

PASSENGER AND AIRPORT DATA INTERCHANGE STANDARDS

EDIFACT IMPLEMENTATION GUIDE

**PNR DATA PUSHED TO STATES
OR OTHER AUTHORITIES**

PNRGOV MESSAGE

Version 18.1 DRAFT

(subject to approval and publication by the WCO API Contact Committee)

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1. INTRODUCTION

The purpose of this document is to describe the recommended usage of the Passenger and Airport Data Interchange Standards PNRGOV EDIFACT Message Standards. These messages are intended to facilitate the exchange of data relevant to government requirements on PNR data and Airlines reservation systems.

This document was developed, and will be maintained, by the IATA/A4A PNRGOV Working Group in coordination with the Passenger and Airport Data Interchange Standards Reservations Working Group.

This will be a living document and will be updated as necessary. If there are any changes to the message structure, the change process defined in the PNRGOV Principles Document should be followed.

1.1. PNRGOV MESSAGE VERSION RELEASE

Version control will be handled in the following manner:

- Message structure change requires a new version of the message and new version of the Implementation Guide.
- Changes in the text of the Implementation Guide other than message structure changes may also trigger new release of the Implementation Guide.
- Minor changes can be kept in the Errata document attached to a specific release of the Implementation Guide and eventually incorporated into the next new release and new version of the same.
- Any text pending formal approval by the WCO API Contact Committee and/or the PADIS Board will be shaded in grey.

1.1.1 WHAT MESSAGE VERSION IS SUPPORTED BY WHICH IMPLEMENTATION GUIDE

This table lists all current PNRGOV EDIFACT messages and shows in which PNRGOV Implementation Guide document release a message was modified from its previous publication. A bold version release shows the first publication of that message or guide.

Implementation Guide	10.1	11.1	12.1	13.1	14.1	15.1	16.1	17.1	18.1			
PNRGOV	10.1	11.1	12.1	13.1	13.1	15.1	15.1	17.1	18.1			
ACKRES	10.1	11.1	12.1	12.1	12.1	12.1	12.1	12.1				
GOVREQ			12.1	12.1	12.1	12.1	12.1	12.1	18.1			

1.1.2 ERRATA

An ERRATA sheet will be maintained for each release and will be stored on the IATA website along with the corresponding Implementation Guide.

- Each entry in the Errata sheet will include a sequence number, date included in ERRATA, Implementation Guide paragraph reference, current text and/or problems description for charts, required change in text and/or change description for charts, reason for change, and who submitted the ERRATA item. .
- Once an entry is made in Errata sheet, the PNRGOV group will receive a notification.
- The Errata sheet is intended only for minor corrections. Issues which require debate by the group must be submitted, together with a proposed solution, as formal agenda items to a PNRGOV Working Group meeting.
- Once changes are approved by the PNRGOV group, the group will notify WCO of changes made to the PNRGOV implementation guide.

1.2. DOCUMENT STRUCTURE

This document contains the following eight sections:

Introduction

Contains an overview and guidelines for use of the document.

Message Relationships

Describes the relationships between query messages and the expected response message for the different business functions listed. The function of a message can be modified, in some cases, by the use of data element 1225 in a MSG segment. This will be indicated as such in the message relationship section.

Message Structure

Shows in diagrammatic format each approved PADIS PNRGOV message. The diagrams show the construction of the message and the data segments used. The hierarchy of the segments is indicated by means of data levels.

Service Segments

Refer to the Architecture for IATA Interactive EDIFACT, and the ISO 9735 for United Nations Service Segments standards. For use in the PADIS Reservations environment, the service segments including the UNH have been described in greater detail in Section 4.

Data Segments

Lists in alphabetical order all data segments that are part of the messages contained in this document. For each segment there will be a list of the composites and data elements used to construct the segment and an indication of how these elements are commonly used. To cater for different business requirements, there may be multiple definitions of the same data segment.

Examples

For every business function listed there will be at least one example of the data to be transmitted. No response is anticipated except for an acknowledgement that the message has been received. Examples in this guide are provided for illustration only.

States' Legal Requirements

Each States legal requirements will be listed separately including a mapping to the PNRGOV Message structure where the information is held. This information will be mapped out to segment and element level. The same information may be found in different places, depending on the structure and contents and how this is stored in different reservation systems.

The IATA PNRGOV Principles Document contains a recap of the governments requirements. Additionally, IATA maintains a copy of the legislation on their API-PNR World Tracker extranet site. Use the following link to access this information:

[Link for already registered users:](#)

<https://extranet2.iata.org/sites/facilitation/Lists/API%20World%20Tracker/By%20Country.aspx>

[Link to register for access to the FAL extranet site containing the API-PNR World Tracker:](#)

<http://www2.iata.org/registration/getemailpage.aspx?siteurl=facilitation>

Appendices

As necessary, appendices will be added to the Implementation Guide.

Appendix A – contains details concerning the UN CONTROL message (Syntax and Service Report).

Appendix B – contains detailed business examples from a number of airlines.

Appendix C – contains PADIS EDIFACT Message Processing - Background for PNRGOV Users

1.3. HOW TO USE THIS DOCUMENT

The PNRGOV, ACKRES and GOVREQ messages are currently the only EDIFACT Message documented in this Implementation guide.

The guide contains complete description of the Message Structure, segments and elements with notes and examples.

1.4. GUIDELINES AND RULES

For all implementation guide additions and updates to Section 5 (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. The status of a data element, composite data element, simple data element or component data element, is indicated in the “Status” column. If an element is marked “C” (conditional), it becomes mandatory under certain circumstances which have to be specified. It may be omitted if these circumstances do not prevail. If an Element is marked “M” (mandatory), it is containing information which forms a fundamental part of the procedure and must always be included.
4. If an 'N/A' appears in the "Status" 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.
5. 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.
6. 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.
7. Where a State’s requirements differ for “Conditional” fields from the standard implementation guide, a separate supplemental document will be provided by the State(s) detailing which “Conditional” fields are “Mandatory” for that State. Provisions in paragraphs 1.5.1 and 1.5.2 of the “Principles, Functional and Business Requirements PNRGOV” shall be respected. These differing requirements will not change the structure of the message.
8. 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.
9. 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 “--”.
10. 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. .
11. 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.
12. “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 may exceed the actual requirements of the data element. “Common Usage” exists to better define the characteristics of the data element.

13. The “Comments” column will use consistent wording for the same elements across the segments if they are used in the same way.
14. 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.
15. Each segment and message will have enough examples to show the standard usage as defined by the PADIS group.
16. For numeric fields, see reference Part 1 ISO 9735 Syntax Rules, Section 10.
17. 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.
18. The length of a numeric data element value shall not include the minus sign (-), the decimal mark (.), or the exponent mark (E or e).
19. When a decimal mark is used, there shall be at least one digit after the decimal mark.
20. When a segment appears at more than one level, it is reflected only once, with composites and data elements conditional as applicable.
21. 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 3.2
22. For the purpose of the PNRGOV documentation all Airlines are referred to as Carriers and all governments are referred to as States.
23. Standalone data element names and composites having uppercase names are separated by the plus sign (+). Component data elements within a composite are in lower case and are separated by a colon (:).
24. Repetition separator is not used in PNRGOV messages and therefore the default * separator does not need to be released.
25. Depending on systems in place, in email addresses, airlines should use
 - “//” (double slash) in place of “@” (at sign),
 - “..” (double dot) in place of “_” (underscore) and
 - “./” (dot slash) in place of “-” as specified in AIRIMP.
26. For GOVREQ/PNRGOV/ACKRES, the message version used for the reply will follow the bilateral agreement between the airline and the State.
Airline could receive GOVREQ 12.1 from the State A and reply with a PNRGOV 11.1, receive same GOVREQ 12.1 from State B and reply with PNRGOV 15.1

1.5. CODE SETS

Codes used in codesets are used to define the values for the relevant business item. All codesets utilized in the PNRGOV message are defined in the **PASSENGER AND AIRPORT DATA INTERCHANGE STANDARDS - Codeset Directory**.

If additional codes are required, requests should be submitted to the PADIS Reservation Sub-group for approval prior to them being submitted in the PADIS Board vote for inclusion in the standards.

1.6. REFERENCES

The following documents may be used as additional references to the PNRGOV Implementation Guide:

- IATA PNRGOV Principles Document
- IATA PASSENGER AND AIRPORT DATA INTERCHANGE STANDARDS - MESSAGE STANDARDS DOCUMENT
- IATA PADIS EDIFACT and XML Codeset
- IATA Reservations Interline Message Procedures – Passenger (AIRIMP)
- IATA Passenger Services Conference Resolutions Manual (PSCRM)
- IATA Airline Coding Directory
- ISO 9735 – Version 4
- IATA SYSTEMS AND COMMUNICATIONS REFERENCE, VOLUME 6 – INTERACTIVE EDIFACT ARCHITECTURE

Definitions of common terms used within the airline industry can be found on the IATA website by accessing the IATA website as follows:

1. Go to the home page www.iata.org
2. Do a search on the word “glossary”
3. Download the spreadsheet entitled “[passenger-glossary-of-terms.xls](#)”

2 MESSAGE RELATIONSHIP

This Section describes the possible query and response relationship of the messages developed for PNRGOV function. The following convention is used to represent the possible relationships between messages; a solid line (_____) indicates the primary relationship; and a broken line (-----) indicates an optional relationship.

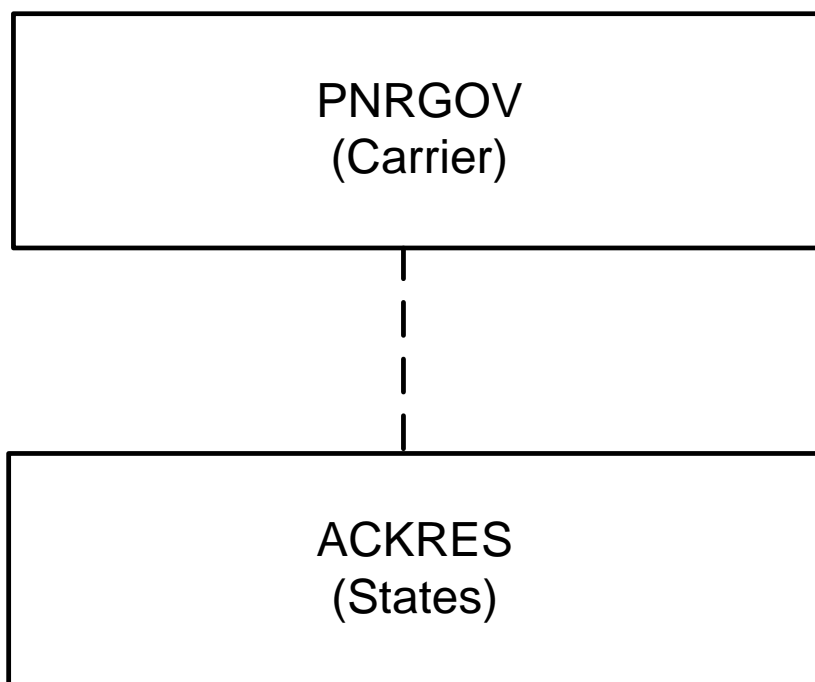
The message diagram depicts the message relationship by showing the query origin in the top box and the response origin in the bottom box.

A CONTRL message (See Appendix A) is used:

- (a) to respond to any message, indicating that a non-application error was encountered (usage not illustrated in message relationship diagrams)
- (b) to acknowledge receipt of specific messages for which no paired response exists (as illustrated in the message relationship diagrams)

2.1 PNRGOV

The following messages are used by airlines, airline service suppliers and States to exchange PNR related data information.



Note: Data element 1225 of composite C302 in segment MSG defines the business function of the message.

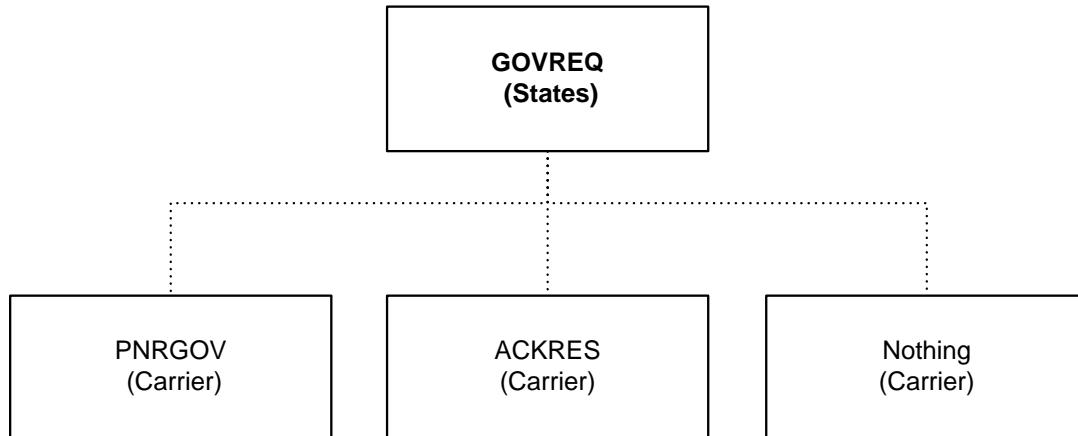
Message Functions:

PNRGOV	(Element 1225 = 22)	Push PNR data to States
PNRGOV	(Element 1225 = 141)	Update (used for update push)
PNRGOV	(Element 1225 = 43)	Flight report (in reply to a GOVREQ)
PNRGOV	(Element 1225 = 81)	Record locator response (in reply to a GOVREQ)
ACKRES	(Element 1225 = 23)	Acknowledgement from States receipt of push PNR data

The ACKRES message is only sent where there is a Bilateral Agreement between Carrier and State to do so.

2.2 GOVREQ

The following messages are used by States to make an Adhoc request for a PNRGOV. The request may be for a specific airline/flight number/date or for a specific record locator. Implementation of this message requires a bilateral agreement between the government and the carrier. This message is to be used only in exceptional situations.



Notes: Date element 1225 of composite C302 in segment MSG defines the business function of the message.

Message Functions:

GOVREQ	(Element 1225 = 43)	Flight report
PNRGOV	(Element 1225 = 43)	Flight report
GOVREQ	(Element 1225 = 77)	Record locator request
PNRGOV	(Element 1225 = 81)	Record locator response
ACKRES	(Element 1225 = 7)	Report only and acknowledge

The Bilateral Agreement defines the conditions under which the messages are exchanged. One of three results may occur:

- The carrier may respond with the PNRGOV message.
- The carrier may respond with the ACKRES message indicating one of two conditions: 1. The message is acknowledged and PNRs will be sent, or 2. errors are detected in the request, the ACKRES contains error codes to describe the error.
- The carrier may not respond and process according to carrier defined procedures.

3 MESSAGE STRUCTURE

This document describes the message structure for the IATA approved PADIS PNRGOV and other related EDIFACT messages to support the PNRGOV process.

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 are read top to bottom, left to right.

3.1 Message Segment Descriptions (PNRGOV)

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 in the PNRGOV message. 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, operating airline code, flight number, and operation suffix) for which passenger data is being sent.
- EQN - the total number of PNRs being sent for the flight push
- ITM - the push sequence number and/or push label

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 passenger in the passenger

- TIF - a passenger name; 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.
- FTI - frequent traveler numbers for the passenger in the TIF
- IFT - other service information (OSI) for this passenger and/or email address
- 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.
- TRA - operating carrier code, flight number and RBD.
- 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

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 and non-air information

TVL - dates, departure/arrival airport/city codes, vendor code, etc.
 RPI - booking status and number of passengers

LTS - unformatted history information

UNT - Message Trailer Information

UNE- Functional Group Trailer

UNZ- Interchange Trailer

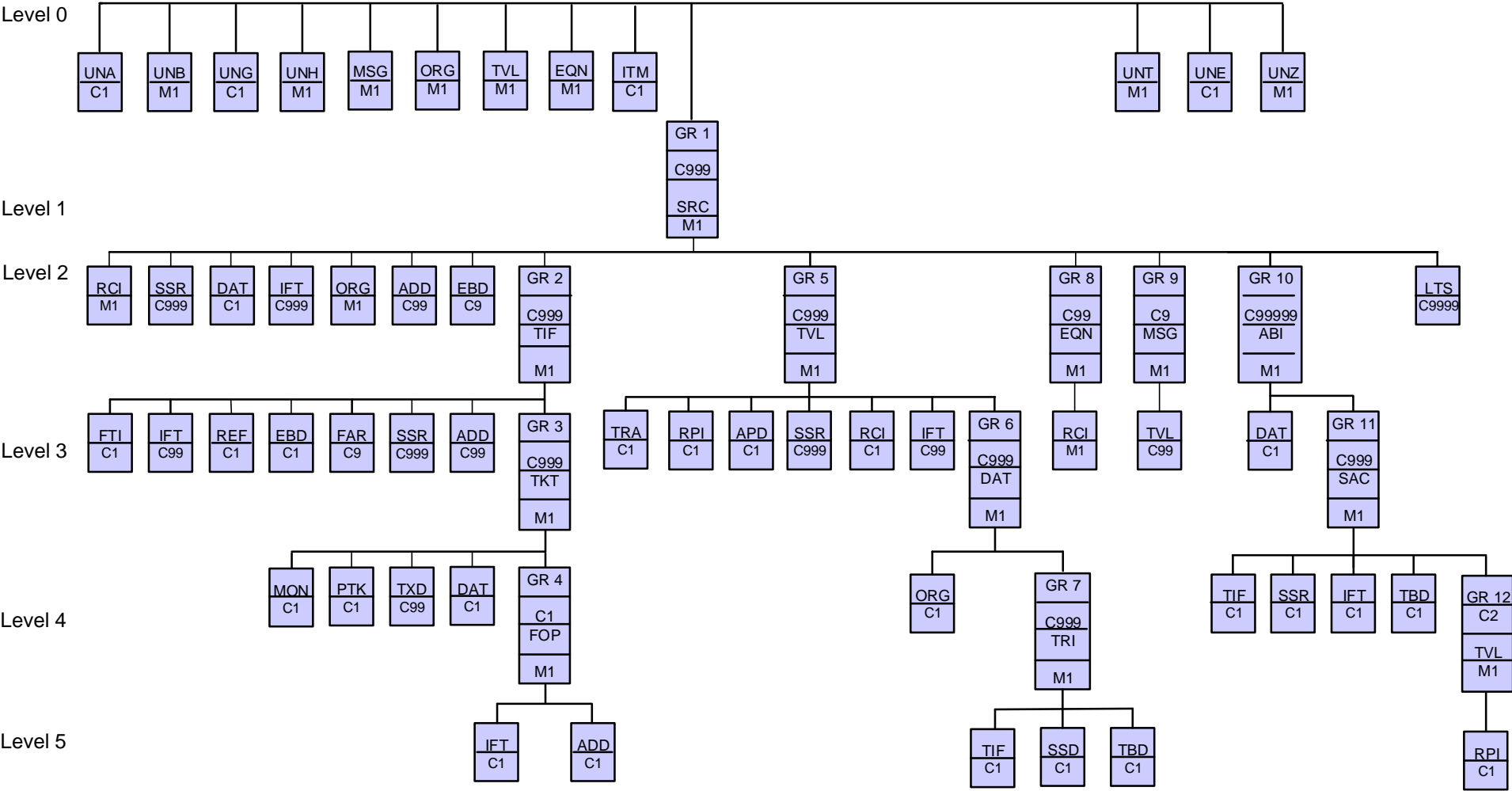
Segments and groups below a parent group can not be sent unless the trigger segment of the parent group is sent.
 For example: ADD (Level 5) can not be sent unless at least FOP (Group 4), TKT (Group 3) & TIF(Group 2) are also sent,.

It should be noted that the message structure for ACKRES and GOVREQ are simple and therefore do not require a segment description as defined above for PNRGOV.

3.2 Push of PNR DATA to State - (PNRGOV)

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

PNRGOV Message Structure



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
ITM	Item Number
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
TRA	Transport identifier
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

Trigger segment

Some segments may occur multiple times in the structure. Some of these are due to name relation and/or segment relation.

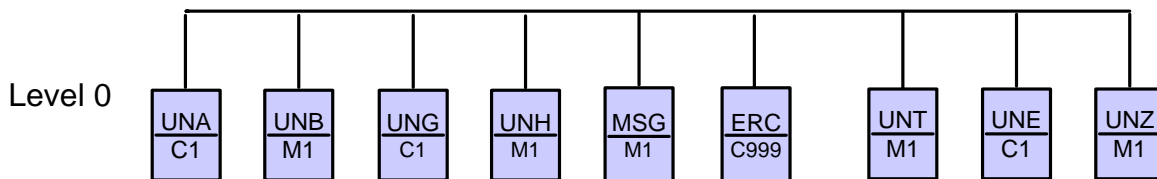
Where the usage differs depending on grp or level, an explanation is provided under each segment and also mapped back into each country's requirements in the Appendices.

3.3 ACKRES – Acknowledgement Response

Function: The ACKRES is used as a response under two possible conditions:

- If a State is responding to receipt of a PNRGOV from a carrier – As bilaterally agreed, to provide a response to the carriers as to whether the PNRGOV message was received.
- If a carrier is responding to receipt of a GOVREQ from a State – As bilaterally agreed, to provide a response to the State as to whether the GOVREQ message was received.

ACKRES – Acknowledgement Response



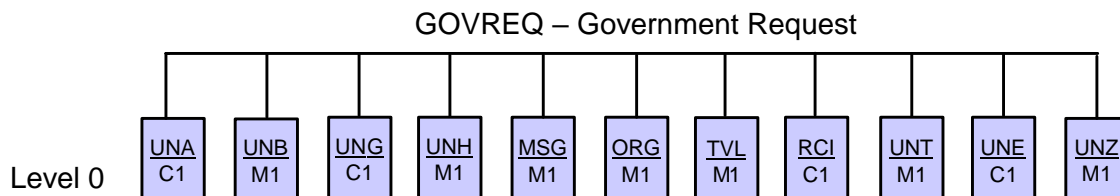
Segments:

ERC	Errors identified in the message (coded) if sent to Carrier
MSG	To identify the message function being acknowledged and the result of the processing (successful, partially processed, etc.)
UNA	Service String Advice
UNB	Interchange Header Segment
UNE	Functional Group Trailer
UNG	Functional Group Header
UNH	Message Header Information
UNT	Message Trailer Information
UNZ	Interchange Trailer

Note: It is anticipated that through the provision of an acknowledgment message, Carriers will be able to automatically resend the messages if not delivered or incorrect data. This would be a system generated resend rather than one as a result of manual intervention.

3.4 PNRGOV ADHOC Request (GOVREQ)

Function: This message enables a State to make an adhoc request for PNRs of a specified airline/flight/date or record locator. The use of this message is controlled by a bilateral agreement between the State and the carrier.



Segments:

MSG	Message action details
ORG	Originator of request details
RCI	Reservation control information
TVL	Travel product information
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

Notes:

1. The MSG should specify whether the request is for an airline/flight number/date or for a record locator.
2. If the request is for an airline/flight number/date, the TVL should be included in the request and the RCI should be omitted from the request.
3. If the request is for a record locator, the RCI should be included in the request and the TVL must also be provided.

3.5 Emergency lock (PNRGOV)

Function: This message enables an airline to indicate emergency situation

For message description and segments, see 3.1 and 3.2 above.

Notes:

1. The MSG at level 0 should specify that flight in TVL level 0 of PNRGOV is under emergency lock .
2. This procedure is subject to bilateral agreement

4 UNITED NATIONS SERVICE 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. Not used.
Apostrophe	‘	Segment Terminator

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

Note:

- 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.
- Repetition separator is not used in PNRGOV messages and therefore the default * separator does not need to be released.

Examples:

- Default characters for UNA service string
UNA:+.?*
- In this example, the right-parens represents the exception to the default Segment Terminator.
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
SYNTAX IDENTIFIER	S001	-	-	M	1	-	-	
Syntax identifier	0001	a4	a4	M	1	-	S001	IATA
Syntax version number	0002	n1	n1	M	1	-	S001	1
INTERCHANGE SENDER	S002	-	-	M	1	-	-	
Sender identification	0004	an..35	an..35	M	1	-	S002	'AIRLINE1' Sender of the message
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	'NZCS' Receiver of the message
Partner identification code qualifier	0007	an..4	-	N/A	-	-	-	
Routing address	0014	an..14	-	N/A	-	-	-	
DATE AND TIME OF PREPARATION	S004	-	-	M	1	-	-	
Date of preparation	0017	n6	n6	M	1	-	S004	'091128' The default format is 'YYMMDD' (n6)
Time of preparation	0019	n4	n4	M	1	-	S004	'0900' The default format is 'HHMM' (n4)
INTERCHANGE CONTROL REFERENCE	0020	an..14	an..14	M	1	-	-	'000000001' Will be repeated in UNZ data element 0020
RECIPIENTS REFERENCE PASSWORD	S005	-	-	N/A	-	-	-	
Recipient reference password	0022	an..14	-	N/A	-	-	S005	
Recipient reference password qualifier	0025	an..2	-	N/A	-	-	S005	
APPLICATION REFERENCE	0026	an..14	an..14	C	1	-	-	
PROCESSING PRIORITY CODE	0029	a1	a1	C	1	-	-	
ACKNOWLEDGEMENT REQUEST	0031	n1	n1	C	1	-	-	
COMMUNICATIONS AGREEMENT ID	0032	an..35		C	1	-	-	
TEST INDICATOR	0035	n1		C	1	-	-	

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 for PNRGOV file generated on 28th Nov 2009 at 9:00GMT:
UNB+IATA:1+AIRLINE1+NZCS+091128:0900+000000001'
2. Message header DL Airline to Canadian CBSA for PNRGOV file generated on 12th Jan 2011 at 15:30GMT:
UNB+IATA:1+DL+CBSAPNRGOV+110112:1530+1234567890'
3. This example is concerned with the push to Australia. QF30 is a flight with the following routing and times:
HKG - 01 Aug 12 - 18:55 - MEL - 02 Aug 12 - 06:05
The push will occur at 24h prior Scheduled Departure Time out of HKG
For the flight departing on 1st Aug at 18:55 (Local Time) from HKG and arriving at MEL at 06:05 on 2nd Aug, the following segment UNB will be sent:
UNB+IATA:1+1A+AUCBP+120731:1055+0002++PNRGOV+X'
4. United Airlines Flight 1752 - From San Francisco (SFO) to Sydney (SYD)
Scheduled Departure: 02 Aug 12 14:25 local (22:25 GMT)

UNB segments	Push
UNB+IATA:1+UA+AUCBP+120731:2225+12345678905'	-72
UNB+IATA:1+UA+AUCBP+120801:2225+12345678904'	-24
UNB+IATA:1+UA+AUCBP+120802:2030+12345678903'	-2
UNB+IATA:1+UA+AUCBP+120802:2130+12345678902'	-1
UNB+IATA:1+UA+AUCBP+120802:2240+12345678901'	Wheels Up

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
NUMBER OF MESSAGES	0060	n..6	n..6	M	1	-	-	'1'
APPLICATION SENDER IDENTIFICATION	0048	an..14	an..14	M	1	-	-	'00000001' Must be equal to UNG data element 0048

Note:

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

Example:

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
FUNCTIONAL GROUP IDENTIFICATION	0038	an6	an6	M	1	-	-	PNRGOV
APPLICATION SENDER IDENTIFICATION	S006	-	-	M	1	-	-	
Application Sender identification	0040	an..35	an..35	M	1	-	S006	'AIRLINE1' Sending Application
Partner identification code qualifier	0007	an..4	-	N/A	-	-	S006	
APPLICATION RECIPIENT IDENTIFICATION	S007	-	-	M	1	-	-	
Application Recipient identification	0044	an..35	an..35	M	1	-	S007	'NZCS' Receiving Application
Partner identification code qualifier	0007	an..4	-	N/A	-	-	S007	
DATE AND TIME OF PREPARATION	S004	-	-	M	1	-	-	
Date of preparation	0017	n6	n6	M	1	-	S004	'091128' The default format is 'YYMMDD' (n6)
Time of preparation	0019	n4	n4	M	1	-	S004	'0900' The default format is 'HHMM' (n4)
FUNCTIONAL GROUP REFERENCE NUMBER	0048	an..14	an..14	M	1	-	-	'000000001' Will be repeated in UNE data element 0048
CONTROLLING AGENCY	0051	an..2	an..2	M	1	-	-	IA
MESSAGE VERSION	S008	-	-	M	1	-	-	
Message Type Version Number	0052	an..3	an..3	M	1	-	S008	See the message version in the table in paragraph 1.1.1
Message Type Release Number	0054	an..3	an..3	M	1	-	S008	'I'
Association assigned code	0057	an..6	an..6.	C	1	-	-	
APPLICATION PASSWORD	0058	an..14	an..14	C	1	-	-	

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. 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+13:1'
2. See UNE example 2.
UNG+PNRGOV+UA+USADHS+070218:1545+1+IA+13:1'
3. See UNE example 3
UNG+PNRGOV+AF+USADHS+070218:2100+901+IA+13:1'

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
MESSAGE REFERENCE NUMBER	0062	an..14	an..14	M	1	-	-	'MSG001' Will be repeated in UNT data element 0062
MESSAGE IDENTIFIER	S009	-	-	M	1	-	-	
Message type	0065	an..6	a6	M	1	-	S009	PNRGOV for PNRGOV message, GOVREQ for GOVREQ message, ACKRES for ACKRES message
Message version number	0052	an..3	n2	M	1	-	S009	See the message version in the table in paragraph 1.1.1
Message release number	0054	an..3	n1	M	1	-	S009	'I' See Note 2.
Controlling agency, coded	0051	an..2	a2	M	1	-	S009	IA
Association assigned code	0057	an..6	-	N/A	-	-	S009	
Code list directory version number	0110	an..6	-	N/A	-	-	S009	
Message type sub-function identification	0113	an..6	-	N/A	-	-	S009	
COMMON ACCESS REFERENCE	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.
STATUS OF THE TRANSFER	S010	-	-	C	1	-	-	
Sequence of transfers	0070	n..2	n..2	M	1	-	S010	
First and last transfer	0073	a1	a1	C	1	-	S010	
MESSAGE SUBSET IDENTIFICATION	S016		-	N/A	-	-		
Message subset identification	0115	an..14	-	N/A	-	-	S016	
Message subset version number	0116	an..3	-	N/A	-	-	S016	

Note:

- 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.
- When used in an ACKRES, the data elements 0068 and 0070 should carry the same values as the UNH of the message for which it is providing acknowledgement.
- If multiple messages are required to send the PNRs for a given flight push, the following rules shall apply:
 - 0068 should be the same for each message in the series.
 - S010/0070 should contain the sequence number of each message in the series (consecutive numbers starting with 1)
 - S010/0073 should contain an indication of where the message fits into the sequence of multiple messages as one of the following:
C – Commencing message of a sequence

F – Final message of a sequence

For interim messages in a sequence, S010/0073 is not used

Examples:

1. UNH with data element 0068 containing Initiator's key and Responder's key:

UNH+1+PNRGOV:10:1:IA+0976310900003C'

2. UNH for a flight split across 3 messages.

First message: UNH+1+PNRGOV:11:1:IA+893133434478201+01:C'

Second message: UNH+1+PNRGOV:11:1:IA+893133434478201+02'

Third and final message: UNH+1+PNRGOV:11:1:IA+893133434478201+03:F'

3. UNH for PNR Push and ACKRES.

PNR Push

UNH+1+PNRGOV:10:1:IA+0976310900003C'

ACKRES

UNH+1+ACKRES:10:1:IA+0976310900003C'

4. UNH for PNR Push and ACKRES, where the flight is split across multiple messages, second message.

PNR Push

UNH+1+PNRGOV:11:1:IA+893133434478201+02'

ACKRES

UNH+1+ACKRES:11:1:IA+893133434478201+02'

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
NUMBER OF SEGMENTS IN A MESSAGE	0074	n..10	n..10	M	1	-	-	'2578'
MESSAGE REFERENCE NUMBER	0062	an..14	an..14	M	1	-	-	'MSG001' Must equal UNH data element 0062

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'

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
INTERCHANGE CONTROL COUNT	0036	n..6	n..6	M	1	-	-	'1'
INTERCHANGE CONTROL REFERENCE	0020	an..14	an..14	M	1	-	-	'000000001' Must be equal to UNB data element 0020

Example:

5. UNZ+1+000000001'

5 PADIS RESERVATIONS SUB-GROUP APPROVED SEGMENTS

This section lists all the segments, in alphabetical order, that are a part of the PADIS PNRGOV EDIFACT Message. For each segment, all composites and elements are listed along with a description, the element or composite number according to the data dictionary, field type, common 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.

Always refer to 3.1 Message Segment Descriptions for the context of the segment within the message structure.

5.1 ABI: ADDITIONAL BUSINESS SOURCE INFORMATION (PNRGOV)

Function: To specify additional originator and source information.

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm Usage	Stat.	Max Rep.	Code Set	Comments
SOURCE TYPE	C337	--	--	M	1	--	
Sector/subject identification qualifier	7293	an..3	an..3	M	1	Yes	To specify this information is the creator of the history credit. The value used is "4".
Sector/subject identification qualifier	7293	an..3	--	N/A	1	--	
ORIGINATOR DETAILS	C300	--	--	C	1	--	
Travel agent identification details	9900	n..9	n8	C	1	--	ATA/IATA ID number or pseudo IATA number.
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.
In-house identification	9902	an..9	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.
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.

Example:

1. The creator of the history credit is a DL agent in Atlanta.

ABI+4+05FD28:GS+ATL++DL'

5.2 ADD: Address Information (PNRGOV)

Function: To specify passenger address information.

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm . Usage	Stat.	Max Rep.	Code Set	Comments
ACTION DETAILS	C031	--	---	N/A	1	--	
Update action code	9858	a1	--	N/A	1	--	
Action request/notification, coded	1229	an..3	--	N/A	9	--	
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
Street and number/P.O. Box	3042	an..125	an..125	C	1	--	The street number and name
City name	3164	an..35	an..35	C	1	--	City name
Country sub-entity identification	3229	an..9	an..9	C	1	--	State or province
Country sub-entity name	3228	an..35	an..35	C	1	--	
Country, coded	3207	an..3	--	C	1	Yes	Use ISO 3166-1-alpha 2 or 3 code
Postcode identification	3251	an..17	an..10	C	1	--	
Free text	4440	an..255	an..70	C	1	--	See note 5
Place/location	3224	an..17	--	N/A	1	--	

Notes:

1. The ADD in GR.1 at level 2 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.
4. Email addresses can be provided in ADD, SSR or IFT segments. The preference is to first place them in ADD segments. Otherwise, place them in SSR segments when it is in the airline's system as SSR CTCE. Or else, place them in IFT.
5. Free text field 4440 can include telephone number, email address or unstructured address as designated by the Address purpose code in 3299..

Example:

1. The contact address is 4532 Wilson Street, Philadelphia, zip code 34288
ADD++700:4532 WILSON STREET:PHILADELPHIA:PA::US:34288'
2. The contact address includes a long Street and number/P.O. Box [3042] description.
ADD++700:FLAT 201 SMEATONWITCH AVENUE CORNMILL YARD VIEWS:LEEDS:YORKSHIRE::GB:LS185NG'
3. Fully fielded address and telephone number (Address 325 VICTORIA AVENUE BELLEVILLE ON CA K8N2E2 and Telephone 16139688982)
ADD++700:325 VICTORIA AVENUE:BELLEVILLE:ON::CA:K8N2E2+4:.....:16139688982'
4. Address as free text and e-mail address (Address 325 VICTORIA AVENUE BELLEVILLE ON CA K8N2E2 and E-mail KEN.DAVIDSON@GMAIL.COM)

ADD++11:::325 VICTORIA AVENUE+11:::BELLEVILLE ON
K8N2E2+10:::KEN.DAVIDSON//GMAIL.COM'

5. Telephone number and e-mail address (Telephone 16139688982 and E-mail KEN.DAVIDSON@GMAIL.COM)

ADD++4:::16139688982+10:::KEN.DAVIDSON//GMAIL.COM'

5.3 APD: ADDITIONAL PRODUCT DETAILS (PNRGOV)

Function: To convey additional information concerning an airline flight.

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
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.).
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	--	

Example:

1. Equipment Type of Boeing 747
APD+747'

5.4 DAT: DATE AND TIME INFORMATION (PNRGOV)

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

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
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
First Date	9916	an..35	n6	C	1	--	A date (ddmmyy).
First Time	9918	n..4	n4	C	1	--	A time (hhmm).
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	--	

Notes:

- DAT at GR1 can contain ticket issue date and last PNR transaction date/Time
- DAT at GR3 is the date of ticket issuance for each ticket.
- DAT at GR6 will be check-in transaction date/time as stored by RES systems holding DC data
- DAT at GR10 will hold PNR History transaction date/time
- DAT at Group 6 holds Check-in information. C688/2005 will be used to specify that date/time is in free text format in data element C688/9916.
- Unless specifically stated otherwise in bilateral agreement, the time is in Universal Time Coordinated (UTC)

Examples:

- Latest PNR transaction date and time.
DAT+700:241097:1005'
- Ticket issuance date and time
DAT+710:041159:0730'
- Check-in transaction date/time
DAT+2:010604:1800'
- PNR History transaction date/time
DAT+T:010695:1800'
- Check-in including date time is expressed as free text
DAT+3:L FT WW D014357 12AUG121423Z 1D5723'

5.5 EBD: EXCESS BAGGAGE DETAILS (PNRGOV)

Function: To specify information concerning excess baggage charges and the associated baggage details

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
EXCESS BAGGAGE DETAILS	C674	--	--	C	1	--	
Currency, coded	6345	an..3	an..3	C	1	--	The currency code per unit
Monetary amount	5004	n..18	n..18	C	1	--	The rate per unit
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
Measurement value	6314	n..18	--	N/A	1	--	
Allowance or charge qualifier	5463	an..3	an..3	C	1	Yes	Specifies if pieces or weight
Measure unit qualifier	6411	an..3	an..3	C	1	Yes	If weight, specifies if pounds or kilograms.
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	an..3	--	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..25 5	--	N/A	1	--	

Note:

- Used to send paid baggage information.

Example:

- One piece of baggage over the allowance USD 50

EBD+USD:50.00+1::N'

5.6 EQN: NUMBER OF UNITS

Function: To specify the number of units required.

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
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.
Number of Units Qualifier	6353	an..3	--	N/A	1	--	

Notes:

1. The EQN at level 0 is used to specify the total number of PNRs being sent for the flight push. In case of full PNR push, the total number of PNRs contained in the full PNR push regardless of the number of messages used for the full push. In the case of update PNR push, the total number of PNRs contained in the update PNR push regardless of the number of messages used for the update push should be used.
2. The EQN at GR8 is used to identify numbers of passengers split from/to PNR.
3. As bilaterally agreed, where there is no PNR to be sent in a specific message, the EQN at level '0' may contain the number zero ("0").

Examples:

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

5.7 ERC: APPLICATION ERROR INFORMATION

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

Acknowledgement Response – ACKRES

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
APPLICATION ERROR DETAIL	C901	--	--	M	1	--	
Application error, coded	9321	an..3	n..3	M	1	Y	
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'

5.8 FAR: FARE INFORMATION (PNRGOV)

Function: To specify fare information details.

Push PNR Data to States - PNRGOV

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

Examples:

- The fare is a 20 percent discounted fare type for an 9 year old child.
FAR+C+9+1:20:US+++YEE3M'
- The fare is an industry discounted passenger traveling on business with space available.
FAR+I++764:4::B2+++C'
- More than nine fare basis codes per passenger.
FAR+++++VEE3MEGI+VEE3MEGI+VEE3MEGI+LRTEG+LRTEG+VEE3MEGI+VEE3MEGI+VEE3MEGI+LRTEG'
FAR+++++LRTEG'
- Two different discounts used.
FAR+++20+++Y3LPK'
FAR+++5+++Y3PLK+Y4PLK+C4PLK'
- Two different types of fares used for one passenger: 25% discounted fares for a child, based on the ticket designator appended to the end of the resulting fares or specified fares applied and a normal fare with no discount.
FAR+C++:25+++LRT3ED/CH+KRT3ED/CH'
FAR+++++MRTYED'

5.9 FOP: FORM OF PAYMENT (PNRGOV)

Function: To convey details describing the form of payment

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
FORM OF PAYMENT DETAILS	C641	--	--	M	99	--	
Form of Payment Identification	9888	an..10	an..3	M	1	Yes	Form of payment type
Data Indicator	9988	an..3	an..3	C	1	Yes	To indicate old, new or original form of payment
Monetary Amount	5004	n..18	n..18	C	1	--	Form of payment amount
Company Identification	9906	an..35	an..3	C	1	--	Vendor code (CC)
Reference Number	1154	an..35	an..25	C	1	--	Account number (CC/GR/SGR)
First Date	9916	an..35	n4	C	1	--	Expiration date (CC) (mmyy)
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..25 5	-	C	1	--	
Membership Status, Coded	7453	an..3	-	N/A	1	--	
Transaction Information	9892	an..35	-	N/A	1	--	

Note:

1. If payment is via credit card, then the provision of the cardholder name is via the IFT if different from the passenger.
2. Airline specific (non-standard) form of payment codes should be sent in 9888 as MS (IATA standard) and add own code in Free Text (4440).

Examples:

1. Paid with an American Express card, with an expiration date of 12/11
FOP+CC::416.00:AX:373212341234123:1211'
2. Form of payment is cash.
FOP+CA::731.00'
3. Form of payment is Government receipt.
FOP+GR::200.00::AB123456'
4. Old form of payment was VISA card with an expiration date of August, 2013
FOP+CC:2:628.32:VI:4235792300387826:0813'
5. PayPal payment
FOP+EF::2044.30:PP:1234'
6. Visa card payment for \$353.71 and PayPal payment for 38.29
FOP+CC::353.71:VI:XXXXXXXXXXXX4576:1018+EF::38.29:PP'

5.10 FTI: FREQUENT TRAVELLER INFORMATION (PNRGOV)

Function: To specify frequent traveller information.

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
FREQUENT TRAVELLER IDENTIFICATION	C326	--	--	M	9	--	
Company Identification	9906	an..35	an..3	M	1	Yes	Airline designator, coded
Frequent Traveller Identification	9948	an..25	an..20	M	1	--	A code to identify a frequent traveller - the frequent traveller number.
Traveller Reference Number	9944	an..10	--	N/A	1	--	
Status, coded	4405	an..3	an..3	C	1	Yes	Use code "CK" to indicate FF number was obtained at check-in
Membership level	7456	an..35	--	C	1	--	Membership Information
Hierarchical ID Number	7164	an..12	--	N/A	1	--	
Item Description	7008	an..35	--	C	1	--	Tier Description
Company Identification	9906	an..35	--	C	1	--	Alliance Code
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'
4. Airline ZZ frequent flyer account information, platinum level, for accompanying passenger(s). Collected at time of Check-In.
FTI+ZZ:0114797350::CK:PLATINUM::ELITE PLUS'

5.11 IFT: INTERACTIVE FREE TEXT (PNRGOV)

Function: To provide free form or coded text information.

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Com m. Usage	Stat.	Max Rep.	Code Set	Comments
FREE TEXT QUALIFICATION	C346	--	--	C	1	--	
Text Subject Qualifier	4451	an..3	an..3	M	1	Yes	See code set values.
Information Type	9980	an..4	an..4	C	1	Yes	A code describing data in 4440
Status, coded	4405	an..3	an..3	C	1	Yes	Fare calculation reporting indicator or pricing indicator
Company Identification	9906	an..35	an..3	C	1	--	Validating carrier airline designator
Language, coded	3453	an..3	--	N/A	1	Yes	ISO Code for Language of free text.
FREE TEXT	4440	an..255	an..255	C	999	--	Free text message

Notes:

- 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.
- If the value in code set 4451 indicates that coded information exists, then this coded data pertains to information in element 9980.
- 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.
- When data element 4451 is used, it should contain values 1, 3 or 4. All other codes in 4451 code set are SISC codes.

Examples:

- Fare calculation with fare calculation reporting indicator.
IFT+4:15:0+DEN UA LAX 01.82 487.27 UA DEN 487.27 USD976.36 ENDXFDEN3LAX+3'
- OSI information.
IFT+4:28::KL+CTC 7732486972-U'
- Sponsor information.
IFT+4:43+TIMOTHY SIMS+2234 MAIN STREET ATLANTA, GA 30067+770 5632891'

5.12 ITM: Item Number (PNRGOV)

Function: To indicate the specific push instance in a series of pushes for a given flight.

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
ITEM NUMBER IDENTIFICATION	C212	--	--	M	9	--	A minimum of one instance of C212 should be included. If no push number or label is to be communicated, omit the entire segment.
Item identifier	7140	an..35	?????	C	1	--	Sequence number or text label describing the push sequence as described by element 7143
Item type identification code	7143	an..3	????	C	1	Yes	Code qualifying the data contained in element 7140:
Code list identification code	1131	an..17	--	N/A	1	--	
Code list responsible agency code	3055	an..3	--	N/A	1	--	

Note:

- 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.
- This segment may contain a push number, a push label, or both. Each value should be contained in an occurrence of C212.
- When PNRGOV content for a single flight push is divided into multiple messages to meet message size constraints (see “sequence of transfers” in UNH), the entire sequence should be treated as a single push for the purpose of assigning push sequence numbers or push labels.
- Based on bilateral agreement between States and airlines, following structure could be used to provide Message push sequence label:
 - PnYnMnDTnHnMnS** (https://www.w3schools.com/xml/schema_dtypes_date.asp)
 - P indicates the period (required)
 - nY indicates the number of years
 - nM indicates the number of months
 - nD indicates the number of days
 - T indicates the start of a time section (required if you are going to specify hours, minutes, or seconds)
 - nH indicates the number of hours
 - nM indicates the number of minutes
 - nS indicates the number of seconds
 - For Event initiated pushed, the following values could be provided
 - ATD Push at Actual time of departure
 - ADHOC Reply to an ad-hoc request”

Examples:

- This message is the 3rd PNRGOV push for this flight.
ITM+3:x'
- This is the actual time of departure (ATD) PNRGOV push for the flight, reflected by a label “ATD”.
ITM+ATD:y'

3. The following example shows that this message is the sent at 24 hours prior to STD and is the first of 2 messages to be pushed to the state.
4. ITM+1:x+-PT24H:y'
5. Examples of Push sequence label

Push sequence label	Push
-PT72H	-72h
-PT24H	-24h
-PT2H	-2h
-PT1H	-1h
ATD	Wheels Up

5.13 LTS: LONG TEXT STRING (PNRGOV)

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

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
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.

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. **LTS segments can repeat

Example:

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'
```
2. Repeating LTS - still unstructured history

```
LTS+0/O/NM/BELT/ISABELLE MRS (ADT) (INF/SOPHY/20SEP12) '

LTS+0/O/SS/SQ 602 D 27MAY 1 SINICN LK1 1430 2205/NN \*1A/E\*
/SQ/SG/C/I/CAB J//1///// /Y 1625/B 153//AY 1838/EY 1685/SINICN/D'

LTS+0/O/SR/SSR INFTSQNN1 BELT/SOPHY 20SEP12/SQ 602 D 27MAY
SINICN/BELT/ISABELLE MRS (ADT) (INF/SOPHY/20SEP12) '

LTS+0/O/SR/SSR FQTVSQHK/ SQ8794285757 S/KFES/BELT/ISABELLE
MRS (ADT) (INF/SOPHY/20SEP12) '
```

5.14 MON: MONETARY INFORMATION (PNRGOV)

Function: To specify monetary information details.

Push PNR Data to States - PNRGOV

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

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'

5.15 MSG: MESSAGE ACTION DETAILS (PNRGOV), (ACKRES)

Function: To specify the message type and business function.

Push PNR Data to States - PNRGOV
Acknowledgement Response- ACKRES
PNRGOV Adhoc Request - GOVREQ

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
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.).
Message Function, Coded	1225	an..3	an..3	C	1	Yes	Identifies what action is requested or has been performed.
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.

Notes:

1. Business Function, Coded (Element 4025) is only used in the MSG Gr9 of PNRGOV to specify the type of service (car, hotel, train, etc.)
2. If MSG is used at Level 0 of PNRGOV or ACKRES, 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 and GOVREQ messages.

Examples:

1. To specify that the TVL is for a hotel segment.
MSG+8'
2. Push PNR data to States
MSG+:22'
3. To identify a change PNRGOV message
MSG+:141'
4. To specify that flight in TVL level 0 of PNRGOV is under emergency lock
MSG+:772'
5. To specify a GOVREQ request for a whole flight (Flight report)
MSG+:43'
6. To specify a PNRGOV as a reply to a GOVREQ Flight report
MSG+:43'
7. To specify a GOVREQ request for a single PNR (Record locator request)
MSG+:77'
8. To specify a PNRGOV as a reply to a GOVREQ for a single PNR
MSG+:81'

9. For ACKRES as an acknowledgement from a state upon reception of a PNRGOV
MSG+:23'
10. For ACKRES as an acknowledgement from airline upon reception of a GOVREQ
MSG+:7'

5.16 ORG: ORIGINATOR OF REQUEST DETAILS (PNRGOV)

Function: To specify the point of sale details.

5.15.1 ORG: Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
SYSTEM DETAILS	C336	--	--	C	1	--	The group should be Conditional for cancelled flights and Mandatory otherwise.
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.
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.
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	--	
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.
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.
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 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.

COMMUNICATION NUMBER	3148	an..25	an..6	C	1	--	LNIATA where LN=line and IA=interchange address and TA=terminal address.
PARTY ID IDENTIFICATION	3039	an..17	an..17	C	1	--	Group identification such as network id.

Notes:

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. For “update” pushes when the push flight/date is cancelled from a PNR or the complete PNR is cancelled or not found, the ORG is sent as an empty segment, i.e., does not contain data.
3. The ORG in GR.6 at level4 is the agent id who checked in the passenger for this flight segment.

Examples:

1. The originator of the message is American Airlines agent in Dallas
ORG+AA:DFW'
2. The originator of the booking is an LH agent located in Amsterdam hosted on Amadeus.
ORG+1A:MUC+12345678:111111+AMS+LH+A+NL:EUR:NL+0001AASU'
3. The originator of the booking is an Amadeus travel agent request.
ORG+1A:NCE+12345678:DDGS+++T'
4. Origination details for a travel agent request.
ORG+1P:HDQ+98567420:IPSU+ATL++T+US:USD+GS'
5. For a cancelled PNR in an “update” push
ORG'
6. Check-in performed by AF airline agent
ORG+AF++++A'

5.16.1 ORG: PNRGOV Adhoc Request - GOVREQ

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
SYSTEM DETAILS	C336	--	--	--	1	--	
Company Identification	9906	an..35	--	--	1	--	
Place/Location identification	3225	an..25	--	N/A	1	--	
Place/Location Name	3224	an..17	--	N/A	1	--	
ORIGINATOR IDENTIFICATION DETAILS	C300	--	--	N/A	1	--	
Travel Agent Identification Details	9900	n..9	--	N/A	1	--	
In-House Identification	9902	an..9	--	N/A	1	--	
In-House identification	9902	an..9	--	N/A	1	--	
In-House identification	9902	an..9	--	N/A	1	--	
LOCATION	C328	--	--	N/A	1	--	
Place/Location Identification	3225	an..25	--	N/A	1	--	
Place/Location Name	3224	an..17	--	N/A	1	--	
SYSTEM DETAILS	C336	--	--	N/A	1	--	
Company Identification	9906	an..35	--	N/A	1	--	
Place/Location Identification	3225	an..25	--	N/A	1	--	
Place/Location name	3224	an..17	--	N/A	1	--	
ORIGINATOR TYPE CODE	9972	an1	--	N/A	1	--	
ORIGINATOR DETAILS	C354	--	--	M*	1	--	
Country, Coded	3207	an..3	an..3	M*	1	Yes	ISO country code of the State making the adhoc request for PNRGOV of a specific flight/date..
Currency, Coded	6345	an..3	--	N/A	1	--	
Language, Coded	3453	an..3	--	N/A	1	--	
ORIGINATOR'S AUTHORITY REQUEST CODE	9904	an..9	--	N/A	1	--	
COMMUNICATION NUMBER	3148	an..25	--	N/A	1	--	
PARTY ID IDENTIFICATION	3039	an..17	--	N/A	1	--	

Examples:

1. The originator of the message is The Australian government.

ORG++++++AU'

5.17 PTK: PRICING/TICKETING DETAILS (PNRGOV)

Function: To specify pricing/ticketing details.

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
PRICING / TICKET-ING INFORMATION	C664	--	--	C	1	--	
Price type qualifier	5387	an..3	an..3	C	1	Yes	Ticketing mode indicator
Price type qualifier	5387	an..3	an..3	C	1	Yes	International or domestic sales indicator
Price type qualifier	5387	an..3	an..3	C	1	Yes	Statistical code
Price type qualifier	5387	an..3	an..3	C	1	Yes	Self sale indicator
Price type qualifier	5387	an..3	an..3	C	1	Yes	Net reporting indicator
Price type qualifier	5387	an..3	an..3	C	1	Yes	Tax on commission indicator
Price type qualifier	5387	an..3	an..3	C	1	Yes	Non-endorsable indicator
Price type qualifier	5387	an..3	an..3	C	1	Yes	Non-refundable indicator
Price type qualifier	5387	an..3	an..3	C	1	Yes	Penalty restriction indicator
Price type qualifier	5387	an..3	--	N/A	1	--	
Price type qualifier	5387	an..3	--	N/A	1	--	
Price type qualifier	5387	an..3	--	N/A	1	--	
Price type qualifier	5387	an..3	an..3	C	1	Yes	Non-interlineable indicator
Price type qualifier	5387	an..3	an..3	C	1	Yes	Non-commissionable indicator
Price type qualifier	5387	an..3	--	N/A	1	--	
Price type qualifier	5387	an..3	an..3	C	1	Yes	Non-reissuable/non-exchangeable indicator
Price type qualifier	5387	an..3	an..3	C	1	Yes	Carrier fee reporting indicator
Price type qualifier	5387	an..3	an..3	C	1	Yes	Refund calculation indicator
Price type qualifier	5387	an..3	--	N/A	1	--	
Price type qualifier	5387	an..3	--	N/A	11	--	
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)
First time	9918	n..4	n4	C	1	--	Ticketing purchase deadline time. (hhmm)
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
Company identification	9906	an..35	an..3	C	1	Yes	Ticketing system code
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
Company identification number	9996	n..15	n3	C	1	--	System provider accounting code
LOCATION DETAILS	C666	--	--	C	2	--	
Place/location identification	3225	an..25	a3..5	C	1	--	Sales/ticketing location city code
Country, coded	3207	an..3	an..3	C	1	Yes	Sales/ticketing location country code
IDENTITY NUMBER	7402	an..35	an..35	C	1	--	In house fare type/corporate contract number

MONETARY AMOUNT	5004	n..18	--	--	N/A	--	
-----------------	------	-------	----	----	-----	----	--

Example:

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'

5.18 RCI: RESERVATION CONTROL INFORMATION (PNRGOV)

Function: To specify a reference to a reservation.

Push PNR Data to States – PNRGOV PNRGOV Adhoc Request - GOVREQ

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

Notes:

1. The composite C330 will appear at least once and may be repeated up to eight more times.
2. In case the data is coming from a DCS or ground handling system which does not have access to the reservation system's Record Locator, the following information will be contained in composite C330:
 - 9906 - the operating carrier code
 - 9956 - the locator assigned by DCS in 9956
 - 9958 – a code specifying that the RCI contains a “DCS Reference”
3. The operating carrier's record locator should be included in the RCI if available

Examples:

1. SAS passenger record reference.
RCI+SK:12DEF'
2. Travel agency using Galileo (1G) created booking on operating flight SAS (SK) ground handler (XX) using a 3rd party DCS.
RCI+SK:123EF+1G:345ABC+XX:7890:C '
3. Delta is the operating carrier and the PNR was created on 24 February 2010 at 2230 GMT.
RCI+DL:ABC456789::240210:2230'
4. CX is the operating carrier and no PNR was received from the reservation system at a station handled by a ground handler; therefore the CX reservation PNR locator is not available and “DCS reference” is the Reservation Control Type.
RCI+CX:89QM3LABML:C'
5. ZLMXXX is the parent PNR and was split. RCI in Gr.8 is provided as follow
RCI+AM:ZLMXXX:P:110513:114800'

5.19 REF: REFERENCE INFORMATION (PNRGOV)

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

Push PNR Data to States - PNRGOV

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

Example:

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

5.20 RPI: RELATED PRODUCT INFORMATION (PNRGOV)

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

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
QUANTITY	6060	n..15	n..3	C	1	--	Number of passengers associated with the TVL segment.
STATUS, CODED	4405	an..3	an..3	C	10	--	A4A/IATA action/advice/status code for this TVL segment, see AIRIMP Section 7, SIPP 105.170.1.1 .

Example:

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

5.21 SAC: SOURCE AND ACTION INFORMATION (PNRGOV)

Function: To specify information concerning the source and action to be taken.

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
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.

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'
2. The history line contains an added item
SAC+++A'

5.22 SRC: SEGMENT REPETITION CONTROL (PNRGOV)

Function: To indicate the number of segment group repetitions.

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
SEGMENT REPETITION CONTROL DETAILS	C678	--	--	N/A	9	--	
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	--	

Note:

1. Used as trigger segment for PNRGOV GR.1 and will repeat for each PNR in the message.

Example:

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

5.23 SSD: SEAT SELECTION DETAILS (PNRGOV)

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

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
SPECIFIC SEAT DETAILS	C679	--	--	C	1	--	
Specific seat	9809	an..4	an..4	C	99	--	The seat number that the passenger has been assigned.
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
CABIN CLASS OF SERVICE	9873	n1	--	N/A	1	--	
FREE TEXT	4440	an..25 5	--	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	7365	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	--	

Note:

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

Example:

1. The passenger has been assigned seat 24A in coach.

SSD+24A++++Y'

5.24 SSR: SPECIAL REQUIREMENTS DETAILS (PNRGOV)

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

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
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.).
Status, coded	4405	an..3	an..3-	C	1	Yes-	Status or action for this SSR, e.g. HK, NN
Quantity	6060	n..15	n..3	C	1	--	Number of services requested or processed.
Company Identification	9906	an..35	an..3	C	1	Yes	2-3 character airline/CRS code identifying system to which special request is directed.
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.
Place/Location Identification	3225	an..25	a3..5	C	1	Yes	Off city of segment to which special service request applies.
Free Text	4440	an..25 5	an..255	C	999	--	Literal text related to the special service request.
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.).
Measure Unit Qualifier	6411	an..3	an..3	C	1	Yes	Qualifies 9960 (i.e., years).
Traveller Reference Number	9944	an..10	n..3	C	1	--	Specifies for which traveller in the TIF segment the special service applies.
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).

Notes:

1. SSR's in GR.1 apply to all flights and may apply to all passengers 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.
4. The Traveler 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 Traveler Reference number in the TIF in Gr.2.

Examples:

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'

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:

SSR+DOCO:HK:1:AA:::R/1234567890123///US

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. Passenger traveling with a British passport and 1st and 2nd given names in separate fields:

SSR+DOCS:HK::DL:::P/GBR/123456789/GBR/12JUL64/M/23AUG19/SMITHJR/JONATHON/ROBERT'

12. Passenger traveling with a British passport and 1st and 2nd given names in same field:

SSR+DOCS:HK::DL:::P/GBR/987654321/GBR/12JUL15/M/15JAN13/COOPER/GARYWILLIAM'

13. Passenger traveling with a British passport and 1st and 2nd given names in same field:

SSR+DOCS:HK::DL:::P/GBR/123456789/GBR/12JUL12/M/23AUG15/WAYNE/JOHNALVA'

5.25 TBD: TRAVELER BAGGAGE DETAILS/Electronic Ticketing (PNRGOV)

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

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
STATUS, CODED	4405	an..3	--	N/A	1	--	
BAGGAGE DETAILS	C675	--	--	C	1	--	Checked baggage information
Quantity	6060	n..15	n..3	C	1	--	Number of pieces
Measurement and value	6314	n..18	n..4	C	1		Weight of checked baggage
Allowance or charge qualifier	5463	an..3	an..3	C	1	Yes	Kilograms or pounds
Measure unit qualifier	6411	an..3	--	N/A	1	--	
Processing indicator, coded	7365	an..3	--	N/A	1	--	
BAGGAGE DETAILS	C675	--	--	N/A	1	--	
Quantity	6060	n..15	--	N/A	1	--	
Measurement and value	6314	n..18	--	N/A	1		
Allowance or charge qualifier	5463	an..3	--	N/A	1	--	
Measure unit qualifier	6411	an..3	--	N/A	1	--	
Processing indicator, coded	7365	an..3	--	N/A	1	--	
BAGGAGE REFERENCE DETAILS	C686	--	--	C	1	--	
Processing indicator, coded	7365	an..3	a2	C	1	Yes	Pooled checked bag indicator
Identify number	7402	an..35	an..14	C	1	--	Baggage pool reference
BAGTAG DETAILS	C358	--	--	C	99	--	
Company identification	9906	an..35	an..3	C	1	--	Airline designator
Item number	7140	an..35	n..10	M*	1	--	Bag license plate
Total number of items	7240	n..15	n..3	C	1	--	Number of consecutive tags serial numbers
Place/location identifier	3225	an..25	an..5	C	1	--	Place of destination
Company identification number	9996	n..15	n3	C	1	--	Bag Tag Issuer's Code (numeric code) as contained in the IATA Airline Coding Directory.
Data indicator	9988	an..3	an..3	C	1	Yes	To specify if online or interline
Item characteristic, coded	7081	an..3	a2	C	1	Yes	Indicates manual, auto or limited release bag tag
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..25 5	--	N/A	1	--	

Note:

1. This segment is for the checked in baggage and not for excess bag details

Examples:

1. Bag pool members with Head of Pool ticket.
TBD++++MP:0741234123456'
2. 3 bags, weight 84 kilos, Head of Pool, tags 4074902824, 3 in sequence to MSP.
TBD++3:84:700++HP+KL:4074902824:3:MSP'
3. Total 5 bags, weight 155 pounds, 2 checked to MSP, 3 short checked to JFK
TBD++5:155:701+++KL:8074902824:2:MSP+KL:8074902826:3: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:3020523456:2:CPH:220'

5. 2 bags, QF tag 00081111111 to Sydney

TBD++2+++QF:0081111111:2:SYD'

6. 1 bag, no weight provided

TBD++1+++UA:4016722105:1:DOH'

5.26 TIF: TRAVELLER INFORMATION (PNRGOV)

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

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
TRAVELLER SURNAME INFORMATION	C322	--	--	M	1	--	
Traveller Surname	9936	an..70	a..70	M	1	--	Specifies passenger surname.
Number of Units Qualifier	6353	an..3	an..3	C	1	Yes	Indicates name qualifier, i.e. group name and same family name, etc.
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.
Number of Units Qualifier	6353	an..3	an..3	C	1	Yes	Specifies passenger type (adult, frequent traveller, infant, etc.).
Traveller Reference Number	9944	an..10	an..10	C	1	--	Direct reference of passenger assigned by requesting system. Used as a cross reference between data segments. In GR2 must be unique per passenger within the PNR.
Traveller Accompanied by Infant Indicator	9946	an1	an1	C	1	Yes	Adult passenger is accompanied by an infant without a seat.
Other names	9754	an..70	--	C	2	--	

Notes:

1. 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.
2. 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.

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'

5.27 TKT: TICKET NUMBER DETAILS (PNRGOV)

Function: To convey information related to a specific ticket.

Push PNR Data to States - PNRGOV

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

Examples:

1. The ticket number for a passenger
TKT+0062230534212:T'
2. Conjunctive ticket – 2 booklets
TKT+0271420067693:T:2'
3. A Ticketless passenger
TKT+:1'
4. An ET which has an EMD-A associated to it
TKT+0062145645678:T:1:4::0061509876543:J'
5. An ET which has an EMD-S in connection document
TKT+0062145645678:T:1:4::0061506543210:Y'

5.28 TRA: Transport Identifier

Function: To specify transport service(s) or to specify transport service(s) which is/are to be updated or cancelled.

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
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 when different from the marketing airline.
Company Identification	9906	an..35	--	N/A	--	--	
Company Identification	9006	an..35	--	N/A	--	--	
PRODUCT IDENTIFICATION DETAILS	C308	--	--	M*	1	--	
Production Identification	9908	an..35	an..4	M*	1	--	The operating flight number
Characteristic Identification	7037	an..17	a1	C	1	--	Operating reservations booking designator
Product Identification Characteristic	9914	an..3	a1	C	1	--	An operational suffix related to flight number
Item Description Identification	7009	an..7	--	N/A	--	--	

Notes:

1. In PNRGOV message this segment is used to specify operating carrier code, flight number and RBD (Reservations Booking Designator)

Example:

1. Flight number 123 operated by Delta
TRA+DL+123:Y”
2. Gr.5 portion of the message

```

TVL+121210:0915::1230+LHR+JFK+DL+324:B'
TRA+KL+8734:B'                               Operating carrier information
RPI+2+HK'
APD+767'
SSR+SEAT:HK:2:DL:::LHR:JFK+15A::1+15B::2'
DAT+2:111210:0915'
TRI++108:::1'
TIF+SMITHJR+JOHNMR:A:1'
SSD+15A++++Y'
TVL+121210:2200::2330+JFK+YVR+DL+330:B'
RPI+2+HK'
APD+767'
SSR+SEAT:HK:2:DL:::JFK:YVR+15E::1+15F::2'
    
```

5.29 TRI: TRAVELLER REFERENCE INFORMATION (PNRGOV)

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

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
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	--	Although standard shows that this composite can repeat 999 as per PADIS standard, this composite shall not repeat in the PNRGOV
Reference Number	1154	an..35	an..35	C	1	--	The sequence/boarding number for this flight for a passenger.
Reference Qualifier	1153	an..3	--	N/A	1	--	
Specific Seat	9809	an..4	--	N/A	1	--	
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.

Notes:

1. The Traveler Reference Number (9944) in the TRI segment in Gr.7 may be used to specify for which passenger the check-in information applies so that the TIF in this group does not need to be sent. This is a reference number assigned by the sending system and should contain the same reference number as that found in the Traveler Reference number in the TIF in Gr.2.
2. Each occurrence of the TRI handles only one passenger (i.e. one surname and one given name) at a time, thus the Composite C671 does not repeat

Example:

1. The sequence number for this passenger is 108.
TRI++108'
2. The sequence number for passenger, which has reference number 4, is 220.
TRI++220:::4'
3. The sequence number for passenger, which has reference number 10, is JFK-058.
TRI++JFK-058:::10'
4. No sequence number for the passenger, which has reference number 11.
TRI++:::11'

5.30 TVL: TRAVEL PRODUCT INFORMATION (PNRGOV)

Function: To specify details related to a product.

5.30.1 Flight Details for Passenger data sent

TVL at Level 0

Push PNR Data to States - PNRGOV
PNRGOV Adhoc Request - GOVREQ

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
PRODUCT DATE/TIME	C310	--	--	M*	1	--	
First Date	9916	an..35	n6	C	1	--	Departure date (ddmmyy)
First Time	9918	n..4	n4	C	1	--	Departure time (hhmm)
Second Date	9920	an..35	n6	C	1	--	Arrival date (ddmmyy)
Second Time	9922	n..4	n4	C	1	--	Arrival time (hhmm)
Date Variation	9954	n1	n1	C	1	--	Variance between departure and arrival date.
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 For multi-leg flights, please see note 3
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. For multi-leg flights, please see note 3
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.
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
Characteristic Identification	7037	an..17	--	N/A	1	--	
Product Identification Characteristic	9914	an..3	a1	C	1	--	An operational suffix related to flight number.
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	--	

Note:

1. Dates and times in the TVL are in Local Time.
2. Departure and arrival points of the transborder segment for a given country are the ones of the leg which makes the segment eligible for push to a given country.
3. For multi-leg flights, States may where technically possible, and under bilateral agreement with system providers & carriers, request that pushes of PNRGOV messages may be sent from each Board Point NOT just the trans-border leg.
 - The TVL at Level Zero may include the Board Point and off point for the relevant push, instead of the trans-border leg.
 - Due to technical limitations, system providers & carriers may or may not be able to set the First Date [9916] & First Time [9918] in respect of the local time at each Board point, and consequently may only reflect the timings at the trans-border leg.
- 4.

Examples:

1. The passenger information being sent is for Delta flight 10 from ATL to LHR on 30MAR which departs at 5:00 pm.
 TVL+300310:1700:310310:0500+ATL+LHR+DL+10'
2. The passenger information being sent is for Delta flight 9375 from ATL to AMS on 24 FEB which departs at 9:35 pm.
 TVL+240210:2135:250210:1055+ATL+AMS+DL+9375'
3. This example is only concerned with the push to Canada. While the US will also have a push, the US is not demonstrated in this example. CX888 is a multileg flight with the following routing and times,
 HKG 10May 0100 YVR 09May 2030
 YVR 09May 2230 JFK 10May 0420
 The leg eligible for Canada is HKG YVR. The passenger information to push are for CX888 from HKG YVR (terminate YVR Canada) and HKG to JFK (transit YVR Canada). The push will occur at Scheduled Departure Time out of HKG.
 For the flight departing on 10th May at 0100 (Local Time) from HKG and arriving at YVR at 2030 on 09May, the following segment TVL in PNRGOV level 0 will be sent:
 TVL+100512:0100:090512:2030+HKG+YVR+CX+888

5.30.2 Flight Itinerary

TVL in Gr5 at Level 2 and Gr.12 at Level 4

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
PRODUCT DATE/TIME	C310	--	--	C	1	--	
First Date	9916	an..35	n6	C	1	--	Departure date (ddmmyy)
First Time	9918	n..4	n4	C	1	--	Departure time (hhmm)
Second Date	9920	an..35	n6	C	1	--	Arrival date (ddmmyy)
Second Time	9922	n..4	n4	C	1	--	Arrival time (hhmm)
Date Variation	9954	n1	n1	C	1	--	Variance between departure and arrival date.
LOCATION	C328	--	--	C	1	--	
Place/Location Identification	3225	an..25	a3..5	M*	1	Yes	A 3 character code to specify place of departure.
Place/Location Name	3224	an..17	--	N/A	1	--	
LOCATION	C328	--	--	C	1	--	
Place/Location	3225	an..25	a3..5	M*	1	Yes	A 3 character code to specify place of arrival.
Place/Location Name	3224	an..17	--	N/A	1	--	
COMPANY IDENTIFICATION	C306	--	--	C	1	--	
Company Identification	9906	an..35	an..3	M*	1	Yes	A 2-3 character code to specify the marketing airline designator code.
Company Identification	9906	an..35	an..3	N/A	-	--	-
Company Identification	9906	an..35	--	N/A	1	--	
PRODUCT IDENTIFICATION DETAILS	C308	--	--	M*	1	--	
Product Identification	9908	an..35	an..4	M	1	--	Marketing flight number or ARNK or OPEN
Characteristic Identification	7037	an..17	a1	C	1	--	Marketing reservations booking designator
Product Identification Characteristic	9914	an..3	a1	C	1	--	An operational suffix related to flight number.
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	--	

Notes:

1. Dates and times in the TVL are in Local Time.
2. For OPEN and ARNK segments, the date, place of departure and place of arrival are conditional. For an Airline/ Flight Number / class/ date / segment, the date, place of departure and place of arrival are mandatory.
3. Flown segments are to be included in history.
4. Departure and arrival city/airport codes are the ones in the passenger's itinerary. There may be non-IATA codes such as heliports.
Segments may include non-air destinations for example a train station and included in TVL at Group 9 Level 3
5. For message version prior to 13.1, second occurrence of 9906 was needed in case of codeshare flight to provide the operating airline designator.

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. The operating carrier is KL.
TVL+010410:2235:020410:1200+ATL+LHR+DL:KL+10:K'
2. An ARNK segment is used to fill a gap in the itinerary.
TVL+++++ARNK'
3. An OPEN segment is used where the passenger has purchased a ticket between two cities/airports but does not know the flight number or date.
TVL++LHR+ORD++OPEN'
4. An OPEN segment is used where the passenger has purchased a ticket between two cities/airports and knows the airline on which he will fly but not the flight number or date.
TVL++LAX+SIN+SQ+OPEN'
5. This example is only concerned with the push to Canada. While the US will also have a push, the US is not demonstrated in this example.
CX888 is a multileg flight with the following routing and times:
HKG 10May 0100 YVR 09May 2030
YVR 09May 2230 JFK 10May 0420
The leg eligible for Canada is HKG YVR. The passenger information to push are for CX888 from HKG YVR (terminate YVR Canada) and HKG to JFK (transit YVR Canada). The push will occur at Scheduled Departure Time out of HKG.
For the flight departing on 10th May at 0100 (Local Time) from HKG and arriving at YVR at 2030 on 09May, the following segment TVL in PNRGOV will be sent:
Level 0 - TVL+100512:0100:090512:2030+HKG+YVR+CX+888
Grp 5 level 2 for HKG YVR passengers - TVL+100512:0100:090512:2030+HKG+YVR+CX+888
Grp 5 level 2 for HKG JFK passengers - TVL+100512:0100:100512:0420+HKG+JFK+CX+888

5.30.3 Codeshare information

Versions of PNRGOV prior to 13.1 indicated the use of a second TVL segment in group 5 for the specification of code-share flight information. Implementations of PNRGOV version 13.1 and later should instead use the TRA segment for code-share details (see section 5.27). If the TRA segment is used for operating carrier information, the TVL segment should not be used to convey this information.

Systems upgrading from earlier versions should discontinue use of a second TVL in favor of the TRA segment.

5.30.4 Non Air Segments

TVL in GR.9 at level 3 and Gr.12 at Level 4 is used to carry non-air segments (car, hotel, rail, etc.)

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
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,
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)
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.
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)
Date Variation	9954	n1	--	N/A	1	--	
LOCATION	C328	--	--	C	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..
Place/Location Name	3224	an..17	--	N/A	1	--	
LOCATION	C328	--	--	C	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
Place/Location Name	3224	an..17	--	N/A	1	--	
COMPANY IDENTIFICATION	C306	--	--	C	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
Company Identification	9906	an..35	an..35	C	1	--	May contain the hotel name
Company Identification	9906	an..35	--	N/A	1	--	
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
Characteristic Identification	7037	an..17	an..17	C	1	--	The classes related to the service/product, e.g. hotel room type, car type
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	an..2	C	9	Yes	Characteristics of air and non air segment (air, car and hotel)
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	--	

Notes:

1. Element 1050 is required for non air segments such as Car Rental (CR) and Hotel Booking (HT).

Examples:

1. Car segment.

TVL+290110:1050:310110:0900+ATL++ZE+ATLC10:FCAR'

2. Hotel segment.

TVL+060514:0000:080514:0000+YYZ++OM:THE OMNI KING EDWARD HOTEL+HOTEL:S1KPKX'

3. History car rental reservation (addition or cancellation).

GR12 Level 4 Hotel TVL segment

TVL+290110:1050:310110:0900+ATL++ZE+:FCAR+:CR'

4. History hotel reservation (addition or cancellation) at the HOTEL LE CRYSTAL MONTREAL.

GR12 Level 4 Hotel TVL segment

TVL+060514:0000:080514:0000+YUL++OM:HOTEL LE CRYSTAL MONTREAL+HOTEL:S1KPKX+HT'

5.31 TXD: TAX DETAILS (PNRGOV)

Function: To specify all details related to taxes

Push PNR Data to States - PNRGOV

Composite/Data Element	No.	Field Type	Comm. Usage	Stat.	Max Rep.	Code Set	Comments
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.
Country, coded	3207	an..3	an..3	C	1	Yes	ISO code identifying country.
Currency, coded	6345	an..3	an..3	C	1	Yes	ISO code identifying currency.
Duty/Tax/Fee type, Coded	5153	an..3	an..3	C	1	Yes	Tax designator code to specify individual taxes of a group.
Duty/tax/fee rate	5278	an..17	an..11	C	1		Tax filed amount
Currency, coded	6345	an..3	an..3	C	1	Yes	Tax filed ISO currency code
Duty/Tax/Fee type, Coded	5153	an..3	an..3	C	1	Yes	Tax filed type code
Monetary amount	5004	an..18	an..3	C	1	--	Filed conversion rate
Monetary function, coded	5007	an..3	an..3	C	2	Yes	Tax qualifier

Notes:

1. The tax code and country code should be in data elements 5153 and 3207 respectively.

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'

6 CODE SETS

For all codesets utilized in the PNRGOV message, please refer to the **PADIS EDIFACT AND XML Code set Directory** available on the PADIS Extranet

This document will not contain any codeset breakdown to ensure that all relevant codes available now and in the future are available for use should they be required. This will ensure that no codeset is presented incorrectly in this document.

If additional codes are required, they should be submitted to the PADIS Working Group for approval prior to being submitted to a PADIS Board vote for inclusion in the standards.

7 ADDITIONAL IMPLEMENTATION GUIDELINES

7.1 Types of Push and PNR Cancellations

The control of which type of push is used between a government and a given carrier is defined in the bilateral agreement between that government and that carrier. In these paragraphs, the term cancellation refers to either the pushed flight being cancelled from the PNR itinerary or the entire PNR being cancelled.

7.1.1 Full PNR Push (PNRGOV)

Under this concept, a full PNR Push is used to send all active PNRs to the government each time a push is required from that government. In all cases, PNRs no longer containing the pushed flight segment are omitted from subsequent pushes. For a full push, the MSG on level 0 will contain 22 (Push PNR data to States) in C302/1225.

7.1.2 Update PNR Push (PNRGOV)

Under this concept, the initial push to a given government sends a full PNR Push as defined in paragraph 8.1.1. Intermediate pushes may contain only those PNRs that have been modified, added to, or removed from the flight since the previous push. The Update push will contain 141 (Update) in MSG C302/1225.

- If a PNR is included in a push, all PNR data is sent.
- For cancellations, only the SRC (empty), the RCI with the record locator information and an empty ORG are included.

Example:

- PNR for passenger APPLE booked 7 days prior to departure
- PNR for passenger PEAR booked 2 months prior to departure
- PNR for passenger BANANA booked 1 month prior to departure
- PNR for passenger MINT booked 36 hours prior to departure.
- PNR for passenger ORANGE booked 2 weeks prior to departure and changed 50 hours and changed 20 hours prior to departure.
- PNR for passenger LIME booked 10 days prior to departure and segment cancelled 18 hours prior to departure.
- PNR for passenger PINEAPPLE booked 12 days prior to departure and PNR cancelled 30 hours prior to departure
- A particular government requires five pushes. The above PNRs will be included as follows:
- 72 hours prior to departure – APPLE, PEAR, BANANA, ORANGE, LIME, PINEAPPLE
- 48 hours prior to departure - ORANGE
- 24 hours prior to departure – MINT, PINEAPPLE (only SRC/RCI/ORG)
- 12 hours prior to departure – ORANGE, LIME (only SRC/RCI/ORG)
- 1 hour prior to departure – No PNRs sent.

For any push in which there are no PNRs, the EQN on level 0 contains a “0” in C523/6353.

7.1.3 Adhoc PNR Push (GOVREQ/PNRGOV)

The Adhoc push is used by bilateral agreement.

- If the Adhoc request is for an entire flight, a full push as defined in 7.1 above is sent. The MSG on level 0 of the GOVREQ message will contain 43 (Flight report) in C302/1225. The MSG on level 0 of the PNRGOV message will contain 43 (Flight report) in C302/1225.

- If the request is for a specific PNR locator, the MSG on level 0 of the GOVREQ message will contain 77 (Record locator request) in C302/1225.
 - o All PNR data is sent for an active and relevant PNR. The MSG on level 0 of the PNRGOV message will contain 81 (Record locator response) in C302/1225.
 - o If the PNR is not found or if the PNR itinerary is not relevant to the government (no active itinerary to or from the requesting country), then ACKRES is returned with the appropriate ERC error code.

7.2 Error Handling

Acknowledgement of the receipt and/or processing of a PNRGOV or GOVREQ message by the destination application, if bilaterally agreed, should be accomplished using a functional message whenever possible. The functional message may be an ACKRES in response to a PNRGOV, or may be either an ACKRES or PNRGOV in response to a GOVREQ as is explained in section 2 of this document. However, there may be business cases in which the PNRGOV or GOVREQ message is not able to reach the destination application in a timely manner or at all. In these cases, it is appropriate to use a CONTRL message to provide automated advice to the sender of that message regarding the status of processing.

The following table briefly summarizes the recommendations for acknowledgement of receipt and/or processing of a message based on the standard PADIS interactive process. For more background and detailed recommendations, please see the document entitled **PADIS EDIFACT Message Processing - Background for PNRGOV Users**.

Message	Use Case	Recommended Response Message
PNRGOV	Successful Receipt & Processing	ACKRES
PNRGOV or GOVREQ	Successful Receipt, Functional Data Errors	ACKRES with ERC
PNRGOV or GOVREQ	Received containing syntax errors rendering it unable to parse	CONTRL
PNRGOV or GOVREQ	Received with incorrect header information or unsupported message type or version	CONTRL
PNRGOV or GOVREQ	Received, but destination application is not available	CONTRL
GOVREQ	Successful Receipt & Processing – Response returned immediately	PNRGOV
GOVREQ	Successful Receipt & Processing – response to follow	ACKRES

For details, refer to the Appendix C: **PADIS EDIFACT Message Processing - Background for PNRGOV Users**

7.3 Accommodation of PNR Data Exceeding Maximum Occurrences in Published Standards

The PNRGOV EDIFACT message structure and this Implementation Guide have been adapted to accommodate transmission of each of the 19 PNR Data Elements defined in the PNRGOV Principles document. However there have been production instances in which the volume of data in a single PNR has exceeded the limitations of the specification, causing validation errors, rejected messages and even unexpected system behavior.

The following guidelines can minimize impact of cases in which the data elements themselves are within the standard, but the number of occurrences exceeds the maximums.

When designing systems that will receive and/or process PNRGOV message data:

- Strict enforcement of maximum occurrences may result in sending systems having to truncate data in order to pass validation. This creates a no-win situation in which:
 - o If the sending system truncates some of the data, the receiving system may not have any indication that the truncation has occurred and will have no control over which data is truncated.
 If the sending system does not truncate and sends all of the available data, without regard to specified maximum occurrences, the receiving system may reject the entire message as invalid, not processing any of it.

- Consider following relational data modelling best practices. Avoid database and application designs that place artificial or arbitrary limits on data relationships (e.g. PNRs per flight, passengers or flights per PNR, tickets per passenger, etc.).
- Note that EDIFACT standards documents don't make use of the concept of *unbounded* occurrences. Furthermore, the maximum number of occurrences generally reflects a number of digits or order of magnitude, rather than a typical functional limitation. For example C9 indicates [0..9] occurrences are allowed while M999 indicates [1..999] occurrences are allowed. Maximum occurrence values such as C4 or M150 will not be used. Therefore maximum occurrence values can only be used as a rough guideline in system and application design.
- Consider monitoring and reporting for instances in which maximum occurrences are exceeded, along with an operating procedure and infrastructure that allows bilateral alteration of the maximums as appropriate. Follow up with agenda items to the PNRGOV working group to adjust the limits in the next version of the specification.
- Consider not enforcing maximum occurrence limitations at the parsing and message validation step, as long as the received message structure is otherwise parseable. Instead, determine which action is to be taken with occurrences exceeding the maximum at time of processing:
 - Store and/or process all structurally valid data received, even if it exceeds stated maximum occurrences.
 - Only when necessary, truncate the least functionally relevant data, which may be the first occurrences, last occurrences, or occurrences with specific characteristics.

If necessary to reject the data, reject only the PNRs exceeding the maximum occurrences in lieu of all PNRs in message. Have a work-around procedure in place to deal directly with the sender regarding rejected PNR data.

7.4 Handling of SSR Data

Special Service Requests (SSRs) are used by airlines to track and communicate information regarding a number of varied services. These services include but are not limited to: loyalty membership and status, seating, special meals, infant or child passenger types, travel documents, ticket numbers, ancillary services, etc. While any given system may store SSR details in its own way, IATA has standardized formats for exchange of this information as it relates to PNRs. The primary source for documentation on standardized SSRs is the *A4A/IATA Reservations Interline Message Procedures – Passenger (AIRIMP)* manual. AIRIMP defines formatting rules for SSR data in Teletype (Type-B) messages and lists the standardized SSR codes, also noting any special handling rules that may be applicable for any particular SSR.

7.4.1 Standardized SSR Construction

Generally, SSR construction falls into two categories: Automated Format and Non-Automated Format. Automated Format SSRs pertain to individual flights and therefore contain flight data while Non-Automated Format SSRs are not generally flight specific and generally do not contain structured flight data.

Example SSR in Automated Format: Passenger needs to carry a cello as cabin baggage on Spirit (NK) flight 123 in economy from FLL to CUN on 30 June 2014.

SSR CBBG NK NN1 FLLCUN0123Y30JUN.CELLO

Example SSR in Non-Automated Format: Passenger John Doe, traveling on USAirways (US) has an associated Client ID ABC987XQ

SSR CLID US HK/ABC987XQ-1DOE/JOHN

In addition to their formats being either Automated or Non-Automated, SSRs may contain *free text* in one or more positions. Furthermore, some or all of the free text may have specific formatting requirements. In the following examples, the free text is underlined.

Example SSR having more than one Free Text area: MCO number 16023512345673 for \$50 USD for passenger Emma Morris

SSR MCOA CX HK1/16023512345673-MORRIS/EMMA.USD50

Example SSR having specific format requirements for free text: Advise of the issuance of an EMD for a vegetarian meal.

SSR ASVC BA HS1 NCLLHR1321J30JUN./E23/VGML/VEGETARIAN MEAL/S/1251234567890C1

7.4.2 Placement of SSR Data in Structured Messaging Formats

PNRGOV messages do not use AIRIMP teletype formats to communicate SSR information, but rather use structured data elements instead. EDIFACT uses an SSR segment and XML uses elements of common types SpecialServiceRequestType and DOC_SpecialServiceRequestType. Each of the structured data types contain specific fields which correspond to the general construction for the teletype format as defined in AIRIMP 2.11.6 *Construction of SSR*.

	Component	EDIFACT	XML	Example
(a)	Element Identifier SSR	Segment Identifier	Element <SSR...>	
(b)	SSR Element Code	C334, 9962	@SSRCode	CBBG
(c)	Airline or CRS Designator	C334, 9906	<Airline @Code>	NK
(d) ⁵	Action/Status/Advice Code	C334, 4405	@Status	NN
(e) ¹	Number of services	C334, 6060	@ServiceQuantity	1
(f) ²	Departure Airport	3225 (1 st)		FLL
(g) ²	Arrival Airport	3225 (2 nd)		CUN
(h) ²	Flight number			0123
(i) ²	RBD			Y
(j) ²	Date (of departure)			30JUN
(k) ^{3,4}	Associated Names	C332, 9944		1DOE/JOHN
(l)	Free Text	C334, 4440	<Text>	CELLO

¹ Required for automated, may not be required in non-automated format SSR

²Not applicable for non-automated SSRs

³Name association in EDIFACT is performed through the use of a Traveler Reference Number

⁴Name association in XML is performed through the use of the @RPH

Example in AIRIMP Format

SSR CBBG NK NN1 FLLCUN0123y30JUN-1DOE/JOHN.CELLO

Example in EDIFACT Format

SSR+CBBG:NN:1:NK:::FLL:CUN:CELLO+::987

Notes:

- John Doe's Traveler Reference Number is 987
- This SSR Element should be placed at Level 3 in Group GR.5 following the TVL for flight 0123

Example in XML Format

```
<SSR SSRCode="CBBG" ServiceQuantity="1" Status="NN"
  BoardPoint="FLL" OffPoint="CUN" RPH="987">
  <Airline Code="NK" CodeContext="IATA" />
  <Text>CELLO</Text>
</SSR>
```

7.4.3 SSR Handling Best Practices

The list of SSR codes and formats standardized by IATA evolves over time. In addition, airlines are free to define their own codes for internal use and exchange with partners by bilateral agreement. Therefore this document will not attempt to describe guidelines for specific SSRs. Rather, the following best practices should be observed when building support for SSR data in PNRGOV messaging.

7.4.3.1 Placement

SSR data should be placed at the most appropriate level based on its scope.

- Automated SSRs contain flight-level information
 - In EDIFACT they should be placed in GR.5 at Level 3 after the TVL for which they are applicable.
 - In XML they should be placed within the <Flight> element for which they are applicable. (IATA_PNRGOV_NotifRQ\PNRs\PNR\Flight\SSR)

- Non-Automated SSRs that are passenger-specific
 - In EDIFACT they should be placed in GR.2 at Level 3 after the TIF for which they are applicable.
 - In XML they should be placed within the <Passenger> element for which they are applicable (IATA_PNRGOV_NotifRQ\PNRs\PNR\Passenger\SSR) or (IATA_PNRGOV_NotifRQ\PNRs\PNR\Passenger\DOC_SSR)
- Non-Automated SSRs that are not passenger-specific
 - In EDIFACT they should be placed in GR.1 at Level 2
 - In XML they should be placed within the <PNR> element for which they are applicable (IATA_PNRGOV_NotifRQ\PNRs\PNR\SSR) or (IATA_PNRGOV_NotifRQ\PNRs\PNR\DOC_SSR)

7.4.3.2 Use of Most Specific Structured Data Location

When possible, if a more specific EDIFACT segment or XML Element exists, data should be placed in that segment/element. For example, customer loyalty data should be placed in an FTI segment (EDIFACT) or <CustLoyalty> element (XML) rather than transmitted as an SSR FQTV.

The XML version of the message contains specific elements for use to communicate travel document information (SSR DOCS, DOCO and DOCA). This information should be placed in the <DOC_SSR> elements rather than being handled as a regular <SSR>. It should be noted specific attributes are available for each of these SSR types.

7.4.3.3 Handling of Free Text

Although the standard construction rules are followed for a significant number of SSRs, there are many exceptions. In order to maximize consistency of data transmission, please consider the following guidelines:

- When free text appears in more than one area of an SSR:
 - EDIFACT: the text in each area should be placed into separate occurrences of element 4440 as they appear from left to right in the AIRIMP format of the SSR

AIRIMP:
SSR MCOA CX HK1/16023512345673-MORRIS/EMMA.USD50

Becomes EDIFACT:
SSR+MCOA:HK:1:CX:::16023512345673:USD50+::1

- XML: all free text components must be concatenated into a single text string to be placed within the <Text></Text> element. A separator such as the colon (:) should be used between the components.

AIRIMP:
SSR MCOA CX HK1/16023512345673-MORRIS/EMMA.USD50

Becomes XML:
<SSR SSRCode="MCOA" ServiceQuantity="1" Status="HK" RPH="1">
 <Airline Code="CX" CodeContext="IATA" />
 <Text>16023512345673:USD50</Text>
</SSR>

- When free text is lengthy:
 - EDIFACT: if a free text component exceeds 255 characters, it should be split into multiple occurrences of element 4440. The split should produce exactly 255-character chunks except for the last occurrence. No characters should be added or trimmed from each chunk. This will help the receiving system determine if it is receiving components of a long free text area or

separate free text areas from the SSR.

- XML: The <Text> element is not constrained to a specific length and therefore does not require splitting of SSR free text data.
- Continuation SSRs should not be used. When SSR text and/or name association causes the AIRIMP format for an SSR to exceed 69 characters (the line length limit), it must be split into two or more lines as necessary to convey all details. In this process, the first elements of the SSR must be repeated and a continuation indicator (///) must be included. However, this representation is required strictly because of the limitations of Teletype format, and should not be carried over into EDIFACT or XML.

AIRIMP Example:

```
SSR PCTC AF HK/JOHN BAKER/FR33122334455-1SMITH/JOHN.TO BE
SSR PCTC AF /// CONTACTED IN CASE OF EMERGENCY
```

Becomes EDIFACT:

```
SSR+PCTC:HK::AF::::JOHN BAKER/FR33122334455:TO BE CONTACTED IN CASE OF
EMERGENCY+::1
```

Becomes XML:

```
<SSR SSRCode="PCTC" Status="HK" RPH="1">
  <Airline Code="AF" CodeContext="IATA" />
  <Text>JOHN BAKER/FR33122334455:TO BE CONTACTED IN CASE OF EMERGENCY</Text>
</SSR>
```

- With the exception of API SSRs, any leading delimiters such as the oblique (/) or full stop (.) used before the start of free text should not be included in element 4440 (EDIFACT) or the <Text> element (XML). This is particularly important because some SSRs support both automated and non-automated formats and the use of leading delimiters varies between those formats. However oblique or full stop characters within the free text should be retained.

Example SSR ASVC (AIRIMP Automated)

```
SSR ASVC BA HS1 NCLLHR1321J30JUN./E23/VGML/VEGETARIAN MEAL/S/1251234567890C1
```

-- In PNRGOV EDIFACT

```
SSR+DOCS:HK:1:NZ::MAD:LHR:./E23/VGML/VEGETARIAN MEAL/S/1251234567890C1
```

-- In PNRGOV XML:

```
<Text>./E23/VGML/VEGETARIAN MEAL/S/1251234567890C1</Text>
```

- For API SSRs (DOCS, DOCO, DOCA), special handling is appropriate and specific to each message syntax. In EDIFACT, the leading oblique (/) preceding the document type or address type should be included in element 4440. In XML, <DOC_SSR> elements should be used. The API data should be parsed and placed in each attribute within the appropriate <DOCS>, <DOCO>, or <DOCA> element.

Example SSR DOCS for Passport (AIRIMP Automated)

```
SSR DOCS NZ
HK1MADLHR0455Y28JUN/P/NZL/P13248721/NZL/15NOV61/F/15NOV05/PEERS/MARLA
```

-- In PNRGOV EDIFACT:

```
SSR+DOCS:HK:1:NZ::MAD:LHR:./P/NZL/P13248721/NZL/15NOV61/F/15NOV05/PEERS/MARLA
```

-- In PNRGOV XML:

```
<DOC_SSR SSRCode="DOCS" ServiceQuantity="1" Status="HK" RPH="1">
  <FlightInfo BoardingPoint="MAD" DePlaningPoint="LHR" FlightNumber="0455"
    ClassOfSvc="Y" CompanyShortName="NZ"/>
```

```
<DOCS TravelDocType="P" TravelDocNbr="P13248721" IssuingLoc="NZL" PaxNationality="NZL"
  DateOfBirth="16NOV61" Gender="F" ExpiryDate="15NOV15" Surname="PEERS"
  FirstGivenName="MARLA" />
</DOC_SSR>
```

Example SSR DOCS for Passport (AIRIMP Non-Automated)

SSR DOCS NZ HK1/P/NZL/P13248721/NZL/15NOV61/F/15NOV05/PEERS/MARLA

-- In PNRGOV EDIFACT:

SSR+DOCS:HK:1:NZ::::/P/NZL/P13248721/NZL/15NOV61/F/15NOV05/PEERS/MARLA

-- In PNRGOV XML:

```
<DOC_SSR SSRCode="DOCS" ServiceQuantity="1" Status="HK" RPH="1">
  <DOCS TravelDocType="P" TravelDocNbr="P13248721" IssuingLoc="NZL" PaxNationality="NZL"
    DateOfBirth="16NOV61" Gender="F" ExpiryDate="15NOV15" Surname="PEERS"
    FirstGivenName="MARLA" />
</DOC_SSR>
```

Example SSR DOCS for SFPD (AIRIMP Automated)

SSR DOCS NZ HK1MADLHR0455Y28JUN/////15NOV61/F//PEERS/MARLA

-- In PNRGOV EDIFACT:

SSR+DOCS:HK:1:NZ:::MAD:LHR://///15NOV61/F//PEERS/MARLA

-- In PNRGOV XML:

```
<DOC_SSR SSRCode="DOCS" ServiceQuantity="1" Status="HK" RPH="1">
  <FlightInfo BoardingPoint="MAD" DePlaningPoint="LHR" FlightNumber="0455"
    ClassOfSvc="Y" CompanyShortName="NZ"/>
  <DOCS DateOfBirth="16NOV61" Gender="F" Surname="PEERS" FirstGivenName="MARLA" />
</DOC_SSR>
```

Example SSR DOCS for SFPD (AIRIMP Non-Automated)

SSR DOCS NZ HK1/////15NOV61/F//PEERS/MARLA

-- In PNRGOV EDIFACT:

SSR+DOCS:HK:1:NZ:::://///15NOV61/F//PEERS/MARLA

-- In PNRGOV XML:

```
<DOC_SSR SSRCode="DOCS" ServiceQuantity="1" Status="HK" RPH="1">
  <DOCS DateOfBirth="16NOV61" Gender="F" Surname="PEERS" FirstGivenName="MARLA" />
</DOC_SSR>
```

- Passenger Names used for name-association of SSRs should not be repeated as free text. Instead, name association should be accomplished by use of the Traveler Reference Number established in the TIF segment (EDIFACT) or <Passenger @RPH> attribute (XML). However name data relevant to the SSR should be retained in free text. Examples for which name data is relevant in free text include the infant name (SSR INFT) or the travel document name (SSR DOCS). It should be noted that associated names are not always applicable to SSRs.

APPENDIX A – CONTRL MESSAGES

SYNTAX AND SERVICE REPORT (CONTRL) MESSAGE

Introduction

This specification provides the definition of the IATA EDIFACT Syntax and Service Report (CONTRL) message to be used in Electronic Data Interchange (EDI) between partners involved in administration, commerce and transport.

Functional Definition

Purpose:

CONTRL is a message syntactically acknowledging or rejecting, with error indication, a received interchange, functional group or message.

References:

UNTDID, Part 4, Section 2.5

UN/ECE UNSM General introduction, Section 1

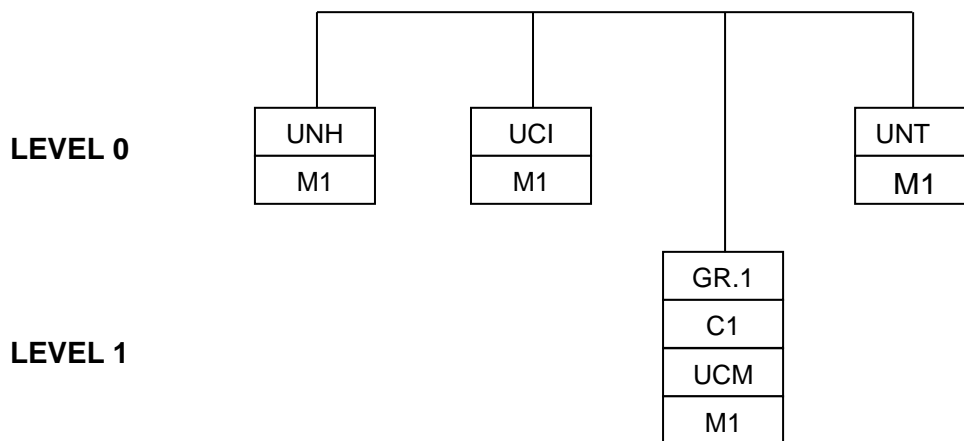
Principles:

See Trade/WP.4/R.1010

CONTRL Segment Table

TAG	NAME	STATUS	REPETITIONS
UNH	MESSAGE HEADER	M	1
UCI	INTERCHANGE RESPONSE	M	1
UCM	MESSAGE RESPONSE	C	1
UNT	MESSAGE TRAILER	M	1

CONTRL Message Branching Diagram



CONTRL Supporting Batch Segments

The following batch segments (taken from the Trade/WP.4/R.1010/Corr.1) are detailed to support the CONTRL message.

UCI INTERCHANGE RESPONSE

Function: To identify the subject interchange and to indicate acknowledgement or rejection (action taken) of the UNA, UNB and UNZ segments, and to identify any error related to these segments.

Depending on the action code, it may also indicate the action taken on the functional groups and messages within that interchange.

Name -ISO 9735	No.	Field Type	Status	IATA Status	Remarks IATA Implementation
INTERCHANGE CONTROL REFERENCE	0020	an..14	M	M	As per ISO 9735
INTERCHANGE SENDER	S002		M	M	As per ISO 9735
Sender identification	0004	an..35	M	M	As per ISO 9735
Partner identification code qualifier	0007	an..4	C	C	As per ISO 9735
Address for reverse routing	0008	an..14	C	C	As per ISO 9735
INTERCHANGE RECIPIENT	S003		M	M	As per ISO 9735
Recipient identification	0010	an..35	M	M	As per ISO 9735
Partner identification code qualifier	0007	an..4	C	C	As per ISO 9735
Routing address	0014	an..14	C	C	As per ISO 9735.
ACTION, CODED	0083	an..3	M	M	As per ISO 9735
SYNTAX ERROR, CODED	0085	an..3	C	C	As per ISO 9735
SEGMENT TAG	0013	a3	C	C	As per ISO 9735
DATA ELEMENT IDENTIFICATION	S011		C	C	As per ISO 9735
Erroneous data element position in segment	0098	n..3	M	M	As per ISO 9735
Erroneous component data element position	0104	n..3	C	C	As per ISO 9735

UCM MESSAGE RESPONSE

Function: To identify a message in the subject interchange, and to indicate that message's acknowledgement or rejection (action taken), and to identify any error related to the UNH and UNT segments.

Name -ISO 9735	No.	Field Type	Status	IATA Status	Remarks IATA Implementation
MESSAGE REFERENCE NUMBER	0062	an..14	M	M	As per ISO 9735
MESSAGE IDENTIFIER	S009		M	M	As per ISO 9735
Message type identifier	0065	an..6	M	M	As per ISO 9735
Message type version number	0052	an..3	C	C	As per ISO 9735
Message type release number	0054	an..3	M	M	As per ISO 9735
Controlling agency	0051	an..2	M	M	As per ISO 9735
Association assigned code	0010	an..6	C	C	As per ISO 9735
ACTION, CODED	0083	an..3	M	M	As per ISO 9735
SYNTAX ERROR, CODED	0085	an..3	C	C	As per ISO 9735
SEGMENT TAG	0013	a3	C	C	As per ISO 9735
DATA ELEMENT IDENTIFICATION	S011		C	C	As per ISO 9735
Erroneous data element position in segment	0098	n..3	M	M	As per ISO 9735
Erroneous component data element position	0104	n..3	C	C	As per ISO 9735

APPENDIX B – Business 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.

All examples placed in the Implementation Guide have been reviewed and agreed by the PNRGOV working group. All amounts have been *neutralized* to ensure there is no hint of price sensitivity. All personally identifiable information is fictitious.

1 Scenarios – 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.

<pre> UNA:+\^* UNB+IATA:1+DL+??+101209:2100+020A07' UNH+1+PNRGOV:10:1:IA+F6C2C268' MSG+:22' ORG+DL:ATL+52519950' TVL+121210:0915+LHR+JFK+DL+324' 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' ADD++702:45 HIGH STREET:SLOUGH:BERKSHIRE::GB:SL1AA:00441753637285' EBD+GBP:40.00+4::N' TIF+SMITHJR+JOHNMR:A:1' 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' SSR+DOCS:HK::DL::::/P/GBR/123456789/GBR/12JUL64/M/23AUG19/SMITHJ R/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' TIF+JONES+WILLIAMMR:A:2' 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' FTI+AF:0093789865::ELITE' FAR+A++++YN324N' SSR+DOCS:HK::DL::::/M/GBR/12JUL64/M/JONES/WILLIAMNEVELL' TKT+0062120234534:T:1' </pre>	<p>Interchange header segment Message header</p> <p>PNR data for DL324/12DEC10 LHR Number of PNRs being sent in the message <<< Start of PNR 1 >>></p> <p>Booked by DL call center agent in UK Phone in free text</p> <p>Total for 4 bags Adult passenger, Mr. John Smith Jr.</p> <p>Military Fare</p> <p>Sponsor Adult passenger, Mr. William Jones</p> <p>Normal Advance Booking Fare</p>
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<p>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+2234 MAIN STREET ATLANTA, GA 30067+770 5632891' TVL+121210:0915::1230+LHR+JFK+DL+324:B' APD+767' SSR+SEAT:HK:2:DL:::LHR:JFK+15A::1+15B::2' DAT+2:111210:0915' TRI++108:::1' TIF+SMITHJR+JOHNMR:A:1' SSD+15A++++Y' TVL+121210:2200::2330+JFK+YVR+DL+330:B' RPI+2+HK' APD+767' SSR+SEAT:HK:2:DL:::JFK:YVR+15E::1+15F::2' EQN+1' RCI+DL:ABCDEF' MSG+8' TVL+121210:1500:151210+YVR:VANCOUVER ARMS++VN+67576:ROH' ABI+1:LHRRR+LON++DL' DAT+ZT:071210:1010' SAC+++X' TVL+101210:0915::1230+LHR+JFK+DL+324:B' RPI+2+K' SAC+++X' SSR+AVML:HK:2:DL' SAC+++X' SSR+SEAT:HK:2:DL:::LHR:JFK+15A::1+15B::2' SAC+++X' TVL+101210:2200::2330+JFK+YVR+DL+330:B' RPI+2+K' SAC+++X' SSR+AVML:HK:2:DL' SAC+++X' SSR+SEAT:HK:2:DL:::JFK:YVR+15E::1+15F::2' SAC+++A' TVL+121210:0915::1230+LHR+JFK+DL+324:B' RPI+2+K' SAC+++A' SSR+AVML:HK:2:DL' SAC+++A' SSR+SEAT:HK:2:DL:::LHR:JFK+15A::1+15B::2' SAC+++A' TVL+121210:2200::2330+JFK+YVR+DL+330:B' RPI+2+K' SAC+++A' SSR+AVML:HK:2:DL' SAC+++A' SSR+SEAT:HK:2:DL:::JFK:YVR+15E::1+15F::2' SRC' RCI+1A:23456' DAT+700:061210:1010+710:061210:1200' ORG+1A:MUC+12345678:F31+LON++T+GB:GBP+A78987' ADD++702:351 LANDSDOWN ROAD:SLOUGH:BERKSHIRE::GB:SL1AA' EBD+GBP:20.00+2::N' TIF+WAYNE+JOHNMR:A:1' FTI+DL:1234567893:::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+:38739393AN8740P' FAR+A++++YN324N' 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' 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' 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'</p>	<p>Sponsor</p> <p>First flight in itinerary</p> <p>Seats for both passengers Check-in info starts here Boarding/Check-in #108 Adult passenger, Mr. John Smith Jr. Seat and cabin check-in info Second flight in itinerary</p> <p>Seats for both passengers</p> <p>Hotel segment Hotel info Start First History Item</p> <p>Cancel Flight #1</p> <p>Cancel AVML for both passengers</p> <p>Cancel Seats for both passengers</p> <p>Cancel Flight #2</p> <p>Cancel AVML for both passengers</p> <p>Cancel Seats for both passengers</p> <p>Add flight #1</p> <p>Add AVML for both passengers</p> <p>Add Seats for both passengers</p> <p>Add flight #2</p> <p>Add AVML for both passengers</p> <p>Add Seats for both passengers <<< Start of PNR 2 >>></p> <p>Booked by 1A travel agent in UK Total for 2 bags Adult passenger, Mr. John Wayne</p> <p>Normal advance booking fare</p> <p>Adult passenger, Mr. Gary Cooper</p> <p>Normal Advance Booking Fare</p>
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<p>TVL+121210:0915::1230+LHR+JFK+DL+324:B' RPI+1+HK' APD+767' SSR+SEAT:HK:2:DL::LHR:JFK++17A::1+17B::2' DAT+2:111210:0915' TRI++2:::1' TIF+COOPER+GARYMR:A:2' SSD+15A++++Y' TVL+121210:2200::2330+JFK+YVR+DL+330:B' RPI+1+HK' APD+767' SSR+SEAT:HK:2:DL::JFK:YVR+17E::1+17F::2' ABI+1+:LHRRR+LON++DL' DAT+ZT:071210:1010' SAC+++X' TIF+WAYNE+JONMR:A:1' SAC+++A' TIF+WAYNE+JOHNMR:A:1' UNT+135+1 UNZ+1+020A07'</p>	<p>First flight in itinerary</p> <p>Seats for both passengers Check-in info starts here Boarding/Check-in #2 Adult passenger, Mr. Gary Cooper Seat and cabin check-in info Second flight in itinerary</p> <p>Seats for both passengers Start First History Item</p> <p>Cancel Name</p> <p>Add Name</p>
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2 Example of PNRs with Infant, Reservation and Check-in data and unformatted history

<p>UNA:+.)*' UNB+IATA:1+1A+KRC+130527:0649+0003' UNH+1+PNRGOV:11:1:IA+270513/0649/SQ/602' MSG+:22' ORG+1A:MUC' TVL+270513:1430:270513:2205+SIN+ICN+SQ+602' EQN+1' SRC' RCI+1A:3PGZOV::190313:1354' DAT+700:270513:0559' ORG+1A:MUC+32393340:SINSQ08AA+NCE+SQ:NCE+A+SG+ELPD+CFDE59+9C' TIF+BELT:1+ISABELLE MRS:A:2:1' FTI+SQ:8794285757' IFT+4:63::SQ' REF+:001C451486DFF0CC' SSR+DOCS:HK:1:SQ:::P/GBR/512731999/GBR/20SEP12/FI/25OCT17/BELT/SOPHY OLIVIA/ SSR+DOCS:HK:1:SQ:::P/GBR/509229987/GBR/01JUL78/F/12NOV22/BELT/ISABELLE RUTH/ TIF+BELT:1+SOPHY:IN:3' IFT+4:63::SQ' SSR+DOCS:HK:1:SQ:::P/GBR/512731999/GBR/20SEP12/FI/25OCT17/BELT/SOPHY OLIVIA/ TVL+270513:1430:270513:2205+SIN+ICN+SQ+602:D' RPI+1+HK' APD+333' SSR+INFT:HK:1:SQ::SIN:ICN:BELT/SOPHY 20SEP12+::2' SSR+DOCS:HK:1:SQ::SIN:ICN:/P/GBR/509229987/GBR/01JUL78/F/12NOV22/BELT/ISABELLE RUTH/+::2' RCI+1A:3PGZOV::190313:1354' DAT' ORG+SQ++++A' TRI++SIN-168:::2' TIF+BELT:1+ISABELLE MRS:A:2' SSD+011D++++J' TBD+3:33:700++HP:SIN-168+618:0123456789:2:ICN+618:0123456788:3:ICN+618:0123456787:722356:ICN' DAT' ORG+SQ++++A' TRI++SIN-169:::3' TIF+BELT:1+SOPHY:IN:3' SSD+011D++++J'</p>	<p>Interchange header segment Message header</p> <p>22 used for 'Push PNR data to States' Information about the sender of this message Leg information for which passenger data is being sent Number of PNRs being sent in the message</p> <p>PNR Record information, PNR creation date and time Latest PNR transaction date Originator of request details Passenger last and first name Passenger Frequent Flyer number 63 : Go show indicator Unique passenger id Passport information of the infant</p> <p>Passport information of the parent</p> <p>Infant last and first name 63 : Go show indicator</p> <p>Segment booked information Flight booking status Aircraft type SSR INFT information</p> <p>Passport information of the parent</p> <p>Passenger record locator specific to this flight</p> <p>Check-in information of the parent: Check-in Agent information Sequence/boarding number Check-in passenger last and first name Seat number assigned Checked in Baggage information</p> <p>Check-in information of the infant: Check-in Agent information Sequence/boarding number Check-in passenger last and first name Seat number assigned</p>
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<p>LTS+19/Z//DCS-SYNCUS CR-SINSQ00VW 00000000 GS 9743EC/DS-9CBCCB14 27MAY0423Z' LTS+20/Z//DCS-SYNCUS CR-SINSQ00CO 00000000 PD 2092EL/DS-9CBAB94B 27MAY0559Z' LTS+21/Z//DCS-SYNCUS CR-SINSQ00CO 00000000 PD 2092EL/DS-9CBABA1A 27MAY0559Z' UNT+85+1' UNZ+1+0003'</p>	<p>Number of segments Interchange trailer</p>
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3 Example of Codeshare PNRs with Reservation and Check-in data and unformatted history

<pre> UNA:.* UNB+IATA:1+1A+KRC+130527:0754+0003' UNH+1+PNRGOV:13:1:IA+270513/0754/SQ/609' MSG+:22' ORG+1A:MUC' TVL+270513:1640:270513:2200+ICN+SIN+SQ+609' EQN+2' SRC' RCI+1A:2LS6KP::200513:0439+KE:EDP2RW' DAT+700:270513:0718' ORG+1A:MUC+:HDQKE2400+NBE+KE:NBE+A+KR+GNPD+003956+94' TIF+PARK:I+SEJONMR::1' FTI+SQ:314655277:::G' IFT+4:63::SQ' REF+:001435199A918A76' SSR+DOCS:HK:1:SQ:::P/KR/JR3364288/KR/10SEP72/M/05JUL16/PARK/SE JOON' TVL+270513:1640:270513:2200+ICN+SIN+KE:SQ+609:B' TRA+SQ+303:Y' RPI+1+HK' APD+333' SSR+NSSA:HN:1:SQ:::ICN:SIN+:1' SSR+CKIN:HK:1:SQ:::ICN:SIN:10KG EXBG WAIVER AUTH BY MDPRM+:1' SSR+DOCS:HK:1:SQ:::ICN:SIN:/P/KOR/JR3364288/KOR/10SEP72/M/05JUL16/PAR K/SE JOON/+:1' RCI+1A:2LS6KP::200513:0439+KE:EDP2RW' DAT' ORG+SQ++++A' TRI++ICN-188:::1' TIF+PARK:I+SEJONMR::1' SSD+039G++++Y' TBD++2:34:700++MP+618:1026000001:2:MPM+618:1026000002:3:MPM' LTS+0/O/NM/PARK/SEJONMR' LTS+0/O/SS/SQ 609 E 27MAY 1 ICNSIN LK1 1640 2200/LK *1A/E* /KE/KR/C/ICAB Y//2/0001/// Y 621/B 3//AY 914/EY 908/ICNJNB/E' [...] LTS+14/A/SR/SSR DOCSSQHK1 P/KR/JR3364288/KR/10SEP72/M/05JUL16/PARK/SE JOON/PARK/SEJONMR' LTS+14/Z/SELRMKE 210921 CR-SEL RM KE 21MAY0921Z' [...] LTS+47/Z//DCS-SYNCUS CR-ICNSQ00CS 00000000 PD 6017GN/DS-9CBABA8A 27MAY0718Z' SRC' RCI+1A:X49V9U::210113:0411+OZ:2OX5VV' DAT+700:270513:0726' ORG+1A:MUC+32393340:SINSQ08AA+NCE+SQ:NCE+A+SG+HJGS+CFDEA9+9C' TIF+KIM:I+KONG CHUN MRS:A:3' FTI+SQ:223422444' IFT+4:63::SQ' REF+:0010350E7830159A' SSR+DOCS:HK:1:SQ:::P/KOR/M17072944/KOR/15FEB57/F/23MAR19/KIM/KONG CHUN/' TVL+270513:1640:270513:2200+ICN+SIN+OZ:SQ+609:Z' TRA+SQ+752:D' RPI+1+HK' APD+333' SSR+RQST:HK:1:SQ:::ICN:SIN+14A::3' SSR+DOCS:HK:1:SQ:::ICN:SIN:/P/KOR/M17072944/KOR/15FEB57/F/23MAR19/KIM /KONG CHUN/+:3' RCI+1A:X49V9U::210113:0411+OZ:2OX5VV' DAT' ORG+SQ++++A' TRI++ICN-229:::3' TIF+KIM:I+KONG CHUN MRS:A:3' SSD+014A++++J' TBD++2:29:700++MP+618:0000290138:1:SIN+618: 0000290139:3:SIN' LTS+0/S/PARK/KWANG SOO MR(ADT) -YHD2DT' LTS+0/Z/PARK HYUNJU CR-SELSQ01G0 17381302 GS 5477EK/RO-9CB3A23D MUCPI2SQ1 00000000 21JAN0411Z' [...] LTS+65/Z//DCS-SYNCUS CR-ICNSQ00CI 00000000 GS 6058HJ/DS-9CBAB945 27MAY0726Z' UNT+336+1' UNZ+1+0003' </pre>	<p>Interchange header segment Message header</p> <p>22 used for 'Push PNR data to States' Information about the sender of this message Leg information for which passenger data is being sent Number of PNRs being sent in the message</p> <p>1st PNR PNR Record information, PNR creation date and time Latest PNR transaction date Originator of request details Passenger last and first name Passenger Frequent Flyer number 63 : Go show indicator Unique passenger id Passport information</p> <p>Segment booked information Operating flight number Flight booking status Aircraft type Seat request information SSR information Passport information</p> <p>Passenger record locator specific to this flight</p> <p>Check-in Agent information Sequence/boarding number Check-in passenger last and first name Seat number assigned Checked in Baggage information Unformatted history information</p> <p>2nd PNR PNR Record information, PNR creation date and time Latest PNR transaction date Originator of request details Passenger last and first name Passenger Frequent Flyer number 63 : Go show indicator Unique passenger id Passport information</p> <p>Segment booked information Operating flight number Flight booking status Aircraft type Seat request information Passport information</p> <p>Passenger record locator specific to this flight</p> <p>Check-in Agent information Sequence/boarding number Check-in passenger last and first name Seat number assigned Checked in Baggage information Unformatted history information</p> <p>Number of segments Interchange trailer</p>
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4 Simple PNR booked in another system (no PNR history)

<p>UNA:~*</p> <p>UNB+IATA:1+1A+CBSAPNRGOV+130527:1414+0001++PNRGOV'</p> <p>UNH+1+PNRGOV:11:1:IA+LH474/270513/0000'</p> <p>MSG+:22'</p> <p>ORG+1A:MUC'</p> <p>TVL+270513:1550:270513:1820+MUC+YUL+LH+474'</p> <p>EQN+3'</p> <p>SRC'</p> <p>RCI+1A:3MZVP2::210513:1526+AC:P46KA5'</p> <p>DAT+700:270513:1354'</p> <p>ORG+1A:MUC+:MUC1A1TTY++1A++DE+LHSU'</p> <p>TIF+JACKS:I+JAMES::1'</p> <p>REF+:00243519B9209183'</p> <p>SSR+DOCS:HK:1:LH://///21APR66/M/JACKS/JAMES'</p> <p>TKT+3537321830:T:1'</p> <p>TVL+270513:1550:270513:1820+MUC+YUL+AC:LH+9099:U'</p> <p>RPI+1+HK'</p> <p>APD+343'</p> <p>RCI+1A:3MZVP2::210513:1526+AC:P46KA5'</p> <p>TVL+++++474:U'</p> <p>SRC'</p> <p>RCI+1A:33O6DK::070513:0837+1G:MS6HXI'</p> <p>DAT+700:270513:1354'</p> <p>ORG+1A:MUC+:SW11G2400++1G++IT+LHSU+0401C0+94'</p> <p>TIF+CARRERA:I+MARCUSMR::1'</p> <p>FTI+LH:992223782028813'</p> <p>REF+:002015188BD5A2F7'</p> <p>SSR+DOCS:HK:1:LH://///P/IT/YA0196755/IT/17APR80/M/11JAN20/CARRERA/MAR CUS'</p> <p>TKT+3909508960:T:5'</p> <p>DAT+710:100513'</p> <p>TVL+270513:1300:270513:1405+VCE+MUC+LH:EN+9457:Z'</p> <p>RPI+1+HK'</p> <p>RCI+1A:33O6DK::070513:0837+1G:MS6HXI'</p> <p>TVL+++++8203:Z'</p> <p>TVL+270513:1550:270513:1820+MUC+YUL+LH+474:Z'</p> <p>RPI+1+HK'</p> <p>APD+343'</p> <p>RCI+1A:33O6DK::070513:0837+1G:MS6HXI'</p> <p>SRC'</p> <p>RCI+1A:35K2IO::150213:0149+1S:EVFSDI'</p> <p>DAT+700:270513:1354'</p> <p>ORG+1A:MUC+:DFW1S4100++1S++CA+LHSU+7E5AA8+9B'</p> <p>TIF+DORON:I+NINA MS::2'</p> <p>REF+:00183511D94292CC'</p> <p>SSR+DOCS:HK:1:LH://///05FEB53/F//DORON/NINA'</p> <p>TKT+3204694511:T:4'</p> <p>DAT+710:150213'</p> <p>TIF+LENDROT:I+CHARLOTTE MS::1'</p> <p>REF+:00183511D94292CD'</p> <p>SSR+DOCS:HK:1:LH://///14FEB52/F//LENDROT/CHARLOTTE'</p> <p>TKT+3204694509:T:4'</p> <p>DAT+710:150213'</p> <p>TVL+270513:1550:270513:1820+MUC+YUL+LH+474:W'</p> <p>RPI+2+HK'</p> <p>APD+333'</p> <p>RCI+1A:35K2IO::150213:0149+1S:EVFSDI'</p> <p>UNT+55+1'</p> <p>UNZ+1+0001'</p>	<p>Interchange header segment</p> <p>Message header</p> <p>22 used for 'Push PNR data to States'</p> <p>Information about the sender of this message</p> <p>Leg information for which passenger data is being sent</p> <p>Number of PNRs being sent in the message</p> <p>1st PNR</p> <p>GDS code, RLOC within the GDS code, PNR creation date and time, other GDS where the booking is as well present + RLOC within this other GDS</p> <p>Latest PNR transaction date</p> <p>Originator of request details</p> <p>Passenger last and first name</p> <p>Unique passenger id</p> <p>Passport information</p> <p>Ticket number and total number of booklets issued</p> <p>Segment booked information</p> <p>Flight booking status</p> <p>Aircraft type</p> <p>Passenger record locator specific to this flight</p> <p>Operating flight number</p> <p>2nd PNR</p> <p>GDS code, RLOC within the GDS code, PNR creation date and time, other GDS where the booking is as well present + RLOC within this other GDS</p> <p>Latest PNR transaction date</p> <p>Originator of request details</p> <p>Passenger last and first name</p> <p>Frequent traveler number</p> <p>Unique passenger id</p> <p>Passport information</p> <p>Ticket number and total number of booklets issued</p> <p>Ticket issue date</p> <p>Segment booked information</p> <p>Flight booking status</p> <p>Passenger record locator specific to this flight</p> <p>Operating flight number</p> <p>Segment booked information</p> <p>Flight booking status</p> <p>Aircraft type</p> <p>Passenger record locator specific to this flight</p> <p>3rd PNR</p> <p>GDS code, RLOC within the GDS code, PNR creation date and time, other GDS where the booking is as well present + RLOC within this other GDS</p> <p>Latest PNR transaction date</p> <p>Originator of request details</p> <p>Passenger1 last and first name</p> <p>Unique passenger id</p> <p>SSR DOCS information</p> <p>Ticket number and total number of booklets issued</p> <p>Ticket issue date</p> <p>Passenger2 last and first name</p> <p>Unique passenger id</p> <p>SSR DOCS information</p> <p>Ticket number and total number of booklets issued</p> <p>Ticket issue date</p> <p>Segment booked information</p> <p>Flight booking status</p> <p>Aircraft type</p> <p>Passenger record locator specific to this flight</p> <p>Number of segments</p> <p>Interchange trailer</p>
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5 Example with three PNRs containing ticket information

Three PNRs:

- one single passenger, ticketless, registered passenger with customer ID,
- one single passenger, with a IATA ticket,
- one Group PNR with some names

<p>UNB+IATA:1+TZ+AUCBPS+130523:2210+00102181551362' UNG+PNRGOV+TZ+AUCBPS+130523:2210+00102181551362+IA+11:1' UNH+00102181551362+PNRGOV:11:1:IA+AUTZ000623052013221001SIN20130528' MSG+:22' ORG+TZ:MSP+++TZ:SYS+++HOLMESS' TVL+280513:2225:290513:0750+SIN+OOL+TZ+0006' EQN+3' SRC' RCI+TZ:W9TEND::230513:181348' DAT+700:230513:2125+710:230513:2124'</p> <p>ORG+TZ:SYS++++SGD' ADD++700:123 ANY STREET:LAKE TOWN:MN:US:55123:H555555555 W 1 555 555 5555 ' TIF+VANDENBERG+KEVINMICHAELMR:A:43576' REF+:43576' FAR+A+32++++SFLY+SFLY' SSR+DOCS:HK:1:TZ::::/P/USA/548721687/USA/04JUL80/M/12JAN19/VANDENBERG/KEVIN/MICHAEL+:43576' TKT+:700' MON+B:999.00:SGD+T:1999.99:SGD' TXD++99.99::SGD:BK+99.99::SGD:OO+99.99::SGD:SG+99.99::SGD:WY+99.99::SGD:D:OP+99.99::SGD:AU+99.99::SGD:WG+99.99::SGD:WY' DAT+710:230513:2124' FOP+CA::1999.99' TVL+280513:2225:290513:0750+SIN+OOL+TZ+0006:S' RPI+1+HK' TVL+310513:0900:310513:1500+OOL+SIN+TZ+0005:S' RPI+1+HK' ABI+4++++TZ' DAT+T:230513:1813' SAC+++X' IFT+4:19+XF MC 0 VANDENBERG KEVIN 20 00' ABI+4++++TZ' DAT+T:230513:1829' SAC+++X' IFT+4:19+ F 28MAY13 SIN OOL 2225 0750 TZ 6 HK SFLY 590 82' TVL+280513::290513+SIN+OOL+TZ+0006:S' RPI+1+HK' SAC+++X' IFT+4:19+ F 31MAY13 OOL SIN 0900 1500 TZ 5 HK SFLY 582 81' TVL+310513::310513+OOL+SIN+TZ+0005:S' RPI+1+HK' ABI+4++++TZ' DAT+T:230513:2124' SAC+++A' IFT+4:19+ P CA 1 173 63 SGD' SAC+++A' IFT+4:19+ F 28MAY13 SIN OOL 2225 0750 TZ 6 HK SFLY 590 82' TVL+280513::290513+SIN+OOL+TZ+0006:S' RPI+1+HK' SAC+++A' IFT+4:19+ F 31MAY13 OOL SIN 0900 1500 TZ 5 HK SFLY 582 81' TVL+310513::310513+OOL+SIN+TZ+0005:S' RPI+1+HK' SRC' RCI+TZ:D1RGHI::230513:183845' DAT+700:230513:1838+710:230513:1838'</p> <p>ORG+TZ:SYS++++SGD' ADD++700:9874 HILLY DRIVE:ST LOUIS:MO:US:63124:H5555551212 '</p> <p>TIF+DYE+DOLANMR:A:43577' FTI+RI:438QZ99' REF+:43577' FAR+A+23++++SFLY+SFLY' SSR+DOCS:HK:1:TZ::::/P/USA/159264375/USA/01FEB90/M/20NOV19/DYE/DOLAN+:43577' SSR+DOCA:HK:1:TZ::::/D/AUS/13 SHORE AVENUE/BROADBEACH/QLD/4215+:43577' TKT+:702' MON+B:999.99:SGD+T:1999.99:SGD' TXD++99.99::SGD:BK+99.99::SGD:OO+99.99::SGD:SG+99.99::SGD:WY+99.99::SG</p>	<p>PNR Data to State (Australia) Sent by TZ agent HOLMESS For flight TZ 0006 from SIN to OOL 3 PNRs on flight</p> <p>1st PNR Airline locator W9TEND, created 23 May 2013 at 18:13Z Last modified 23 May 2013 at 21:25Z Payment made 23 May 2013 at 21:24Z Booking originated by a TZ system user Reservation contact information including address and telephone numbers Adult passenger name and unique ID Security-related unique ID Adult fare with fare basis code SFLY Passport details</p> <p>Ticketless payment Base and total fare Tax details</p> <p>Date of payment Cash form of payment First flight (TZ006 SIN-OOL 28MAY13) 1 passenger confirmed Second flight (TZ005 OOL SIN 31MAY13) 1 passenger confirmed History item #1 by TZ user/system Action taken 23MAY 18 :13Z Action was cancellation History item system-specific details History Item #2 by TZ user/system Action taken 23MAY 18:29Z Action was cancellation History item system-specific details Canceled item was flight TZ006 in S class For a party of 1 Action was cancellation History item system-specific details Canceled item was flight TZ005 in S class For a party of 1 History item #3 by TZ user/system Action taken 23MAY13 at 21:24Z Action to add content History item system-specific details Action to add content History item system-specific details Added item was flight TZ006 in S class For a party of 1 Action to add content History item system-specific details Added item was flight TZ005 in S class For a party of 1</p> <p>2nd PNR Airline locator D1RGHI, created 23 May 2013 at 18:38Z Last modified 23 May 13 at 18:38Z Paid 23 May 13 at 18:38 Booking originated by a TZ system user Reservation contact information including address and telephone numbers First Passenger (Adult) name and Unique ID Frequent traveler information Security related unique ID Adult fare with fare basis codes Passport details</p> <p>Destination address</p> <p>Externally Issued E-ticket Base and Total fare Tax details</p>
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PADIS EDIFACT Implementation Guide – PNRGOV Message

<p>D:OP+99.99::SGD:AU+99.99::SGD:WG+99.99::SGD:WY' DAT+710:230513:1838' FOP+CA::9999.99' TIF+DYE+KAYLAMAS:A:43578:1'</p> <p>REF+:43578' FAR+A+20++++SFLY+SFLY' SSR+DOCS:HK:1:TZ::::/P/USA/345678901/USA/07APR93/F/15DEC18/DYE/KAYLA +::43578' SSR+DOCA:HK:1:TZ::::/D/AUS/13 SHORE AVENUE/BROADBEACH/QLD/4215+::43578' TKT+:702' MON+B:999.99:SGD+T:1999.99:SGD' TXD++99.99::SGD:BK+99.99::SGD:OO+99.99::SGD:SG+99.99::SGD:WY+99.99::SG D:OP+99.99::SGD:AU+99.99::SGD:WG+99.99::SGD:WY' DAT+710:230513:1838' TIF+DYE+ARCHER:IN:43578I' REF+:43578I' FAR+IN+1' SSR+DOCS:HK:1:TZ::::/P/USA/654321987/USA/15APR12/MI/31DEC19/DYE/ARCH ER+::43578I' TKT+:702' TVL+270513:1915:280513:1505+LHR+SIN+BA+0011:L' RPI+2+HK' TVL+280513:2225:290513:0750+SIN+OOL+TZ+0006:S' RPI+2+HK' SSR+SEAT:HK:1:TZ:::SIN:OOL+54A::43577:N' SSR+SEAT:HK:1:TZ:::SIN:OOL+54B::43578:N' SSR+TKNE:HK:1:TZ:::SIN:OOL:9631270001234C2+::43577' SSR+TKNE:HK:1:TZ:::SIN:OOL:9631270001235C2+::43578' SSR+TKNE:HK:1:TZ:::SIN:OOL:INF9631270001236C2+::43578I' SSR+SPEQ:HK:1:TZ:::SIN:OOL+::43577' SSR+IFET:HK:1:TZ:::SIN:OOL+::43578' SSR+INFT:HK:1:TZ:::SIN:OOL:DYE/ARCHER 15APR12+::43578' TVL+050613:0900:050613:1500+OOL+SIN+TZ+0005:S' RPI+2+HK' SSR+SEAT:HK:1:TZ:::OOL:SIN+54A::43577:N' SSR+SEAT:HK:1:TZ:::OOL:SIN+54B::43578:N' SSR+TKNE:HK:1:TZ:::OOL:SIN:9631270001234C3+::43577' SSR+TKNE:HK:1:TZ:::OOL:SIN:9631270001235C3+::43578' SSR+TKNE:HK:1:TZ:::OOL:SIN:INF9631270001236C3+::43578I' SSR+SPEQ:HK:1:TZ:::OOL:SIN+::43577' SSR+IFET:HK:1:TZ:::OOL:SIN+::43578' SSR+INFT:HK:1:TZ:::OOL:SIN:DYE/ARCHER 15APR12+::43578' TVL+050613:2255:060613:0500+SIN+LHR+BA+0012:D' RPI+2+HK' SRC' RCI+TZ:GBFKSK::230513:184819' DAT+700:230513:1849'</p> <p>ORG+TZ:SYS++++SGD' ADD++700:2431 MOPAC EXPRESSWAY:AUSTIN:TX:US:78750:H5125551212 ' TIF+ACME TEAM PARTY:G' TIF+CAPSON+LISALMS:A:43579' REF+:43579' FAR+A++++ZSCTBIZ+SFLY' TKT+:700' MON+B:999.99:SGD+T:1999.99:SGD' TXD++99.99::SGD:BK+99.99::SGD:OO+99.99::SGD:SG+99.99::SGD:WY+99.99::SG D:OP+99.99::SGD:AU+99.99::SGD:WG+99.99::SGD:WY' TIF+CAPSON+HUNTER:A:43580' REF+:43580' FAR+A+21++++ZSCTBIZ+SFLY' SSR+DOCS:HK:1:TZ::::/M/27APR92/M/CAPSON/HUNTER+::43580' TKT+:700' MON+B:999.99:SGD+T:1999.99:SGD' TXD++99.99::SGD:BK+99.99::SGD:OO+99.99::SGD:SG+99.99::SGD:WY+99.99::SG D:OP+99.99::SGD:AU+99.99::SGD:WG+99.99::SGD:WY' TIF+ALLEN+SETH:A:43581' REF+:43581' FAR+A++++ZSCTBIZ+SFLY' TKT+:700' MON+B:999.99:SGD+T:1999.99:SGD' TXD++99.99::SGD:BK+99.99::SGD:OO+99.99::SGD:SG+99.99::SGD:WY+99.99::SG D:OP+99.99::SGD:AU+99.99::SGD:WG+99.99::SGD:WY' TIF+TBA+C:A:43582' REF+:43582' FAR+A++++ZSCTBIZ+SFLY' TKT+:700' MON+B:999.99:SGD+T:1999.99:SGD' TXD++99.99::SGD:BK+99.99::SGD:OO+99.99::SGD:SG+99.99::SGD:WY+99.99::SG D:OP+99.99::SGD:AU+99.99::SGD:WG+99.99::SGD:WY' TIF+TBA+D:A:43583' REF+:43583' FAR+A++++ZSCTBIZ+SFLY' TKT+:700'</p>	<p>Date of most recent payment Payment was in cash Second Passenger (Adult) name and Unique ID. Passenger is accompanied by an infant in lap Security related unique ID Adult fare with fare basis codes Passport details</p> <p>Destination address details</p> <p>Externally Issued E-ticket Base and Total fare Tax details</p> <p>Date and time of payment Third passenger (infant) name and unique ID Security related unique ID Infant fare was applied Passport details</p> <p>Externally Issued E-ticket First Flight (BA 0011 in L class) (informational) Confirmed for 2 seats Second Flight (TZ0006 in S class) Confirmed for 2 seats Passenger 1 is in seat 54A Passenger 2 is in seat 54B Passenger 1 e-ticket and coupon numbers Passenger 2 e-ticket and coupon numbers Infant e-ticket and coupon numbers Passenger 1 has sports equipment Passenger 2 ordered In-Flight entertainment Passenger 2 has an infant in arms on this flight Third flight (TZ0005 in S class) Confirmed for 2 seats Passenger 1 is in seat 54A Passenger 2 is in seat 54B Passenger 1 e-ticket and coupon numbers Passenger 2 e-ticket and coupon numbers Infant e-ticket and coupon numbers Passenger 1 has sports equipment Passenger 2 ordered in-flight entertainment Passenger 2 has an infant in arms on this flight Fourth flight (BA 0012 in D class) (informational) Confirmed for 2 seats 3rd PNR Airline locator GBFKSK, created 23MAY13 at 18:48Z Last modified 23 May 2013 at 18:49 No payments received Originated by a TZ System user Booking contact address and phone number Group Name for Group PNR First name received. Adult passenger with Unique ID Security-related unique ID Adult fare will be used with included fare basis codes No ticket information is received Base and total fare to be collected Tax details</p> <p>Second name received. Adult passenger with Unique ID Security-related unique ID Adult fare will be used with included fare basis codes Secure Flight Passenger Data No ticket information is received Base and total fare to be collected Tax details</p> <p>Third name received. Adult passenger with Unique ID Security related unique ID Adult fare will be used with included fare basis codes No ticket information is received Base and total fare to be collected Tax details</p> <p>Fourth name TBA</p> <p>Adult fare quote No ticket information is received Base and total fare to be collected Tax details</p> <p>Fifth name TBA</p> <p>Adult fare quote No ticket information is received</p>
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<p>MON+B:999.99:SGD+T:1999.99:SGD' TXD++99.99::SGD:BK+99.99::SGD:OO+99.99::SGD:SG+99.99::SGD:WY+99.99::SG D:OP+99.99::SGD:AU+99.99::SGD:WG+99.99::SGD:WY' TIF+TBA+E:A:43584' REF+:43584' FAR+A+++++ZSCTBIZ+SFLY' TKT+:700' MON+B:999.99:SGD+T:1999.99:SGD' TXD++99.99::SGD:BK+99.99::SGD:OO+99.99::SGD:SG+99.99::SGD:WY+99.99::SG D:OP+99.99::SGD:AU+99.99::SGD:WG+99.99::SGD:WY' TIF+TBA+F:A:43585' REF+:43585' FAR+A+++++ZSCTBIZ+SFLY' TKT+:700' MON+B:999.99:SGD+T:1999.99:SGD' TXD++99.99::SGD:BK+99.99::SGD:OO+99.99::SGD:SG+99.99::SGD:WY+99.99::SG D:OP+99.99::SGD:AU+99.99::SGD:WG+99.99::SGD:WY' TIF+TBA+G:A:43586' REF+:43586' FAR+A+++++ZSCTBIZ+SFLY' TKT+:700' MON+B:999.99:SGD+T:1999.99:SGD' TXD++99.99::SGD:BK+99.99::SGD:OO+99.99::SGD:SG+99.99::SGD:WY+99.99::SG D:OP+99.99::SGD:AU+99.99::SGD:WG+99.99::SGD:WY' TIF+TBA+H:A:43587' REF+:43587' FAR+A+++++ZSCTBIZ+SFLY' TKT+:700' MON+B:999.99:SGD+T:1999.99:SGD' TXD++99.99::SGD:BK+99.99::SGD:OO+99.99::SGD:SG+99.99::SGD:WY+99.99::SG D:OP+99.99::SGD:AU+99.99::SGD:WG+99.99::SGD:WY' TVL+280513:2225:290513:0750+SIN+OOL+TZ+0006:Z' RPI+9+HK' TVL+170613:0900:170613:1500+OOL+SIN+TZ+0005:S' RPI+9+HK' ABI+4+++++TZ' DAT+T:230513:1849' SAC+++C' IFT+4:19+GN FROM NONE TO ACME TEAM PARTY' UNT+173+00102181551362' UNE+1+00102181551362' UNZ+1+00102181551362'</p>	<p>Base and total fare to be collected Tax details</p> <p>Sixth name TBA</p> <p>Adult fare quote No ticket information is received Base and total fare to be collected Tax details</p> <p>Seventh name TBA</p> <p>Adult fare quote No ticket information is received Base and total fare to be collected Tax details</p> <p>Eighth name TBA</p> <p>Adult fare quote No ticket information is received Base and total fare to be collected Tax details</p> <p>Ninth name TBA</p> <p>Adult fare quote No ticket information is received Base and total fare to be collected Tax details</p> <p>First flight (TZ0006 in Z class) Confirmed for 9 passengers Second flight (TZ0005 in S class) Confirmed for 9 passengers History credit by TZ system/user Action taken on 23 May 2013 at 18:49 Action taken was to Change System-specific details</p>
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6 Example with one adult and an Infant

In this example the PNRGOV message is sent 24 hours prior to departure for AM flight (MTY-LAS), containing one PNR booked by AM.

Assumptions:

- Mexico requires PNRGOV messages both for outbound and inbound flights
- 24h trigger used- no check-in data present
- No history and ticketing data (only TKNE SSRs) present-Phase 2

<pre> UNA:+.?* UNB+IATA:1+AM+MXPNRGOV+130522:1540+13052210400995+PNRGOV' UNG+PNRGOV+AM+MXPNRGOV+130522:1540+13052210400995+IA+11:1' UNH+13052210400995+PNRGOV:11:1:IA+AM498/230513/1142' MSG+:22' ORG+AM' TVL+230513:1039:230513:1142+MTY+LAS+AM+498' EQN+1' SRC' RCI+AM:XXXYET::300413:115500' SSR+OTHS:..... ADV TKT NUMBER BY 03MAY13 1800CO OR WILL CANCEL' SSR+OTHS:..... IF THE FARE RULE TL DIFFERS FROM THE AUTOMATIC' SSR+OTHS:..... TL THE MOST RESTRICTIVE TL WILL APPLY' DAT+700:180513:1502' ORG+AM:BOG' TIF+TESTSURNAMEONE+TESTNAMEONE MRS:A:1.1:1' SSR+INFT:NN:1:AM:.....TESTSURNAMETWO/TESTNAMETWO/10AUG11+::1.1' SSR+INFT:NN:1:AM:.....TESTSURNAMETWO/TESTNAMETWO/10AUG11+::1.1' SSR+TKNE:HK:1:AM:.....MEX:CUN:1392178947000C2+::1.1' SSR+TKNE:HK:1:AM:.....CUN:BOG:1392178947000C3+::1.1' SSR+TKNE:HK:1:AM:.....MEX:CUN:INF1392178947000C2+::1.1' SSR+TKNE:HK:1:AM:.....CUN:BOG:INF1392178947000C3+::1.1' SSR+DOCS:HK:1:AM:...../P/CO/52263000/CO/30MAY76/F/31OCT15/TESTSURNAM EONE/TESTNAMEONE MRS+::1.1' TIF+TESTSURNAMETWO+TESTNAMETWO:IN:2.1' IFT+4:28+AM INF' SSR+DOCS:HK:1:AM:...../P/COL/AO234000/COL/10AUG11/FI/21DEC22/TESTSURN AMETWO/TESTNAMETWO+::2.1' TVL+150513:0105:150513:0557+BOG+MEX+AM+709:R' RPI+1+YG' APD+737' RCI+AM:XXXYET::300413:115500' TVL+190513:1500:190513:1710+MEX+CUN+AM+445:S' RPI+1+HK' APD+738' SSR+INFT:NN:1:AM:.....TESTSURNAMETWO/TESTNAMETWO/10AUG11' SSR+TKNE:HK:1:AM:.....MEX:CUN:1392178947000C2' SSR+TKNE:HK:1:AM:.....MEX:CUN:INF1392178947000C2' RCI+AM:XXXYET::300413:115500' TVL+230513:0135:230513:0500+CUN+BOG+AM+718:Q' RPI+1+HK' APD+737' SSR+INFT:NN:1:AM:.....TESTSURNAMETWO/TESTNAMETWO/10AUG11' SSR+TKNE:HK:1:AM:.....CUN:BOG:1392178947000C3' SSR+TKNE:HK:1:AM:.....CUN:BOG:INF1392178947000C3' RCI+AM:XXXYET::300413:115500' UNT+42+13052210400995' UNE+1+13052210400995' UNZ+1+13052210400995' </pre>	<p>Interchange header-sender/receiver/date Functional group header Message header Code to specify the message function The originator of the request is AM PNR data for AM498/23MAY13 MTY LAS Total numbers of PNRs</p> <p>Passenger record reference Special requirements /general information-applies to all Flights and all passengers</p> <p>Ticket issue / last PNR transaction date/Time Booked by AM, BOG agent Adult passenger's name & surname Infant information: surname/name/DOB Infant information: surname/name/DOB Ticketing details for adult MEX CUN Ticketing details for adult CUN BOG Ticketing details for infant MEX CUN Ticketing details for infant CUN BOG Passport information for adult</p> <p>Infant passenger's name & surname OSI free text information</p> <p>PNR data for AM709/15MAY13 BOG MEX Flight booking status for 1 adult passenger Equipment Type- Boeing 737 AM passenger record reference PNR data for AM445/19MAY13 MEX CUN Flight booking status for 1 adult passenger Equipment Type Infant information: surname/name/DOB Ticketing details for adult MEX CUN Ticketing details for infant MEX CUN AM passenger record reference PNR data for AM718/23MAY13 CUN BOG Flight booking status for 1 passenger Equipment Type Infant information: surname/name/DOB Ticketing details for adult CUN BOG Ticketing details for infant CUN BOG AM passenger record reference Message trailer corresponding UNH segment Functional group trailer corresponding UNG Interchange trailer</p>
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7 Coordination of MSG and EQN to Denote Type and Scope of Message

All amounts have been *neutralized* to ensure there is no hint of price sensitivity. All passenger and address data is fictitious.

The following examples indicate the combination of MSG and EQN Segments in PNRGOV messages:

- Data element 1225 of composite C302 in the MSG segment is used to indicate whether the transmission is a Full transmission of all PNR data for a flight (22), or changed PNRs only (141).
- Data element 6350 of composite C523 in the EQN segment is used to indicate the number of PNRs transmitted in the message

The combination of the values in these two elements can be used to indicate several conditions:

Example 1: A transmission is made for a flight that has no passengers (no PNRs)

<pre>UNB+IATA:1+TZ+AUCBPS+130523:2210+00102181551362' UNG+PNRGOV+TZ+AUCBPS+130523:2210+00102181551362+IA+11:1' UNH+00102181551362+PNRGOV:11:1:IA+AUTZ000623052013221001SIN20130528' MSG+:22' ORG+TZ:MSP+++TZ:SYS+++HOLMESS' TVL+280513:2225:290513:0750+SIN+OOL+TZ+0006' EQN+0' UNT+6+00102181551362' UNE+1+00102181551362' UNZ+1+00102181551362'</pre>	<p>PNR Data to State (full push)</p> <p>For flight TZ 0006 from SIN to OOL No PNRs on flight</p>
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Example 2: There are no updated PNRs since the previous transmission for this flight

<pre>UNB+IATA:1+TZ+AUCBPS+130523:2210+00102181551362' UNG+PNRGOV+TZ+AUCBPS+130523:2210+00102181551362+IA+11:1' UNH+00102181551362+PNRGOV:11:1:IA+AUTZ000623052013221001SIN20130528' MSG+:141' ORG+TZ:MSP+++TZ:SYS+++HOLMESS' TVL+280513:2225:290513:0750+SIN+OOL+TZ+0006' EQN+0' UNT+6+00102181551362' UNE+1+00102181551362' UNZ+1+00102181551362'</pre>	<p>PNR Data to State (update)</p> <p>For flight TZ 0006 from SIN to OOL 0 PNRs updated</p>
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Example 3: A single PNR has been updated and another cancelled since the previous transmission for this flight (multiple PNRs exist)

<pre>UNB+IATA:1+TZ+AUCBPS+130523:2210+00102181551362' UNG+PNRGOV+TZ+AUCBPS+130523:2210+00102181551362+IA+11:1' UNH+00102181551362+PNRGOV:11:1:IA+AUTZ000623052013221001SIN20130528' MSG+:141' ORG+TZ:MSP+++TZ:SYS+++HOLMESS' TVL+280513:2225:290513:0750+SIN+OOL+TZ+0006' EQN+2' SRC' RCI+TZ:W9TEND::230513:181348' DAT+700:230513:2125+710:230513:2124' ORG+TZ:SYS++++SGD' ADD++700:123 ANY STREET:LAKE TOWN:MN::US:55123:H555555555 W 1 555 555 5555 ' TIF+VANDENBERG+KEVINMICHAELMR:A:43576' REF+:43576' FAR+A+32++++SFLY+SFLY' SSR+DOCS:HK:1:TZ:::P/USA/548721687/USA/04JUL80/M/12JAN19/VANDENBERG/ KEVIN/MICHAEL+:43576' TKT+:700' MON+B:999.00:SGD+T:1999.99:SGD' TXD++99.99::SGD:BK+99.99::SGD:OO+99.99::SGD:SG+99.99::SGD:WY+99.99::SGD: OP+99.99::SGD:AU+99.99::SGD:WG+99.99::SGD:WY' DAT+710:230513:2124' FOP+CA::1999.99' TVL+280513:2225:290513:0750+SIN+OOL+TZ+0006:S' RPI+1+HK'</pre>	<p>PNR Data to State (update)</p> <p>For flight TZ 0006 from SIN to OOL 2 PNR updated Start of 1st PNR Airline locator W9TEND, created 23 May 2013 at 18:13Z Last modified 23 May 2013 at 21:25Z Payment made 23 May 2013 at 21:24Z</p>
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<p>TVL+310513:0900:310513:1500+OOL+SIN+TZ+0005:S' RPI+1+HK' ABI+4++++TZ' DAT+T:230513:1813' SAC+++X' IFT+4:19+XF MC 0 VANDENBERG KEVIN 20 00' ABI+4++++TZ' DAT+T:230513:1829' SAC+++X' IFT+4:19+ F 28MAY13 SIN OOL 2225 0750 TZ 6 HK SFLY 590 82' TVL+280513::290513+SIN+OOL+TZ+0006:S' RPI+1+HK' SAC+++X' IFT+4:19+ F 31MAY13 OOL SIN 0900 1500 TZ 5 HK SFLY 582 81' TVL+310513::310513+OOL+SIN+TZ+0005:S' RPI+1+HK' ABI+4++++TZ' DAT+T:230513:2124' SAC+++A' IFT+4:19+ P CA 1 173 63 SGD' SAC+++A' IFT+4:19+ F 28MAY13 SIN OOL 2225 0750 TZ 6 HK SFLY 590 82' TVL+280513::290513+SIN+OOL+TZ+0006:S' RPI+1+HK' SAC+++A' IFT+4:19+ F 31MAY13 OOL SIN 0900 1500 TZ 5 HK SFLY 582 81' TVL+310513::310513+OOL+SIN+TZ+0005:S' RPI+1+HK' SRC' RCI+TZ:XR3895::220513:181348' ORG' UNT+53+00102181551362' UNE+1+00102181551362' UNZ+1+00102181551362'</p>	<p>History item #1 by TZ user/system Action taken 23MAY 18 :13Z Action was cancellation History item system-specific details History Item #2 by TZ user/system Action taken 23MAY 18:29Z Action was cancellation History item system-specific details Canceled item was flight TZ006 in S class For a party of 1 Action was cancellation History item system-specific details Canceled item was flight TZ005 in S class For a party of 1 History item #3 by TZ user/system Action taken 23MAY13 at 21:24Z Action to add content History item system-specific details Action to add content History item system-specific details Added item was flight TZ006 in S class For a party of 1 Action to add content History item system-specific details Added item was flight TZ005 in S class For a party of 1 Start of 2nd Updated PNR Airline record locator XR3895, created 22 May 2013 at 18:13Z PNR no longer contains this flight.</p>
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Example 4: A transmission is made to indicate a PNR has been cancelled from the flight

In the event that the carrier is sending PNR update messages, a cancelled PNR could be included. If the carrier was sending full pushes the cancelled PNR would not be included.

<p>UNB+IATA:1+TZ+AUCBPS+130523:2210+00102181551362' UNG+PNRGOV+TZ+AUCBPS+130523:2210+00102181551362+IA+11:1' UNH+00102181551362+PNRGOV:11:1:IA+AUTZ000623052013221001SIN20130528' MSG+:141' ORG+TZ:MSP+++TZ:SYS+++HOLMESS' TVL+280513:2225:290513:0750+SIN+OOL+TZ+0006' EQN+1' SRC' RCI+TZ:W9TEND::230513:181348' ORG' UNT+9+00102181551362' UNE+1+00102181551362' UNZ+1+00102181551362'</p>	<p>PNR Data to State (update) For flight TZ 0006 from SIN to OOL One PNR has been updated Start of 1st PNR Airline record locator W9TEND, created 23 May 2013 at 18:13Z Empty ORG signals the PNR has been cancelled</p>
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8 PNR with Frequent Traveler (2 adults) and PNR split

In this example the PNRGOV message is sent 24 hours prior to departure for AM flight (MTY-LAS).

Assumptions:

- Mexico requires PNRGOV messages both for outbound and inbound flights
- 24h trigger used- no check-in data present
- No history and ticketing data (only TKNE SSRs) present-Phase 2

<pre> UNA:+.?* UNB+IATA:1+AM+MXPNRGOV+130522:1540+13052210400995+PNRGOV' UNG+PNRGOV+AM+MXPNRGOV+130522:1540+13052210400995+IA+11:1' UNH+13052210400995+PNRGOV:11:1:IA+AM498/230513/1142' MSG+:22' ORG+AM' TVL+230513:1039:230513:1142+MTY+LAS+AM+498' EQN+2' SRC' RCI+AM:ICOXXX:120413:175500' DAT+700:120413:2044' IFT+4:28+AM 045 81 8396 0000/TESTNAMEONE TESTSURNAMEONE' IFT+4:28+AM PNR UNDER AM TRAVEL UNIT LT Q/000' IFT+4:28+AM CTCP MEX1800 002 5200 DOMESTIC TOLL FREE' IFT+4:28+AM CTCP MEX1866 252 5200 USA AND CAN TOLL FREE' IFT+4:28+AM CTCP MEX52 55 4446 0000 FAX' IFT+4:28+AM CTCH MEX01 81 8336 6900 H' IFT+4:28+AM CTCP MEX045 81 8396 1000 M' ORG+AM:TTY' TIF+TESTSURNAMEONE+TESTNAMEONE MRS:A:1.1' FTI+AM:511650000' SSR+TKNE:HK:1:AM:::MTY:LAS:1393207166000C1+::1.1' SSR+TKNE:HK:1:AM:::LAS:MTY:1393207166000C2+::1.1' TIF+TESTSURNAMEONE+TESTNAMEONE MR:A:2.1' SSR+TKNE:HK:1:AM:::MTY:LAS:1393207166000C1+::2.1' SSR+TKNE:HK:1:AM:::LAS:MTY:1393207166000C2+::2.1' TVL+230513:1039:230513:1142+MTY+LAS+AM+498:A' RPI+2+HK' APD+738' SSR+SEAT:DK:2:AM:::MTY:LAS:03BN03AN' SSR+TKNE:HK:1:AM:::MTY:LAS:1393207166000C1' SSR+TKNE:HK:1:AM:::MTY:LAS:1393207166000C1' RCI+AM:ICOXXX:120413:175500' TVL+260513:1311:260513:1800+LAS+MTY+AM+499:A' RPI+2+HK' APD+738' SSR+SEAT:DK:2:AM:::LAS:MTY:03BN03AN' SSR+TKNE:HK:1:AM:::LAS:MTY:1393207166000C2' SSR+TKNE:HK:1:AM:::LAS:MTY:1393207166000C2' RCI+AM:ICOXXX:120413:175500' SRC' RCI+AM:BJOXXX:110513:114800' DAT+700:190513:0521' IFT+4:28+AM CTCBOG 571-600 5820-A-COTOURIST COLOMBIA' IFT+4:28+AM CTCT BOG 571 600 5830 A' IFT+4:28+AM CTCP BOG 571 600 5820 A PBX' IFT+4:28+AM RLOC HDQ1SYDIXXZ' ORG+AM:TTY' TIF+TESTSURNAMETHREE+TESTNAMETHREE MR:A:1.1' SSR+TKNE:HK:1:AM:::BOG:CUN:1393534576000C1+::1.1' SSR+TKNE:HK:1:AM:::CUN:BOG:1393534576000C2+::1.1' SSR+DOCS:HK:1:AM:::/P/CO/AO589000/CO/14OCT94/M/08MAY23/TESTSURNAMETHREE/TESTNAMETHREE+::1.1' SSR+CKIN:NN:1:WEBCHKIN+::1.1' SSR+CKIN:NN:1: BAGS TO CHECK 1+::1.1' TVL+190513:0700:190513:1030+BOG+CUN+AM+719:V' RPI+1+HK' APD+738' SSR+TKNE:HK:1:AM:::BOG:CUN:1393534576000C1' RCI+AM:BJOXXX:110513:114800' TVL+230513:0135:230513:0500+CUN+BOG+AM+718:V' RPI+1+HK' APD+737' SSR+TKNE:HK:1:AM:::CUN:BOG:1393534576000C2' RCI+AM:BJOXXX:110513:114800' EQN+1' RCI+AM:ZLMXXX:P:110513:114800' UNT+64+13052210400995' UNE+1+13052210400995' UNZ+1+13052210400995' </pre>	<p>Interchange header-sender/receiver/date Functional group header Message header A code to specify the message function The originator of the request is AM PNR data for AM498/23MAY13 MTY LAS Total numbers of PNRs</p> <p>AM passenger record reference Ticket issue / last PNR transaction date/Time OSI free text information- contact details</p> <p>Booked by AM, TTY agent 1st adult passenger's name & surname Frequent traveler information (airline/no.) Ticketing details for 1st adult MTY LAS Ticketing details for 1st adult LAS MTY 2nd adult passenger's name & surname Ticketing details for 2nd adult MTY LAS Ticketing details for 2nd adult LAS MTY PNR data for AM498/23MAY13 MTY LAS Flight booking status for 2 adult passengers Equipment Type Seat information for MTY LAS for 2pax Ticketing details for MTY LAS Ticketing details for MTY LAS AM passenger record reference PNR data for AM499/26MAY13 LAS MTY Flight booking status for 2 adult passengers Equipment Type Seat information for LAS MTY for 2 passengers Ticketing details for MTY LAS Ticketing details for MTY LAS AM passenger record reference</p> <p>AM passenger record reference Ticket issue / last PNR transaction date/Time OSI free text information</p> <p>Booked by AM, TTY agent Adult passenger's name & surname Ticketing details for BOG CUN Ticketing details for BOG CUN Passport information</p> <p>Check-in information SSR data Check-in information SSR data PNR data for AM719/19MAY13 BOG CUN Flight booking status for 1 adult passenger Equipment Type Ticketing details for BOG CUN AM passenger record reference PNR data for AM718/23MAY13 CUN BOG Flight booking status for 1 passenger Equipment Type Ticketing details CUN BOG AM passenger record reference-new PNR Split AM passenger record reference-original (split from)PNR Message trailer corresponding UNH segment Functional group trailer corresponding UNG Interchange trailer</p>
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APPENDIX C – PADIS EDIFACT Message Processing - Background for PNRGOV Users

1 INTRODUCTION

This document is intended to provide guidance to airlines, System Suppliers and States who are implementing the PNRGOV message. The information contained in this document should be utilized in conjunction with the current PNRGOV implementation Guide. This document is a living document and will be updated for any future requirements / principles as agreed by the Working Group.

The PNRGOV message is designed to comply with States' Legislation for the provision of PNR data from Carriers. Its receipt and processing by a State may be acknowledged with an ACKRES message. However there are certain cases when it is appropriate to return a CONTRL message.

1.1 Purpose

The purpose of this document is to clearly define the recommended method for handling the interchange of PNRGOV messages including the use of ACKRES and CONTRL messages for the acknowledgement of message transfer and processing status.

1.2 Scope

The scope of this document is to provide relevant information in conjunction with the implementation guide to ensure a consistent approach to implementation. It will also identify, where necessary, any bilateral agreements that need to be implemented for the usage of the PNRGOV, ACKRES and CONTRL messages.

1.3 Background

The PNRGOV message has been developed under the auspices of the PADIS Board. The message structure and the contents of the message are designed to provide a consistent approach for all Carriers required to provide PNR information to States. In order to provide a mechanism to acknowledge receipt and/or processing of a message, the ACKRES message has also been defined. This message may be sent by a State to a Carrier by bilateral agreement.

The basis for the PNRGOV messages is PADIS EDIFACT, which in turn is based on UN EDIFACT (ISO 9735). PADIS EDIFACT also defines the CONTRL message as a mechanism that can be used to acknowledge receipt and indicate processing status of a message interchange.

This document discusses common use of CONTRL as opposed to functional response messages (e.g. ACKRES) in the airline industry, and makes recommendations for handling PNRGOV interchanges in a consistent manner.

1.4 References

PADIS Codeset Directory
PADIS Message Standards
ISO 9735

1.5 Assumptions and Constraints

1.5.1 Assumptions

It is assumed that PNRGOV processing will be handled largely asynchronously based on exchange with a queuing technology. However other technologies may be used for message exchange (transport), such as web services, IATA Host-to-Host, etc. It is equally possible that completion of the message exchange indicates only receipt of the message, or also its processing.

Any technology used for transport of messages may or may not provide message delivery assurance / acknowledgement outside of the EDIFACT layer. Any such delivery assurance provided by those layers may be acceptable (as per bilateral agreement between the Carrier and the State) and is beyond the scope of this document.

If message interchange acknowledgement and processing status is desired in lieu of or in addition to that provided by the underlying transport, it is recommended that it is handled as described in this document.

1.5.2 Constraints

- The protocol for message delivery depends on the capability of the States and Carriers. The protocol to be used is agreed on a bilateral basis.

- The software architecture used by each Carrier and State may vary in its handling of each layer of the EDIFACT messages. Variances in architectures may contribute to an organization's ability to generate specific acknowledgement types.
- Individual State legislation may drive specific functional requirements for handling of acknowledgements. Acknowledgment of *Receipt* may or may not indicate Successful *Processing* of the message. Definitions of Receipt, Processing Status and Rejection must be clear such that the Carrier can react appropriately.

1.6 Document Overview

This document addresses 3 key areas for the acknowledgement of receipt/processing. These are:

1. **EDIFACT Envelope Structure** – This section provides a brief overview of the EDIFACT envelope structure and the purpose of each envelope.
2. **Parsing & Processing Steps** – This section identifies the steps that should be taken to parse and process an incoming EDIFACT message as the envelopes are opened.
3. **Acknowledgement Recommendations** – This section provides recommendations for acknowledgement of receipt or rejection and processing status using CONTRL and ACKRES.

2 EDIFACT Envelope Structure

ISO 9735 defines EDIFACT message structure as a combination of:

1. A conditional **Service String Advice (UNA)** - a fixed length structure required at the beginning of the message only if non-standard delimiter characters are used.
2. **Service Segments (UNB-UNZ)** – a set of segments used to envelope the interchange itself, functional groups of messages within an interchange, and each individual message.
3. **User Data Segments** – functional segments as required comprising each individual message.

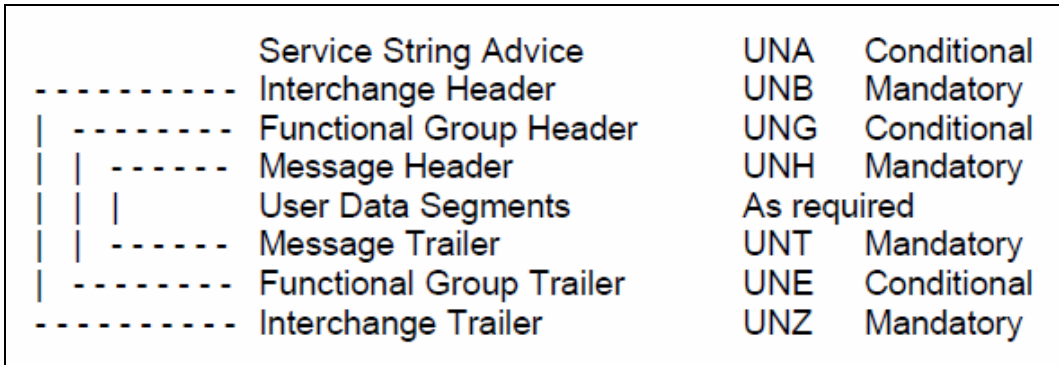


Figure 1 - EDIFACT Interchange Structure

2.1 The Interchange Envelope

An Interchange begins with an Interchange Header (UNB) segment and ends with an Interchange Trailer (UNZ) segment, providing the outermost envelope in an EDIFACT interchange. The purpose of the Interchange Envelope is to identify the transmission attributes of the entire interchange unit. These attributes include:

- The Syntax and Version of the Interchange
- The sender and receiver of the interchange
- The date/time of preparation
- An Interchange Control Reference

The interchange itself may contain multiple independent messages (using the same syntax and version), which may be placed into one or more interchange groups.

For PNRGOV, each interchange is expected to contain a single message. Therefore no message group identification is required.

2.2 The Functional Group Envelope

Within an interchange, multiple individual messages may be grouped by function. When such grouping is required, the Functional Group Header (UNG) and Functional Group Trailer (UNE) form an envelope around a related group of individual messages. Since PNRGOV indicates only a single message per interchange, grouping is not required. Therefore these segments are not used.

2.3 The Message Envelope

Each message in an interchange consists of a set of functional data segments wrapped in a Message Envelope.

- The Message Header segment (UNH) precedes the first functional segment in the message and indicates the message type (e.g. PNRGOV), version and release (e.g. 11:1) and controlling agency (e.g. IA). It also may contain a common access reference (CARF) that can be used to communicate a relationship among messages.

- The Message Trailer segment (UNT) follows the last functional segment in the message and indicates the number of segments in the message (both functional and envelope).

3 Parsing & Processing Steps

The service segments that comprise the interchange, group and message envelopes are versioned on a separate scheme from the functional segments of the EDIFACT message. The syntax and version of the Interchange itself is contained in the UNB segment. The structure (and version) of these segments rarely changes. This allows an application receiving an EDIFACT interchange to be architected in a modular fashion in which common, non-functional logic may be used to handle the service segments and determine the type, version and release of the message(s) contained within. Once the message type, version and release have been determined, the message can be handed off to the appropriate logic module for parsing and processing of the functional segments within the message.

After receipt of the interchange from the chosen transport layer, the receiving handler should process the interchange in the following manner:

1. Determine if the interchange begins with a Service String Advice (UNA) segment.

This segment is used by a sender to define the characters selected for use as delimiters and indicators in the rest of the interchange that follows (ISO 9735). If present, the 6 characters following the UNA tag should be used by the receiving handler to parse the interchange. If not present, default delimiters and indicators should be used.

- a. If there is an error processing the UNA and the receiving handler can identify the sender of the interchange based on the transport, configuration or other means, it may elect to return a CONTRL message to the sender. This CONTRL message would have to be quite generic (or hard-coded), as no part of the interchange could actually be parsed or interpreted in order to properly populate a corresponding CONTRL.
 - b. Note: Once the effective delimiter set has been determined, the handler may elect to parse the entire interchange into a collection of segments, composites and elements. This allows validation of the envelopes as well as the general structure of the interchange before invocation of functional logic.
2. Using the selected (default or modified by UNA) delimiters, parse the Interchange Header (UNB).
 - a. If there is a failure to parse a valid UNB, and the receiving handler can identify the sender of the interchange as mentioned in 1.a. above, it may elect to return a CONTRL message to the sender.
 - b. Upon successful parsing of the UNB, the receiving handler can identify the interchange syntax and version, interchange sender, interchange receiver, interchange generation date/time, and Interchange Sender's reference. These values may be validated against those obtained from configuration or transport layer, or used to identify the sending and receiving systems for the interchange in order to continue processing.

3. Continue parsing the Functional Group Header (UNG).

Although the PNRGOV implementation guide and message structure does not indicate the use of the Functional Group envelope, the interchange headers may be processed on a messaging tier that handles various incoming message types, others of which do use functional group headers.

- a. If this is the case, then the handler may use values obtained from this functional group header for further validation/processing.
- b. If this is not the case, then the application may choose to ignore the UNG, or may choose to generate a CONTRL message if one is encountered. When generating a CONTRL message in this case, the Interchange envelope in the CONTRL message should contain values corresponding to the Interchange envelope from the message received.

4. Continue parsing the Message Header (UNH).

This header will provide information about the message payload including its type (e.g. PNRGOV) version and release (e.g. 11:1) as well as a common access reference. The handler should determine that the message type, version and release are supported and message-type-specific handlers are available. It may also optionally determine if the message type, version and release are expected from this interchange sender for this interchange recipient (obtained from the UNB).

- a. If the specific message type cannot or should not be processed or is otherwise unexpected, a CONTRL message should be returned to the sender indicating the reason the message is being rejected (e.g. version not supported, etc.)
5. Continue parsing the functional segments comprising the message.

A handler for the message-type-specific segments should be invoked on each segment encountered until the Message Trailer (UNT) segment. Some architectures include message-specific parsing and structural validation at the EDIFACT handler tier, while others defer that processing until a later phase or on another tier.

The UNT contains an element indicating the number of segments in the message (inclusive of UNH/UNT). This value may be validated against the number of functional segments received.

- a. Any errors in locating the UNT or *parsing* the functional segments due to delimiter/structural issues should result in a CONTRL message being returned to the interchange sender. Code set 0085 includes a number of specific errors that may be returned in the UCI and UCM segments. The UCI and UCM segments also include elements in which the context of the error may be specified (e.g. tag name and ordinal number of the segment having in which the error was encountered, etc.).
 - b. Please note that a CONTRL is not generally appropriate for indication of **functional** errors encountered while processing the functional segments of message. If functional processing of the message is invoked in-process, functional errors should return a functional response (e.g. ACKRES). Errors in validation of syntax or structure (e.g. data type or field length violations) of the functional segments may result in a CONTRL.
6. Hand the parsed data to the functional processing modules appropriate for the message.

This hand-off may be in-process or may be via a message queuing technology, etc. as architected by the State.

- a. These modules may perform detailed transformation of the data into internal structures, and if they encounter a **structural** error, may also return a CONTRL message to the interchange sender.
 - b. If no structural error is encountered, a CONTRL message indicating receipt or successful processing of the interchange *may* be returned to the sender. However, this is not common practice if a functional response message is available (ACKRES). It should only be considered if the EDIFACT handler tier is handing off the message content for later processing by the application, and a more immediate confirmation of receipt is required. In this case, the CONTRL message should only be considered as acknowledgement of *receipt*, not of *processing*.
 - c. If no structural error is encountered and functional processing is expected to commence and complete within a reasonable time frame, an ACKRES may be returned to the sender as a result of processing. The ACKRES should indicate the processing status, such as having completed successfully or that the message was rejected due to one or more specific errors.
 - d. The State may elect to send no acknowledgement at all. This may be appropriate if it has established other means by which acknowledgement and status may be communicated (e.g. email, web site, etc.)
7. Process the next message in the interchange.

For PNRGOV, only one message per interchange is expected. However an inbound interchange being processed by a common handler may contain additional messages.

8. Process the next functional group in the interchange.

For PNRGOV, functional groups are not applicable or expected. However an inbound interchange being processed by a common handler may contain functional groups.

9. Wrap-up processing of the Interchange.

When all messages in all functional groups have been successfully parsed and handed off for processing, interchange processing is complete.

- a. Generation of a CONTRL message indicating an error may have been already performed due to one of the error conditions mentioned above.
- b. Generation of a CONTRL message indicating receipt and/or processing of the message may be performed, but is not generally used for PADIS.

4 Acknowledgement Recommendations

PADIS standards deal with interactive messaging, in which a request/response pair of messages are exchanged synchronously. The requesting application transmits the request message and synchronously waits for a response message or an eventual time-out. It is always preferred to receive some form of response message rather than to require the application to wait for a timeout period to expire.

Generally speaking, if there are any errors encountered in processing the service segments, the non-functional logic can produce a CONTRL message indicating that there was a failure to hand the functional content off to the functional logic module. However, if there are no errors in processing the envelope and the message is handed off to the functional logic, then it is the responsibility of the functional logic to return an appropriate response message. In the case of PNRGOV, that functional response message would be ACKRES.

While it is possible to use a CONTRL message to positively acknowledge receipt and/or processing of a PNRGOV message, this practice is not commonly used in PADIS, especially when a functional response message is available. This is particularly true in interactive scenarios since a 1:1 request/response pair is expected. If a CONTRL is sent as a positive response, then the requesting system would have to receive a 2nd message containing the functional results from the processing application. This practice results in redundant processing, extra I/O, increased bandwidth usage, etc.

PNRGOV, however, may not be handled as an *interactive* exchange. A State may not elect to send a functional response in the form of an ACKRES, but still wish to convey acknowledgement of *receipt* of the PNRGOV message above and beyond any acknowledgement provided by the transport layer. If the acknowledgement of receipt is strictly from a State's messaging tier, use of CONTRL may be acceptable. However if acknowledgement of receipt is from the State's application tier, use of ACKRES is still recommended.

4.1 Types of Acknowledgements

It is generally accepted that an interchange sender (Carrier) wishes to receive, and States wish to send message acknowledgements in order to track processing and ensure interchanges are being processed as expected. However, there are two main types of events that may be acknowledged. Acknowledgement of *receipt* of a message indicates that a State has received the message for processing. Acknowledgement of *Processing* of the message implies receipt but also indicates the status of functional processing.

4.1.1 Acknowledgement of Receipt

Acknowledgement of receipt of a message (or interchange) indicates a State has received the Carrier's message. However the architecture of the State's system may take several forms. Therefore it is possible for receipt to need further clarification. Receipt could mean a message has simply arrived at the facility, has passed validation of the envelope and queued for functional processing, or has actually been received by the destination application. Any or all of these status values may be of interest to the Carrier and State based on bilateral agreement.

4.1.2 Acknowledgement of Processing

Acknowledgement of Processing indicates that the State has processed the Carrier's message. The acknowledgement itself may indicate a processing status (e.g. success, warning, or failure). In order to be processed, the message has to have been first received by the application. Therefore an acknowledgement of processing implies receipt of the message. However, the definition of *processing* itself may be ambiguous. In this document, *processing* means any functional processing performed by the State on the data received in the PNRGOV message.

4.2 Recommendations

The following table summarizes the recommendations for acknowledgement of receipt and processing in various scenarios. Final decisions are up to each Carrier and State and should be bilaterally agreed upon. However these recommendations provide guidance to Carriers and States looking to implement acknowledgment procedures.

Please note that although architectures vary, conceptually the EDIFACT message must first be received, parsed, recognized and structurally validated. Then the message must be functionally processed. Although some States may choose to do this in a single application, while others may separate the work, the table below separates the two functions logically. Whichever application is handling the functions described in the second column of the table should generate the recommended response.

Acknowledgement Type	Processing Phase	Status	Recommendation
Receipt	Transport	All	Facilities available in the selected transport layer (e.g. WebSphere MQ, S/FTP, Web Service, etc.) can be used to acknowledge receipt of a message interchange by the State. Such acknowledgment indicates only that the message has been received. It does should not imply that it is valid (can be parsed or processed) or has been parsed or processed.
Receipt	Message Router / EDIFACT Handler	Invalid Structure (cannot be parsed)	<ul style="list-style-type: none"> • A CONTRL message should be returned to the message sender assuming the sender can be determined. • To the extent possible, include any information from the service segments of the received message in the service segments of the CONTRL • Populate the UCI with the most appropriate ACTION, CODED and SYNTAX ERROR, CODED values from code sets 0083 and 0085 respectively. • If the Message Header (UNH) of the message received was successfully parsed, include a UCM segment with S009 populated accordingly from the UNH of the received message. Populate elements 0083 and 0085 as appropriate based on the code sets. Generally 0083 should contain a value of 4 (rejected). If possible also include: <ul style="list-style-type: none"> • The tag of the invalid segment (e.g. TVL) in element 0013 <ul style="list-style-type: none"> ○ The position of the invalid element or composite in S011 • Return of a CONTRL message with a value of 4 in element 0083 of a UCI or UCM indicates that the destination application has not received or processed the message.
Receipt	Message Router / EDIFACT Handler	Invalid Request or Interchange partner	<ul style="list-style-type: none"> • If the Interchange and Message envelopes are able to be parsed, but the message type or version is not supported or authorized for the interchange partner, a CONTRL message should be returned. This condition should only occur due to a system misconfiguration or disagreement between Carrier and State. • Populate the service segments of the CONTRL based on the values contained in the service segments of the received message • Include a UCI segment containing the most appropriate values for elements 0083 and 0085. The UCI should indicate Interchange-level errors, if any. These include invalid interchange recipient or sender. • Include a UCM segment containing S009 populated based on the corresponding fields from the UNH of the message received. Populate elements 0083 and 0085 as appropriate to indicate message-level errors. These include any syntax or version errors, invalid control totals, etc. • The UCM should contain a value of 4 in element 0083, indicating that the message has been rejected and not processed by the application.

Receipt	Message Router / Handler	Delivered to Application	<ul style="list-style-type: none"> • If the State’s architecture separates the message router from the processing application, and business process dictates that the State’s router should acknowledge that the message has been received and forwarded to the application, a CONTRL message should be returned to the sender. • Populate the service segments of the CONTRL based on the values contained in the service segments of the received message. • Include a UCI segment with element 0083 populated with the value 8 – Interchange received. Element 0085 should not be populated. • Include a UCM segment containing S009 populated based on the corresponding fields from the UNH of the message received. Element 0083 should be populated with a 7 (or 8), and element 0085 should not be populated. <p>Note: This procedure should be considered an exception case, as a functional response message (ACKRES) upon completion of functional processing is preferred. (See next item.)</p>
Receipt	Functional Processing (Destination Application)	Success	<ul style="list-style-type: none"> • Once the inbound message has been handed off to the application, an application-level acknowledgement is recommended. The application should return an ACKRES to the sender to acknowledge receipt of the message. • The service segments of the ACKRES should be populated based on the service segments of the PNRGOV for which it is associated. This includes echo back of the Common Access Reference (CARF) in element 0068 • Populate the MSG Segment as follows: <ul style="list-style-type: none"> ○ Element 1225 in Composite C302 should contain 23 to indicate it is an ACKRES ○ Element 4343 should contain a value of 2 to indicate the message has been received but not yet processed.
Processing Status	Functional Processing (Destination Application)	Successfully Completed	<ul style="list-style-type: none"> • Once functional processing has begun on the inbound message, an application-level response is recommended. The application should return an ACKRES to the sender to indicate the processing status. • The service segments of the ACKRES should be populated based on the service segments of the PNRGOV for which it is associated. This includes echo back of the Common Access Reference (CARF) in element 0068 • Populate the MSG Segment as follows: <ul style="list-style-type: none"> ○ Element 1225 in Composite C302 should contain 23 to indicate it is an ACKRES ○ Element 4343 should contain a value of 3 to indicate the message has been successfully processed.

Processing Status	Functional Processing (Destination Application)	Not Processed	<ul style="list-style-type: none"> • If the destination application determines that the message does not require processing, an ACKRES response should be generated. • The service segments of the ACKRES should be populated based on the service segments of the PNRGOV for which it is associated. This includes echo back of the Common Access Reference (CARF) in element 0068 • Populate the MSG Segment as follows: <ul style="list-style-type: none"> ○ Element 1225 in Composite C302 should contain 23 to indicate it is an ACKRES ○ Element 4343 should contain a value of 7 to indicate the message has been received, but not processed. • Optionally, an ERC segment may be included if an appropriate reason for not processing is defined in code set 9321. • Note: This status may not be applicable and the State may only choose to return an Error status.
Processing Status	Functional Processing (Destination Application)	Error / Rejected	<ul style="list-style-type: none"> • If the destination application determines that the message cannot be processed, an ACKRES response should be generated. • The service segments of the ACKRES should be populated based on the service segments of the PNRGOV for which it is associated. This includes echo back of the Common Access Reference (CARF) in element 0068 • Populate the MSG Segment as follows: <ul style="list-style-type: none"> ○ Element 1225 in Composite C302 should contain 23 to indicate it is an ACKRES ○ Element 4343 should contain a value of 8 to indicate the message has been received and rejected. • One or more ERC segments should be included with appropriate reason(s) for rejection as defined in code set 9321.

4.3 Examples

Scenario	Message	Sample Content
Not able to parse envelope	CONTRL	UCI+00000000000000+XX+YY+4+18
Able to parse UNB/UNH, Interchange sender XX is invalid or unexpected.	CONTRL	UCI+99999999999999+XX+YY+4+23 UCM+1432+PNRGOV:11:1:IA+4
Message/version not supported	CONTRL	UCI+99999999999999+XX+YY+8 UCM+1432+PNRGOV:93:2:IA+4+2
Parsing error, functional segments out of order (e.g. found an ABD segment when not expected)	CONTRL	UCI+99999999999999+XX+YY+8 UCM+1432+PNRGOV:93:2:IA+4+15+ABD
Received and queued by message router for functional processing, which may be delayed	CONTRL	UCI+99999999999999+XX+YY+8 UCM+1432+PNRGOV:93:2:IA+7
Received by functional processing logic	ACKRES	MSG+:23+2
Received by functional processing logic, but will not be processed	ACKRES	MSG+:23+7
Successfully processed	ACKRES	MSG+:23+3
Error in processing / rejected (e.g. invalid departure date)	ACKRES	MSG+:23+8 ERC+102

5 Repetition Maximums and Separators

Data in EDIFACT segments and composites are position-dependent rather than named as in other syntaxes such as XML. The position is not based on fixed-width fields or alternation of data types, but on the use of the appropriate separators. The structure of a Segment defines an ordered list of Data Elements (each of which may be a standalone Data Element or Composite Data Element) separated with a Data Element Separator (+ by default). In PADIS documentation, these elements are denoted by the use of ALL UPPER CASE characters for their names. Each data element may have one or more maximum repetitions. Although fields that may repeat are generally found at the end of a segment, there are instances of repeating fields within some segments. PADIS does not make use of the Repetition Separator (* by default) but instead uses the Data Element Separator between repetitions of any repeating Data Elements. Therefore, in order to establish the correct position of a Data Element within the segment, the maximum number of repetitions of all Data Elements **prior to** that Data Element must be represented, whether or not those Data Elements contain any data.

Likewise, the structure of a Composite Data Element defines an ordered list of single Data Elements, each of which are separated with a single Component Data Element Separator (: by default). Any given Data Element within the Composite Data Element may have one or more maximum repetitions within that Composite Data Element. In order to establish the correct position of a Data Element within the Composite Data Element, the maximum number of repetitions of all Data Elements **prior to** that Data Element must be represented, whether or not those Data Elements contain any data.

Finally, it should be noted that trailing separators should not be used. Data Element Separators should not be used after the last non-empty Data Element within a segment. Component Data Element Separators should not be used after the last non-empty Data Element within a Composite Data Element.

For example, please refer to specific documentation for segment PTK.