all passengers</mark> or may apply to specific passenger based on the traveler reference number in SSR/9944 and TIF/9944.
2. SSR's in GR.2 apply to the specific passenger.
3. SSR's in GR.5 (per TVL) apply to a specific flight and may apply to all passengers or may apply to a specific passenger based on the traveler reference number in SSR/9944 and TIF/9944.

### Notes

1. The Traveller Reference Number (9944) in the SSR segment in Gr.1 or Gr. 5 may be used to specify for which passenger this SSR applies.  This is a reference number assigned by the sending system and should contain the same reference number as that found in the Traveller Reference Number in the TIF in Gr.2.
2. In the output of PNRGov EDI messages, SSRs are also output along with specialised segments, if the the specialised segments data originated from input SSRs.
3. In the output of SSRs from DCS data, SSR data is present only for the active flight.  So, the four scenarios are treated as follows:
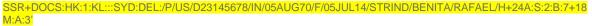
| Input Scenario | IMS DCS support | Output outcome |
|---|---|---|
| Gr.1 All pax, all flight segments | Stored for each pax, only if active flight segment | Gr.5 for active flight, with empty Traveller Ref |
| Gr.2 One/more pax, all flight segments | Stored for one/more pax, only if active flight segment | Gr.5 for active flight, with one/moreTraveller Ref |
| Gr.5 All pax, one flight segment | Stored for each pax, only if active flight segment | Gr.5 for active flight, with empty Traveller Ref |
| Gr.5 One/more pax, one flight segment | Stored for one/more pax, only if active flight segment | Gr.5 for active flight, with one/moreTraveller Ref |

### Examples:

These SSR examples are generally applicable for all SSRs occurring in different groups.

1. One passenger is an SSR type unaccompanied minor:
   SSR+UMNR'
2. Passenger number 2 has requested to transport a bike on a DL flight:
   SSR+BIKE:HK:1:DL+::2'
3. Passenger has been assigned seat 53C on the AA flight from AMS to JFK:
   SSR+SEAT:HK:1:AA:::AMS:JFK+53C::2:N'
4. DOCS information for a passenger on KL:
   SSR+DOCS:HK:1:KL:::::////05AUG70/F//STRIND/BENITA+::2*::3'
5. Other information about passenger one:
   SSR+OTHS:HK::AF:::::CORP//***CORPORATE PSGR***+::1'
6. A passenger by the name of Mr. John Meeks supplies a United States Redress number for his PNR:
   a. For those systems using automated format:
      SSR+DOCO:HK:1:AA:::JFK:LAX:0001Y28JUN//R/1234567890123///US
   b. For those systems using non-automated format:
      <mark>SSR+DOCO:HK:1:AA:::SYD:CCU:(Free Text...)LONDON, UK(Place of Birth)/V(Document Type)/D5678898(Document Number)/BRISTOL(Visa Place of Issue)/12JUL89(Document Issue Date)/US(Country for which Visa Applicable)/I(Infant Indicator)-BOND/JAMESMR+24A:S:2:B*7*18 M:A:3'</mark>
7. Passenger has been assigned seat 22C on the PY flight from AUA to PBM:
   SSR+SEAT:HK:1:PY:::AUA:PBM NOTICKET/TOM:+22C'
8. Passenger is an infant traveling with an adult on PY flight from PBM to MIA and the date of birth is 12Jul09.
   SSR+INFT:HK:1:PY:::PBM:MIA:INFANT/BABY 12JUL09'
9. A bassinet has been confirmed for the PY flight from MIA to PBM.
   SSR+BSCT:HK:1:PY:::MIA:PBM'
10. Passenger has requested a generic seat on the AA flight from DCA to MIA.
    SSR+NSSA:NN:1:AA:::DCA:MIA:MADDOX/MOLLY'
11. <mark>Gr.2 DOCS information for a passenger on KL with seat number with bassinet facility, near to toilet and an infant (age specified):</mark>

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SSR+DOCS:HK:1:KL:::::P/US/D23145678/IN/05AUG70/F/05JUL14/STRIND/BENITA/RAFAEL/H+24A:S:2:B*7*18 M:A:3'

12. Gr.2 KL passenger on KL with an infant, with seat number and without usual SSR code, based on example 11:

SSR+7:HK:1:KL::::::+24A:S:2:B*18 M:A:3'

13. Gr.5 DOCS information for a passenger on KL with seat number and an infant (age specified) , based on example 11:

SSR+DOCS:HK:1:KL:::::P/US/D23145678/IN/05AUG70/F/05JUL14/STRIND/BENITA/RAFAEL/H+24A:S:2:B*7*18 M:A:3'

14. FQTV example (extended) from AIRIMP with Pax Name

SSR+FQTV:HK:1:KL:::::AC HK/LH192001234567891.G-SMITH/JOHN

15. A passenger by the name of Mrs. Leah Brekke has a residential address in Houston and is flying from LHR to JFK with an unnamed infant:

    a.   For those systems using automated format:
    SSR DOCA HK2LHRJFK0455Y28JUN/R/US/1600 SMITH STREET/HOUSTON/TX/77001/I-BREKKE/LEAHMRS

    b.   For those systems using non-automated format:
    SSR DOCA HK2/R/US/1600 SMITH STREET/HOUSTON/TX/77001/I-BREKKE/LEAHMRS

16. A passenger by the name of Ellie Fulton flying on JK carrier provides the Netherlands phone number of her secretary Tom Odom:

SSR PCTC JK HK/TOM ODOM/NL31205551234/SECRETARY-1FULTON/ELLIE


## 5.23.1 Level 2 Gr.1 SSR – applying to all passengers and travel segments in the PNR

SSR's in GR.1 apply to all travel segments and may apply to all passengers or may apply to specific passenger(s) based on the traveler reference number in SSR/9944 and TIF/9944.

### Notes

1. SPECIAL REQUIREMENT DATA DETAILS, C332:  This component is assumed to be not applicable at the flight level.

   However, there is one application at flight level involving 9960 values of FR and LR, which will  be addressed in the future.

2. Please see Notes at beginning of section for ouput of SSRs for DCS, which make clear that this segment will never be output for DCS.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **SPECIAL REQUIREMENT TYPE DETAILS** | C334 | - - | - - | M | 1 | - - | | | |
| Special Requirement Type | 9962 | *an..4* | an..4 | M | 1 | Yes | Specifies the type of special request (seat, unaccompanied minor, boarding pass, etc.). | Yes | Yes |
| Status, coded | 4405 | *an..3* | an..3- | C | 1 | Yes- | Status or action for this SSR, e.g. HK, NN | Yes | Yes |
| Quantity | 6060 | *n..15* | n..3 | C | 1 | - - | Number of services requested or processed. | Yes | Yes |
| Company Identification | 9906 | *an..35* | an..3 | C | 1 | Yes | 2-3 character airline/CRS code identifying system to which special request is directed. | Yes | Yes |
| *Processing Indicator* | *7365* | *an..3* | - - | *N/A* | *1* | - - | | | |
| *Processing Indicator* | *7365* | *an..3* | - - | *N/A* | *1* | - - | | | |
| Place/Location Identification | 3225 | *an..25* | a3..5 | C | 1 | Yes | Board city of segment to which special service request applies. | Yes | Yes |
| Place/Location Identification | 3225 | *an..25* | a3..5 | C | 1 | Yes | Off city of segment to which special service request applies. | Yes | Yes |
| Free Text | 4440 | *an..70* | an..70 | C | 99 | - - | Literal text related to the special service request. | Yes | Yes |
| ***SPECIAL REQUIREMENT DATA DETAILS*** | *C332* | - - | - - | *NA* | *999* | - - | | | |
| *Special Requirement Data* | *9960* | *an..4* | *an..4* | *NA* | *1* | - - | *Identifies specific information ( age of unaccompanied minor, seat number, etc.).* | | |
| *Measure Unit Qualifier/Age* | *6411* | *an..3* | *an..3* | *NA* | *1* | *Yes* | *Qualifies 9960 (i.e., years).* | | |
| *Traveller Reference Number* | *9944* | *an..10* | *n..3* | *NA* | *1* | - - | *Specifies for which traveller in the TIF segment  the special service applies.* | | |

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| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| *Seat Characteristic, coded* | *9825* | *an..2* | *an..2* | *NA* | *5* | *Yes* | *Characteristic of a seat specified in 9960, or for a generic seat assignment (not associated to a particular seat).* | | |

## Examples:

1. SSR PCTC JK HK/SUSAN RORY/US12345678900-1RORY/DAVIDMR.WIFE
   SSR PCTC CO HK/BEVERLYS TRAVEL SERVICE/NL312026264219.ONFILE

### 5.23.2   Level 3 Gr.2 SSR – applying to a specific passenger for all travel segments

SSR's in GR.2 apply to the specific passenger.

## Notes

1. SPECIAL REQUIREMENT DATA DETAILS component, C332, can be expected to be supplied in this group to enable:
   - 'Sharing' of the SSR associated with the passenger in a Gr.2 with another passenger in a different Gr.2,
   - Association of an infant or a minor with the accompanying adult.
2. Please see the Notes at the start of this section for relevant information on the output of SSRs from DCS data.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **SPECIAL REQUIREMENT TYPE DETAILS** | C334 | - - | - - | M | 1 | - - | | | |
| Special Requirement Type | 9962 | *an..4* | an..4 | M | 1 | Yes | Specifies the type of special request (seat, unaccompanied minor, boarding pass, etc.). | Yes | Yes |
| Status, coded | 4405 | *an..3* | an..3- | C | 1 | Yes- | Status or action for this SSR, e.g. HK, NN | Yes | Yes |
| Quantity | 6060 | *n..15* | n..3 | C | 1 | - - | Number of services requested or processed. | Yes | Yes |
| Company Identification- | 9906 | *an..35* | an..3 | C | 1 | Yes | 2-3 character airline/CRS code identifying system to which special request is directed. | Yes | Yes |
| *Processing Indicator* | *7365* | *an..3* | - - | *N/A* | *1* | - - | | | |
| *Processing Indicator* | *7365* | *an..3* | - - | *N/A* | *1* | - - | | | |
| Place/Location Identification | 3225 | *an..25* | a3..5 | C | 1 | Yes | Board city of segment to which special service request applies. | Yes | Yes |
| Place/Location Identification | 3225 | *an..25* | a3..5 | C | 1 | Yes | Off city of segment to which special service request applies. | Yes | Yes |
| Free Text | 4440 | *an..70* | an..70 | C | 99 | - - | Literal text related to the special service request. | Yes | Yes |
| **SPECIAL REQUIREMENT DATA DETAILS** | C332 | - - | - - | C | 999 | - - | | | |
| Special Requirement Data | 9960 | *an..4* | an..4 | C | 1 | - - | Identifies specific information ( age of unaccompanied minor, seat number, etc.). | Yes | No |
| Measure Unit Qualifier/Age | 6411 | *an..3* | an..3 | C | 1 | Yes | Qualifies 9960 (i.e., years). | No | No |
| Traveller Reference Number | 9944 | *an..10* | n..3 | C | 1 | - - | Specifies for which traveller in the TIF segment  the special service applies. | Yes | No |
| Seat Characteristic, coded | 9825 | *an..2* | an..2 | C | 5 | Yes | Characteristic of a seat specified in 9960, or for a generic seat assignment (not associated to a particular seat). | Yes | No |

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**Examples:**

1. TBD

### 5.23.3  Level 3 Gr.5 SSR – applying to a specific travel segment for one or more passengers

SSR's in GR.5 (per TVL) apply to a specific flight and may apply to all passengers or may apply to a specific passenger based on the traveler reference number in SSR/9944 and TIF/9944.

### Notes

1. Please see the Notes at the start of this section for relevant information on the output of SSRs from DCS data.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **SPECIAL REQUIREMENT TYPE DETAILS** | C334 | - - | - - | M | 1 | - - | | | |
| Special Requirement Type | 9962 | *an..4* | an..4 | M | 1 | Yes | Specifies the type of special request (seat, unaccompanied minor, boarding pass, etc.). | Yes | Yes |
| Status, coded | 4405 | *an..3* | an..3- | C | 1 | Yes- | Status or action for this SSR, e.g. HK, NN | Yes | Yes |
| Quantity | 6060 | *n..15* | n..3 | C | 1 | - - | Number of services requested or processed. | Yes | Yes |
| Company Identification | 9906 | *an..35* | an..3 | C | 1 | Yes | 2-3 character airline/CRS code identifying system to which special request is directed. | Yes | Yes |
| *Processing Indicator* | *7365* | *an..3* | - - | *N/A* | *1* | - - | | | |
| *Processing Indicator* | *7365* | *an..3* | - - | *N/A* | *1* | - - | | | |
| Place/Location Identification, segment departure port | 3225 | *an..25* | a3..5 | C | 1 | Yes | Board city of segment to which special service request applies. | Yes | Yes |
| Place/Location Identification, segment arrival port | 3225 | *an..25* | a3..5 | C | 1 | Yes | Off city of segment to which special service request applies. | Yes | Yes |
| Free Text | 4440 | *an..70* | an..70 | C | 99 | - - | Literal text related to the special service request. | Yes | Yes |
| **SPECIAL REQUIREMENT DATA DETAILS** | C332 | - - | - - | C | 999 | - - | | | |
| Special Requirement Data | 9960 | *an..4* | an..4 | C | 1 | - - | Identifies specific information ( age of unaccompanied minor, seat number, etc.). | Yes | No |
| Measure Unit Qualifier/Age | 6411 | *an..3* | an..3 | C | 1 | Yes | Qualifies 9960 (i.e., years). | No | No |
| Traveller Reference Number | 9944 | *an..10* | n..3 | C | 1 | - - | Specifies for which traveller in the TIF segment  the special service applies. | Yes | Yes |
| Seat Characteristic, coded | 9825 | *an..2* | an..2 | C | 5 | Yes | Characteristic of a seat specified in 9960, or for a generic seat assignment (not associated to a particular seat). | Yes | No |

### 5.23.4  Level 4 Gr.11 SSR – History of PNR SSRs

The usage of this segment in Gr.11 is identical to that of the Gr.2 SSR.

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## 5.24 TBD: Traveler Baggage Details/Electronic Ticketing

**Function:** To specify the baggage details, including number of bags and serial numbers.

### Notes:

1. This segment is for the checked in baggage and not for excess bag details
2. Item characteristic, coded, 7081 was given in the IATA *[PNRGov Spec ]* as a2, but in the *[PNRGov CodeList]*, there are codes of a3, so the type has been reverted to the EDIFACT standard of an..3.
3. Allowance or charge qualifier, 5463, is assumed to take values of 700 (Kilos), 701 (Pounds), W(Weight). W is assumed to be in kg.
4. Mapping between PNRGov Item characteristic coded, 7081 and DAS Bag Tag Type

| | PNRGov Item characteristic coded, 7081 | | DAS Bag Tag Type |
|---|---|---|---|
| AT | Bag tag Number Automatically produced | L | Local (tag issued locally at point of check-in) |
| COM | Commercial stopover | T | Transit (tag issued by previous upline station) |
| L | Limited release tag | R | Limited release (for damaged bags, tag issued to release carrier from liability) |
| LT | Late checked baggage | E | Extra (extra tag issued for additional baggage added after check-in) |
| MT | Bagtag Number Manually Entered | M | Manual (manually issued tag – not generated by DCS) |
| STP | Technical stopover | I | Reissued (tag reissued with same tag number) |

| | PNRGov 7081 field not mapped to DAS | | DAS Bag Tag Type not mapped to PNRGov |
|---|---|---|---|
| B | Cabin baggage | C | Cancelled (typically when passenger has been offloaded) |
| C | Courier Seat | A | Animal in hold (live animal checked in as baggage) |
| CT | Crew tag | | |
| E | Extra Seat | | |
| M | Medical Seat | | |
| NCM | Non-commercial flight | | |
| U | Unknown | | |

5. DAS does not support more than one BAGGAGE DETAILS, C675. The input implementation deals with this by adding up the occurrences, if present. Also, EBD values are added as well.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| ***STATUS, CODED*** | *4405* | *an..3* | - - | *N/A* | *1* | - - | | | |
| **BAGGAGE DETAILS** | C675 | - - | - - | M | 2 | - - | .Checked baggage information | | |
| Quantity | 6060 | *n..15* | n..3 | C | 1 | - - | Number of pieces | Yes | Yes |
| Measurement and value | 6314 | *n..18* | n..4 | C | 1 | | Weight of checked baggage | Yes | Yes |
| Allowance or charge qualifier | 5463 | *an..3* | an..3 | C | 1 | Yes | Kilograms or pounds | Yes | Yes as 700 |
| **BAGGAGE REFERENCE DETAILS** | C686 | - - | - - | C | 1 | - - | | | |
| Processing indicator, coded | 7365 | *an..3* | a2 | C | 1 | Yes | Pooled checked bag indicator | No | Yes as HP or MP |
| Identify number | 7402 | *an..35* | an..9 | C | 1 | - - | Baggage pool reference | Yes | Yes |
| **BAGTAG DETAILS** | C358 | - - | - - | C | 99 | - - | | | |
| Company identification | 9906 | *an..35* | an..3 | C | 1 | - - | Airline designator | Yes | Yes |
| Item number | 7140 | *an..35* | n..16 | M* | 1 | - - | Tag serial number/license plate | Yes | Yes |
| Total number of items | 7240 | *n..15* | n..3 | C | 1 | - - | Number of consecutive tags serial numbers | Yes | Yes |

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| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| Place/location identifier | 3225 | an..25 | a..3 | C | 1 | - - | Place of destination | Yes | Yes |
| Company identification number | 9996 | n..15 | n..3 | C | 1 | - - | Bag Tag Issuer's Code (numeric code) as contained in the IATA Airline Coding Directory. | Yes | Yes |
| Data indicator | 9988 | n..2 | n1 | C | 1 | Yes | To specify if online or interline | No | No |
| Item characteristic, coded | 7081 | an..3 | an..3 | C | 1 | Yes | Indicates manual, auto or limited release bag tag | Yes | Yes |
| *Special service requirement type* | *9962* | *an..4* | *- -* | *N/A* | *1* | *- -* | | | |
| *Measurement value* | *6314* | *n..18* | *- -* | *N/A* | *1* | *- -* | | | |
| *Measure unit qualifier* | *6411* | *an..3* | *- -* | *N/A* | *1* | *- -* | | | |
| *Free text* | *4440* | *an..70* | *- -* | *N/A* | *1* | *- -* | | | |

## Examples:

1. Bag pool members with Head of Pool ticket.
   TBD+++MP:0741234123456'

2. 3 bags, weight 84 kilos, Head of Pool, tags 902824, 3 in sequence to MSP.
   TBD++3:84:700+HP+KL:902824:3:MSP'

3. Total 5 bags, weight 155 pounds, 2 checked to MSP, 3 short checked to JFK
   TBD++5:155:701++KL:902824:2:MSP+ KL:902826:3:JFK'

4. Total 2 bags, weight 20 kilos, head of pool, 2 bags in sequence to CPH with the carrier code of the airline     issuing the bag tags.
   TBD++2:20:700+HP:5+LH:523456:2:CPH:220'

5. 2 bags, tag QF111111 to Sydney
   TBD++2++QF:111111:2:SYD'

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## 5.25   TIF: Traveller Information

**Function:** To specify a traveller(s) and personal details relating to the traveller(s).

### Usage:

1.   TIF in Gr.2 contains the name of a passenger
2.   TIF in Gr.7 contains the checked-in name of a passenger.
3.   TIF in Gr.11 contains history passenger name changes, and has the same field usage as TIF in Gr.2.

### Notes:

1.   Depending on the value of the **first** Number of Units Qualifier, 6353, the implementation differs, as follows:

| Values | Implementation |
|---|---|
| 70V, 70X, 71L,71M,  71N, 748 to 752, BS, CP, G | TIF is for a Group |
| Anything else | TIF is for an individual |

2.   Depending on the value of the **second** Number of Units Qualifier, 6353, the implementation differs, as follows:

| Values | Implementation |
|---|---|
| 12, 15, 32, 35 to 42, 45 to 47, 70U, 733, 744, 749, 756, 765, 766, 767, 777, 804, 809, 844, IF, IM, IN | TIF is for an Infant |
| 2, 11, 14, 21 ZED,22 ZED, 26 ZED, 29 ZED, 43, 59, 71C, 71N, 71R, 72A, 702, 703, 708, 736, 751, 800, 806, 853, A | TIF is for an Adult |

3.   Only one surname and given name should be sent in one occurrence of the TIF even if there are multiple names for a surname in the PNR.

### 5.25.1   Use of Traveller Reference Number field

The Traveller Reference Number (9944) is assigned by the sending system and this number in Gr.2 may be used to cross reference an SSR in Gr.1 or Gr.5 or a TRI in Gr.7.

The cross-referenced segment will include an identification of the passenger based on the Traveller Reference Number.

### 5.25.2   Level 2 Gr.2 TIF – applies to each passenger/group name in the PNR

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **TRAVELLER SURNAME INFORMATION** | C322 | - - | - - | M | 1 | - - | | | |
| Traveller Surname | 9936 | an..70 | a..70 | M | 1 | - - | Specifies passenger surname. | Yes | Yes |
| Number of Units Qualifier | 6353 | an..3 | an..3 | C | 1 | Yes | Indicates name qualifier, i.e. group name and same family name, etc. | Yes | Yes |
| *Quantity* | *6060* | *n..15* | *- -* | *N/A* | *1* | *- -* | | | |
| *Status, coded* | *4405* | *an..3* | *- -* | *N/A* | *1* | *- -* | | | |
| **TRAVELLER DETAILS** | C324 | - - | - - | C | 99 | - - | | | |
| Traveller Given Name | 9942 | an..70 | a..70 | C | 1 | - - | Specifies passenger given name and title. | Yes | Yes |
| Number of Units Qualifier | 6353 | an..3 | an..3 | C | 1 | Yes | Specifies passenger type (adult, frequent traveller, infant, etc.). | Yes | Yes |
| Traveller Reference Number | 9944 | an..10 | n..3 | C | 1 | - - | Direct reference of passenger assigned by requesting system. Used as a cross reference between data segments. Only used in GR2 level 2 TIF. | Yes | Yes |
| Traveller Accompanied by Infant Indicator | 9946 | an1 | an1 | C | 1 | Yes | Adult passenger is accompanied by an infant without a seat. | Yes | Yes |

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| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| Other names | 9754 | an..70 | an.. 70 | C | 2 | - - | | Yes | Yes |

## Examples:

1. Passenger Jones/John Mr is an adult.TIF+JONES+JOHNMR:A'
2. Passenger has a single letter family name – Miss Moan Y – single letter is doubled where MoanMiss was considered the given name. This rule is as defined in AIRIMP rules and its examples. TIF+YY+MOANMISS:A'
3. Adult passenger has a single letter family name – Miss Tuyetmai Van A – all given names are combined with the single letter surname where Miss was considered the given name. This rule is as defined in AIRIMP rules and its examples.
   TIF+ATUYETMAIVAN+MISS:A'
4. The PNR is for a group booking with no individual names.
   TIF+SEETHE WORLD:G'
5. Infant no seat Passenger
   TIF+RUITER+MISTY:IN'

### 5.25.3   Level 2 Gr.7 TIF – contains the checked-in name of a passenger

Notes:

1. If the Checked in passenger has same name and TRI has the same Traveller Reference Number, respectively, to that in Gr.2, then no TIF is required.
2. It is assumed that for passengers accompanying infants, the infant is provided as a separate TIF.
3. It is assumed that passengers with multiple applicable passenger types, only one will be used as only one Traveller Details instances will be present in input / output.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| TRAVELLER SURNAME INFORMATION | C322 | - - | - - | M | 1 | - - | | | |
| Traveller Surname | 9936 | an..70 | a..70 | M | 1 | - - | Specifies passenger surname. | Yes | Yes |
| Number of Units Qualifier | 6353 | an..3 | an..3 | C | 1 | Yes | Indicates name qualifier, i.e. group name and same family name, etc. | No | No |
| Quantity | 6060 | n..15 | - - | N/A | 1 | - - | | | |
| Status, coded | 4405 | an..3 | - - | N/A | 1 | - - | | | |
| TRAVELLER DETAILS | C324 | - - | - - | C | 99 | - - | | | |
| Traveller Given Name | 9942 | an..70 | a..70 | C | 1 | - - | Specifies passenger given name and title. | Yes | Yes |
| Number of Units Qualifier | 6353 | an..3 | an..3 | C | 1 | Yes | Specifies passenger type (adult, frequent traveller, infant, etc.). | Yes | Yes |
| Traveller Reference Number | 9944 | an..10 | n..3 | N/A | 1 | - - | Direct reference of passenger assigned by requesting system. Used as a cross reference between data segments. Only used in GR2 level 2 TIF. | Yes | No |
| Traveller Accompanied by Infant Indicator | 9946 | an1 | an1 | C | 1 | Yes | Adult passenger is accompanied by an infant without a seat. | Yes | Yes |
| Other names | 9754 | an..70 | - - | C | 2 | - - | | No | No |

## Examples:

1. Checked in passenger has same name and TRI has the same Traveller Reference Number, respectively, to that in Gr.2, then no TIF is required.
2. Checked in passenger has same name from that in Gr.2:
   TIF++::1
3. Checked in passenger has different name from that in Gr.2:
   TIF+SMITHJUNIOR+JOHNMR:A:1
4. Supplying systems may provide the Gr.2 TIF as a Gr.7 TIF, although this is not strictly correct.

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### 5.25.4   Level 4 Gr.11 TIF – History of passenger name changes

The usage of this segment in Gr.11 is identical to that of the Gr.2 TIF.

## 5.26    TKT:  Ticket Number Details

**Function:** To convey information related to a specific ticket.

### Notes:

1.   It is taken that Document/message number, 1004 field will contain the coupon number, complete with ticket number prefixed.  It is also expected to be capable of being repeated up to 4 times to support paper tickets with 4 coupons.
2.   It is assumed that it is not possible for a ticket to be for multiple passengers. So, each TKT will be stored as a separate ticket in DAS and associated with one passenger only.
3.   It is assumed that where coupons are used, a maximum of up to 4 can be "physcially" present in a "ticket". Please refer to the IATA PNR and DCS specifications for details on ticket number formats.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **TICKET NUMBER DETAILS** | C667 | - - | - - | M | 1 | - - | | | |
| Document/message number | 1004 | *an..35* | an..14 | C | 1 | - - | Ticket document number | Yes | Yes |
| Document/message name, coded | 1001 | *an..3* | an..3 | C | 1 | Yes | Document type | Yes | Yes |
| Total number of items | 7240 | *n..15* | n..2 | C | 1 | - - | Total number of booklets issued | Yes | Yes |
| Data Indicator | 9988 | *an..3* | an..3 | C | 1 | Yes | To specify if in connection with ticket number. | No | Yes |
| *Action request/notification, coded* | *1229* | *an..3* | - - | *N/A* | *1* | - - | | | |
| Document/message number, DocumentMessageID | 1004 | *an..35* | an..14 | C | 1 | - - | In connection with document number may be an EMD | Yes | Yes |
| *STATUS, CODED* | *4405* | *an..3* | - - | *N/A* | *1* | - - | | Yes | No |

### Examples:

1.   The ticket number for a passenger
     TKT+0062230534212:T'
2.   Conjunctive ticket – 2 booklets
     TKT+0271420067693:T:2'

## 5.27 TRI: Traveller Reference Information

**Function:** To specify information regarding a traveller or traveller account.

### Notes:

1. The Traveller Reference Number (9944) is a reference number assigned by the sending system and should contain the same reference number as that found in the Traveller Reference number in the TIF in Gr.2. As the TRI segment in Gr.7 is used to specify for which passenger the check-in information applies, this implies that if the TIF in Gr 7 is identical to that in Gr 2, then the Gr. 7 TIF is omitted.

2. The Reference Number, 1154, field is Mandatory in the IATA [PNRGov Spec]. While this field may be provided in airline data as a Reference Number, a Security Number or a Check-in Number, it is not guaranteed that an airline will always be able to supply this field in a non-PNRGov input format (e.g PRL does not support this information). . Accordingly, for output of PNRGov, this field is considered to be conditional/optional.

3. Specific Seat, 9809 is not used, as the SSD segment is available for this purpose and with more information.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| REFERENCE QUALIFICATION | C670 | - - | - - | N/A | 1 | - - | | | |
| *Identity number qualifier* | *7405* | *an..3* | *- -* | *N/A* | *1* | *- -* | | | |
| *Reference Qualifier* | *1153* | *an..3* | *- -* | *N/A* | *1* | *- -* | | | |
| TRAVELLER IDENTIFICATION | C671 | - - | - - | C | 999 | - - | | | |
| Reference Number, boarding number | 1154 | *an..35* | an..35 | C | 1 | - - | The sequence/boarding number for this flight for a passenger. | Yes | Yes |
| Reference Qualifier | 1153 | *an..3* | - - | N/A | 1 | - - | | | |
| Specific Seat | 9809 | *an..4* | - - | N/A | 1 | - - | This is not to be used. | No | No |
| Traveller Reference Number | 9944 | *an..10* | n..3 | C | 1 | - - | Used to indicate which passenger is being checked in and refers to the 9944 assigned in the TIF in GR2 level 2. | Yes | Yes |

### Examples:

1. The sequence number and Traveller Reference Number for this passenger is 108 and 23 respectively.
   TRI++108::23'

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## 5.28    TVL:  Travel Product Information

**Function:** To specify details related to a product.

### Notes:

1.    Times in the TVL are in Local Time.
2.    TVL in GR.9 at level 3 is used to carry non-air segments (car, hotel, rail, etc.).
3.    TVL at Gr.12 at Level 4 is assumed to carry non-air segment history as well.

### 5.28.1   Level 0 TVL - Flight Details for data sent

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| PRODUCT DATE/TIME | C310 | - - | - - | M* | 1 | - - | | | |
| First Date | 9916 | an..35 | n6 | M* | 1 | - - | Departure date (ddmmyy) | Yes | Yes |
| First Time | 9918 | n..4 | n4 | C | 1 | - - | Departure time (hhmm) | Yes | Yes |
| Second Date | 9920 | an..35 | n6 | C | 1 | - - | Arrival date (ddmmyy) | Yes | Yes |
| Second Time | 9922 | n..4 | n4 | C | 1 | - - | Arrival time (hhmm) | Yes | Yes |
| Date Variation | 9954 | n1 | n1 | C | 1 | - - | Variance between departure and arrival date. | Yes | Yes |
| LOCATION | C328 | - - | - - | M* | 1 | - - | | | |
| Place/Location Identification | 3225 | an..25 | a3..5 | M* | 1 | Yes | A 3 character code to specify the last IATA  airport / city code  of departure prior to crossing the border | Yes | Yes |
| Place/Location Name | 3224 | an..17 | - - | N/A | 1 | - - | | | |
| LOCATION | C328 | - - | - - | M* | 1 | - - | | | |
| Place/Location | 3225 | an..25 | a3..5 | M* | 1 | Yes | A 3 character code to specify the  first IATA airport / city code of arrival after crossing the border. | Yes | Yes |
| Place/Location Name | 3224 | an..17 | - - | N/A | 1 | - - | | | |
| COMPANY IDENTIFICATION | C306 | - - | - - | M* | 1 | - - | | | |
| Company Identification | 9906 | an..35 | an..3 | M* | 1 | Yes | A 2-3 character code to specify the operating airline designator code. | Yes | Yes |
| Company Identification | 9906 | an..35 | an..3 | N/A | 1 | - - | | | |
| Company Identification | 9906 | an..35 | - - | N/A | 1 | - - | | | |
| PRODUCT IDENTIFICATION DETAILS | C308 | - - | - - | M* | 1 | - - | | | |
| Product Identification | 9908 | an..35 | n..4 | M | 1 | - - | Flight number | Yes | Yes |
| Characteristic Identification | 7037 | an..17 | - - | N/A | 1 | - - | | | |
| Product Identification Characteristic | 9914 | an..3 | a1 | C | 1 | - - | An operational suffix related to flight number. | Yes | Yes |
| Item Description Identification | 7009 | an..7 | - - | N/A | 3 | - - | | | |
| PRODUCT TYPE DETAILS | C309 | - - | - - | N/A | 1 | - - | | | |
| Sequence Number | 1050 | an..6 | - - | N/A | 9 | - - | | | |
| LINE ITEM NUMBER | 1082 | n..6 | - - | N/A | 1 | - - | | | |
| PROCESSING INDICATOR, CODED | 7365 | an..3 | - - | N/A | 1 | - - | | | |
| MARRIAGE CONTROL DETAILS | C311 | - - | - - | N/A | 99 | - - | | | |
| Relation, coded | 5479 | an..3 | - - | N/A | 1 | - - | | | |
| Group number | 9995 | n..10 | - - | N/A | 1 | - - | | | |
| Line item number | 1082 | n..6 | - - | N/A | 1 | - - | | | |
| Relation, coded | 5479 | an..3 | - - | N/A | 1 | - - | | | |
| Company identification | 9906 | an..35 | - - | N/A | 1 | - - | | | |

## Examples:

1. The passenger information sent is for Delta flight 10 from ATL to LGW on 30MAR which departs at 5:00 pm.
   TVL+300310:1700+ATL+DFW+DL+10'

2. The passenger information sent is for Delta flight 9375 from ATL to AMS on 24 FEB which departs at 9:35 pm.
   TVL+240210:2135+ATL+AMS+DL+9375'

### 5.28.2  Level 2 GR.5 TVL – Passenger Travel Air Segment

## Notes:

1. TVL at Gr.5 can be present twice, providing operating and marketing/codeshare flight numbers.  The second TVL is described in the next section.  When only one TVL at Gr.5 is present, then this indicates that the operating and marketing/codeshare flight numbers are the same.

2. Gr.5 TVL is stored for both PNR and DCS.  Flown segments are provided in History, Gr 12 TVL.

3. DAS has no data element to store the Destination airport of any DCS Inbound Flight. As Destination airport is mandatory, to output Gr12. TVL segment, it is determined from the board point of the next Inbound Flight  of DCS record, if present, else it is determined from the Departure Airport of the active flight.

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **PRODUCT DATE/TIME** | C310 | - - | - - | M* | 1 | - - | | | |
| First Date | 9916 | *an..35* | n6 | M* | 1 | - - | Departure date (ddmmyy) | Yes | Yes |
| First Time | 9918 | *n..4* | n4 | C | 1 | - - | Departure time (hhmm) | Yes | Yes |
| Second Date | 9920 | *an..35* | n6 | C | 1 | - - | Arrival date (ddmmyy) | | Yes |
| Second Time | 9922 | *n..4* | n4 | C | 1 | - - | Arrival time (hhmm) | Yes | Yes |
| Date Variation | 9954 | *n1* | n1 | C | 1 | - - | Variance between departure and arrival date. | Yes | Yes |
| **LOCATION** | C328 | - - | - - | M* | 1 | - - | | | |
| Place/Location Identification | 3225 | *an..25* | a3..5 | M* | 1 | Yes | A 3 character code to specify the last IATA  airport / city code  of departure prior to crossing the border | Yes | Yes |
| *Place/Location Name* | *3224* | *an..17* | *- -* | *N/A* | *1* | *- -* | | | |
| **LOCATION** | C328 | - - | - - | M* | 1 | - - | | | |
| Place/Location | 3225 | *an..25* | a3..5 | M* | 1 | Yes | A 3 character code to specify the  first IATA airport / city code of arrival after crossing the border. | Yes | Yes |
| *Place/Location Name* | *3224* | *an..17* | *- -* | *N/A* | *1* | *- -* | | | |
| **COMPANY IDENTIFICATION** | C306 | - - | - - | M* | 1 | - - | | | |
| Company Identification, Marketing Carrier, when codeshare present, else the Operating Carrier | 9906 | *an..35* | an..3 | M* | 1 | Yes | A 2-3 character code to specify the Marketing  airline designator code. | Yes | Yes |
| Company Identification, Operating Carrier, when codeshare present | 9906 | *an..35* | an..3 | C | 1 | Yes | A 2-3 character code to specify the operating airline designator code when different from the marketing airline. | Yes | Yes |
| *Company Identification* | *9906* | *an..35* | *- -* | *N/A* | *1* | *- -* | | | |
| **PRODUCT IDENTIFICATION DETAILS** | C308 | - - | - - | M* | 1 | - - | | | |
| Product Identification, Marketing Flight Number, if codeshare present, else the Operating Flight Number | 9908 | *an..35* | n..4 | M | 1 | - - | Flight number | Yes | Yes |
| Characteristic Identification | 7037 | *an..17* | a1 | C | 1 | ==Yes== | Marketing reservations booking designator | Yes | Yes |
| Product Identification Characteristic, Marketing operational suffix, if codeshare present, else the Operating operational suffix. | 9914 | *an..3* | a1 | C | 1 | - - | An operational suffix related to flight number code when different from the marketing airline. | Yes | Yes |

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**Notes:**

1. In the case of OPEN and ARNK segments, the date, the place of departure and place of arrival are considered conditional: however, for an Airline/ Flight Number / class/ date / segment this information is Mandatory.
2. When referring to a codeshare flight, two TVLs are required (one as difined in 5.28.2 for the marketing flight and one providing the operating flight information as defined in 5.28.3). If the marketing and operating carrier/flight are the same, only one TVL is used as defined in 5.28.2.
3. Flown segments are to be included in history.

**Examples:**

1. The flight segment in the passenger's itinerary is Delta flight 10 from ATL to LHR on April 1 which departs at 10:35 p.m. and arrives at noon and the reservation booking designator is K <mark>(Operational Suffix N added)</mark>. The operating carrier is KL:
TVL+010410:2235::020410:1200+ATL+LHR+DL:KL+10:K:N'
2. <mark>The following example has been updated as per v12.2 spec (as the v11.1 spec lacked guidance / example). ARNK segment is given as
TVL+++++ARNK'</mark>

### 5.28.3 Level 2 GR.5 TVL – Passenger Travel Air Segment Codeshare information

Second TVL in Gr5 at Level 2 and at Gr.12 at Level 4 is used to send codeshare flight number and RBD.

**Notes:**

1. This TVL is only used in a codeshare situation and provides the code share operating flight number, operational suffix if any and the operating flight RBD.
2. When referring to a codeshare flight, two TVLs are required (one as defined in 5.28.2 for the marketing flight and one providing the operating flight information as defined in 5.28.3). If the marketing and operating carrier/flight are the same, only one TVL is used as defined in 5.28.2.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| *PRODUCT DATE/TIME* | *C310* | - - | - - | *N/A* | *1* | - - | | | |
| *LOCATION* | *C328* | - - | - - | *N/A* | *1* | - - | | | |
| *LOCATION* | *C328* | - - | - - | *N/A* | *1* | - - | | | |
| *COMPANY IDENTIFICATION* | *C306* | - - | - - | *N/A* | *1* | - - | | | |
| **PRODUCT IDENTIFICATION DETAILS** | C308 | - - | - - | M* | 1 | - - | | | |
| Product Identification, Operating flight number if codeshare present | 9908 | *an..35* | n..4 | M | 1 | - - | The operating flight number | Yes | Yes |
| Characteristic Identification | 7037 | *an..17* | a1 | C | 1 | - - | *Operating reservations booking designator* | Yes | Yes |
| Product Identification Characteristic, Operating operational suffix if codeshare present | 9914 | *an..3* | a1 | C | 1 | - - | An operational suffix related to flight number.- | Yes | Yes |

**Examples:**

1. The sold as flight (marketing carrier flight) is operated as flight 2345 and the RBD is K.
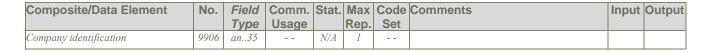TVL+++++2345:K:N'

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**Notes:**

1. TVL in GR.9 has different comments and usage from the TVL usage for air travel.  So, the complete table from the IATA spec is reproduced here.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| PRODUCT DATE/TIME | C310 | - - | - - | M* | 1 | - - | | | |
| First Date | 9916 | an..35 | n6 | M* | 1 | - - | The starting date of the utilization of the service/product, e.g. check-in date, pickup date, | Yes | Yes |
| First Time | 9918 | n..4 | n4 | C | 1 | - - | The starting time of the utilization of the service/product, e.g. check-in time, pickup time (hhmm) | Yes | Yes |
| Second Date | 9920 | an..35 | n6 | C | 1 | - - | The ending date of the utilization of the service/product, e.g. check-out date, drop-off date. | Yes | Yes |
| Second Time | 9922 | n..4 | n4 | C | 1 | - - | The ending time of the utilization of the service/product, e.g. check-out time, drop-off time (hhmm) | Yes | Yes |
| *Date Variation* | *9954* | *n1* | - - | *N/A* | *1* | - - | | | |
| LOCATION | C328 | - - | - - | M* | 1 | - - | | | |
| Place/Location Identification | 3225 | an..25 | a3..5 | M* | 1 | Yes | A 3 character code where utilization of the service/product commences, e.g. location of the hotel or rental car company.. | Yes | Yes |
| *Place/Location Name* | *3224* | *an..17* | *an..17-* | *C* | *1* | - - | *May contain the hotel name* | | |
| LOCATION | C328 | - - | - - | M* | 1 | - - | | | |
| Place/Location | 3225 | an..25 | a3..5 | M* | 1 | Yes | A 3 character code where utilization of the service/product terminates if different from the first location, e.g. drop-off location | Yes | Yes |
| *Place/Location Name* | *3224* | *an..17* | - - | *N/A* | *1* | - - | | | |
| COMPANY IDENTIFICATION | C306 | - - | - - | M* | 1 | - - | | | |
| Company Identification | 9906 | an..35 | an..3 | M* | 1 | Yes | Indicates the  code of the provider of the service/product, e.g. HH, ZE | Yes | Yes |
| *Company Identification* | *9906* | *an..35* | *an..3* | *N/A* | *1* | - - | | | |
| *Company Identification* | *9906* | *an..35* | - - | *N/A* | *1* | - - | | | |
| PRODUCT IDENTIFICATION DETAILS | C308 | - - | - - | M* | 1 | - - | | | |
| Product Identification, train number | 9908 | an..35 | n..4 | M | 1 | - - | A code identifying the location or other mechanism used by a vendor to offer services/products for sale, e.g. hotel property id | Yes | Yes |
| Characteristic Identification | 7037 | an..17 | ==an..17== | C | 1 | - - | The classes related to the service/product, e.g. hotel room type, car type | No | No |
| Product Identification Characteristic, train class | 9914 | an..3 | a1 | C | 1 | - - | The classes related to the service/product, e.g. hotel room type, car type | Yes | Yes |
| *Product Identification Characteristic* | *9914* | *an..3* | - - | *N/A* | *1* | - - | | | |
| *Item Description Identification* | *7009* | *an..7* | - - | *N/A* | *3* | - - | | | |
| *PRODUCT TYPE DETAILS* | *C309* | - - | - - | *N/A* | *1* | - - | | | |
| *Sequence Number* | *1050* | *an..6* | - - | *N/A* | *9* | - - | | | |
| *LINE ITEM NUMBER* | *1082* | *n..6* | - - | *N/A* | *1* | - - | | | |
| *PROCESSING INDICATOR, CODED* | *7365* | *an..3* | - - | *N/A* | *1* | - - | | | |
| *MARRIAGE CONTROL DETAILS* | *C311* | - - | - - | *N/A* | *99* | - - | | | |
| *Relation, coded* | *5479* | *an..3* | - - | *N/A* | *1* | - - | | | |
| *Group number* | *9995* | *n..10* | - - | *N/A* | *1* | - - | | | |
| *Line item number* | *1082* | *n..6* | - - | *N/A* | *1* | - - | | | |
| *Relation, coded* | *5479* | *an..3* | - - | *N/A* | *1* | - - | | | |

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| *Company identification* | *9906* | *an..35* | *- -* | *N/A* | *1* | *- -* | | | |

## Examples:

1.

## 5.28.5  Level 3 GR.9 TVL – Passenger Travel Hotel Segment

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **PRODUCT DATE/TIME** | C310 | - - | - - | M* | 1 | - - | | | |
| First Date | 9916 | an..35 | n6 | M* | 1 | - - | The starting date of the utilization of the service/product, e.g. check-in date, pickup date, | Yes | Yes |
| First Time | 9918 | n..4 | n4 | C | 1 | - - | The starting time of the utilization of the service/product, e.g. check-in time, pickup time (hhmm) | No | No |
| Second Date | 9920 | an..35 | n6 | C | 1 | - - | The ending date of the utilization of the service/product, e.g. check-out date, drop-off date. | Yes | Yes |
| Second Time | 9922 | n..4 | n4 | C | 1 | - - | The ending time of the utilization of the service/product, e.g. check-out time, drop-off time (hhmm) | No | No |
| **LOCATION** | C328 | - - | - - | M* | 1 | - - | | | |
| Place/Location Identification | 3225 | an..25 | a3..5 | M* | 1 | Yes | A 3 character code where utilization of the service/product commences, e.g. location of the hotel or rental car company.. | Yes | Yes |
| Place/Location Name | 3224 | an..17 | - - | N/A | 1 | - - | May contain the hotel name | Yes | Yes |
| *LOCATION* | *C328* | *- -* | *- -* | *M** | *1* | *- -* | | No | No |
| *Place/Location* | *3225* | *an..25* | *a3..5* | *M** | *1* | *Yes* | *A 3 character code where utilization of the service/product terminates if different from the first location, e.g. drop-off location* | | |
| **COMPANY IDENTIFICATION** | C306 | - - | - - | M* | 1 | - - | | | |
| Company Identification | 9906 | an..35 | an..3 | M* | 1 | Yes | Indicates the code of the provider of the service/product, e.g. HH, ZE | Yes | Yes |
| *Company Identification* | *9906* | *an..35* | *an..3* | *C* | *1* | *- -* | | | |
| *Company Identification* | *9906* | *an..35* | *- -* | *N/A* | *1* | *- -* | | | |
| **PRODUCT IDENTIFICATION DETAILS** | C308 | - - | - - | M* | 1 | - - | | | |
| Product Identification | 9908 | an..35 | n..4 | M | 1 | - - | A code identifying the location or other mechanism used by a vendor to offer services/products for sale, e.g. hotel property id | Yes | Yes |
| Characteristic Identification | 7037 | an..17 | an..17 | C | 1 | - - | The classes related to the service/product, e.g. hotel room type, car type | Yes | Yes |

## Examples:

1.   Hotel segment.
     TVL+100910:1600:120910+MCI:HYATT REGENCY CROWN++HY+918W2:ROH'

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### 5.28.6 Level 3 GR.9 TVL – Passenger Travel Car Segment

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **PRODUCT DATE/TIME** | C310 | - - | - - | M* | 1 | - - | | | |
| First Date | 9916 | *an..35* | n6 | M* | 1 | - - | The starting date of the utilization of the service/product, e.g. check-in date, pickup date, | Yes | Yes |
| First Time | 9918 | *n..4* | n4 | C | 1 | - - | The starting time of the utilization of the service/product, e.g. check-in time, pickup time (hhmm) | Yes | Yes |
| Second Date | 9920 | *an..35* | n6 | C | 1 | - - | The ending date of the utilization of the service/product, e.g. check-out date, drop-off date. | Yes | Yes |
| Second Time | 9922 | *n..4* | n4 | C | 1 | - - | The ending time of the utilization of the service/product, e.g. check-out time, drop-off time (hhmm) | Yes | Yes |
| **LOCATION** | C328 | - - | - - | M* | 1 | - - | | | |
| Place/Location Identification | 3225 | *an..25* | a3..5 | M* | 1 | Yes | A 3 character code where utilization of the service/product commences, e.g. location of the hotel or rental car company.. | Yes | Yes |
| **LOCATION** | C328 | - - | - - | M* | 1 | - - | | | |
| Place/Location | 3225 | *an..25* | a3..5 | M* | 1 | Yes | *A 3 character code where utilization of the service/product terminates if different from the first location, e.g. drop-off location* | Yes | Yes |
| **COMPANY IDENTIFICATION** | C306 | - - | - - | M* | 1 | - - | | | |
| Company Identification | 9906 | *an..35* | an..8 | M* | 1 | Yes | Indicates the code of the provider of the service/product, e.g. HH, ZE | Yes | Yes |
| **PRODUCT IDENTIFICATION DETAILS** | C308 | - - | - - | M* | 1 | - - | | | |
| Product Identification | 9908 | *an..35* | an..10 | M | 1 | - - | A code identifying the location or other mechanism used by a vendor to offer services/products for sale, e.g. hotel property id | No | Yes |
| Characteristic Identification, Class of Car | 7037 | *an..17* | an..17 | C | 1 | - - | The classes related to the service/product, e.g. hotel room type, car type | Yes | Yes |
| *Product Identification Characteristic* | *9914* | *an..3* | *an..4* | *N/A* | *1* | - - | | | |

## Notes:

1. The expected values for Class of Car, 9914, are as follows, each with a suffix of 'CAR':

| Car class prefix | Description | DAS value |
|---|---|---|
| E | Economy Car | 706 |
| C | Compact Car | 707 |
| I | Intermediate Car | 708 |
| S | Standard Car | 709 |
| F | Full Car | 710 |
| P | Premium Car | 711 |
| L | Luxury Car | 712 |
| X | Special Car | 713 |

There are other values available in DAS, that do not map to PNRGov:

## Examples:

1. Car segment.
   TVL+290110:1050:310110:0900+ATL+NYC+ZE+CAR:FCAR'

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### 5.28.7 Level 3 GR.9 TVL – Passenger Travel - Other Travel Segment

**Notes:**

1. Please see section 5.14 on MSG for the mapping of Business Function, 4025 in MSG identifying applicable Gr.9 TVL segments.

| Composite/Data Element | No. | *Field Type* | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **PRODUCT DATE/TIME** | C310 | - - | - - | M* | 1 | - - | | | |
| First Date | 9916 | *an..35* | n6 | M* | 1 | - - | The starting date of the utilization of the service/product, e.g. check-in date, pickup date, | Yes | Yes |
| First Time | 9918 | *n..4* | n4 | C | 1 | - - | The starting time of the utilization of the service/product, e.g. check-in time, pickup time (hhmm) | No | No |
| Second Date | 9920 | *an..35* | n6 | C | 1 | - - | The ending date of the utilization of the service/product, e.g. check-out date, drop-off date. | No | No |
| Second Time | 9922 | *n..4* | n4 | C | 1 | - - | The ending time of the utilization of the service/product, e.g. check-out time, drop-off time (hhmm) | No | No |
| *Date Variation* | *9954* | *n1* | - - | *N/A* | *1* | - - | | | |
| **LOCATION** | C328 | - - | - - | M* | 1 | - - | | | |
| Place/Location Identification | 3225 | *an..25* | a3..5 | M* | 1 | Yes | A 3 character code where utilization of the service/product commences, e.g. location of the hotel or rental car company.. | Yes | Yes |
| *Place/Location Name* | *3224* | *an..17* | *an..17-* | *C* | *1* | - - | *May contain the hotel name* | | |
| **LOCATION** | C328 | - - | - - | M* | 1 | - - | | | |
| Place/Location | 3225 | *an..25* | a3..5 | M* | 1 | Yes | A 3 character code where utilization of the service/product terminates if different from the first location, e.g. drop-off location | No | No |
| *Place/Location Name* | *3224* | *an..17* | - - | *N/A* | *1* | - - | | | |
| **COMPANY IDENTIFICATION** | C306 | - - | - - | M* | 1 | - - | | | |
| Company Identification | 9906 | *an..35* | an..3 | M* | 1 | Yes | Indicates the code of the provider of the service/product, e.g. HH, ZE | Yes | Yes |
| *Company Identification* | *9906* | *an..35* | *an..3* | *N/A* | *1* | - - | | | |
| *Company Identification* | *9906* | *an..35* | - - | *N/A* | *1* | - - | | | |
| **PRODUCT IDENTIFICATION DETAILS** | C308 | - - | - - | M* | 1 | - - | | | |
| Product Identification | 9908 | *an..35* | ==an..35== | M | 1 | - - | A code identifying the location or other mechanism used by a vendor to offer services/products for sale, e.g. hotel property id | Yes | Yes |
| Characteristic Identification | 7037 | *an..17* | an..17 | C | 1 | - - | The classes related to the service/product, e.g. hotel room type, car type | Yes | Yes |
| *Product Identification Characteristic* | *9914* | *an..3* | *an..4* | *N/A* | *1* | - - | | | |

## Examples: TBD

### 5.28.8 Level 5 Gr.12 TVL –Travel Information History

**Notes:**

1. As TVL does not have a field to identify different types of travel segment, it is assumed that only Air Segments are present in Gr.12 TVL segments.

2. The usage of the Gr.12 segment is identical to that of Gr.5 and Gr.9.

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## 5.29    TXD:  Tax Details

**Function:** To specify all details related to taxes

### Notes:

1. It is assumed that taxes can involve 2 currencies only, base currency and payment currency.  The first set of the three fields - Duty/Tax/Fee rate (5278), Country, coded (3207), and Currency, coded (6345) is used for the tax in base currency. The second set is used for tax in payment currency, if required.

2. It is assumed that the repetition of Duty/Tax/Fee rate 5278, Currency, coded 6345, and Duty/Tax/Fee type 5153, is to allow for supply of tax data firstly in base currency and secondly in paid / filed currency.

3. DAS stores tax information in three possible locations which are in order of preference:

   - Issued ticket
   - Fare quote (NOTE: Used for Amadeus/iTC)
   - Stored fares/ (NOTE: Most likely, not used)

   For Fare quote and Stored fares, there is no association between ticket and tax  In these cases, all tax information is repeated in the output for all tickets.

4. It is assumed that all tax data is sourced from one of the above sources only for a PNR, and once found other sources will not be checked.

| Composite/Data Element | No. | Field Type | Comm. Usage | Stat. | Max Rep. | Code Set | Comments | Input | Output |
|---|---|---|---|---|---|---|---|---|---|
| **DUTY/TAX/FEE CATEGORY, CODED** | 5305 | *an..3* | an..3 | C | 1 | - - | Special tax indicator | | |
| **TAX DETAILS** | C668 | *- -* | - - | C | 99 | - - | | | |
| Duty/Tax/Fee rate | 5278 | *an..17* | n..17 | C | 1 | - - | Tax Amount. | Yes | Yes |
| Country, coded | 3207 | *an..3* | an..3 | C | 1 | Yes | ISO code identifying country. | No | No |
| Currency, coded | 6345 | *an..3* | an..3 | C | 1 | Yes | ISO code identifying currency. | Yes | Yes |
| Duty/Tax/Fee type, Coded | 5153 | *an..3* | an..3 | C | 1 | Yes | Tax designator code to specify individual taxes of a group. | Yes | Yes |
| Duty/tax/fee rate | 5278 | *an..17* | an..11 | C | 1 | | Tax filed amount | Yes | Yes |
| Currency, coded | 6345 | *an..3* | an..3 | C | 1 | Yes | Tax filed ISO currency code | Yes | Yes |
| Duty/Tax/Fee type, Coded | 5153 | *an..3* | an..3 | C | 1 | Yes | Tax filed type code | Yes | Yes |
| Monetary amount | 5004 | *an..18* | an..3 | C | 1 | - - | Filed conversion rate | Yes | Yes |
| Monetary function, coded | 5007 | *an..3* | an..3 | C | 2 | Yes | Tax qualifier | No | No |

### Examples:

1. Tax details for departure taxes for Great Britain.
   TXD++5:GB::9'
2. Tax information related to the given fare.
   TXD++6.27::USD'

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# Appendix- A : Examples

The following business case examples are provided to illustrate the variety of data and potential differences in where specific data is contained in a message based on the system sending the message, where and how data is stored in that system and based on the original source of the information.

Because of the volume of data that would be sent for entire flight, the examples only contain information for one complete PNR with indication that the message is partial data for entire flight

## A.1    Examples from IATA specification

### A.1.1    PNRGov - Two Passengers Traveling Internationally

A PNRGOV message sent  24 hours prior to departure for Delta flight 324 with routing  LHR > JFK -> YVR .  This flight requires four separate messages to 3 separate governments (UK, US and Canadian).  The first message is for DL flight 324 out of London (LHR) and is sent to UK and US. The partial message contains two PNRs with the following characteristics:

PNR 1 – Two Passengers booked and paid by 3rd party, credit card payment.  PNR has been split; the full itinerary has had a change in flight, SSR meals and seats for all passengers.  Passengers are ticketed and due to a change in the itinerary, the ticket had to be exchanged and repriced.  Also included are elite frequent flier, Secure Flight Passenger Data, and hotel.  Two bags were paid for fees.  Passenger John Smith has checked in at 24 hours prior to departure.

PNR 2 – Two passengers, booked on a round trip by a GDS.  The name has been changed.

```
UNA:+???                                                    (TO BE COMPLETED)
UNB+IATA:1+DL+??+101209:2100+020A07'        (TO BE COMPLETED)
UNH+1+PNRGOV:10:1:IA+F6C2C268'
MSG+:22'
ORG+DL:ATL+52519950'
TVL+121210:0915+LHR+JFK+DL+324'                      ⬅== PNR data for DL324/12DEC10 LHR JFK
EQN+2'
SRC'
RCI+DL:MFN4TI'
SSR+AVML:HK:2:DL'
DAT+700:061210:1010+710:061210:1200'
IFT+4:28::DL+THIS PASSENGER IS A VIP'
IFT+4:28::DL+CTCR 00115555555555'
ORG+DL:ATL+52519950:LON+++A+GB:GBP+D050517'        ⬅== booked by DL call center agent in UK
ADD++702:45 HIGH STREET:SLOUGH:BERKSHIRE::GB:SL1AA:00441753637285'   ⬅== phone in freetext
EBD+GBP:40.00+4::N'                                       ⬅== Total for 4 bags
TIF+SMITHJR+JOHNMR:A:1'                               ⬅== Adult passenger, Mr. John Smith Jr.
FTI+DL:1234567890:::ELITE'
IFT+4:15:9+LHR DL X/JFK DL YVR GBP/IT  END ROE0.618831
XT3.10AY6 8.50YQ3.40+YC4.30XY3.10XA2.80XFATL4.5'
REF+:38739393AN8739P'
FAR+N+++++MIL24'                                         ⬅== Military Fare
SSR+DOCS:HK::DL:::::P/GBR/123456789/GBR/12JUL64/M/23AUG19/SMITHJR/JONATHON/ROBERT'
TKT+0062120234533:T:1'
MON+B:2888.00:GBP+T:2957.94:GBP'
PTK+NR++061210:1010+DL+006+LON'
TXD++3.10:::AY6+8.50:::YQ+3.40:::YC+4.30:::XY+3.10:::XA+2.80:::XF'
DAT+710:061210:1200'
FOP+CC:::VI:XXXXXXXX1186:0211'
IFT+4:43+TIMOTHY SIMS+2234 MAIN STREET ATLANTA, GA 30067+770 5632891'  ⬅Sponsor
TIF+JONES+WILLIAMMR:A:2'                               ⬅== Adult passenger, Mr. William Jones
FTI+AF:0093789865:::ELITE'
IFT+4:15:9+ LHR DL X/JFK DL YVR GBP/IT  END ROE0.618831
XT3.10AY6 8.50YQ3.40+YC4.30XY3.10XA2.80XFATL4.5'
REF+:38739393AN8780P'
FAR+A+++++YN324N'                                        ⬅== Normal Advance Booking Fare
```

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```
SSR+DOCS:HK::DL::::://///GBR/12JUL64/M//JONES/WILLIAMNEVELL'
TKT+0062120234534:T:1'
MON+B:2888.00:GBP+T:2957.94:GBP'
PTK+NR++061210:1010+DL+006+LON'
TXD++3.10:::AY6+8.50:::YQ+3.40:::YC+4.30:::XY+3.10:::XA+2.80:::XF'
DAT+710:081210:1200'
FOP+CC:::VI:XXXXXXXX1186:0211'
IFT+4:43+TIMOTHY SIMS'  ←Sponsor (Changed: originally had +2234 MAIN STREET ATLANTA, GA 30067+770
5632891
ADD++:2234 MAIN STREET:ATLANTA:GA:USA:30067:770 5632891'  ←Sponsor's Billing Address
TVL+121210:0915::1230+LHR+JFK+DL+324:B'                    ←== First flight in itinerary
RPI+2+HK'
APD+767'
SSR+SEAT:HK:2:DL:::LHR:JFK+15A::1+15B::2'                  ←== Seats for both passengers
DAT+2:111210:0915'                                        ←== Check-in info starts here
TRI++108:::1'                                             ←== Boarding/Check-in #108
TIF+SMITHJR+JOHNMR:A:1'                                   ←== Adult passenger, Mr. John Smith Jr.
SSD+15A++++Y'                                             ←== Seat and cabin check-in info
TVL+121210:2200::2330+JFK+YVR+DL+330:B'                   ←== Second flight in itinerary
RPI+2+HK'
APD+767'
SSR+SEAT:HK:2:DL:::JFK:YVR+15E::1+15F::2'                 ←== Seats for both passengers
EQN+1'
RCI+DL:ABCDEF'
MSG+8'                                                    ←== Hotel segment
TVL+121210:1500:151210+YVR:VANCOUVER ARMS++VN+67576:ROH'  ←== Hotel info
ABI+1+:LHRRR+LON++DL'                                     ←=== Start First History Item
DAT+GMT:071210:1010'
SAC+++X'
TVL+101210:0915::1230+LHR+JFK+DL+324:B'                    ←=== Cancel Flight #1
RPI+2+K'
SAC+++X'
SSR+AVML:HK:2:DL'                                          ←=== Cancel AVML for both passengers
SAC+++X'
SSR+SEAT:HK:2:DL:::LHR:JFK+15A::1+15B::2'                  ←=== Cancel Seats for both passengers
SAC+++X'
TVL+101210:2200::2330+JFK+YVR+DL+330:B'                    ←=== Cancel Flight #2
RPI+2+K'
SAC+++X'
SSR+AVML:HK:2:DL'                                          ←=== Cancel AVML for both passengers
SAC+++X'
SSR+SEAT:HK:2:DL:::JFK:YVR+15E::1+15F::2'                  ←=== Cancel Seats for both passengers
SAC+++X'
TVL+121210:0915::1230+LHR+JFK+DL+324:B'                    ←==== Add flight #1
RPI+2+K'
SAC+++X'
SSR+AVML:HK:2:DL'                                          ←=== Add AVML for both passengers
SAC+++X'
SSR+SEAT:HK:2:DL:::LHR:JFK+15A::1+15B::2'                  ←=== Add Seats for both passengers
SAC+++X'
TVL+121210:2200::2330+JFK+YVR+DL+330:B'                    ←==== Add flight #2
RPI+2+K'
SAC+++X'
SSR+AVML:HK:2:DL'                                          ←=== Add AVML for both passengers
SAC+++X'
SSR+SEAT:HK:2:DL:::JFK:YVR+15E::1+15F::2'                  ←=== Add Seats for both passengers
SRC'                                                          <<< start of PNR002 >>>
RCI+1A:23456'
DAT+700:061210:1010+710:061210:1200'
ORG+1A:MUC+12345678:F31+LON++T+GB:GBP+A78987'             ←== booked by 1A travel agent in UK
ADD++702:351 LANDSDOWN ROAD:SLOUGH:BERKSHIRE::GB::SL1AA'
EBD+GBP:20.00+2::N'                                        ←== Total for 2 bags
TIF+WAYNE+JOHNMR:A:1'                                      ←== Adult passenger, Mr. John Wayne
FTI+DL:1234567893:::ELITE'
```

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```
IFT+4:15:9+LHR DL X/JFK DL YVR GBP/IT  END ROE0.618831
      XT3.10AY6 8.50+YQ3.40YC4.30XY3.10XA2.80XFATL4.5'
REF+:38739393AN8740P'
FAR+A+++++YN324N'                                    ←== Normal advance booking fare
SSR+DOCS:HK::DL:::::P/GBR/123456789/GBR/12JUL12/M/23AUG15/WAYNE/JOHNALVA'
TKT+0062120234535:T:1'
MON+B:2888.00:GBP+T:2957.94:GBP'
PTK+NR++061210:1010+DL+006+LON'
TXD++3.10:::AY6+8.50:::YQ+3.40:::YC+4.30:::XY+3.10:::XA+2.80:::XF'
DAT+710:061210:1200'
FOP+CC:::VI:XXXXXXXX1186:0211'
TIF+COOPER+GARYMR:A:2'                               ←== Adult passenger, Mr. Gary Cooper
FTI+AF:0093789830:::ELITE'
IFT+4:15:9+ LHR DL X/JFK DL YVR GBP/IT  END ROE0.618831
      XT3.10AY6 8.50+YQ3.40YC4.30XY3.10XA2.80XFATL4.5'
REF+:38739393AN8793P'
FAR+A+++++YN324N'                                    ←== Normal Advance Booking Fare
SSR+DOCS:HK::DL:::::P/GBR/987654321/GBR/12JUL15/M/15JAN13/COOPER/GARYWILLIAM'
TKT+0062120234536:T:1'
MON+B:2888.00:GBP+T:2957.94:GBP'
PTK+NR++061210:1010+DL+006+LON'
TXD++3.10:::AY6+8.50:::YQ+3.40:::YC+4.30:::XY+3.10:::XA+2.80:::XF'
DAT+710:061210:1200'
FOP+CC:::DC:XXXXXXXX3578:0211'
TVL+121210:0915::1230+LHR+JFK+DL+324:B'              ←== First flight in itinerary
RPI+1+HK'
APD+767'
SSR+SEAT:HK:2:DL:::LHR:JFK++17A::1+17B::2'           ←== Seats for both passengers
DAT+2:111210:0915'                                     ←== Check-in info starts here
TRI++2:::1'                                          ←== Boarding/Check-in #2
TIF+COOPER+GARYMR:A:2'                               ←== Adult passenger, Mr. Gary Cooper
SSD+15A++++Y'                                          ←== Seat and cabin check-in info
TVL+121210:2200::2330+JFK+YVR+DL+330:B'              ←== Second flight in itinerary
RPI+1+HK'
APD+767'
SSR+SEAT:HK:2:DL:::JFK:YVR+17E::1+17F::2'            ←== Seats for both passengers
ABI+1+:LHRRR+LON++DL'                                ←=== Start First History Item
DAT+GMT:071210:1010'
SAC+++X'
TIF+WAYNE+JONMR:A:1'                                  ←== Cancel Name
SAC+++X'
TIF+WAYNE+JOHNMR:A:1'                                 ←== Add Name
UNT+2+                                               (TO BE CORRECTED)
UNZ+1+00000000000001'
```

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