

Effective 1 April 2021

BSP Data Interchange Specifications Handbook

Revision 23

Update Bulletin 2021/1



COVID-19

Resources for Airlines and Air Transport Professionals

In response to the unprecedented challenges currently facing the industry, IATA is strongly advocating for ICAO's **Takeoff Plan** to restart aviation. The plan is designed to ease potential concerns associated with flying and encourage governments to reopen borders through a globally harmonized approach.

Working with global experts like the ICAO Council's Aviation Recovery Taskforce (CART) and the World Health Organization (WHO), IATA has put together industry guidance covering airports, aircraft, passengers, crew and cargo, as well as analyses and forecasts of the economic impact of COVID-19 on the industry, and summaries of the relief measures being rolled out by governments around the globe.

This information is being updated often as conditions evolve and regulations change, so consult the iata.org resources often!

INDUSTRY GUIDANCE

www.iata.org/covid-19

CART/IATA Guidance:

Airport

- [ICAO Guidelines](#)
- [Ground handling return to service](#)
- [Guidance for ground handling during COVID-19](#)
- [Ground Handling](#) – information about conducting ground operations in time of COVID-19
- [Regulatory Approval Status](#) for Mobile Boarding Pass, Electronic Bag Tag, Home Printed Bag Tag

Aircraft

- [ICAO Guidelines](#)
- [Aircraft cleaning & disinfection](#) during & post-pandemic
- [Guidance for cabin operations during & post-pandemic](#) also available in [Spanish](#)
- [Guidance for Flight Operations](#) during and Post Pandemic

Crew

- [ICAO Guidelines](#)
- [Guidance for crew health precautions](#) during pandemic
- [IATA Guidance for Managing Pilot Training & Licensing](#) during COVID

Cargo

- [ICAO Guidelines](#)
- [Carriage of cargo in the passenger cabin](#)
- [Guidance for Operators of Dangerous Goods](#) during COVID-19
- [Air Cargo comprehensive FAQ](#) on cargo operations
- [Airline Air Cargo Operations Status](#): this section covers over 370 airlines worldwide, to capture the Operational Status, current Cargo Restrictions, Passenger to Cargo ("P2C") & Cargo In Cabin ("CIC") information
- [Country Air Cargo Operations Status](#): this section covers over 200 countries, to capture the current Cargo Restrictions, Cargo In Cabin ("CIC") and other important updates to regulations
- Air Cargo Schedules: this section will be released soon (planned Q4 2020)

Passenger

- Latest COVID-19 travel documentation requirements and health restrictions from around the world updated in real time: www.iata.org/timatic
- Instant updates of travel restrictions via Timatic COVID-19 Alerts www.iata.org/timatic-alerts
- Interactive COVID-19 Travel Regulations Map provides the latest travel restrictions per country via the IATA TravelCentre: www.iatatravelcentre.com/map





Government Measures

- Access the Government measures related to COVID-19 to learn out more about the entry/exit requirements as aviation heads into a re-start phase (listed per country).
- [COVID-19 Dashboard on state & airport restrictions](#) (NOTAM and AIS data)
- [COVID-19 Contingency related differences](#) (CCRD) presenting alleviations in safety operational measures

Relief Measures for Airlines

IATA is appealing to governments for relief measures to support the industry in the face of collapsing travel demand, owing to the COVID-19 pandemic and mandated border closures and restrictions on mobility. See below areas of action:

Airline Taxes

- [Governments ticket tax change measures](#) - tax relief measures and payment deferrals

Airport Infrastructure & Charges

- [Airport charges reduction](#) - temporary reduction of airport charges for airlines - per country, collected in our Aviation Charges Intelligence Center (ACIC) COVID 19: Slots - to find out the latest IATA's position in the area of slots

Relief Measures News

- [COVID-19 news](#) a collection of news stories on government relief measures as well as airport and airline news

IATA Position Papers

- [Temperature Screening](#): A Public Health Responsibility
- [Collection of Self-Declared Passenger Health Data](#)
- [Harmonization of Health Declaration Form/Data Set](#)

Other Guidance Materials

Safety & Flight Operations

- [Guidance for managing aircraft airworthiness for operations](#) during and post pandemic Ed.1, 12 June 2020
- [IOSA Guidance for Safety Monitoring](#) under COVID-19 Ed.2

IATA has launched a service for its member airlines that addresses operational reports, questions and information related to COVID restart operations: COVID Reporting Process for Member Airlines

Customer Vouchers Initiatives

- [Airline vouchers & ticket exchange policies](#) repository

Industry Impact

Data & Economic Analysis

Analysis of COVID-19 impacts on the financial and traffic performance and outlook for the global air transport industry.

Economics

- [All reports on COVID-19 published by IATA Economics](#)

COVID-19 media kit

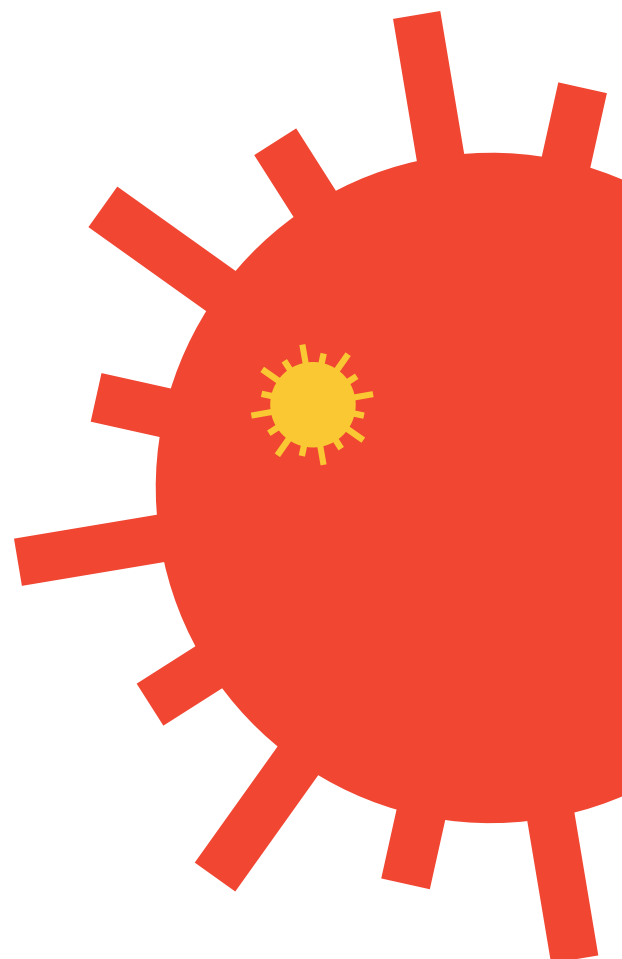
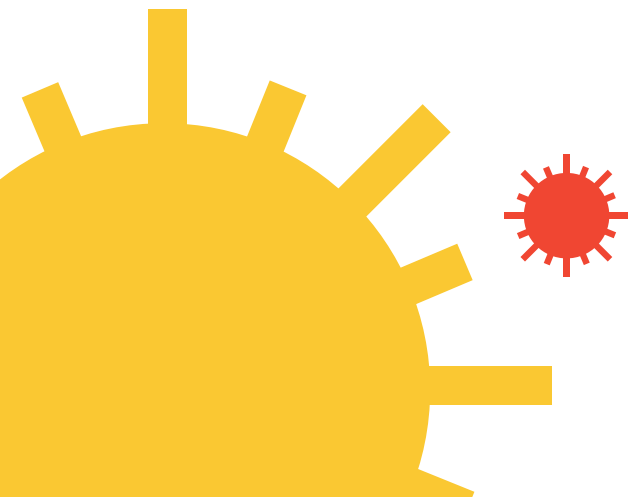
- [Press Releases & Speeches](#)
- [Financial impact](#)
- [Traveler Advice](#)
- [Professional resources](#)

COVID-19 news – a collection of news stories from airlines and airports as well as government relief measures.

Comms Materials

Communication Assets for Industry's Re-Start

As the industry moves into the re-start phase following the COVID-19 pandemic, IATA has developed infographics, visuals, and videos to help restore the travel confidence. Any industry stakeholder can download, use, and promote these assets through their own communication channels as images are copyright free.



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Preface

The BSP Data Interchange Specifications Handbook (DISH) is Attachment “A” of the IATA Passenger Services Conference (PSC) Resolution 750–BSP Data Interchange Specifications.

- △ The PSC has endorsed various amendments to DISH Revision 23 standards that are reflected in this DISH Revision 23 Update Bulletin 2021/1 publication made effective 1st April 2021 and enhancements are outlined within the Summary of Changes section.

These amendments are highlighted by change symbols on the corresponding amended pages. They are to be applied with DISH 23 implementation as recommended by the BSP Data Interchange Specifications group (BDISG).

- △ Revision 23 Update Bulletin 2021/1 is to be implemented on the understanding that:

- △ • DISH 23 Update Bulletin 2021/1 is based on DISH Revision 23;
- △ • DISH 23 Update Bulletin 2021/1 replaces all previous Revisions;
- Testing procedures and scenarios in [Chapter 4](#) are to be followed.

Kindly refer all enquiries to the IATA Airline Distribution Standards Development Team at Standards@iata.org.



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Summary of Changes-DISH Revision 23 Update Bulletin 2021/1

New Provision–Summary of Changes–DISH Revision 23 Changes from Revision 23 Bulletin 2020/1 to Revision 23 Update Bulletin 2021/1.

Chapter/Section	Explanation
Chapter 1	
Section 1.1	<ul style="list-style-type: none"> DISH 23 Update Bulletin 2021/1 effectiveness
Section 1.6	<ul style="list-style-type: none"> BDISG Term of Reference amended
Chapter 2	
Section 2.4.3	<ul style="list-style-type: none"> Data Element Formats amended
Chapter 12 (Glossary)	
	Elements-RET Validation amended: <ul style="list-style-type: none"> APBC, AEBA, CPUI, NRID and TOUR Elements-Use deleted: <ul style="list-style-type: none"> CCCC Elements-Definition added: <ul style="list-style-type: none"> CCCC
Appendix G	
Section 2.1, 2.2, 2.3, 2.4 and 2.5	<ul style="list-style-type: none"> Note below header deleted
Section 2.1	<ul style="list-style-type: none"> Reference Table-Program Protocol attribute amended
Section 2.2	<ul style="list-style-type: none"> Reference Table-Additional POS Information attribute amended
Section 2.3	<ul style="list-style-type: none"> Reference Table-Point of Service Data Code attribute amended
Section 2.4	<ul style="list-style-type: none"> Diners Code amended
Section 3.1	<ul style="list-style-type: none"> Diners Code amended
Section 3.2, 3.3, 3.4, 3.5 and 3.6	<ul style="list-style-type: none"> Note below header deleted
Section 3.5	<ul style="list-style-type: none"> Diners Code amended



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Introduction

IATA provides the airline industry and other travel, transportation and tourism industry with cost effective distribution and settlement services. The IATA Settlement Systems (ISS) Management is a functional area within IATA that is responsible for the management and efficient operation of the IATA Industry Settlement Systems.

In order to facilitate the selling, transfer, reporting and settlement of passenger travel and ticketing information between passenger sales agents and airlines, Billing and Settlement Plans (BSPs) have been established in areas worldwide in accordance with IATA [Passenger Agency Conference \(PACConf\)](#) Resolutions applicable to BSP operations.

ISS Management has mandated to PSC the development of a global data interchange standard for the reporting of the BSP transactions to be implemented by all BSPs.

The IATA Passenger Services Conference (PSC) is responsible for matters relating to passenger services including the establishment of global passenger distribution standards. These standards include the BSP data interchange standards that are published in the BSP Data Interchange Specifications Handbook (DISH) that is Attachment “A” of PSC Resolution 750–BSP Data Interchange Specifications.

The BSP Data Interchange Specifications Group (BDISG) is established by the PSC with Terms of Reference listed within [section 1.6](#).

The Objectives of the Handbook

The primary objective of the Handbook is to provide the passenger travel industry with a set of standard formats to support the reporting of passenger sales and ticketing data.

The Handbook therefore specifies the formats used in BSPs for the Agent Reporting (RET), Airline Accounting/Sales (HOT), Credit Sales Invoicing (CSI), Ticket/Document Inventory (TI), Credit Card and Settlement Plan (CSP) business functions.

It also provides the technical specification based upon relevant [PACConf](#) and PSC Resolutions and required by interested parties and potential users for the development of BSP systems and their interfaces with BSP participants.

Symbols

The following symbols normally appear in the left hand margin of elements or modified paragraphs and are identified as follows. Please refer to the Summary of Changes as a high level guideline.

- ® = redefinition of element status since the previous Revisions
- # = element to be generated by the BSP Processing Centre's software or the originator of CSI/CSP files
- = addition
- △ = change
- ⊗ = deletion



Publication Information

Electronic copies of current DISH publications can be obtained by visiting the IATA website:
www.iata.org/DISH.

Technical Support

Any inquiries and suggestions concerning this Handbook and/or technical support queries should be addressed to:

- If your query is related with the current DISH standards and interpretation of the current DISH standards it should be addressed to standards@iata.org
- If your query is related with the current DISH operational and technical issues it should be logged to the following IATA customer portal www.iata.org/customer

Chapter 1—Compliance

1.1 Effectiveness

DISH Revision 23 Update Bulletin 2021/1 of the BSP Data Interchange Specifications Handbook is effective on 1st April 2021 as endorsed by the Passenger Service Conference.

1.2 Implementation of DISH Revisions

The BSP must advise their Business Partners at least six months prior to the proposed implementation date of a DISH Revision and also provide the user test plan.

No implementation should occur on 1 January to avoid public holidays.

The new version of the Airline Accounting/Sales (HOT) data produced by the BSP shall be first thoroughly tested and accepted internally between the BSP and DPC, then tested with and accepted by participating airlines.

Proof of this acceptance must be endorsed by the IATA Regional Director before the new Revision becomes operational.

Testing procedures in [Chapter 4](#) (RET/HOT Data Quality Assurance) are to be followed.

1.3 Responsibility of BSP Manager

It is the responsibility of each BSP Manager to keep the appropriate IATA Regional Director, the Local Customer Advisory Group - Passenger (LCAGP) and the BSP Data Processing Centre informed of BSP developments and operations in order to ensure compliance with the DISH Specifications.

The BSP Manager shall refer any enquiries about the specifications to the Senior Manager, Pay-Account Standards.

The BSP Manager is responsible for ensuring that the RET and HOT tests meet the established requirements and for obtaining the acceptance of the participating airlines.

Standards and criteria for data quality assurance have been established and agreed and BSP Managers must provide regular data quality reports to their business partners and passenger agents.

Refer to [Chapter 4](#) on RET/HOT Data Quality Assurance Procedures.

1.4 Interpretation of the DISH

When there are differences of interpretation in these Specifications between BSPs and their business partners, the following procedures have been established to resolve the differences:

- The differences shall be documented and submitted to the Senior Manager, Pay-Account Standards and to the appropriate Regional Director;
- The Senior Manager, Pay-Account Standards will endeavour to resolve all matters of interpretation to the satisfaction of the parties involved and will document all correspondence concerning the interpretation and the resolution reached to resolve the problem;
- If the Senior Manager, Pay-Account Standards and the Regional Director are unable to resolve the problem to the satisfaction of all parties involved, the problem shall be submitted to the next meeting of the BSP Data Interchange Specifications Group (BDISG) for resolution.

1.5 Amendments to the DISH

Once a new Revision of DISH has become effective, new business requirements and amendments to the DISH must follow PSC procedures in order to be included in the next revision of the DISH.

All proposals to amend the DISH shall be submitted to the IATA Airline Distribution Standards (Standards@iata.org) using the DISH Amendment Form in [Appendix C](#) of DISH. The proposal will be submitted to the next meeting of the BDISG.

Proposed amendments to DISH discussed and agreed at BDISG will be submitted to the PSC for endorsement.

When a new business requirement or an amendment necessitates urgent implementation, e.g. a change in government regulation, the following electronic procedure may be used to expedite the change. This only applies to exceptional urgent items:

- The BSP Manager must submit the requirement and its business justification to the appropriate Regional Director and to the Senior Manager, Pay-Account Standards. If it is agreed that the amendment warrants an expedited procedure, the proposed amendments to DISH will be circulated to BDISG for review.
- If no objections are received from BDISG within 30 days of the proposal being distributed, the recommendation to amend DISH will then follow the PSC Mail Vote Procedure for adoption as an IATA Standard.
- DISH amendments will then be circulated to the PSC accredited representatives who will be given a 30 day period to comment on any proposal. If a majority of the industry representatives agree with the standards they will be adopted.

All agreed amendments become effective on the date recommended and shall be published in the next Revision of the DISH, promulgated as Attachment A to Resolution 750.

Normally when the amendment does not require a major record, data element or file structural change, a DISH Release may be issued subject to the endorsement by PSC. The implementation date of the amendments will be agreed between the relevant BSP business partners.

DISH Bulletins containing clarifications or additional code values may also be issued with implementation dates also to be agreed between the relevant BSP business partners.

All amendments to the DISH, however published, require the approval of the PSC.

1.6 BDISG Terms of Reference

□

BSP DATA INTERCHANGE STANDARDS GROUP (BDISG)	
Reports to	Pay-Account Standards Board (PASB)
Role/Mandate	<ol style="list-style-type: none"> 1. Deals with matters concerning the development and maintaining data interchange specifications for the exchange of passenger ticketing and related data (including mass upload formats in BSPlink such as ADMs/ACMs and Refunds) between Billing and Settlement Plan (BSP) business partners. 2. Review and endorse proposals to create or amend standards to develop and document suitable technical solutions for the provision of BSP related data (including mass upload formats in BSPlink such as ADMs/ACMs and Refunds), for publication in the BSP Data Interchange Specifications Handbook (DISH) and ensure that those technical solutions align with existing standards. 3. Develop and document suitable technical solutions for the provision of BSP related data, for publication in the DISH. 4. Propose realistic implementation schedules for changes to the DISH standards. 5. Where practical, BDISG will take into account business requirements of BSP business partners. 6. Review and endorse proposals to amend: <ul style="list-style-type: none"> – PSC Resolution 750 Attachment A–BSP Data Interchange Specifications Handbook. 7. Liaise with other process owning groups under the PSC, and advisory groups under Industry Committees as required, including the PAPG (Passenger Agency Programme). 8. Maintain a work plan and report regularly to PASB. 9. Develop and endorse other standards as directed by the PASB.
Period of effectiveness	The group is effective from 1 November 2020 to 1 November 2021 and will be renewed subject to the approval of PASB.
Participation	<p>Members</p> <p>The meetings of the BDISG are open to all IATA Member airlines and to those BSP business partners within the IATA Strategic Partnerships programme that provide agent reporting data (RET) to a BSP,</p> <p>Revenue Accounting system providers authorized by at least one BDISG Member airlines and being part of the IATA Strategic Partnerships programme,</p> <p>A Member organization may have multiple delegates but may only exercise one vote per organization.</p> <p>Observers</p> <p>Any organization eligible for participation who is not a member may attend any meeting as an observer, and access any materials from meetings.</p>
Eligibility for Participation	<p>IATA Member Airlines</p> <p>BSP business partners within the IATA Strategic Partnerships programme that provide agent reporting data (RET) to a BSP.</p>

BSP DATA INTERCHANGE STANDARDS GROUP (BDISG)	
Reports to	Pay-Account Standards Board (PASB)
Meetings	<p>The agenda of any face to face meeting will be posted at least 14 days before the meeting, and minutes will be published within 30 days following the meeting. Such documentation (together with a record of attendees, and the outcome of any voting action including individual votes) will be visible to all Member airlines.</p> <p>Meetings will be scheduled (as required by the work plan and in concurrence with the secretary), of which 1 face to face meeting is expected.</p>
Working Groups	The group may establish and disband temporary working groups to investigate or develop proposals or achieve specific tasks on the Group's work plan, in concurrence with the secretary.
Officers	<p>A Chair and Vice-Chair will be elected from group Members. Only IATA member airlines are eligible to be elected as Chair or Vice-Chair. The election will occur by simple majority. The Chair and Vice-Chair will be elected for a maximum period of 24 months, subject to the group's mandate continuing.</p> <p>All organizations who are members of the group will be eligible to vote for the election of Chair and Vice-Chair.</p> <p>A secretary will be provided by IATA Management.</p>
Profile of delegates	<p>Named delegates should have current experience and day-to-day involvement in the following areas:</p> <ul style="list-style-type: none"> (a) BSP Data interchange specifications (b) DISH RET, HOT, CSI & CSP data formats (c) Passenger Revenue Accounting rules and regulations (d) Passenger Revenue Accounting Systems
Quorum	The IATA Secretary and no less than six IATA Member airlines and two BSP business partners.
Voting (Excluding the election of Chair and Vice-Chair).	<p>The BDISG will act in the form of consensus in regards to proposals for technical specifications and implementation timetables.</p> <p>Any required action to be voted on by the Group may take place at an in person meeting, or by online ballot.</p> <p>Any Member airline may attend any meeting of any Group, and may participate in any vote at meetings where they attend. Any Member airline may participate in an online ballot by notifying the IATA Secretariat in advance. (Resolution 009, paragraph 2.3.1).</p> <p>A minimum of 4 votes is required for a decision to be valid.</p>
Endorsement of standards	<p>Standards endorsed by a majority vote will be presented to the PASB for approval.</p> <p>Changes to data BSP Data interchange specification standards require endorsement by the Passenger Service Conference (PSC).</p> <p>Change to any other Resolution or Recommended Practice not owned by BDISG requires endorsement by the owning group and adoption at the Conference as required.</p>

Chapter 2—General Specifications

2.1 Introduction

The general specifications in the Handbook apply to all types of BSP data interchange and these consist of logical record formats, file and data characteristics.

Note that additional “massload” file formats are used by many airlines for uploading ADM/ACM and Refund files to BSPlink (or to similar ASD system in BSP-CN). Although these are similar to DISH RET, they are not identical, and are BSPlink file formats (not DISH). For more information, their descriptions may be found at www.iata.org/bsplink.

2.2 Records

Records for each file must be provided as per the descriptions in the corresponding sections:

- RET: [Section 5.3.1/RET Matrix](#)
- HOT: [Section 6.5.4/HOT Matrix](#)
- CSI: [Section 7.3/CSI Organisation](#)
- TI: [Section 8.2/TI Layouts](#)
- CSP: [Section 9.3/CSP Organisation](#)

2.3 File Characteristics

2.3.1 Record Lengths

The record lengths for each DISH file are:

- | | |
|---------------------------------------|------------------------|
| • Agent Reporting data (RET) | 255 characters (bytes) |
| • Airline Accounting/Sales data (HOT) | 136 characters |
| • Credit Sales Invoicing data (CSI) | 256 characters |
| • Ticket/Document Inventory data (TI) | 76 characters |
| • Credit Card Settlement Plan (CSP) | 500 characters |

2.3.2 Character Set

The preferred character set shall be ASCII.

Non printable characters having the below numbers in the ASCII table must not be reported on the RET files:

- 0-31 characters
- 127 (DEL) character

If less than 10 transactions on the RET file are reported with non-printable characters, then replace such characters with a blank space and try to continue processing the RET file.

If 10 or more transactions are affected, the whole file should be rejected and the System Provider will be requested to submit a complete replacement file.

2.3.3 Data Compression

Self-extracting files (.EXE files) must not be used in order to reduce the risk of exposure to data viruses.

2.3.4 Data Security

As data files may contain payment card and/or personal data, a secure method of transmission or data file encryption must be utilized as agreed between business partners.

2.3.5 Data Delivery

The preferred method of data delivery is provided as agreed between business partners.

2.3.6 File Names from Reporting Systems

RET and TI files must have the following naming convention:

ISOC.SPED.RPSI.SEQ.TYPE.TPST:

Item	Description	Example
ISOC	DPC Country Code	DE, GB, IT
SPED	YYMMDD	150625
RPSI	Reporting System Identifier	GDSL, ABAC, STRA
SEQ	Sequence 001 - 999	001
TYPE	File Type	RET, TID
TPST	Test	TEST

Note

TPST information is only required for testing purposes.

2.4 Data Representation

2.4.1 Alphabetic and Alphanumeric Fields

A left-justified string of characters with trailing blanks (spaces).

If there is no entry, the entire field will be filled with blanks.

2.4.2 Numeric Fields

A right-justified set of numbers with leading zeros.

If there is no entry, the field will be zero-filled.

When multiplying or dividing amounts, the default is to round the result to the nearest decimal/unit as applicable (e.g. COAM).

- If a non-numeric character is reported on a Format Critical element, the whole file will be rejected.
- If a non-numeric character is reported on a Billing Critical element, the transaction will be rejected.
- If a non-numeric character is reported on an Airline Critical element, the values will be replaced with zeroes, the modification will be reflected on the Validation report.

2.4.3 Data Element Formats

Standardized symbols are used in the Handbook to describe data character formats.

The symbols and their meaning are:

△	A	alphabetic character—Uppercase A to Z
	N	numeric character (digits)
△	A/N	alphanumeric character(s)—Uppercase alpha A to Z and digits 0 to 9
⊗		
⊗		

□ All printable characters are accepted.

In the record layouts, the format of each data element is preceded by a number to indicate the number of characters for the specified element.

E.g. 15 N represents field length of 15 digits
5 A represents a field length of 5 alphabetic characters
1 A/N represents a field length of 1 alphabetic or one numeric character
87 A/N represents a field length of 87 mixed alphabetic and numeric characters

In numeric value amount fields, the decimal point shall be implicit.

No field shall be packed.

⊗

2.4.4 Date Fields

Date fields are represented by one of the following formats:

- **6 Numeric** dates shall be in the format YYMMDD where:
YY are the last two digits of the year;
MM is the two-digit number of the month;
DD is the day of the month.
e.g. 010709 represents 9 July 2001.
- **5 Alphanumeric** dates shall be in the format DDMMM where:
DD is the day of the month;
MMM are the first three letters of the month in the English language.
e.g. 06APR represents 6 April.

- **7 Alphanumeric** dates shall be in the format DDMMYY where:
DD is the day of the month;
MMM are the first three letters of the month in the English language;
YY are the last two digits of the year;
e.g. 08JUL11 represents 8 July 2011.
- **8 Numeric** dates shall be in the format CCYYMMDD where:
CC is the number of the century;
YY are the last two digits of the year;
MM is the two-digit number of the month;
DD is the day of the month.
e.g. 20160701 represents 1 July 2016.

2.4.5 Signed Fields

On Agent Reporting, Credit Sales Invoicing, and Credit Card Settlement Plan data, value amount fields shall be unsigned.

On Airline Accounting/Sales, value amount fields shall be signed, using the “zone” convention, also known as “over-punch”, on the trailing, i.e. least-significant, digit.

The BSP Processing Centre must ensure that the over-punch method is in accordance with the agreed character set.

1. Value amounts to be paid by agents to airlines must be signed positive;
2. Value amounts to be paid by airlines to agents (e.g. commission on sales, refunded fare) must be signed negative;
3. Zero amounts must be signed positive.

2.4.6 Signed Field Values

The following signed field comparisons/translations apply for over-punch:

Least significant (trailing) character	Equivalent Character	ASCII hex value
+0	{	7B
+1	A	41
+2	B	42
+3	C	43
+4	D	44
+5	E	45
+6	F	46
+7	G	47
+8	H	48
+9	I	49
-0	}	7D
-1	J	4A
-2	K	4B
-3	L	4C
-4	M	4D
-5	N	4E
-6	O	4F
-7	P	50
-8	Q	51
-9	R	52

Note

The equivalent characters for “+0” and “-0” in the above may vary by system, but must be equal to the applicable hex value shown above.

2.4.7 Data Element Status

Data element descriptions, definitions and usage conform to the provisions of the:

- Passenger Standards Conference Resolutions Manual
- Passenger Agency Conference Resolutions Manual
- IATA Ticketing Handbook
- Airline Coding Directory

However, the present Handbook is not intended to substitute for any of the above mentioned publications.

In connection with the data element formats, the following conventions are used to indicate the status of each occurrence of each data element in the Data Element Directory, Glossary, RET & HOT File Structures, and all Record Layouts and corresponding Grids:

M ***Mandatory***

A mandatory data element contains information that forms a fundamental part of the data being exchanged.

As such, it must be provided under all circumstances.

Examples of Mandatory DISH elements are: AGTN and TRNC.

Standard RET validation for mandatory data elements is that these must not be 'blank' filled.

A zero-filled field may sometimes be a valid entry for a mandatory element. E.g. TDAM for an even exchange, or for an ADM/ACM for commission only.

C ***Conditional***

A conditional data element contains information that may be required as part of the data exchange based upon specific conditions.

Examples of conditions that may dictate provision of conditional data elements include: RET Validation, Transaction Type, Form of Payment Type or Record Specific conditions.

Any auditing of conditional data elements should be based on what is described in the Condition or RET Validation sections of the Glossary or the Record Grid for each data element.

If no special conditions apply, a conditional data element will be supplied if available to the reporting programs of the ticketing system.

Underlined mnemonics in repeatable records (as shown in Record Layouts) indicate that the value of only those elements must be repeated in subsequent records, if any. Other (unchanged) elements must be blank or zero-filled, as the case may be, whether Mandatory or Conditional.

All data elements must be processed by the BSP Processing Centre in accordance with the conventions detailed above.

The status of a data element within a Record Grid indicates the level for each transaction type.

The data element status in the Glossary and Record Layout are the same and this status is considered to be at its lowest level.

The status of a data element within the Record Grid is considered to be at its highest level.

For example, if a data element has status "C" in the Record Layout, certain verifications and/or conditions may change its status to Mandatory in the Record Grid.

2.5 Availability of Data

Agent Reporting data (RET) shall be transmitted to BSP Processing Centres in time for inclusion in the billing of the remittance period at a frequency established by the [PACConf](#).

Airline Accounting/Sales data (HOT) shall be transmitted to the participating airlines at least, as frequently as the billing analysis.

In both cases, the dates shall be published in the BSP Calendar by the BSP Manager and shall be advised to all business partners participating in that BSP.

Credit Sales Invoicing data (CSI) shall be sent to Credit Card Institutions and Airlines as arranged locally.

Ticket/Document Inventory data (TI) shall be sent to selected Airlines, BSP and Ticketing Systems and shall be arranged locally.

The CCSP Invoice (CSP) is sent to the applicable participants as advised by the IATA CCSP Management.

2.6 Retention of Data

Replacement data shall be provided to, or by, BSP Processing Centres immediately upon request for a period of up to 60 (sixty) days.

If data has been transferred using iiNET, files are available for online download for 60 days after date of submission. After this 60 day period, files are archived and may be retrieved for up to 365 days from the original date of submission.



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Chapter 3—Definitions

3.1 Data Files

3.1.1 Agent Reporting Data (RET)

Agent Reporting data contains the transactions that Agents have effected on behalf of BSP participating Airlines, as well as other accountable documents concerning such transactions and those effected during prior reporting periods.

Each primary STD will be followed by its conjunction tickets and other documents, if any, comprising the transaction.

Should a transaction be cancelled prior to a System Provider having transmitted the data to the BSP Processing Centre, then the System Provider shall only transmit the cancelled STD. However, Agents may cancel at any time within a reporting period, and it is the Processing Centre's responsibility to process such transactions as cancelled ones.

IATA Resolution 787 describes an enhanced distribution model allowing more real time dynamic interaction between airlines, distributors and travel agents. Under this model, the Offer Responsible Airline (ORA) whose offer has been accepted is responsible for document issuance.

For these documents where BSP settlement or reporting is required with the Travel Agent, if the ORA is submitting a RET file format to the BSP portal via NDC Link, this file must follow the DISH RET format.

These transactions will be processed in the same way as if the System Provider had submitted them using the RET format.

See the NDC Implementation Guide for more information on the NDCLink data submission.

3.1.2 Airline Accounting/Sales Data (HOT)

The Airline Accounting/Sales data contains all Agents' transactions effected exclusively on behalf of one ticketing Airline during one or more reporting periods, as well as other accountable documents concerning such transactions and those of that Airline relating to prior reporting periods.

3.1.3 Credit Sales Invoicing Data (CSI)

This file contains transactions wholly or partly paid by, or refunded to a payment card account that the BSP has invoiced on behalf of their participating Airlines.

3.1.4 Ticket/Document Inventory Data (TI)

This file reports the allocation of STD numbers to BSPs, ticketing systems and Airlines, detailing distribution (dispatch and return).

3.1.5 CCSP Invoice (CSP)

This file contains transactions wholly or partly paid by, or refunded to a payment card account that the CCSP Processing Centre has invoiced on behalf of their participating Airlines and/or the acquirers nominated by CCSP member Airlines.

3.2 Periods

3.2.1 Reporting Period

The Reporting Period means the time span established by the [Passenger Agency Conference \(PACConf\)](#) for reporting of Agent sales. Also refer to [Section 6.2](#).

3.2.2 System Provider Reporting Period

The System Provider Reporting Period means the time span covered by a RET. Its duration is determined by the Local Customer Advisory group. One Reporting Period may include one or more System Provider reporting periods. See also the Glossary for SPED.

3.2.3 Billing Period

The Billing Period means the time span comprising one or more Reporting Periods for which a billing is rendered. The duration is established by [PACConf](#). See also the Glossary for BAED.

3.2.4 Remittance Period

The time span in respect of which a remittance is made to the Clearing Bank. A Remittance Period shall not be shorter than one Billing Period but may cover more than one Billing Period. See also the Glossary for RMED.

3.2.5 HOT Daily Sales Reporting

All agents' reported sales reach the BSP DPC a maximum of 24 hours from the close of each BSP business day.

The DPC transmits the data to each airline a maximum of 24 hours (based on their business days) from the time of receipt of sales data from the agents (at the latest at the close of business local DPC time).

The definition of business days is not standard across the world. Each BSP will define the calendar of "business" days.

The records included in the daily sales transmission must be fully accountable and must therefore exclude any non-accountable data or any duplicate data.

Duplicate records should be determined based on a duplicate document number, as per TDNR glossary.

Daily sales reports must reconcile to the final billing analysis. In other words it is a subset of periodic billing.

If there is no data to be reported, an empty HOT must still be produced.

See also the Glossary definition for HRED.

3.3 Miscellaneous

3.3.1 Cancelled STD

A cancelled Standard Traffic Document (STD) is an STD that has been spoiled and/or is not to be used, whether validated with a carrier or not.

For cancelled STDs (reported with “CANX” or “CANN” in TRNC) which are not validated, the TACN shall be reported as “954”, whereas those which have been validated prior to cancellation shall include the validating Airline's numeric code in the TACN, which is also reported as part of the transaction's TDNR. Cancelled STDs shall be reported on the same day as the day of issuance (where no exceptions exist by Government mandate).

The form and serial numbers of such documents, must always be reported for STD inventory, use and replenishment control.

The term “Void” is used in connection with unused coupons of properly validated passenger documents. Documents issued in conjunction but subsequently cancelled should be reported as individual traffic documents on the same day as the day of issuance (where no exceptions exist by Government mandate).

3.3.2 Logical Record

A Logical Record comprises a varying number of fixed length (see [Section 2.3](#)) physical records that are arranged to contain part of or the entire information of a transaction.

The more information desired, the greater the number of physical records required.

3.3.3 Transaction

A transaction is defined as one or more Standard Traffic Documents of the same Form Code issued in the name of one passenger, or a group of passengers, in respect of the same journey.

Where a transaction comprises more than one document (for conjunction purposes) the corollary is their sequential appearance on the Billing Analysis against one Balance Payable/Remittance Amount entry, even if (as in the case of straight exchanges) that entry is zero (0).

Refunds, ADMs and ACMs are also considered as transactions.

All Agent Reporting data (RET) and Airline Accounting/Sales data (HOT) records comprising a transaction will contain the same Transaction Number.

When a BSP has authorised an agent to accept and report payment in a currency other than the national currency of that BSP, any single transaction must be paid and reported in one currency only.

A list of Form codes can be found in PSC Recommended Practice 1720a.



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Chapter 4—RET/HOT Data Quality Assurance

4.1 Introduction

The overall objective for data quality assurance is that guidelines need to be established by the BSP business partners to ensure that the process of financial settlement between the participating airlines and passenger sales agents is undertaken in a timely and efficient manner.

In order to ensure that the highest possible quality data is exchanged between GDSs, BSPs and airlines, FDS and its business partners participating in BSPs have established the criteria to enable this quality be achieved for RETs and HOTs.

4.2 Data Quality Operational Procedures

It is the responsibility of the appropriate IATA Operational Manager to validate for and maintain the highest possible data quality for RET input and HOT output in the BSP Production environment, as well as to ensure confidentiality of data.

4.2.1 RET Validation Procedures

RET input to the production system must be validated in accordance with RET Validation rules outlined in the DISH [Chapter 12](#) (Glossary). When a data element on the RET does not meet the validation criteria, an error will be reported. Each error is categorised according to its level of severity:

1. **Format Critical Error (FC)**

These are errors in the physical or logical structure of the file that will prevent the file from being processed.

2. **Billing Critical Error (BC)**

These are errors that prevent accurate billing between business partners and that will result in a transaction being rejected or the data element value modified (as specified in the data element description in the Glossary) to accept the transaction in the IATA DPC system.

3. **Airline Critical Error (AC)**

These are errors in data elements that may affect accurate airline processing. The IATA BSP system will accept transactions with such errors and pass them through to the output files, but will raise a warning message in the RET Validation report.

The relation between every DISH element and the error severity level is established in the [section 4.5](#).

As per general rule, the RET Validations will have the same error action (rejection, warning or modification) in the IATA DPC system for every BSP.

4.2.2 RET Validation Report

The RET Validation report will be provided to all involved business partners:

- GDSs/TSPs
- Airlines
- Agents
- BSP

RET Validation report should include the following basic elements, i.e.:

- Record/Sequence number
- Transaction number
- Agent code
- Airline code
- Document number
- Date of Issue
- RPSI
- TRNC
- Element code (e.g. AGTN)
- Element value–actual
- Error type (FC/BC/AC)
- Error action (rejection, warning or modification)
- Error number/message (see also [section 4.4](#)).

The report should be in a readable self-explanatory format. The consolidated/global report in a machine readable format should be made available to the partners operating in various BSPs to facilitate the quality assurance procedures.

4.2.3 Quality Assurance and Escalation Procedures

Airlines should report any data quality problems or issues (with details and examples) to the appropriate IATA Regional Office through the Customer Service Portal.

IATA Regional Office must provide regular data quality reports to their business partners, passenger agents, the appropriate FDS Regional Director and to the Manager, Standards Development.

Each IATA Regional Office will contact the appropriate business partners and agree on a work plan to improve the quality of the elements identified. The business partners are required to address the errors contained in the report and prevent future occurrences in an expeditious manner. Reporting Systems not meeting the agreed work plan may be subject to mandatory re-certification.

IATA Regional Office is responsible for reporting results of these efforts to the Manager, Standards Development and the appropriate FDS Regional Director.

4.3 Testing and Certification Procedures

4.3.1 General Provisions for Testing and Certification Procedures

4.3.1.1 Test Purpose

RETs and/or HOTs must be validated and results must be accepted as per an agreed test plan prior to:

1. implementing a new BSP
2. implementing/certifying new RET provider
3. implementing new industry products or local specific functionalities
4. introducing existing industry products/functionalities within existing BSP operations
5. implementing new DISH Revision/Release number
6. implementing significant changes to BSP software and/or its Processing Centre such as migration to a new system or DPC

4.3.1.2 Set of Data to be Used

Depending on the purpose, testing can be performed either on:

- (a) full set of standard/applicable test scenarios for the selected test Airline(s), as outlined in the section 4.3.2 below
or
- (b) previous period reporting system data
or
- (c) controlled deployment in production

4.3.1.3 General Provisions for Testing/Certification

- (a) Test RET data should represent what is expected to be provided once Production RETs are implemented (i.e. to a live BSP DPC environment).
- (b) Data Element “Test/Production Status” (IT01-TPST) for all test RETs must contain value “TEST”.
- (c) RET System Provider Reporting Period Ending Date (SPED) will be agreed between test partners.
- (d) Real IATA Agent and Airline Codes for the respective BSP market must be used, as provided by/agreed with the IATA Operational Manager.
- (e) A related test TI must also be submitted with the test RET.
- (f) For any test RET containing an error(s) requiring correction, a new test RET containing a full set of test criteria (i.e., not only the corrected transactions) may be required.
- (g) The matrix below indicates to which Test scenario the HOT generation is applied and on which set of data it is based upon.

Test Scenario	Set of data to be used	HOT sign off by Airline test partners.
1. implementing a new BSP	As defined in 4.3.1.2 a)	Yes
2. implementing/certifying new RET provider	As defined in 4.3.1.2 a)	as outlined in 4.3.3, Section 2
3. implementing new industry products or local specific functionalities	As defined in 4.3.1.2 a)	Yes
4. introducing existing industry products/functionalities within existing BSP operations	As defined in 4.3.1.2 c)	No
5. implementing new DISH Revision/Release number	As defined in 4.3.1.2 b) or 4.3.1.2 a)	Yes
6. implementing significant changes to BSP software and/or its Processing Centre	As defined in 4.3.1.2 b)	Yes

4.3.2 Standard/Applicable Test Scenarios

In case the previous period reporting system data is not available (e.g. Implementation of a new BSP or RET provider certification), the test should be performed based upon the below set of standard/applicable test scenarios.

	Scenario	Provided by	Comments
1.	Ticket/Primary Sale		
1.1	Cancelled transaction (CANX)	RET provider	
1.2	Cancelled computer generated document (CANN)	RET provider	
1.3	Cancellation with Reversal (CANR)	RET provider	where exists by Government mandate only
1.4	International Ticket (STAT = I)	RET provider	
1.5	Domestic Ticket (STAT = D)	RET provider	Mandatory for BSP with Domestic sales to test Tax on Commission functionality. Various scenarios may apply as per BSP requirements
1.6	Without Equivalent Fare Paid	RET provider	
1.7	With Equivalent Fare Paid	RET provider	
1.8	With Net Remit	RET provider	Various scenarios may apply, as per BSP/Airline requirements
1.9	With Commission	RET Provider	as per BSP/Airline requirements
1.10	IT/BT Fare	RET provider	
1.11	With VAT on Fare/Transportation	RET provider	As per specific BSP/Airline requirements
1.12	With XF Tax	RET provider	
1.13	With Miscellaneous Fees	RET provider	
1.14	Conjunction Ticket	RET provider	
1.15	With surface coupons	RET provider	
1.16	With multiple Fare Calculation Area elements	RET provider	
1.17	Ticket with associated TASF	RET provider	
1.18	FOP-CA	RET provider	
1.19	FOP-CC	RET provider	Mandatory in BSPs where CC FOP is in use
1.20	FOP-CC + CC (multiple CC)	RET provider	
1.21	FOP-EP	RET provider	EP or CCEP FOP can be used
1.22	FOP-CA + CC	RET provider	Mandatory in BSPs where CC+CA FOP is in use
1.23	FOP-CA + EP	RET provider	EP or CCEP FOP can be used
1.24	FOP-CC + EP	RET provider	EP or CCEP FOP can be used
1.25	Document with invalid payment card number	RET provider	To test conversion into Cash (CM FOP). The card should fail the Luhn check.

	Scenario	Provided by	Comments
1.26	With Date of Birth element populated	RET provider	
1.27	With Coupon Taxes	RET provider	Various scenarios apply
2. Ticket Exchange			
2.1	Exchange of conjunction ticket (coupons from both STDs exchanged)	RET provider	
2.2	Even exchange	RET provider	
2.3	Exchange with Fare/Tax additional collection, and commission applied if applicable	RET provider	
2.4	Exchange of CC ticket, additional collection on Cash	RET provider	Mandatory in BSPs where CC FOP is in use
2.5	Exchange of Ticket with EP FOP with additional collection.	RET provider	
2.6	Exchange with Penalty Fee	RET provider	
2.7	Exchange with Fare/Tax downgrade, balance collected on EMD	RET provider	
2.8	Exchange of the Net Remit Ticket	RET provider	
2.9	Netting Scenarios	RET provider	Various scenarios apply
3. EMD			
3.1	Minimum of 3 EMDS with various reason for issuance codes/ subcodes	RET provider	
3.1.1	EMDS with routing and STAT = I		
3.1.2	EMDS with routing and STAT = D		
3.1.3	EMDS without routing and STAT = blank		
3.2	Minimum of 2 EMDA with various reason for issuance codes/ subcodes	RET provider	
3.2.1	EMDA with STAT = I		
3.2.2	EMDA with STAT = D		
4. Direct Refunds			
4.1	Refund of a conjunction ticket (coupons from both STDs refunded)	RET provider	
4.2	Full refund with Cancellation Penalties (CP)	RET provider	
4.3	Partial refund with cancellation penalty (CP)	RET provider	
4.4	Refund of ticket with EX FOP	RET provider	
4.5	Refund of CC ticket	RET provider	Mandatory in BSPs where CC FOP is in use.

	Scenario	Provided by	Comments
4.6	Refund of CC ticket with invalid payment card number	RET provider	
4.7	Refund of EP ticket	RET provider	
4.8	Refund of ticket with mixed FOPs	RET provider	
4.9	Automatically priced refund	RET Provider	Only where supported
4.10	Refund of Net Remit Ticket	RET provider	
4.11	Refund of EMD	RET provider	
4.12	Refund of Ticket with commission	RET Provider	If applicable
5.	Indirect Refunds		
5.1	The same scenarios as for direct refunds apply, but test transactions initiated by Agent and authorized by Airline outside of GDS/TSP systems	Airline	Eg, BSPlink Refund Application authorities
6.	ADM/ACM Transactions		
6.1	Agency Debit Memo–ADMA	Airline	
6.2	Agency Debit Memo–Commission only	Airline	
6.3	Agency Debit Memo–with VAT commission	Airline	
6.4	Settlement Plan Debit–SPDR	IATA BSP	
6.5	Agency Credit Memo–ACMA	Airline	
6.6	Agency Credit Memo–Commission only	Airline	
6.7	Agency Credit Memo–with VAT commission	Airline	
6.8	Settlement Plan Credit–SPCR	IATA BSP	

Notes

- 1) Where form of payment is CC or combination thereof, a real account is not expected to be used, but the number sequence used should pass the Luhn check.
- 2) The test scenarios are applicable unless not supported by market or carrier.
- 3) Market specific scenarios in compliance with DISH standards may be added to this list as agreed between BSP business partners.

In addition to the provisions outlined in [4.3.1.3](#), the following rules should be observed:

- (a) Test Ticket/Document Numbers as provided by SNAP for the test must be used.
- (b) HOT files will include Indirect Refunds and ADM/ACM transactions, only if provided by the testing Airlines.

4.3.3 Scenario Specific Testing Procedures

1. Testing for a new BSP

A two-step approach will be applied for implementing new BSP;

- (a) GDSs will first need to obtain their certification. Provisions of the next [section “2. New RET provider certification testing within an existing BSP”](#) will apply. IATA will issue a certificate of compatibility to the GDS upon the completion of this step.

IATA should inform all GDSs regarding planned new BSP implementations. IATA shall give GDSs at least four weeks’ notice to provide test RETs, from the date when reporting requirements for that BSP have been finalized. IATA will provide a questionnaire describing BSP functionality and local requirements, as well as a test/implementation plan to all test partners.

- (b) As a second step, IATA will organize an end to end pilot cycle. An Implementation Plan will be elaborated by IATA outlining the following information that might vary for every implementation:
- All involved pilot partners including but not limited to airlines, travel agents, GDSs and IATA DPC. Whenever possible, a national carrier must be a pilot partner.
 - Data to be used: normally a limited number of live transactions (pilot approach).
 - BSP specific functionality to be piloted.
 - Involved IATA systems. E.g. apart of BSP reporting capabilities, the remittance and settlement BSP procedures might be part of the test in the pilot environment.
 - Sign-off criteria for the pilot partners.

2. New RET provider certification testing within an existing BSP

All scenarios applicable for a particular BSP and based upon [4.3.2](#) provisions must be agreed upon with the test partners.

Where GDS/TSP is already certified as a system provider in a particular IATA Region, a full end to end test for subsequent BSP certifications (i.e. the provision of the HOT and its sign-off by test Airline) is not required. IATA will verify the test RET and TI submission and produce the RET/TI Validation reports. Once Validation report are free of errors, IATA will issue a certificate of compatibility to the RET provider in accordance with DISH standards and Resolution 854.

For the first certification in a given IATA Region, the RET provider will engage the testing Airline and Agent in the certification process and inform the Operational Manager IATA accordingly. Upon completion of successful testing (which in this case must include full signoff of HOT testing by appointed Airline test partners), IATA will issue a certificate of compatibility to the RET provider in accordance with DISH standards and Resolution 854.

Test feedback shall be provided to the RET Provider no more than 4 weeks after the agreed test RET submission date.

3. Testing of new products/functionalities within existing BSPs

The testing will be end-to-end for a number of ‘pilot’ BSPs, the scope of which will be agreed between test partners and will include Airline sign-off for the HOT. The partner requesting the testing of new product or functionality (either the Airline or the RET provider) will engage other partners in the testing process and inform the Operational Manager of IATA accordingly.

The set of test scenarios applicable to a specific product or functionality must be elaborated by the party initiating the test and agreed upon with all test partners.

Test feedback shall be provided to the RET Provider no more than 4 weeks after the agreed test RET submission date.

Upon completion of successful testing (which must include a full signoff of HOT testing by the appointed Airline test partners), IATA will formally sign off the new product/functionality. Once the

new product is implemented in the Pilot BSPs, the product can be deemed as existing one and the provisions of 4.3.3, section 4 below will apply.

4. Testing of existing products/functionalities within an existing BSP

A limited and controlled test to implement the existing product/functionality can be performed within the BSP production environment under the close scrutiny of the IATA Operational Manager and in coordination with all principal parties.

5. New DISH Revisions/Releases

For major DISH Revisions, separate Implementation Plans will be elaborated by IATA outlining the following information that might be specific to a particular DISH Revision.

- Implementation scope and involved business partners
- Global implementation strategy and timelines
- Test plans including the test scenarios and acceptance criteria

The new DISH Revision Implementation Plan is subject to the BDISG approval.

New DISH Revision testing will normally be based upon the previous period set of RET data submitted by the RET provider in the current and new DISH versions.

Unlike a major revision implementation, the optional DISH Releases are normally subject to the provisions outlined in section 3 “Implementing new industry products or local specific functionalities” above. Specific implementation strategy and test scenarios will be agreed upon by the involved BSP business partners.

6. Significant changes to BSP software and/or its Processing Centre

Where the DPC software or the DPC supplier changes in a BSP, a parallel run using production data will be carried out. IATA will elaborate the test/implementation plan and will involve test partners. The RET and HOT file must be validated and results must be accepted by the test partners.

4.4 Suggested Error Messages

Section under revision.



4.5 Data Element Error Types

Glossary Reference	File: R=RET H=HOT B=Both	ERROR TYPE		
		FC Format Critical 1.	BC Billing Critical 2.	AC Airline Critical 3.
AEBA/NR	R		X	
AENT	B			X
AGTN	B		X	
APBC/NR	B		X	
APLC	B			X
AREI	B			X
AUTA	R			X
BAED	H	X		
BAID	B			X
BEOT	B			X
BSPI	H	X		
CABI	B			X
CARF/NR	H			X
CARR	B			X
CASN	B			X
CATI	B			X
CCAI	H			X
CDGT	B			X
CJCP	B	X		
COAM/NR	B		X	
COBL	H		X	
COGI	B			X
CORT/NR	B			X
COTP	B			X
CPUI	B			X
CSTF	B			X
CTAA	B			X
CTAC	B			X
CTCD	B			X
CTRA	B			X
CTTP	B			X
CUTP	B		X	
CUTX	B			X
CVVR	B			X
DAIS	B			X
DIRD	B			X
DISI	B			X
DOBR	B			X
DSTC	B			X
DYRI	H			X

Glossary Reference	File: R=RET H=HOT B=Both	ERROR TYPE		
		FC Format Critical 1.	BC Billing Critical 2.	AC Airline Critical 3.
EFCO	H		X	
EFRT	H			X
EMAG	B			X
EMCI	B			X
EMCP	B			X
EMCR	B			X
EMCV	B			X
EMIC	B			X
EMNS	B			X
EMOC	B			X
EMRC	B			X
EMRM	B			X
EMRT	B			X
EMSC	B			X
EMSG	B			X
EMST	B			X
ENRS	B			X
EQCD	B			X
EQFR	B			X
ESAC	B			X
EXDA	B			X
EXPC	B			X
FARE	B			X
FATE	B			X
FBAL	B			X
FBST	B			X
FBTD	B			X
FCMI	B			X
FCPI	B			X
FCPT	B			X
FDTE	B			X
FFRF	B			X
FPAC	B			X
FPAM/NR	B		X	
FPIN	B			X
FPON	R			X
FPSN	H	X		
FPTI	B			X
FPTP	B		X	
FRCA	B			X
FRCS	B			X
FSQN	H	X		



Glossary Reference	File: R=RET H=HOT B=Both	ERROR TYPE		
		FC Format Critical 1.	BC Billing Critical 2.	AC Airline Critical 3.
FTAD	B			X
FTAT	B			X
FTDA	B			X
FTDT	B			X
FTNR	B			X
FTSN	R	X		
GROS	H	X		
HRED	H	X		
INVD	H			X
INVN	H			X
ISOC	B	X		
MLOC	H			X
NADA	B			X
NBDA	B			X
NRCT	H			X
NRID/NR	B			X
NRMI	H			X
NTFA/NR	H		X	
NTTA	B			X
NTTC	B			X
NTTP	B			X
OFCC	H	X		
ORAC	B			X
ORIA	B			X
ORID	B			X
ORIL	B			X
ORIT	B			X
PCYC	H	X		
PDAI	H	X		
PNRR	B			X
PRDA	B	X		
PXDA	B			X
PXNM	B			X
PXTP	B			X
RBKD	B			X
RCID	R	X		
RCPN	B			X
RDII	B			X
REMT	H		X	
RESD	B			X
REVN	B	X		
RFIC	B			X

Glossary Reference	File: R=RET H=HOT B=Both	ERROR TYPE		
		FC Format Critical 1.	BC Billing Critical 2.	AC Airline Critical 3.
RMED	H	X		
RMIC	B			X
RPSI	B			X
RRDC	R	X		
RTDN	B		X	
SAPP	R			X
SASI	B			X
SEGI	B			X
SMSG	H	X		
SPAM/NR	H		X	
SPED	R	X		
SPRT/NR	H			X
SPTP/NR	H			X
SQNR	H	X		
STAC	B			X
STAT	B			X
STNQ	H	X		
STPO	B			X
TACC	B			X
TACN	B	X		
TCOM	H	X		
TCTP	B			X
TDAM	B		X	
TDNR	B		X	
TDSD	B			X
TIIS	B			X
TIME	B			X
TKMI	B			X
TMFA	B		X	
TMFT	B		X	
TOCA	B		X	
TODC	B			X
TOTL	B			X
TOUR/NR	B			X
TPST	B	X		
TREC	H	X		
TREM	H	X		
TRNC	B	X		
TRNN	B	X		
TTCA	H	X		
TTMF	H	X		
TXID	B			X



Glossary Reference	File: R=RET H=HOT B=Both	ERROR TYPE		
		FC Format Critical 1.	BC Billing Critical 2.	AC Airline Critical 3.
TXIN	B			X
TXSN	B			X
UPDA	B			X
UPDD	B			X
UPEQ	B			X
UPTA	B			X
UPTD	B			X
UTPC	B			X
WAVR	B			X
XBCT	B			X
XBNE	B			X
XBOA	B			X
XBRU	B			X

Chapter 5—Agent Reporting Data (RET)

5.1 Introduction

The format of the Agent Reporting data (RET) is suitable for transfer by means of electronic data transmission of the transactions issued through a reporting system.

The set of records that comprises a transaction will occur in a logical sequence on the Agent Reporting file (see [Section 5.3](#)). Transactions (i.e. complete record sets) are not sorted on the Agent Reporting file.

Some elements will apply only to specific document types.

BSP participants are expected to apply the specifications defined in PSC Resolutions.

5.2 Agent Reporting (RET) File Organisation

The specific sequence of records within a transaction will vary.

The records comprising a transaction can be controlled by means of:

- Transaction Code (TRNC)

Within each transaction, all records will have the same Transaction Number (TRNN).

5.2.1 List of Agent Reporting Data Records

Record Identifier	Record Description
HEADER RECORDS	
IT01	File Header
TRANSACTION RECORDS	
IT02	Basic Transaction
IT03	Related Ticket/Document Information
IT05	Monetary Amounts
IT0N	Netting Values
IT0T	Coupon Tax Information
IT0U	Unticketed Point Information
IT06	Itinerary
IT0G	Electronic Miscellaneous Document Coupon Detail and Remarks
IT07	Additional Sale Information and Fare Calculation
IT08	Form of Payment
IT0D	Card Authentication Information
IT0X	3DS Authentication and Additional Card Payment Information
IT09	Additional Information
IT0V	Additional Tax Information
TRAILER RECORDS	
IT0Z	File Trailer



5.3 Structure

5.3.1 RET Transaction Structure Arrangement Matrix

Record	CANX CANN CANR	TKTT	EMDS	EMDA	RFNDs	AD/CM	TASF
IT02	1	1	1	1	1	1	1
IT03	n/a	n/a	n/a	n/a	(1-n)	(0-n)	n/a
IT05	n/a	(1-n)	(1-n)	(1-n)	(1-n)	(1-n)	(1-n)
IT0N	n/a	(0-n)	n/a	n/a	n/a	n/a	n/a
IT0T	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	n/a
IT0U	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	n/a
IT06	n/a	(1-2)	(0-2)	(1-2)	n/a	n/a	n/a
IT0G	n/a	n/a	(1-4)	(1-4)	n/a	n/a	n/a
IT02-CNJ	n/a	1	1	1	n/a	n/a	n/a
IT0T-CNJ	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	n/a
IT0U-CNJ	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	n/a
IT06-CNJ	n/a	(1-2)	(0-2)	(1-2)	n/a	n/a	n/a
IT0G-CNJ	n/a	n/a	(1-4)	(1-4)	n/a	n/a	n/a
IT07	n/a	(1-n)	(1-n)	(1-n)	n/a	n/a	n/a
IT08	n/a	(1-n)	(1-n)	(1-n)	(1-n)	(1-n)	(1-n)
IT0D	n/a	(0-n)	(0-n)	(0-n)	(n/a)	(n/a)	(0-n)
IT0X	n/a	(0-n)	(0-n)	(0-n)	(n/a)	(n/a)	(0-n)
IT09	n/a	1	1	1	n/a	n/a	n/a
IT0V	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	n/a

Notes

- 1) The IT02-CNJ, IT0T-CNJ, IT0U-CNJ, IT06-CNJ and the IT0G-CNJ records will only be created when a conjunction document is being reported. There may be multiple IT02-CNJ, IT0T-CNJ, IT0U-CNJ, IT06-CNJ and IT0G-CNJ records, as required to report all conjunction documents.
- 2) The IT0D record(s) immediately follows its related IT08 record, and is only reported when a CATI element is present for a Payment Card transaction. There can be 0-n IT08/IT0D groups.
- 3) The IT0X record(s) immediately follow its related IT08 record, and is only reported when a TDSD element is present for a Payment Card transaction. There can be 0-n IT08/IT0X groups.
- 4) Both IT0D and IT0X records will never be present in the same transaction.

5.4 Data Integrity

A provider of Agent Reporting Data must take all necessary precautions to safeguard the integrity of data.

The logical presence, sequence, and maximum/minimum number of records per transaction must be verified in accordance with the list of Agent Reporting Data records shown in [Section 5.3](#).

The relationship between the Transaction Code and the presence or absence of certain types of records is of particular importance (see [section 5.3](#)).

See [Chapter 4](#) (RET/HOT Data Quality Assurance) for procedures.

5.5 RET Record Layouts and Grids

5.5.1 IT01 File Header Record

5.5.1.1 IT01 File Header Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	System Provider Reporting Period Ending Date	SPED	M	6 N	2
3	Reporting System Identifier	RPSI	M	4 AN	8
4	Handbook Revision Number	REVN	M	3 N	12
5	Test/Production Status	TPST	M	4 AN	15
6	Processing Date	PRDA	M	6 N	19
7	Processing Time	TIME	M	4 N	25
8	ISO Country Code	ISOC	M	2 A	29
9	File Type Sequence Number	FTSN	C	2 AN	31
10	Reserved Space	RESD	M	223 AN	33

Note

This is the unique File Header record of a file for a given reporting period, even if more than one physical Agent Reporting files are necessary.



5.5.2 IT02 Basic Transaction Records

5.5.2.1 IT02 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Transaction Number	TRNN	M	6 N	2
3	Agent Numeric Code	AGTN	M	8 N	8
4	Conjunction Ticket Indicator	CJCP	C	3 AN	16
5	Coupon Use Indicator	CPUI	C	4 AN	19
6	Date of Issue	DAIS	M	6 N	23
7	Statistical Code	STAT	C	3 AN	29
8	Ticket/Document Number	TDNR	M	14 AN	32
9	Check-Digit	CDGT	C	1 N	46
10	Transaction Code	TRNC	M	4 AN	47
11	Ticketing Airline Code Number	TACN	M	3 AN	51
12	Check-Digit	CDGT	M	1 N	54
13	Passenger Name	PXNM	C	49 AN	55
14	Settlement Authorisation Code	ESAC	C	14 AN	104
15	Data Input Status Indicator	DISI	C	1 AN	118
16	ISO Country Code	ISOC	M	2 A	119
17	Reason for Issuance Code	RFIC	C	1 AN	121
18	PNR Reference and/or Airline Data	PNRR	C	13 AN	122
19	True Origin/Destination City Codes	TODC	C	10 AN	135
20	Ticketing Mode Indicator	TKMI	C	1 AN	145
21	Tour Code	TOUR	C	15 AN	146
22	Servicing Airline/System Provider Identifier	SASI	M	4 AN	161
23	Booking Agent Identification	BAID	C	6 AN	165
24	Passenger Specific Data	PXDA	C	29 AN	171
25	Booking Entity Outlet Type	BEOT	C	1 AN	200
26	Date of Birth	DOBR	C	7 AN	201
27	Passenger Type Code	PXTP	C	3 AN	208
28	Routing Domestic/International Indicator	RDII	C	1 AN	211
29	Automated Repricing Engine Indicator	AREI	C	1 AN	212
30	Time of Issue	TIIS	C	4 N	213
31	Airline Issuing Entity	AENT	C	8 AN	217
32	Journey Turnaround Airport/City Code	TACC	C	5 AN	225
33	Reserved Space	RESD	M	26 AN	230

Notes

- 1) One Basic Transaction record per document.
- 2) If an ESAC exists, it is only reported in the first occurrence of the IT02 record.
- 3) If an RFIC exists, it is only reported in the first occurrence of the IT02 record.



5.5.2.2 IT02 Record Grid

El. #	Gloss. Ref.	Attr.	C A N X	C A N R	C A N N	T K T T	E M D S	E M D A	R F N D s	A D/ C M	T A S F	S S A C/D
1	RCID	1 AN	M	M	M	M	M	M	M	M	M	M
2	TRNN	6 N	M	M	M	M	M	M	M	M	M	M
3	AGTN	8 N	M	M	M	M	M	M	M	M	M	M
4	CJCP	3 AN	n/a	n/a	n/a	C	C	C	n/a	n/a	n/a	n/a
5	CPUI	4 AN	M	M	n/a	M	M	M	n/a	n/a	M	n/a
6	DAIS	6 N	M	M	M	M	M	M	M	M	M	M
7	STAT	3 AN	C	n/a	n/a	M	C	M	C	C	C	C
8	TDNR	14 AN	M	M	M	M	M	M	M	M	M	M
9	CDGT	1 N	M	M	M	M	M	M	M	C	M	C
10	TRNC	4 AN	M	M	M	M	M	M	M	M	M	M
11	TACN	3 AN	M	M	M	M	M	M	M	M	M	M
12	CDGT	1 N	M	M	M	M	M	M	M	M	M	M
13	PXNM	49 AN	n/a	n/a	n/a	M	M	M	C	n/a	M	n/a
14	ESAC	14 AN	C	C	n/a	C	C	C	C	n/a	C	n/a
15	DISI	1 AN	n/a	n/a	n/a	n/a	n/a	n/a	M	n/a	n/a	n/a
16	ISOC	2 A	M	M	M	M	M	M	M	M	M	M
17	RFIC	1 AN	n/a	n/a	n/a	n/a	M	M	n/a	n/a	n/a	n/a
18	PNRR	13 AN	n/a	n/a	n/a	C	C	C	n/a	n/a	n/a	n/a
19	TODC	10 AN	n/a	n/a	n/a	C	C	C	n/a	n/a	n/a	n/a
20	TKMI	1 AN	n/a	n/a	n/a	M	M	M	n/a	n/a	n/a	n/a
21	TOUR	15 AN	n/a	n/a	n/a	C	C	C	C	n/a	n/a	n/a
22	SASI	4 AN	n/a	n/a	n/a	M	M	M	n/a	n/a	n/a	n/a
23	BAID	6 AN	n/a	n/a	n/a	C	C	C	n/a	n/a	n/a	n/a
24	PXDA	29 AN	n/a	n/a	n/a	C	C	C	n/a	n/a	n/a	n/a
25	BEOT	1 AN	n/a	n/a	n/a	C	C	C	n/a	n/a	n/a	n/a
26	DOBR	7 AN	n/a	n/a	n/a	C	C	C	n/a	n/a	n/a	n/a
27	PXTP	3 AN	n/a	n/a	n/a	C	C	C	n/a	n/a	n/a	n/a
28	RDII	1 AN	n/a	n/a	n/a	C	C	C	C	C	C	C
29	AREI	1 AN	n/a	n/a	n/a	C	n/a	n/a	n/a	n/a	n/a	n/a
30	TIIS	4 N	C	C	C	C	C	C	C	C	C	C
31	AENT	8 AN	n/a	n/a	n/a	C	C	C	C	n/a	n/a	n/a
32	TACC	5 AN	n/a	n/a	n/a	C	C	C	n/a	n/a	n/a	n/a
33	RESD	26 AN	M	M	M	M	M	M	M	M	M	M



5.5.3 IT03 Related Ticket/Document Information Records

5.5.3.1 IT03 Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Transaction Number	TRNN	M	6 N	2
<i>First related ticket/document</i>					
3	Related Ticket/Document Coupon Number Identifier	RCPN	C	4 N	8
4	Related Ticket/Document Number	RTDN	M	14 AN	12
5	Check-Digit	CDGT	M	1 N	26
<i>Second related ticket/document</i>					
6	Related Ticket/Document Coupon Number Identifier	RCPN	C	4 N	27
7	Related Ticket/Document Number	RTDN	C	14 AN	31
8	Check-Digit	CDGT	C	1 N	45
<i>Third related ticket/document</i>					
9	Related Ticket/Document Coupon Number Identifier	RCPN	C	4 N	46
10	Related Ticket/Document Number	RTDN	C	14 AN	50
11	Check-Digit	CDGT	C	1 N	64
<i>Fourth related ticket/document</i>					
12	Related Ticket/Document Coupon Number Identifier	RCPN	C	4 N	65
13	Related Ticket/Document Number	RTDN	C	14 AN	69
14	Check-Digit	CDGT	C	1 N	83
<i>Fifth related ticket/document</i>					
15	Related Ticket/Document Coupon Number Identifier	RCPN	C	4 N	84
16	Related Ticket/Document Number	RTDN	C	14 AN	88
17	Check-Digit	CDGT	C	1 N	102
<i>Sixth related ticket/document</i>					
18	Related Ticket/Document Coupon Number Identifier	RCPN	C	4 N	103
19	Related Ticket/Document Number	RTDN	C	14 AN	107
20	Check-Digit	CDGT	C	1 N	121

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
<i>Seventh related ticket/document</i>					
21	Related Ticket/Document Coupon Number Identifier	RCPN	C	4 N	122
22	Related Ticket/Document Number	RTDN	C	14 AN	126
23	Check-Digit	CDGT	C	1 N	140
24	Date of Issue Related Document	DIRD	C	6 N	141
25	Waiver Code	WAVR	C	14 AN	147
26	Reason for Memo Issuance Code	RMIC	C	5 AN	161
27	Reserved Space	RESD	M	90 AN	166

Notes

- 1) This record is used for ADM, ACM, Refund and Sales Summary/Minor Adjustment transactions, similar to record BKS/45 of the Airline Accounting/Sales file.
- 2) All data elements in a set of fields (3 to 5, 6 to 8, 9 to 11, 12 to 14, 15 to 17, 18 to 20 and 21 to 23) must pertain to one document. If more than 7 related documents are involved in a transaction, record IT03 must be repeated as many times as necessary to accommodate them all.
- 3) In case of a partial refund of a conjunction document, only the RTDN of the actual STD from which one or more coupons were refunded, shall be reported.
- 4) The WAVR and RMIC shall only be reported on the first occurrence of IT03.



5.5.3.2 IT03 Record Grid

EI. #	Gloss. Ref.	Attr.	R F N Ds	A D/ C M	S S A D/C
1	<u>RCID</u>	1 AN	M	M	M
2	<u>TRNN</u>	6 N	M	M	M
<i>First related ticket/document</i>					
3	RCPN	4 N	M	n/a	n/a
4	RTDN	14 AN	M	M	M
5	CDGT	1 N	M	M	M
<i>Second related ticket/document</i>					
6	RCPN	4 N	C	n/a	n/a
7	RTDN	14 AN	C	C	C
8	CDGT	1 N	C	C	C
<i>Third related ticket/document</i>					
9	RCPN	4 N	C	n/a	n/a
10	RTDN	14 AN	C	C	C
11	CDGT	1 N	C	C	C
<i>Fourth related ticket/document</i>					
12	RCPN	4 N	C	n/a	n/a
13	RTDN	14 AN	C	C	C
14	CDGT	1 N	C	C	C
<i>Fifth related ticket/document</i>					
15	RCPN	4 N	C	n/a	n/a
16	RTDN	14 AN	C	C	C
17	CDGT	1 N	C	C	C
<i>Sixth related ticket/document</i>					
18	RCPN	4 N	C	n/a	n/a
19	RTDN	14 AN	C	C	C
20	CDGT	1 N	C	C	C
<i>Seventh related ticket/document</i>					
21	RCPN	4 N	C	n/a	n/a
22	RTDN	14 AN	C	C	C
23	CDGT	1 N	C	C	C
<i>Eighth related ticket/document</i>					
24	DIRD	6 N	M	C	n/a
25	WAVR	14 AN	C	n/a	n/a
26	RMIC	5 AN	n/a	C	n/a
27	RESD	90 AN	M	M	M



5.5.4 IT05 Monetary Amounts Records

5.5.4.1 IT05 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Transaction Number	TRNN	M	6 N	2
3	Ticket/Document Amount	TDAM	M	11 N	8
4	Currency Type	CUTP	M	4 AN	19
5	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	23
6	Tax/Miscellaneous Fee Amount	TMFA	C	11 N	31
7	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	42
8	Tax/Miscellaneous Fee Amount	TMFA	C	11 N	50
9	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	61
10	Tax/Miscellaneous Fee Amount	TMFA	C	11 N	69
11	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	80
12	Tax/Miscellaneous Fee Amount	TMFA	C	11 N	88
13	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	99
14	Tax/Miscellaneous Fee Amount	TMFA	C	11 N	107
15	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	118
16	Tax/Miscellaneous Fee Amount	TMFA	C	11 N	126
17	Commission Type	COTP	C	6 AN	137
18	Commission Rate	CORT	C	5 N	143
19	Commission Amount	COAM	C	11 N	148
20	Commission Type	COTP	C	6 AN	159
21	Commission Rate	CORT	C	5 N	165
22	Commission Amount	COAM	C	11 N	170
23	Commission Type	COTP	C	6 AN	181
24	Commission Rate	CORT	C	5 N	187
25	Commission Amount	COAM	C	11 N	192
26	Net-Reporting Indicator	NRID	C	2 AN	203
27	Amount Paid by Customer	APBC	C	11 N	205
28	Amount Entered by Agent	AEBA	C	11 N	216
29	Tax on Commission Type	TCTP	C	6 AN	227
30	Tax on Commission Amount	TOCA	C	11 N	233
31	Reserved Space	RESD	M	12 AN	244

Notes

- 1) This record shall exclusively comprise of taxes that affect the agent's remittance.
- 2) Only the TMFT, TMFA and CUTP fields in the additional IT05 records may contain significant data. Exchange transactions with no additional payment must contain zeros in the monetary amount fields.
- 3) TOCA can only be reported for ADM/ACM transactions.

4) Examples of Refund transactions with a Cancellation Penalty:

Details of the original document being refunded:

Fare	1000
Tax 1	80 (CH)
Tax 2	20 (GB)
Total	1100

Full Refund RET would contain:

Fare to be refunded	1000
TMFT	CH
TMFA	80
TMFT	GB
TMFA	20
TMFT	CP
TMFA	50
FPAM	1050 (1000+80+20-50)
TDAM	1050 (1000+80+20-50)

Partial Refund RET, where the GB tax is not used and the value of the Refunded coupons is 500, would contain:

Fare to be refunded	500
TMFT	GB
TMFA	20
TMFT	CP
TMFA	50
FPAM	470 (500+20-50)
TDAM	470 (500+20-50)

5) In the case of a netting transaction (exchange and reissue only), only tax codes and amounts involving additional collection of cash and/or credit will be reported in this record.

Netting Example:

Original issue: Journey from GVA–YUL–GVA;

TMFT (1) CH	TMFA (1)	00000001000 (Reported on IT05)
TMFT (2) CA	TMFA (2)	00000002500 (Reported on IT05)

Reissue: Change at YUL to return to FRA;

CH tax is fully used (PD) and is not reported on the IT05 as there is no collection.

CA tax becomes 20.00 and is residual amount of 5.00 to be used for compensation.

RD tax now applies of 15.00 and can be compensated by residual of 5.00 from CA.

This leaves 10.00 to collect on the transaction.

TMFT (1) RD	TMFA (1)	00000001000 (Reported on IT05)
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For information, IT0N will include:

NTTP C	NTTC RD	NTTA	00000000500 (+5.00)
NTTP R	NTTC CA	NTTA	00000000500 (-5.00)

5.5.4.2 IT05 Record Grid

El. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A	R F N Ds	A D/ C M	T A S F	S S A C/D
1	RCID	1 AN	M	M	M	M	M	M	M
2	TRNN	6 N	M	M	M	M	M	M	M
3	TDAM	11 N	M	M	M	M	M	M	M
4	CUTP	4 AN	M	M	M	M	M	M	M
5	TMFT	8 AN	C	C	C	C	C	C	C
6	TMFA	11 N	C	C	C	C	C	C	C
7	TMFT	8 AN	C	C	C	C	C	C	C
8	TMFA	11 N	C	C	C	C	C	C	C
9	TMFT	8 AN	C	C	C	C	C	C	C
10	TMFA	11 N	C	C	C	C	C	C	C
11	TMFT	8 AN	C	C	C	C	C	C	C
12	TMFA	11 N	C	C	C	C	C	C	C
13	TMFT	8 AN	C	C	C	C	C	C	C
14	TMFA	11 N	C	C	C	C	C	C	C
15	TMFT	8 AN	C	C	C	C	C	C	C
16	TMFA	11 N	C	C	C	C	C	C	C
17	COTP	6 AN	C	C	C	C	C	C	C
18	CORT	5 N	C	C	C	C	C	C	C
19	COAM	11 N	C	C	C	C	C	C	C
20	COTP	6 AN	C	C	C	C	n/a	C	n/a
21	CORT	5 N	C	C	C	C	n/a	C	n/a
22	COAM	11 N	C	C	C	C	C	C	n/a
23	COTP	6 AN	C	C	C	C	n/a	C	n/a
24	CORT	5 N	C	C	C	C	n/a	C	n/a
25	COAM	11 N	C	C	C	C	n/a	C	n/a
26	NRID	2 AN	C	C	C	C	C	C	n/a
27	APBC*	11 N	C	C	C	C	n/a	C	n/a
28	AEBA	11 N	C	C	C	C	n/a	C	n/a
29	TCTP	6 AN	n/a	n/a	n/a	n/a	C	n/a	n/a
30	TOCA	11 N	n/a	n/a	n/a	n/a	C	n/a	n/a
31	RESA	12 AN	M	M	M	M	M	M	M

* Element is Conditional ('C') when used in some NR schemes (e.g. [Section 13.5 Examples 2A.2](#)).



5.5.5 IT0N Netting Values Records

5.5.5.1 IT0N Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Transaction Number	TRNN	M	6 N	2
3	Currency Type	CUTP	M	4 AN	8
4	Netting Type	NTTP	M	1 A	12
5	Netting Code	NTTC	M	8 AN	13
6	Netting Amount	NTTA	M	11 N	21
7	Netting Type	NTTP	C	1 A	32
8	Netting Code	NTTC	C	8 AN	33
9	Netting Amount	NTTA	C	11 N	41
10	Netting Type	NTTP	C	1 A	52
11	Netting Code	NTTC	C	8 AN	53
12	Netting Amount	NTTA	C	11 N	61
13	Netting Type	NTTP	C	1 A	72
14	Netting Code	NTTC	C	8 AN	73
15	Netting Amount	NTTA	C	11 N	81
16	Netting Type	NTTP	C	1 A	92
17	Netting Code	NTTC	C	8 AN	93
18	Netting Amount	NTTA	C	11 N	101
19	Netting Type	NTTP	C	1 A	112
20	Netting Code	NTTC	C	8 AN	113
21	Netting Amount	NTTA	C	11 N	121
22	Netting Type	NTTP	C	1 A	132
23	Netting Code	NTTC	C	8 AN	133
24	Netting Amount	NTTA	C	11 N	141
25	Netting Type	NTTP	C	1 A	152
26	Netting Code	NTTC	C	8 AN	153
27	Netting Amount	NTTA	C	11 N	161
28	Netting Type	NTTP	C	1 A	172
29	Netting Code	NTTC	C	8 AN	173
30	Netting Amount	NTTA	C	11 N	181
31	Netting Type	NTTP	C	1 A	192
32	Netting Code	NTTC	C	8 AN	193
33	Netting Amount	NTTA	C	11 N	201
34	Reserved Space	RESD	M	44 AN	212

Notes

- 1) This record will only be present for exchange/reissue transactions that have been through an Automated Repricing Engine (refer to IT02-AREI).
- 2) This record shall be repeated as often as necessary to accommodate all Netting amounts.



5.5.5.2 IT0N Record Grid

El. #	Gloss. Ref.	Attr.	T K T T
1	RCID	1 AN	M
2	TRNN	6 N	M
3	CUTP	4 AN	M
4	NTTP	1 A	M
5	NTTC	8 AN	M
6	NTTA	11 N	M
7	NTTP	1 A	C
8	NTTC	8 AN	C
9	NTTA	11 N	C
10	NTTP	1 A	C
11	NTTC	8 AN	C
12	NTTA	11 N	C
13	NTTP	1 A	C
14	NTTC	8 AN	C
15	NTTA	11 N	C
16	NTTP	1 A	C
17	NTTC	8 AN	C
18	NTTA	11 N	C
19	NTTP	1 A	C
20	NTTC	8 AN	C
21	NTTA	11 N	C
22	NTTP	1 A	C
23	NTTC	8 AN	C
24	NTTA	11 N	C
25	NTTP	1 A	C
26	NTTC	8 AN	C
27	NTTA	11 N	C
28	NTTP	1 A	C
29	NTTC	8 AN	C
30	NTTA	11 N	C
31	NTTP	1 A	C
32	NTTC	8 AN	C
33	NTTA	11 N	C
34	RESD	44 AN	M



5.5.6 IT0T Coupon Tax Information Records

5.5.6.1 IT0T Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Transaction Number	TRNN	M	6 N	2
<i>First Coupon Tax Code</i>					
3	Segment Identifier	SEGI	M	1 N	8
4	Coupon Tax Airport Code	CTAC	C	5 A	9
5	Segment Tax Airport Code	STAC	C	6 A	14
6	Coupon Tax Code	CTCD	M	2 AN	20
7	Coupon Tax Type	CTTP	C	3 AN	22
8	Coupon Tax Reported Amount	CTRA	M	11 N	25
9	Coupon Tax Currency Type	CUTX	C	4 AN	36
10	Coupon Tax Applicable Amount	CTAA	C	11 N	40
<i>Second Coupon Tax Code</i>					
11	Segment Identifier	SEGI	C	1 N	51
12	Coupon Tax Airport Code	CTAC	C	5 A	52
13	Segment Tax Airport Code	STAC	C	6 A	57
14	Coupon Tax Code	CTCD	C	2 AN	63
15	Coupon Tax Type	CTTP	C	3 AN	65
16	Coupon Tax Reported Amount	CTRA	C	11 AN	68
17	Coupon Tax Currency Type	CUTX	C	4 AN	79
18	Coupon Tax Applicable Amount	CTAA	C	11 N	83
<i>Third Coupon Tax Code</i>					
19	Segment Identifier	SEGI	C	1 N	94
20	Coupon Tax Airport Code	CTAC	C	5 A	95
21	Segment Tax Airport Code	STAC	C	6 A	100
22	Coupon Tax Code	CTCD	C	2 AN	106
23	Coupon Tax Type	CTTP	C	3 AN	108
24	Coupon Tax Reported Amount	CTRA	C	11 N	111
25	Coupon Tax Currency Type	CUTX	C	4 AN	122
26	Coupon Tax Applicable Amount	CTAA	C	11 N	126
<i>Fourth Coupon Tax Code</i>					
27	Segment Identifier	SEGI	C	1 N	137
28	Coupon Tax Airport Code	CTAC	C	5 A	138
29	Segment Tax Airport Code	STAC	C	6 A	143
30	Coupon Tax Code	CTCD	C	2 AN	149
31	Coupon Tax Type	CTTP	C	3 AN	151
32	Coupon Tax Reported Amount	CTRA	C	11 N	154
33	Coupon Tax Currency Type	CUTX	C	4 AN	165
34	Coupon Tax Applicable Amount	CTAA	C	11 N	169



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El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
<i>Fifth Coupon Tax Code</i>					
35	Segment Identifier	SEGI	C	1 N	180
36	Coupon Tax Airport Code	CTAC	C	5 A	181
37	Segment Tax Airport Code	STAC	C	6 A	186
38	Coupon Tax Code	CTCD	C	2 AN	192
39	Coupon Tax Type	CTTP	C	3 AN	194
40	Coupon Tax Reported Amount	CTRA	C	11 N	197
41	Coupon Tax Currency Type	CUTX	C	4 AN	208
42	Coupon Tax Applicable Amount	CTAA	C	11 N	212
43	Currency Type	CUTP	M	4 AN	223
44	Reserved Space	RESD	M	29 AN	227

Notes

- 1) For conjunction documents, all coupon taxes with SEGI=0 should be reported on the primary document IT0T record(s).
- 2) IT0T record is reported as additional information and does not affect the reporting of taxes in IT05.



5.5.6.2 IT0T Record Grid

EI. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	<u>RCID</u>	1 AN	M	M	M
2	<u>TRNN</u>	6 N	M	M	M
<i>First Coupon Tax Code</i>					
3	SEGI	1 N	M	M	M
4	CTAC	5 A	C	C	C
5	STAC	6 A	C	C	C
6	CTCD	2 AN	M	M	M
7	CTTP	3 AN	C	C	C
8	CTRA	11 N	M	M	M
9	CUTX	4 AN	C	C	C
10	CTAA	11 N	C	C	C
<i>Second Coupon Tax Code</i>					
11	SEGI	1 N	C	C	C
12	CTAC	5 A	C	C	C
13	STAC	6 A	C	C	C
14	CTCD	2 AN	C	C	C
15	CTTP	3 AN	C	C	C
16	CTRA	11 AN	C	C	C
17	CUTX	4 AN	C	C	C
18	CTAA	11 N	C	C	C
<i>Third Coupon Tax Code</i>					
19	SEGI	1 N	C	C	C
20	CTAC	5 A	C	C	C
21	STAC	6 A	C	C	C
22	CTCD	2 AN	C	C	C
23	CTTP	3 AN	C	C	C
24	CTRA	11 N	C	C	C
25	CUTX	4 AN	C	C	C
26	CTAA	11 N	C	C	C
<i>Fourth Coupon Tax Code</i>					
27	SEGI	1 N	C	C	C
28	CTAC	5 A	C	C	C
29	STAC	6 A	C	C	C
30	CTCD	2 AN	C	C	C
31	CTTP	3 AN	C	C	C
32	CTRA	11 N	C	C	C
33	CUTX	4 AN	C	C	C
34	CTAA	11 N	C	C	C



El. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
<i>Fifth Coupon Tax Code</i>					
35	SEGI	1 N	C	C	C
36	CTAC	5 A	C	C	C
37	STAC	6 A	C	C	C
38	CTCD	2 AN	C	C	C
39	CTTP	3 AN	C	C	C
40	CTRA	11 N	C	C	C
41	CUTX	4 AN	C	C	C
42	CTAA	11 N	C	C	C
43	CUTP	4 AN	M	M	M
44	RESD	29 AN	M	M	M



5.5.7 IT0U Unticketed Point Information Record

5.5.7.1 IT0U Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Transaction Number	TRNN	M	6 N	2
<i>First unticketed point</i>					
3	Segment Identifier	SEGI	M	1 N	8
4	Unticketed Point Airport/City Code	UTPC	M	5 AN	9
5	Unticketed Point Date Of Arrival	UPDA	C	7 AN	14
6	Unticketed Point Local Time Of Arrival	UPTA	C	5 AN	21
7	Unticketed Point Date Of Departure	UPDD	C	7 AN	26
8	Unticketed Point Local Time Of Departure	UPTD	C	5 AN	33
9	Unticketed Point Departure Equipment Code	UPEQ	C	3 AN	38
10	Reserved Space	RESD	M	20 A	41
<i>Second unticketed point</i>					
11	Segment Identifier	SEGI	C	1 N	61
to					
17	Unticketed Point Departure Equipment Code	UPEQ	C	3 AN	91
<i>Reserved Space</i>					
18	Reserved Space	RESD	M	162 AN	94

Note

This record is only reported if a segment of the itinerary contains an unticketed point.

5.5.7.2 IT0U Record Grid

El. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	<u>RCID</u>	1 AN	M	M	M
2	<u>TRNN</u>	6 N	M	M	M
<i>First unticketed point</i>					
3	SEGI	1 N	M	M	M
4	UTPC	5 AN	M	M	M
5	UPDA	7 AN	C	C	C
6	UPTA	5 AN	C	C	C
7	UPDD	7 AN	C	C	C
8	UPTD	5 A	C	C	C
9	UPEQ	3 AN	C	C	C
10	RESD	20 AN	C	C	C
<i>Second unticketed point</i>					
11	SEGI	1 AN	C	C	C
to					
17	UPEQ	3 AN	C	C	C
18	RESD	162 AN	M	M	M



5.5.8 IT06 Itinerary Records

5.5.8.1 IT06 Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Transaction Number	TRNN	M	6 N	2
<i>First value flight coupon</i>					
3	Origin Airport/City Code	ORAC	M	5 AN	8
4	Destination Airport/City Code	DSTC	M	5 AN	13
5	Frequent Flyer Reference	FFRF	C	20 AN	18
6	Carrier	CARR	M	3 AN	38
7	Sold Passenger Cabin	CABI	C	1 AN	41
8	Reservation Booking	RBKD	C	2 A	42
9	Flight Departure Date	FTDA	C	7 AN	44
10	“Not Valid Before” Date	NBDA	C	5 AN	51
11	“Not Valid After” Date	NADA	C	5 AN	56
12	Fare Basis/Ticket Designator	FBTD	C	15 AN	61
13	Flight Number	FTNR	C	5 AN	76
14	Flight Departure Time	FTDT	C	5 AN	81
15	Baggage Allowance	FBAL	C	3 AN	86
16	Flight Booking Status	FBST	C	2 A	89
17	Segment Identifier	SEGI	M	1 N	91
18	Stopover Code	STPO	C	1 A	92
19	Fare Component Priced Passenger Type Code	FCPT	C	3 AN	93
20	Through/Change Of Gauge Indicator	COGI	C	1 AN	96
21	Equipment Code	EQCD	C	3 AN	97
22	Flight Arrival Date	FTAD	C	7 AN	100
23	Flight Arrival Time	FTAT	C	5 AN	107
24	Flight Departure Terminal	FDTE	C	5 AN	112
25	Flight Arrival Terminal	FATE	C	5 AN	117
26	Reserved Space	RESD	M	10 AN	122
<i>Second value flight coupon</i>					
27	Origin Airport/City Code	ORAC	C	5 AN	132
to					
49	Flight Arrival Terminal	FATE	C	5 AN	241
<i>Reserved Space</i>					
50	Reserved Space	RESD	M	10 AN	246

Notes

- 1) This record is only repeated to accommodate the situation where more than 2 coupons of a ticket were issued. If there were more than one 4-coupon ticket in the transaction, a third record (or more) must be created.
- 2) The Itinerary can be derived from a series of Itinerary Data Segments by reference to the Segment Identifier together with the ORAC and DSTC elements.
- 3) Only “value” coupons must be reported in this record.
- 4) The coupon number should be identified by the Segment Identifier (SEGI) and not by its relative position in the IT06 record.
- 5) The IT06 record will not be reported for EMDS exchange transactions issued for refundable balance.



5.5.8.2 IT06 Record Grid

EI. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	<u>RCID</u>	1 AN	M	M	M
2	<u>TRNN</u>	6 N	M	M	M
<i>First value flight coupon</i>					
3	ORAC	5 AN	M	M	M
4	DSTC	5 AN	M	M	M
5	FFRF	20 AN	C	C	C
6	CARR	3 AN	M	M	M
7	CABI	1 AN	C	n/a	n/a
8	RBKD	2 A	M	n/a	n/a
9	FTDA	7 AN	C	C	n/a
10	NBDA	5 AN	C	C	C
11	NADA	5 AN	C	C	C
12	FBTD	15 AN	M	n/a	n/a
13	FTNR	5 AN	C	n/a	n/a
14	FTDT	5 AN	C	n/a	n/a
15	FBAL	3 AN	M	n/a	n/a
16	FBST	2 A	C	n/a	n/a
17	SEGI	1 N	M	M	M
18	STPO	1 A	C	C	C
19	FCPT	3 AN	C	n/a	n/a
20	COGI	1 AN	C	n/a	n/a
21	EQCD	3 AN	C	n/a	n/a
22	FTAD	7 AN	C	n/a	n/a
23	FTAT	5 AN	C	n/a	n/a
24	FDTE	5 AN	C	n/a	n/a
25	FATE	5 AN	C	n/a	n/a
26	RESD	10 AN	M	M	M
<i>Second value flight coupon</i>					
27	ORAC	5 AN	C	C	C
to					
49	FATE	5 AN	C	n/a	n/a
50	RESD	10 AN	M	M	M

5.5.9 IT0G Electronic Miscellaneous Document Coupon Detail and Remarks Records

5.5.9.1 IT0G Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Transaction Number	TRNN	M	6 N	2
3	EMD Coupon Number	EMCP	M	1 N	8
4	EMD Coupon Value	EMCV	C	11 N	9
5	Currency Type	CUTP	M	4 AN	20
6	EMD Related Ticket/Document Number	EMRT	C	14 AN	24
7	EMD Related Coupon Number	EMRC	C	1 N	38
8	EMD Service type	EMST	C	1 AN	39
9	EMD Reason for Issuance Sub Code	EMSC	M	3 AN	40
10	EMD Fee Owner Airline Designator	EMOC	C	3 AN	43
11	EMD Excess Baggage Over Allowance Qualifier	XBOA	C	1 AN	46
12	EMD Excess Baggage Currency Code	XBCT	C	3 A	47
13	EMD Excess Baggage Rate per Unit	XBRU	C	12 AN	50
14	EMD Excess Baggage Total Number in Excess	XBNE	C	12 AN	62
15	EMD Consumed at Issuance Indicator	EMCI	C	1 AN	74
16	EMD Number of Services	EMNS	M	3 N	75
17	EMD Operating Carrier	EMCR	C	3 AN	78
18	EMD Attribute Group	EMAG	C	3 AN	81
19	EMD Attribute Sub Group	EMSG	C	3 AN	84
20	EMD Industry Carrier Indicator	EMIC	C	1 AN	87
21	EMD Remarks	EMRM	C	70 AN	88
22	Reserved Space	RESD	M	98 AN	158



5.5.9.2 IT0G Record Grid

El. #	Gloss. Ref.	Attr.	E M D S	E M D A
1	<u>RCID</u>	1 AN	M	M
2	<u>TRNN</u>	6 N	M	M
3	EMCP	1 N	M	M
4	EMCV	11 N	C	C
5	CUTP	4 AN	M	M
6	EMRT	14 AN	C	M
7	EMRC	1 N	C	M
8	EMST	1 AN	C	C
9	EMSC	3 AN	M	M
10	EMOC	3 AN	C	C
11	XBOA	1 AN	C	C
12	XBCT	3 A	C	C
13	XBRU	12 AN	C	C
14	XBNE	12 AN	C	C
15	EMCI	1 AN	C	n/a
16	EMNS	3 N	M	M
17	EMCR	3 AN	C	C
18	EMAG	3 AN	C	C
19	EMSG	3 AN	C	C
20	EMIC	1 AN	C	C
21	EMRM	70 AN	C	C
22	RESD	98 AN	M	M

5.5.10 IT07 Additional Sale Information and Fare Calculation Records

5.5.10.1 IT07 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Transaction Number	TRNN	M	6 N	2
3	Fare	FARE	M	12 AN	8
4	Equivalent Fare Paid	EQFR	C	12 AN	20
5	Total	TOTL	M	12 AN	32
6	Fare Calculation Mode Indicator	FCMI	C	1 AN	44
7	Fare Calculation Pricing Indicator	FCPI	C	1 AN	45
<i>First line of fare calculation area</i>					
8	Fare Calculation Area	FRCA	C	87 AN	46
9	Fare Calculation Sequence Number	FRCS	C	1 N	133
<i>Second line of fare calculation area</i>					
10	Fare Calculation Area	FRCA	C	87 AN	134
11	Fare Calculation Sequence Number	FRCS	C	1 N	221
12	Original Issue Ticket/Document Number	ORIT	C	14 AN	222
13	Original Issue Location–City Code	ORIL	C	3 A	236
14	Original Issue Date (DDMMYY)	ORID	C	7 AN	239
15	Original Issue Agent Numeric Code (IATA Number)	ORIA	C	8 N	246
16	Reserved Space	RESD	M	2 AN	254

Note

The number of IT07 records required is as determined under FRCA in the Glossary.



5.5.10.2 IT07 Record Grid

EI. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	<u>RCID</u>	1 AN	M	M	M
2	<u>TRNN</u>	6 N	M	M	M
3	FARE	12 AN	M	M	M
4	EQFR	12 AN	C	C	C
5	TOTL	12 AN	M	M	M
6	FCMI	1 AN	M	C	C
7	FCPI	1 AN	M	C	C
<i>First line of fare calculation area</i>					
8	FRCA	87 AN	M	C	C
9	FRCS	1 N	M	C	C
<i>Second line of fare calculation area</i>					
10	FRCA	87 AN	C	C	C
11	FRCS	1 N	C	C	C
12	ORIT	14 AN	C	C	C
13	ORIL	3 A	C	C	C
14	ORID	7 AN	C	C	C
15	ORIA	8 N	C	C	C
16	RESD	2 AN	M	M	M

5.5.11 IT08 Form of Payment Records

5.5.11.1 IT08 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Transaction Number	TRNN	M	6 N	2
<i>First Form of Payment</i>					
3	Form of Payment Account Number	FPAC	C	19 AN	8
4	Form of Payment Amount	FPAM	M	11 N	27
5	Approval Code	APLC	C	6 AN	38
6	Currency Type	CUTP	M	4 AN	44
7	Extended Payment Code	EXPC	C	2 AN	48
8	Form of Payment Type	FPTP	M	10 AN	50
9	Expiry Date	EXDA	C	4 AN	60
10	Customer File Reference	CSTF	C	27 AN	64
11	Card Verification Value Result	CVVR	C	1 AN	91
12	Source of Approval Code	SAPP	C	1 AN	92
13	Form of Payment Transaction Identifier	FPTI	C	25 AN	93
14	Authorised Amount	AUTA	C	11 AN	118
<i>Second Form of Payment</i>					
15	Form of Payment Account Number	FPAC	C	19 AN	129
to					
26	Authorised Amount	AUTA	C	11 AN	239
27	Reserved Space	RESD	M	6 AN	250

Notes

- 1) Exchange transactions where no additional payment was collected shall always contain zeros in the monetary amount fields.
- 2) This record shall be repeated as often as necessary.
- 3) If in Exchange transactions, coupons from one document in a conjunctive set are exchanged then each of these documents with its exchanged coupons is to be reported in its respective FPAC.



5.5.11.2 IT08 Record Grid

EI. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A	R F N Ds	A D/ C M	T A S F	S S A C/D
1	RCID	1 AN	M	M	M	M	M	M	M
2	TRNN	6 N	M	M	M	M	M	M	M
<i>First Form of Payment</i>									
3	FPAC	19 AN	C	C	C	C	n/a	C	n/a
4	FPAM	11 N	M	M	M	M	M	M	M
5	APLC	6 AN	C	C	C	n/a	n/a	C	n/a
6	CUTP	4 AN	M	M	M	M	M	M	M
7	EXPC	2 AN	C	C	C	n/a	n/a	C	n/a
8	FPTP	10 AN	M	M	M	M	M	M	M
9	EXDA	4 AN	C	C	C	n/a	n/a	C	n/a
10	CSTF	27 AN	C	C	C	C	n/a	C	n/a
11	CVVR	1 AN	C	C	C	n/a	n/a	C	n/a
12	SAPP	1 AN	C	C	C	n/a	n/a	C	n/a
13	FPTI	25 AN	C	C	C	n/a	n/a	C	n/a
14	AUTA	11 AN	C	C	C	n/a	n/a	C	n/a
<i>Second Form of Payment (as above in elements 3–14)</i>									
15	FPAC	19 AN	C	C	C	C	n/a	C	n/a
To									
26	AUTA	11 AN	C	C	C	n/a	n/a	C	n/a
<i>Third Form of Payment</i>									
27	RESD	6 AN	M	M	M	M	M	M	M

5.5.12 IT0D Card Authentication Information Records

5.5.12.1 IT0D Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Transaction Number	TRNN	M	6 N	2
3	Form of Payment Occurrence Number	FPON	M	1 N	8
4	Card Authentication Sequence Number	CASN	M	2 N	9
5	Card Authentication Information	CATI	M	245 AN	11

Notes

- 1) If the data to be reported exceeds the size of the CATI element, another record(s) is required. See also the example in [Appendix G](#).
- 2) The FPON element links the IT0D record(s) with the corresponding FPTP on the related IT08 record.
- 3) In the case of multiple payment cards (with CATI) for a single transaction, the IT0D record(s) would also be repeated for each payment card.

5.5.12.2 IT0D Record Grid

El. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A	T A S F
1	RCID	1 AN	M	M	M	M
2	TRNN	6 N	M	M	M	M
3	FPON	1 N	M	M	M	M
4	CASN	2 N	M	M	M	M
5	CATI	245 AN	M	M	M	M



5.5.13 IT0X 3DS Authentication and Additional Card Payment Information

5.5.13.1 IT0X Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	<u>RCID</u>	M	1 AN	1
2	Transaction Number	<u>TRNN</u>	M	6 N	2
3	Form of Payment Occurrence Number	FPON	M	1 N	8
4	Card Authentication Sequence Number	CASN	M	2 N	9
5	3D Secure Authentication and Additional Card Payment Information	TDSD	M	99 AN	11
6	Reserved Space	RESD	M	146 AN	110

Notes

- 1) The FPON element links the IT0X record(s) with the corresponding FPTP on the related IT08 record.
- 2) In the case of multiple payment cards (with TDSD) for a single transaction, there would be one IT0X record present for each authenticated payment card.

5.5.13.2 IT0X Record Grid

EI. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A	T A S F
1	<u>RCID</u>	1 AN	M	M	M	M
2	<u>TRNN</u>	6 N	M	M	M	M
3	FPON	1 N	M	M	M	M
4	CASN	2 N	M	M	M	M
5	TDSD	99 AN	M	M	M	M
6	RESD	146 AN	M	M	M	M

5.5.14 IT09 Additional Information Records

5.5.14.1 IT09 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Transaction Number	TRNN	M	6 N	2
3	Endorsements/Restrictions	ENRS	C	147 AN	8
<i>First line of Form of Payment Information</i>					
4	Form of Payment Information	FPIN	M	50 AN	155
<i>Second line of Form of Payment Information</i>					
5	Form of Payment Information	FPIN	M	50 AN	205
6	Reserved Space	RESD	M	1 AN	255

5.5.14.2 IT09 Record Grid

El. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	RCID	1 AN	M	M	M
2	TRNN	6 N	M	M	M
3	ENRS	147 AN	C	C	C
<i>First line of Form of Payment</i>					
4	FPIN	50 AN	M	M	M
<i>Second line of Form of Payment</i>					
5	FPIN	50 AN	M	M	M
6	RESD	1 AN	M	M	M



5.5.15 IT0V Additional Tax Information Records

5.5.15.1 IT0V Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Transaction Number	TRNN	M	6 N	2
<i>First line of Tax Information</i>					
3	Tax Information Sequence	TXSN	M	2 N	8
4	Tax Information Identifier	TXID	M	4 AN	10
5	Additional Tax Information	TXIN	M	70 AN	14
<i>Second line of Tax Information</i>					
6	Tax Information Sequence	TXSN	C	2 N	84
7	Tax Information Identifier	TXID	C	4 AN	86
8	Additional Tax Information	TXIN	C	70 AN	90
<i>Third line of Tax Information</i>					
9	Tax Information Sequence	TXSN	C	2 N	160
10	Tax Information Identifier	TXID	C	4 AN	162
11	Additional Tax Information	TXIN	C	70 AN	166
<i>Fourth line of Tax Information</i>					
12	Reserved Space	RESD	M	20 AN	236

5.5.15.2 IT0V Record Grid

El. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	RCID	1 AN	M	M	M
2	TRNN	6 N	M	M	M
<i>First line of Tax Information</i>					
3	TXSN	2 N	M	M	M
4	TXID	4 AN	M	M	M
5	TXIN	70 AN	M	M	M
<i>Second line of Tax Information</i>					
6	TXSN	2 N	C	C	C
7	TXID	4 AN	C	C	C
8	TXIN	70 AN	C	C	C
<i>Third line of Tax Information</i>					
9	TXSN	2 N	C	C	C
10	TXID	4 AN	C	C	C
11	TXIN	70 AN	C	C	C
<i>Fourth line of Tax Information</i>					
12	RESD	20 AN	M	M	M

5.5.16 IT0Z File Trailer Record

5.5.16.1 IT0Z File Trailer Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Report Record Counter	RRDC	M	11 N	2
3	Reserved Space	RESD	M	243 AN	13

Note

Only one IT0Z record per reporting period is always to be located at the end of the last Agent Reporting file.



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Chapter 6—Airline Accounting/Sales Data (HOT)

6.1 Introduction

Upon request by a BSP Airline, the DPC prepares an electronic file known as the Airline Accounting/Sales Data or HOT. This contains all accountable transactions from all agents in a BSP, for an agreed period, for each BSP Airline. The DPC also prepares Agent HOT and Agent Group HOT based on this standard airline HOT.

In any BSP:

- The Billing Analysis contains Agent Sales Accounting data of every transaction for one or more Reporting Periods;
- The Airline Accounting/Sales data shall be available with at least the same frequency as the Airline Billing Analysis;
- The Airline Billing Statement recapitulates the Airline Billing Analysis total values of every Agent;
- Where there are several billing periods (and therefore as many Billing Analysis) per Remittance Period, the final Billing Statement substantiating the Agents' total remittances to Airlines also comprises totals brought forward from the previous Billing Statements of that Remittance Period;
- When the Airline Accounting/Sales data is reported to the same frequency as the Airline Billing Analysis, the Airline Accounting/Sales data should be structured and sorted in the same sequence as the Airline Billing Analysis; the only exception could be for multi-currency BSPs (see [Section 6.5.3](#));
- There can be several remittances per month.

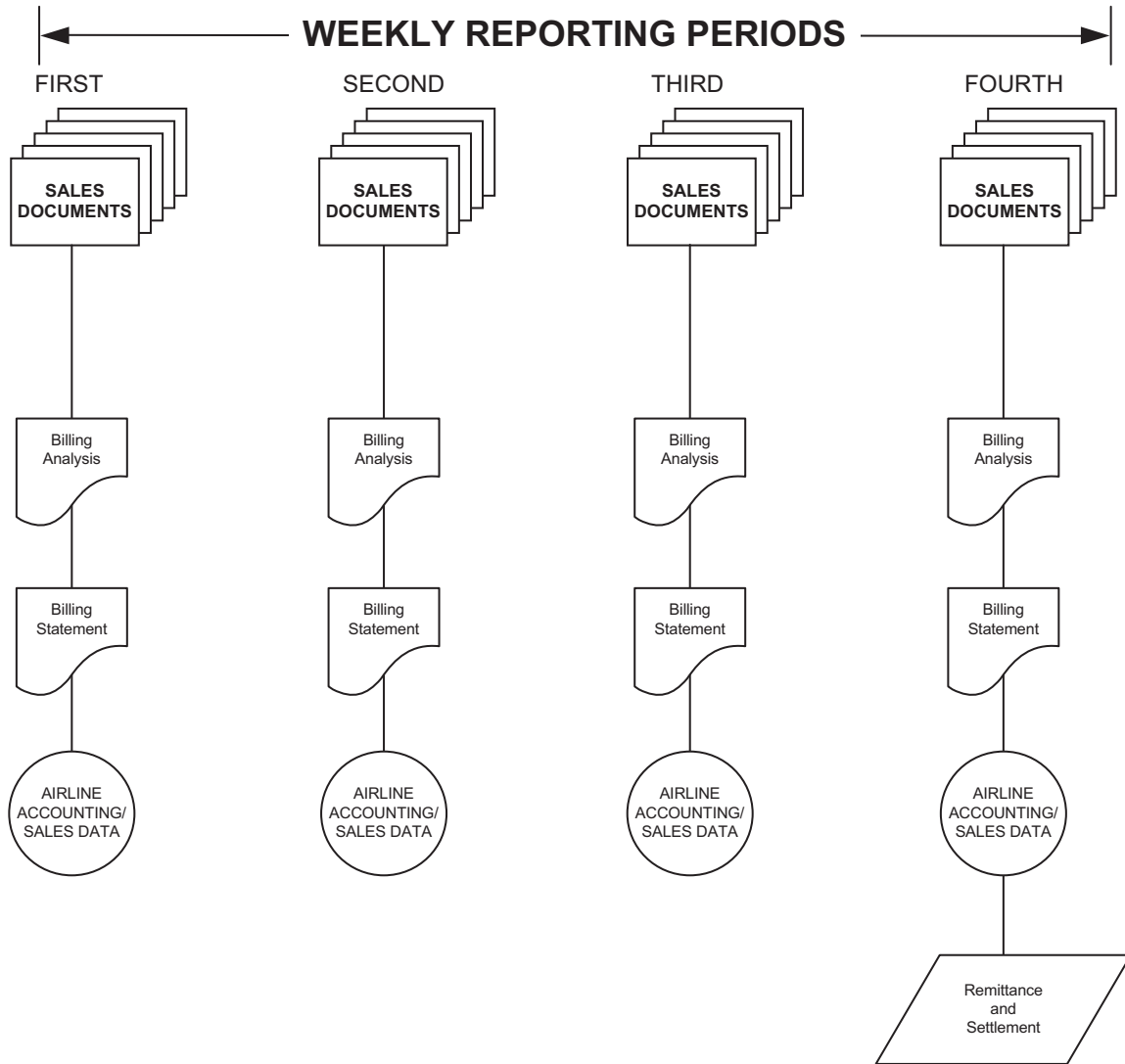
6.2 BSP Schedule

Diagrams [6.2.1](#) and [6.2.2](#) outline two possible schemes for periodic HOTs. See [Section 3.2.5](#) for Daily HOT reporting.

Depending on the BSP, it will be noted that information of documents pertaining to the different Billing Periods, derived from one or more Reporting Periods, should always add up to corresponding Billing Analysis (Cycle) Totals per Currency Type (BCT95) records. The latter in turn add up to file Totals per Currency Type (BFT99) records. Where there is only one Billing Period on the HOT, the BCT95 totals and BFT99 totals are equal.

6.2.1 BSP Weekly Schedule

In this example, the following assumptions apply:

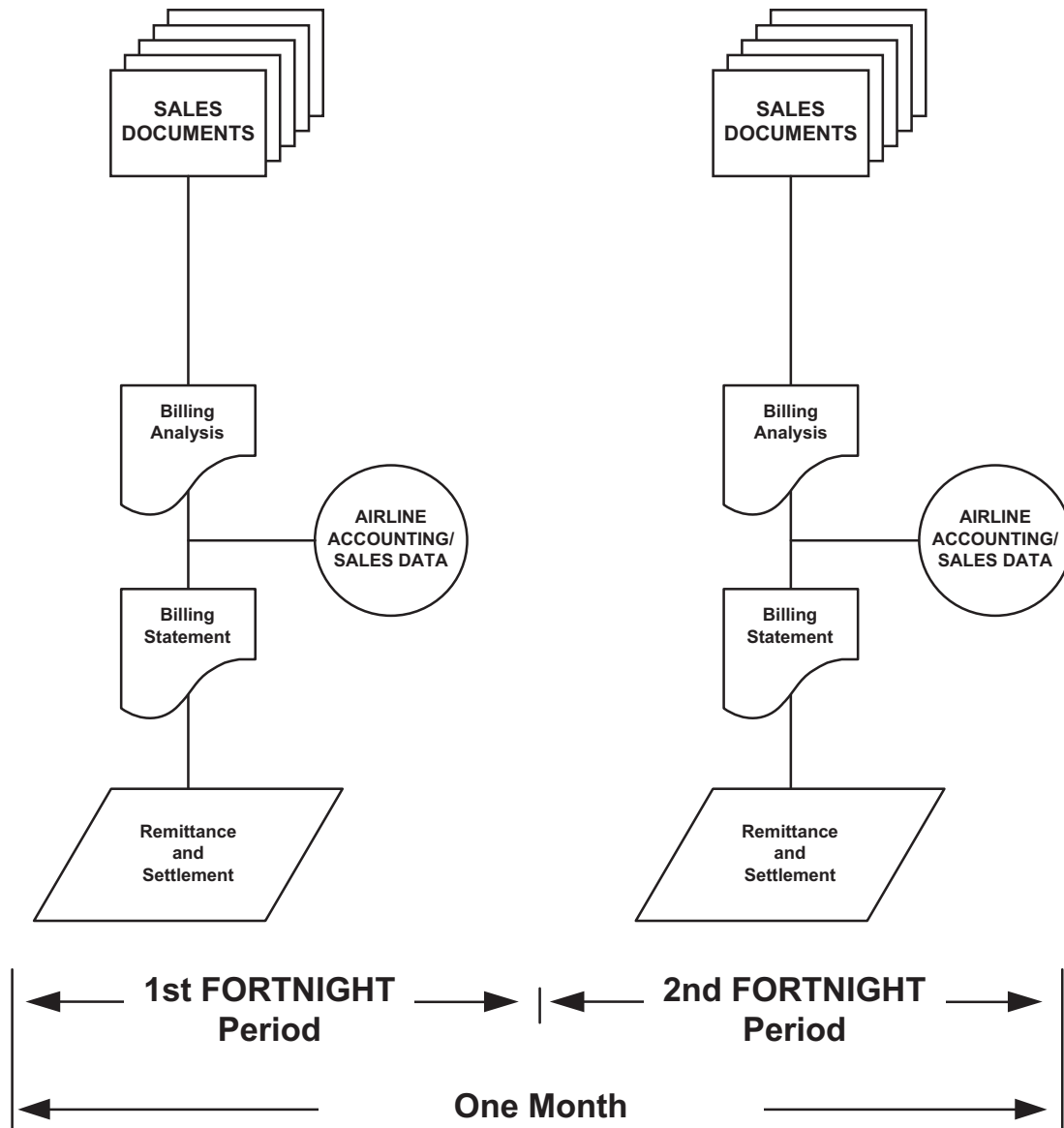


1. The Reporting Period and the Billing Period are equal;
2. There is one Billing Period per Billing Analysis, and one Billing Statement;
3. There is one Billing Period per HOT;
4. There are four Billing Periods per Remittance Period.

6.2.2 BSP Fortnightly Schedule

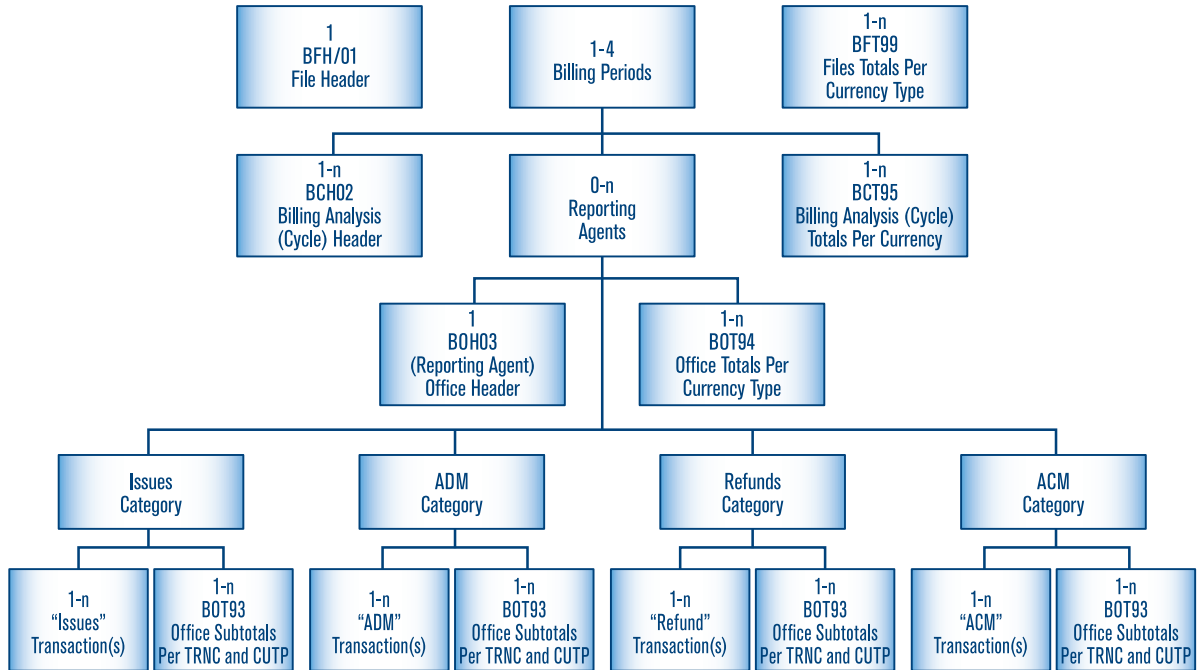
In this example, the following assumptions apply:

FORTNIGHTLY REPORTING AND SETTLEMENT



1. The Reporting Period and the Billing Period are equal;
2. There is one Billing Period per Billing Analysis, and one Billing Statement;
3. There is one Billing Period per HOT;
4. The Billing Period and the Remittance Period are equal.

6.3 Airline Accounting/Sales (HOT) File Organisation



Notes

- 1) “empty” files would contain one BFH01, BCH02, BCT95, and BFT99.
- 2) See also clarifications in [Section 6.5.3](#).

6.4 List of Airline Accounting/Sales Data Records

Record Identifier	Record Description
HEADER RECORDS	
BFH01	File Header
BCH02	Billing Analysis (Cycle) Header
BOH03	Office Header (Reporting Agent)
TRANSACTION RECORDS	
BKT06	Transaction Header
BKS24	Ticket/Document Identification
BKS30	STD/Document Amounts
BKS31	Coupon Tax Information
BKS39	Commission
BKS42	Tax on Commission
BKS45	Related Ticket/Document Information
BKS46	Qualifying Issue Information for Sales Transactions
BKS47	Netting Values
BKI61	Unticketed Point Information
BKI62	Additional Itinerary Data
BKI63	Itinerary Data Segment
BAR64	Document Amounts
BAR65	Additional Information—Passenger
BAR66	Additional Information—Form of Payment
BAR67	Additional Tax Information
BMD75	Electronic Miscellaneous Document Coupon Detail
BMD76	Electronic Miscellaneous Document Remarks
BKF81	Fare Calculation
BCC82	Additional Card Information
BCC83	Card Authentication Information
BCX83	3DS Authentication and Additional Card Payment Information
BKP84	Form of Payment
TOTAL RECORDS	
BOT93	Office Subtotals per Transaction Code and Currency Type
BOT94	Office Totals per Currency Type
BCT95	Billing Analysis (Cycle) Totals per Currency Type
BFT99	File Totals per Currency Type

Notes

- 1) The Record Identifier is made up of two parts:
 - the Standard Message Identifier
 - the Standard Numeric Qualifier
- 2) See Glossary references SMSG and STNQ.

6.5 Structure

6.5.1 Logical Record Structures

Structure Diagrams referenced in 6.3 to 6.5 should be thoroughly studied in order to organize correctly the sequence of records that comprise the transaction according to the type of logical format present.

6.5.2 Structure of a Transaction

Special attention should be paid to the number of times a particular record must be generated. Where it may be necessary to repeat a record in order to report the complete information representing the record in the matrix in [section 6.5.4](#).

For instance:

“1-4” means it must be created at least once but not more than four times;

“0-n” means the record can be generated any number of times or not at all.

The following diagrams show the physical records arrangement of a transaction:

- Transaction records structure pattern 6.5.5
- Issue Transaction 6.5.6
- Refund Transaction 6.5.7
- Agency Debit Memo/Agency Credit Memo Transaction 6.5.8
- EMD Transaction 6.5.9

The records that comprise a transaction can be controlled by means of:

- Transaction Code (TRNC)
- Transaction Number (TRNN)
- Transaction Record Counter (TREC)
- BKP84-CA record

6.5.3 Airline Accounting/Sales Data Particulars

File

A HOT shall contain a file, i.e. all accountable transactions (and some recapitulations), that pertain to a ticketing Airline on behalf of which IATA Approved Agents have sold traffic documents for the corresponding Billing Period. See [Section 6.3](#).

However, should, in the future, Processing Centres send files for consolidation to (an)other processing centre(s), such HOTs would comprise several files and as many File Header (BFH01) records.

There may be several HOT files in one transmission.

When a HOT file is genuinely empty (i.e. zero transactions), a file shall be produced and handed off to the carrier. A blank file is therefore permitted, and must be delivered in sequence. It is noted that FSQN must be incremented by 1 for every file produced. This is considered to be a control mechanism for airlines to keep a full audit trail of files produced.

For any BSP that produces dual cycles within one file, an empty cycle may be produced and the final cycle (DYRI = F) may be empty.

Data Integrity

See [Chapter 4](#) (RET/HOT Data Quality Assurance) for procedures.

Currency

The national (or default) currency of a BSP country shall be defined in the Office Header (BOH/03) record by the Currency Type (CUTP).

Transaction records should contain the CUTP in which that transaction is to be processed.

The CUTP must always be written to Subtotal and Total records.

In a BSP Area comprising two or more countries having their own different currency, the CUTP of record BOH/03 can be entered with the national currency type code provided ticketing Airlines receive separate Billing Analyses and Airline Accounting/Sales data files for every country. An exception may be made where two neighboring countries each have their own different currency on par one with the other, provided Billing Analyses and Airline Accounting/Sales files match one with the other.

Where an Agent is permitted to accept payment in more than one currency, any individual sale must be paid in one currency only and this is denoted in the transaction's Currency Type (CUTP).

In Airline Accounting/Sales files and corresponding Billing Analyses, Office Subtotals per Transaction Code and Currency Type (BOT93), Office Totals Per Currency type (BOT94), Billing Analysis (Cycle) Totals per Currency Type (BCT95) and File Totals per Currency Type (BFT99) records shall be present as many times as there are currencies.

Multi-currency BSPs may have different requirements, depending on whether they are in the Euro zone, or whether they accept another currency like USD. Normally both the HOT and the Billing Analysis would be structured and sorted in the same sequence, i.e. sorted by agent, then by document type/number (mixed currencies).

However exceptions may be agreed by the BSP, e.g.:

- Billing Analysis sorted by currency, then by agent, then by document type/number;
- HOT sorted by currency, then by agent, then by document type/number;
- both of the above.

For HOTs sorted by agent (mixed currencies), total records should only be generated if there are transactions for that currency (BOT93, BOT94, BCT95, and BFT99). Where there are total records for more than one currency, the record for the default currency should be shown first.

For HOTs sorted by currency, there should always be one file per currency, even if it's an empty file. The file for the default currency should be shown first.

Form of Payment Record

As shown in each of the following diagrams, Form of Payment (BKP84) records shall appear, where applicable, in the following strict order of priority:

- Exchange
- Payment Card
- Credit-to-Cash
- Cash

There shall always be a cash amount record, even if all amount fields are zero.

Cancelled STDs

It is recommended that Cancelled STDs (see definition in [Section 3.3](#)) need not be listed on the Airline Billing Analysis nor recorded on to Airline Accounting/Sales data.



6.5.4 HOT Transaction Structure Arrangement Matrix

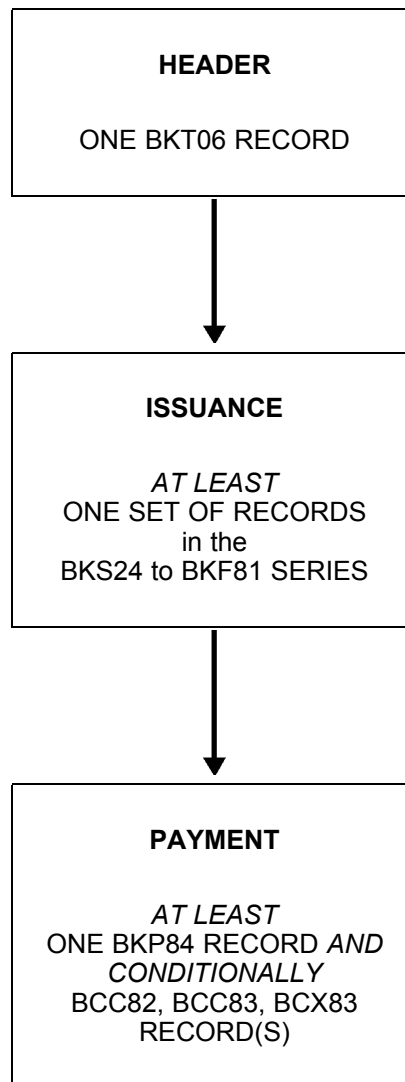
Record	CANX	TKTT	EMDS	EMDA	RFNDs	AD/CM	TASF
BKT06	1	1	1	1	1	1	1
BKS24	1	1	1	1	1	1	1
BKS30	1	(1-n)	(1-n)	(1-n)	(1-n)	(1-n)	(1-n)
BKS31	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	n/a
BKS39	1	(1-n)	(1-n)	(1-n)	(1-n)	1	(1-n)
BKS42	n/a	(0-n)	(0-n)	(0-n)	(0-n)	(0-n)	(0-n)
BKS45	n/a	n/a	n/a	n/a	(1-n)	(0-n)	n/a
BKS46	n/a	(0-3)	(0-3)	(0-3)	n/a	n/a	n/a
BKS47	n/a	(0-n)	n/a	n/a	n/a	n/a	n/a
BKI61	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	n/a
BKI62	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	n/a
BKI63	n/a	(1-4)	(0-4)	(1-4)	n/a	n/a	n/a
BAR64	n/a	1	1	1	n/a	n/a	n/a
BAR65	n/a	1	1	1	(0-1)	n/a	(0-1)
BAR66	n/a	1-2	1-2	1-2	n/a	n/a	n/a
BAR67	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	n/a
BMD75	n/a	n/a	(1-4)	(1-4)	n/a	n/a	n/a
BMD76	n/a	n/a	(0-4)	(0-4)	n/a	n/a	n/a
BKF81	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	n/a
BKS24-CNJ	n/a	1	1	1	n/a	n/a	n/a
BKI61-CNJ	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	n/a
BKI62-CNJ	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	n/a
BKS31-CNJ	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	n/a
BKI63-CNJ	n/a	(1-4)	(0-4)	(1-4)	n/a	n/a	n/a
BMD75-CNJ	n/a	n/a	(1-4)	(1-4)	n/a	n/a	n/a
BMD76-CNJ	n/a	n/a	(0-4)	(0-4)	n/a	n/a	n/a
BKP84-EX	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	(0-n)
BCC82	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	(0-n)
BCC83	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	(0-n)
BCX83	n/a	(0-n)	(0-n)	(0-n)	n/a	n/a	(0-n)
BKP84-CC	n/a	(0-n)	(0-n)	(0-n)	(0-n)	n/a	(0-n)
BKP84-CM	n/a	(0-n)	(0-n)	(0-n)	(0-n)	n/a	(0-n)
BKP84-MS	n/a	(0-n)	(0-n)	(0-n)	(0-n)	n/a	(0-n)
BKP84-EP	n/a	(0-1)	(0-1)	(0-1)	(0-1)	n/a	(0-1)
BKP84-VD	1	n/a	n/a	n/a	n/a	n/a	n/a
BKP84-CA	1	1	1	1	1	1	1

Notes

- 1) The BKS24-CNJ, BKS31-CNJ, BKI61-CNJ, BKI62-CNJ, BKI63-CNJ, BMD75-CNJ and BMD76-CNJ records will only be created when a conjunction document is being reported. There may be multiple BKS24-CNJ, BKS31-CNJ, BKI63-CNJ BMD75-CNJ and BMD76-CNJ records, as required to report all conjoined documents.
- 2) The BMD75, BMD76, BMD75-CNJ and BMD76-CNJ records are only applicable for EMDA and EMDS transactions.

- 3) The BCC82 record will precede its related BKP84 record and is only reported when an FPTI is present for a Payment Card transaction. There can be 0-n BCC82/BKP84 groups.
- 4) The BCC83 record(s) will precede its related BKP84 record, and is only reported when a CATI element is present for a Payment Card transaction. There can be 0-n BCC83/BKP84 groups.
- 5) The BCX83 record will precede its related BKP84 record, and is only reported when a TDSD element is present for a Payment Card transaction. There can be 0-n BCX83/BKP84 groups.
- 6) Both BCC83 and BCX83 records will never be present in the same transaction.

6.5.5 Transaction Records Structure Pattern





6.5.6 Issue Transaction

Issue Record Arrangement

Sequences of records as they must appear on the Airline Accounting/Sales data for cancelled documents:

Sequences of records as they must appear on the Airline Accounting/Sales data for the following transactions, e.g.:

- 1) Single document CASH
- 2) " " EXCHANGE (with or without* additional payment)
- 3) " " CREDIT
- 4) " " EXCHANGE with additional CREDIT payment
- 5) 2-document Conj. CASH
- 6) " " EXCHANGE (with/without* additional cash payment)
- 7) " " CREDIT
- 8) " " EXCHANGE (with additional CREDIT payment)

Cancelled Document	1)	2)	3)	4)	5)	6)	7)	8)
BKT06	BKT06	BKT06	BKT06	BKT06	BKT06	BKT06	BKT06	BKT06
BKS24	BKS24	BKS24	BKS24	BKS24	BKS24	BKS24	BKS24	BKS24
BKS30	1-n BKS30	1-n BKS30	1-n BKS30	1-n BKS30	1-n BKS30	1-n BKS30	1-n BKS30	1-n BKS30
	0-n BKS31		0-n BKS31		0-n BKS31		0-n BKS31	
BKS39	1-n BKS39	1-n BKS39	1-n BKS39	1-n BKS39	1-n BKS39	1-n BKS39	1-n BKS39	1-n BKS39
	0-n BKS42	0-n BKS42	0-n BKS42	0-n BKS42	0-n BKS42	0-n BKS42	0-n BKS42	0-n BKS42
	0-3 BKS46	0-3 BKS46	0-3 BKS46	0-3 BKS46	0-3 BKS46	0-3 BKS46	0-3 BKS46	0-3 BKS46
	0-n BKS47	0-n BKS47	0-n BKS47	0-n BKS47	0-n BKS47	0-n BKS47	0-n BKS47	0-n BKS47
	BKI61	0-n BKI61	0-n BKI61	0-n BKI61	0-n BKI61	0-n BKI61	0-n BKI61	0-n BKI61
	BKI62	0-n BKI62	0-n BKI62	0-n BKI62	0-n BKI62	0-n BKI62	0-n BKI62	0-n BKI62
	1-4 BKI63	1-4 BKI63	1-4 BKI63	1-4 BKI63	1-4 BKI63	1-4 BKI63	1-4 BKI63	1-4 BKI63
	BAR64	BAR64	BAR64	BAR64	BAR64	BAR64	BAR64	BAR64
	BAR65	BAR65	BAR65	BAR65	BAR65	BAR65	BAR65	BAR65
	1-n BAR66	1-n BAR66	1-n BAR66	1-n BAR66	1-n BAR66	1-n BAR66	1-n BAR66	1-n BAR66
	0-n BAR67	0-n BAR67	0-n BAR67	0-n BAR67	0-n BAR67	0-n BAR67	0-n BAR67	0-n BAR67
	0-n BKF81	0-n BKF81	0-n BKF81	0-n BKF81	0-n BKF81	0-n BKF81	0-n BKF81	0-n BKF81
					BKS24-CNJ	BKS24-CNJ	BKS24-CNJ	BKS24-CNJ
					0-n BKS31-CNJ	0-n BKS31-CNJ	0-n BKS31-CNJ	0-n BKS31-CNJ
					0-n BKI61-CNJ	0-n BKI61-CNJ	0-n BKI61-CNJ	0-n BKI61-CNJ
					0-n BKI62-CNJ	0-n BKI62-CNJ	0-n BKI62-CNJ	0-n BKI62-CNJ
					1-4 BKI63-CNJ	1-4 BKI63-CNJ	1-4 BKI63-CNJ	1-4 BKI63-CNJ
			0-n BCC82				0-n BCC82	
			0-n BCC83				0-n BCC83	
			0-n BCX83				0-n BCX83	
BKP84-VD	BKP84-CA	1-n BKP84-EX	1-n BKP84-CC	1-n BKP84-EX		1-n BKP84-EX	1-n BKP84-CC	1-n BKP84-EX
				0-n BCC82				0-n BCC82
				0-n BCC83				0-n BCC83
				0-n BCX83				0-n BCX83
BKP84-CA		BKP84-CA	BKP84-CA	1-n BKP84-CC	BKP84-CA	BKP84-CA	BKP84-CA	1-n BKP84-CC
				BKP84-CA				BKP84-CA

* Even Exchange Transactions (i.e. NO ADC, no additional payment) shall always contain zeros in the monetary amount fields of records BKS30 (COBL, TMFA & TDAM), BKS39 (EFCO), (BKS42 (TOCA), and BKP84-CA (FPAM & REMT).

Cancelled transactions shall always contain zeros in the monetary amount fields of records BKS30 (COBL, TMFA & TDAM), BKS39 (EFCO), BKS42 (TOCA), and BKP84-CA (FPAM & REMT).

6.5.7 Refund Transaction

Refund Record Arrangement

- DIRECT REFUND:** Airline permits Agent to refund a document direct to the Passenger. The Refund is submitted to the BSP, usually with a Refund Notice. However, the Refund Notice Number is not required to be captured or referred to in the BSP processing or outputs.
- INDIRECT REFUND:** Agent must make Refund Application for authorisation/approval by Airline. The Refund Authority (or Notice) Number is then submitted to the BSP.
- COMBINED REFUND:** One Refund Application/Authority has been submitted for more than one document (e.g. conjunction document).

1), 5)	2), 6), 9)	3), 7)	4), 8), 9)
BKT06	BKT06	BKT06	BKT06
BKS24	BKS24	BKS24	BKS24
1-n BKS30	1-n BKS30	1-n BKS30	1-n BKS30
1-n BKS39	1-n BKS39	1-n BKS39	1-n BKS39
0-n BKS42	0-n BKS42	0-n BKS42	0-n BKS42
BKS45	1-n BKS45	BKS45	1-n BKS45
0-1 BAR65	0-1 BAR65	0-1 BAR65	0-1 BAR65
BKP84-CA	BKP84-CA	1-n BKP84-CC	1-n BKP84-CC
		BKP84-CA	BKP84-CA

1. Direct refund (single document - cash)

BKS24: TDNR shows serial number of refunded document.

BKS45: RTDN equals BKS24 TDNR, RCPN shows refunded coupon number(s).

2. Direct refund (conjunction document - cash)

BKS24: TDNR shows serial number of first refunded document.

If first refunded document is not the primary but a conjunction document, then BKS24 should show the serial number of that first refunded conjunction document.

First BKS45: RTDN equals BKS24 TDNR, RCPN shows refunded coupon number(s) of first refunded document.

There will be as many BKS45 records as there are documents in conjunction.

Second and each following BKS45: RTDN shows the serial number of each conjunction document while RCPN of that same BKS45 shows the refunded coupon number(s) of that particular conjunction document (e.g. 0034 when third and fourth flight coupons are refunded).

3. Direct refund (single document - payment card)

BKS24: TDNR

BKS45: RTDN and RCPN to be completed as per (1).

4. Direct refund (conjunction document - payment card)
BKS24 and BKS45 fields to be completed as per (2).
5. Indirect refund (single document - cash)
BKS24: TDNR shows Refund Authority (or Notice) Number.
BKS45: RTDN shows the serial number of the refunded document, RCPN shows the refunded coupon number(s) (e.g. 0230).
6. Indirect refund (conjunction document - cash)
BKS24: TDNR shows Refund Authority (or Notice) Number.
First BKS45: RTDN shows serial number of first refunded document, RCPN shows refunded coupon number(s) of first refunded document.
There will be as many BKS45 records as there are documents issued in conjunction.
Second and each following BKS45: RTDN shows the serial number of each refunded conjunction document while RCPN shows the corresponding refunded flight coupon number(s).
7. Indirect refund (single document - payment card)
BKS24: TDNR
BKS45: RTDN and RCPN to be completed as per (5).
8. Indirect refund (conjunction document - payment card)
BKS24 and BKS45 fields to be completed as per (6).
9. Combined refund
When the Form of Payment is "Cash" then the transaction will have the same structure as per (6); When it is "Credit" then it will have the same structure as per (8);
Document serial number and its related refunded coupon number(s) go into BKS45 RTDN and RCPN respectively, with as many BKS45 records to occur as there are document serial numbers shown on the Refund Authority (or Notice).

6.5.8 ADM/ACM Transaction

ADM/ACM Record Arrangement

ADM	ACM
BKT06	BKT06
BKS24	BKS24
1-n BKS30	1-n BKS30
BKS39	BKS39
0-n BKS42	0-n BKS42
0-n BKS45	0-n BKS45
BKP84-CA	BKP84-CA

If any of the Fare, Commission or Tax on the ADM/ACM are blank, the corresponding monetary amount fields in BKS30 (for Fare or Tax) or BKS39 (for Commission) must contain zeros.

Examples of how these monetary amount fields accumulate to the BKP84-CA Remittance Amounts are shown in [Section 6.7](#).

Specific mention is made in regard to ADMs or ACMs issued for Commission only, where only the Commission of the ADM/ACM contains a value. In such cases, the BKS39 Commission Amount (COAM) element must be signed positive (+) for ADMs and negative (-) for ACMs in order to add to a correct BKP84-CA Remittance Amount (REMT) element for the document type.

6.5.9 Electronic Miscellaneous Document (EMD) Transaction

EMD Record Arrangement

EMDS	EMDA
BKT06	BKT06
BKS24	BKS24
1-n BKS30	1-n BKS30
0-n BKS31	0-n BKS31
1-n BKS39	1-n BKS39
0-n BKS42	0-n BKS42
0-3 BKS46	0-3 BKS46
0-n BKI61	0-n BKI61
0-n BKI62	0-n BKI62
0-4 BKI63	1-4 BKI63
BAR64	BAR64
BAR65	BAR65
1-n BAR66	1-n BAR66
0-n BAR67	0-n BAR67
1-4 BMD75	1-4 BMD75
0-4 BMD76	0-4 BMD76
0-n BKF81	0-n BKF81
BKS24-CNJ	BKS24-CNJ
0-n BKS31-CNJ	0-n BKS31-CNJ
0-n BKI61-CNJ	0-n BKI61-CNJ
0-n BKI62-CNJ	0-n BKI62-CNJ
0-4 BKI63-CNJ	1-4 BKI63-CNJ
1-4 BMD75-CNJ	1-4 BMD75-CNJ
0-4 BMD76-CNJ	0-4 BMD76-CNJ
0-n BKP84-EX	0-n BKP84-EX
0-n BCC82	0-n BCC82
0-n BCC83	0-n BCC83
0-n BCX83	0-n BCX83
0-n BKP84-CC	0-n BKP84-CC

EMDS	EMDA
0-n BKP84-CM	0-n BKP84-CM
0-n BKP84-MS	0-n BKP84-MS
BKP84-CA	BKP84-CA

The EMD-A and the EMD-S will be reported with records present as applicable. The key features of these transaction types are the presence of document level detail within the BKS24 record, and coupon level information in the BMD75 and BMD76 (and CNJ as necessary) records, which report the service purchased on the Electronic Miscellaneous Document.

6.6 HOT Record Layouts and Grids

6.6.1 BFH01 File Header Record

6.6.1.1 BFH01 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	STNQ	M	2 N	12
4	BSP Identifier	BSPI	M	3 AN	14
5	Ticketing Airline Code Number	TACN	M	3 AN	17
6	Handbook Revision Number	REVN	M	3 N	20
7	Test/Production Status	TPST	M	4 AN	23
8	Processing Date	PRDA	M	6 N	27
9	Processing time	TIME	M	4 N	33
10	ISO Country Code	ISOC	M	2 A	37
11	File Sequence Number	FSQN	M	6 N	39
12	Reserved Space	RESD	M	92 AN	45

6.6.2 BCH02 Billing Analysis (Cycle) Header Record

6.6.2.1 BCH02 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	STNQ	M	2 N	12
4	Processing Date Identifier	PDAI	M	3 AN	14
5	Processing Cycle Identifier	PCYC	M	1 N	17
6	Billing Analysis Ending Date	BAED	M	6 N	18
7	Dynamic Run Identifier	DYRI	M	1 AN	24
8	HOT Reporting End Date	HRED	M	6 N	25
9	Reserved Space	RESD	M	106 AN	31



6.6.3 BOH03 (Reporting Agent) Office Header Record

6.6.3.1 BOH03 Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	STNQ	M	2 N	12
4	Agent Numeric Code	AGTN	M	8 N	14
5	Remittance Period Ending Date	RMED	M	6 N	22
6	Currency Type	CUTP	M	4 AN	28
7	Multi-Location Identifier	MLOC	C	3 AN	32
8	Reserved Space	RESD	M	102 AN	35

6.6.4 BKT06 Transaction Header Record

6.6.4.1 BKT06 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	STNQ	M	2 N	12
4	Transaction Number	TRNN	M	6 N	14
5	Net Reporting Indicator	NRID	C	2 AN	20
6	Transaction Record Counter	TREC	M	3 N	22
7	Ticketing Airline Code Number	TACN	M	3 AN	25
8	Commercial Agreement Reference	CARF	C	10 AN	28
9	Customer File Reference	CSTF	C	27 AN	38
10	Reporting System Identifier	RPSI	M	4 AN	65
11	Settlement Authorisation Code	ESAC	C	14 AN	69
12	Data Input Status Indicator	DISI	C	1 AN	83
13	Net Reporting Method Indicator	NRMI	C	1 AN	84
14	Net Reporting Calculation Type	NRCT	C	1 AN	85
15	Automated Repricing Engine Indicator	AREI	C	1 AN	86
16	Reserved Space	RESD	M	50 AN	87

6.6.4.2 BKT06 Record Grid

El. #	Gloss. Ref.	Attr.	T K T	E M D S	E M D A	R F N Ds	A D/ C M	T A S F	S S A C/D
1	SMSG	3 A	M	M	M	M	M	M	M
2	SQNR	8 N	M	M	M	M	M	M	M
3	STNQ	2 N	M	M	M	M	M	M	M
4	TRNN	6 N	M	M	M	M	M	M	n/a
5	NRID	2 AN	C	C	C	C	C	C	n/a
6	TREC	3 N	M	M	M	M	M	M	M
7	TACN	3 AN	M	M	M	M	M	M	M
8	CARF	10 AN	C	C	C	C	n/a	C	n/a
9	CSTF	27 AN	C	C	C	C	n/a	C	M
10	RPSI	4 AN	M	M	M	M	M	M	n/a
11	ESAC	14 AN	C	C	C	C	n/a	C	n/a
12	DISI	1 AN	n/a	n/a	n/a	M	n/a	n/a	n/a
13	NRMI	1 AN	C	C	C	C	C	C	C
14	NRCT	1 AN	C	C	C	C	C	C	C
15	AREI	1 AN	C	n/a	n/a	n/a	n/a	n/a	n/a
16	RESD	50 AN	M	M	M	M	M	M	M



6.6.5 BKS24 Ticket/Document Identification Record

6.6.5.1 BKS24 Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	STNQ	M	2 N	12
4	Date of Issue	DAIS	M	6 N	14
5	Transaction Number	TRNN	M	6 N	20
6	Ticket/Document Number	TDNR	M	14 AN	26
7	Check Digit	CDGT	M	1 N	40
8	Coupon Use Indicator	CPUI	C	4 AN	41
9	Conjunction Ticket Indicator	CJCP	C	3 AN	45
10	Agent Numeric Code	AGTN	M	8 N	48
11	Reason for Issuance Code	RFIC	C	1 AN	56
12	Tour Code	TOUR	C	15 AN	57
13	Transaction Code	TRNC	M	4 AN	72
14	True Origin/Destination City Codes	TODC	C	10 AN	76
15	PNR Reference and/or Airline Data	PNRR	C	13 AN	86
16	Time of Issue	TIIS	C	4 N	99
17	Journey Tournaround Airport/City Code	TACC	C	5 AN	103
18	Reserved Space	RESD	M	29 AN	108

6.6.5.2 BKS24 Record Grid

El. #.	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A	R F N D s	A D/ C M	T A S F	S S A C/D
1	SMSG	3 A	M	M	M	M	M	M	M
2	SQNR	8 N	M	M	M	M	M	M	M
3	STNQ	2 N	M	M	M	M	M	M	M
4	DAIS	6 N	M	M	M	M	M	M	M
5	TRNN	6 N	M	M	M	M	M	M	M
6	TDNR	14 AN	M	M	M	M	M	M	M
7	CDGT	1 N	M	M	M	M	M	M	M
8	CPUI	4 AN	M	M	M	n/a	n/a	M	n/a
9	CJCP	3 AN	C	C	C	n/a	n/a	n/a	n/a
10	AGTN	8 N	M	M	M	M	M	M	M
11	RFIC	1 AN	n/a	M	M	n/a	n/a	n/a	n/a
12	TOUR	15 AN	C	C	C	C	n/a	n/a	n/a
13	TRNC	4 AN	M	M	M	M	M	M	M
14	TODC	10 AN	C	C	C	n/a	n/a	n/a	n/a
15	PNRR	13 AN	C	C	C	n/a	n/a	C	n/a
16	TIIS	4 N	C	C	C	C	C	C	C
17	TACC	5 AN	C	C	C	n/a	n/a	n/a	n/a
18	RESD	29 AN	M	M	M	M	M	M	M



6.6.6 BKS30 STD/Document Amounts Record

6.6.6.1 BKS30 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	STNQ	M	2 N	12
4	Date of Issue	DAIS	M	6 N	14
5	Transaction Number	TRNN	M	6 N	20
6	Ticket/Document Number	TDNR	M	14 AN	26
7	Check-Digit	CDGT	M	1 N	40
8	Commissionable Amount	COBL	M	11 N	41
9	Net Fare Amount	NTFA	C	11 N	52
10	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	63
11	Tax/Miscellaneous Fee Amount	TMFA	C	11 N	71
12	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	82
13	Tax/Miscellaneous Fee Amount	TMFA	C	11 N	90
14	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	101
15	Tax/Miscellaneous Fee Amount	TMFA	C	11 N	109
16	Ticket/Document Amount	TDAM	M	11 N	120
17	Reserved Space	RESD	M	2 AN	131
18	Currency Type	CUTP	M	4 AN	133

Notes

- 1) See Note 1 to Record IT05.
- 2) For relation of the Amount Fields, see [Section 6.7.1](#). (See also Form of Payment Type - FFTP).
- 3) In the case of a netting transaction (exchange and reissue only), only tax codes and amounts involving additional collection of cash and/or credit will be reported in this record.

Netting Example:

Original issue: Journey from GVA–YUL–GVA;

TMFT (1) CH TMFA (1) 00000001000 (Reported on BKS30)

TMFT (2) CA TMFA (2) 00000002500 (Reported on BKS30)

Reissue: Change at YUL to return to FRA;

CH tax is fully used (PD) and is not reported on the BKS30 as there is no collection.

CA tax becomes 20.00 and is residual amount of 5.00 to be used for compensation.

RD tax now applies of 15.00 and can be compensated by residual of 5.00 from CA.

This leaves 10.00 to collect on the transaction;

TMFT (1) RD TMFA (1) 00000001000 (Reported on BKS30)

For information, BKS47 will include:

NTTP C NTTC RD NTTA 0000000050{ (+5.00)

NTTP R NTTC CA NTTA 0000000050} (-5.00)



6.6.6.2 BKS30 Record Grid

El. #.	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A	R F N Ds	A D/ C M	T A S F	S S A C/D
1	SMSG	3 A	M	M	M	M	M	M	M
2	SQNR	8 N	M	M	M	M	M	M	M
3	STNQ	2 N	M	M	M	M	M	M	M
4	DAIS	6 N	M	M	M	M	M	M	M
5	TRNN	6 N	M	M	M	M	M	M	M
6	TDNR	14 AN	M	M	M	M	M	M	M
7	CDGT	1 N	M	M	M	M	M	M	M
8	COBL	11 N	M	C	C	M	M	M	M
9	NTFA	11 N	C	C	C	C	n/a	C	n/a
10	TMFT	8 AN	C	C	C	C	C	C	C
11	TMFA	11 N	C	C	C	C	C	C	C
12	TMFT	8 AN	C	C	C	C	C	C	C
13	TMFA	11 N	C	C	C	C	C	C	C
14	TMFT	8 AN	C	C	C	C	C	C	C
15	TMFA	11 N	C	C	C	C	C	C	C
16	TDAM	11 N	M	M	M	M	M	M	M
17	RESD	2 AN	M	M	M	M	M	M	M
18	CUTP	4 AN	M	C	C	M	M	M	M



6.6.7 BKS31 Coupon Tax Information Record

6.6.7.1 BKS31 Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Ticket/Document Number	<u>TDNR</u>	M	14 AN	26
7	Check-Digit	<u>CDGT</u>	M	1 N	40
<i>First Coupon Tax Code</i>					
8	Segment Identifier	<u>SEGI</u>	M	1 N	41
9	Coupon Tax Airport Code	<u>CTAC</u>	C	5 A	42
10	Segment Tax Airport Code	<u>STAC</u>	C	6 A	47
11	Coupon Tax Code	<u>CTCD</u>	M	2 AN	53
12	Coupon Tax Type	<u>CTTP</u>	C	3 AN	55
13	Coupon Tax Reported Amount	<u>CTRA</u>	M	11 N	58
14	Coupon Tax Currency Type	<u>CUTX</u>	C	4 AN	69
15	Coupon Tax Applicable Amount	<u>CTAA</u>	C	11 N	73
<i>Second Coupon Tax Code</i>					
16	Segment Identifier	<u>SEGI</u>	C	1 N	84
17	Coupon Tax Airport Code	<u>CTAC</u>	C	5 A	85
18	Segment Tax Airport Code	<u>STAC</u>	C	6 A	90
19	Coupon Tax Code	<u>CTCD</u>	C	2 AN	96
20	Coupon Tax Type	<u>CTTP</u>	C	3 AN	98
21	Coupon Tax Reported Amount	<u>CTRA</u>	C	11 N	101
22	Coupon Tax Currency Type	<u>CUTX</u>	C	4 AN	112
23	Coupon Tax Applicable Amount	<u>CTAA</u>	C	11 N	116
24	Reserved Space	<u>RESD</u>	M	6 AN	127
25	Currency Type	<u>CUTP</u>	M	4 AN	133

Notes

- 1) For conjunction documents, all coupon taxes with SEGI=0 should be reported on the primary document BKS31 record(s).
- 2) BKS31 record is reported as additional information and does not affect the reporting of taxes in BKS30.



6.6.7.2 BKS31 Record Grid

El. #.	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	SMSG	3 A	M	M	M
2	SQNR	8 N	M	M	M
3	STNQ	2 N	M	M	M
4	DAIS	6 N	M	M	M
5	TRNN	6 N	M	M	M
6	TDNR	14 AN	M	M	M
7	CDGT	1 N	M	M	M
<i>First Coupon Tax Code</i>					
8	SEGI	1 N	M	M	M
9	CTAC	5 A	C	C	C
10	STAC	6 A	C	C	C
11	CTCD	2 AN	M	M	M
12	CCTP	3 AN	C	C	C
13	CTRA	11 N	M	M	M
14	CUTX	4 AN	C	C	C
15	CTAA	11 N	C	C	C
<i>Second Coupon Tax Code</i>					
16	SEGI	1 N	C	C	C
17	CTAC	5 A	C	C	C
18	STAC	6 A	C	C	C
19	CTCD	2 AN	C	C	C
20	CCTP	3 AN	C	C	C
21	CTRA	11 N	C	C	C
22	CUTX	4 AN	C	C	C
23	CTAA	11 N	C	C	C
<i>Third Coupon Tax Code</i>					
24	RESD	6 AN	M	M	M
25	CUTP	4 AN	M	M	M

6.6.8 BKS39 Commission Record

6.6.8.1 BKS39 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Ticket/Document Number	<u>TDNR</u>	M	14 AN	26
7	Check-Digit	<u>CDGT</u>	M	1 N	40
8	Statistical Code	<u>STAT</u>	C	3 AN	41
9	Commission Type	<u>COTP</u>	C	6 AN	44
10	Commission Rate	<u>CORT</u>	M	5 N	50
11	Commission Amount	<u>COAM</u>	M	11 N	55
12	Supplementary Type	<u>SPTP</u>	C	6 AN	66
13	Supplementary Rate	<u>SPRT</u>	C	5 N	72
14	Supplementary Amount	<u>SPAM</u>	C	11 N	77
15	Effective Commission Rate	<u>EFRT</u>	M	5 N	88
16	Effective Commission Amount	<u>EFCO</u>	M	11 N	93
17	Amount Paid by Customer	<u>APBC</u>	C	11 N	104
18	Routing Domestic/International Indicator	<u>RDII</u>	C	1 AN	115
19	Commission Control Adjustment Indicator	<u>CCAI</u>	C	1 AN	116
20	Reserved Space	<u>RESD</u>	M	16 AN	117
21	Currency Type	<u>CUTP</u>	M	4 AN	133

Notes

- 1) Allow for multiple BKS39 records where the first BKS39 EFCO is the sum of all COAM and SPAM in BKS39 instances 1 to n. EFCO in all except the first BKS39 record (i.e. 2-n) should be set to zero (i.e. the first BKS39 EFCO is the only one populated) and similarly, the first EFRT is equal to the first EFCO divided by COBL, with all others (2-n) should be set to zero.

An example of the record layout would be:

BKS39 (1): COAM (A) + SPAM (B) = EFCO (A+B+D)
 BKS39 (2): COAM (D) = EFCO (zero)

- 2) In case of multiple BKS39 records, CCAI will only be reported in the first entry.



6.6.8.2 BKS39 Record Grid

El. #.	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A	R F N Ds	A D/ C M	T A S F	S S A C/D
1	SMSG	3 A	M	M	M	M	M	M	M
2	SQNR	8 N	M	M	M	M	M	M	M
3	STNQ	2 N	M	M	M	M	M	M	M
4	DAIS	6 N	M	M	M	M	M	M	M
5	TRNN	6 N	M	M	M	M	M	M	M
6	TDNR	14 AN	M	M	M	M	M	M	M
7	CDGT	1 N	M	M	M	M	M	M	M
8	STAT	3 AN	M	C	M	C	C	C	C
9	COTP	6 AN	C	C	C	C	C	C	C
10	CORT	5 N	C	M	M	C	C	C	C
11	COAM	11 N	C	C	C	C	C	C	C
12	SPTP	6 AN	C	M	M	C	n/a	C	n/a
13	SPRT	5 N	C	M	M	C	n/a	C	n/a
14	SPAM	11 N	C	C	C	C	C	C	n/a
15	EFRT	5 N	M	M	M	M	M	M	M
16	EFCO	11 N	M	C	C	M	M	M	M
17	APBC	11 N	C	C	C	C	n/a	C	n/a
18	RDII	1 AN	C	C	C	C	C	C	C
19	CCAI	1 AN	C	C	C	C	C	C	C
20	RESD	16 AN	M	M	M	M	M	M	M
21	CUTP	4 AN	M	M	M	M	M	M	M



6.6.9 BKS42 Tax on Commission Record

6.6.9.1 BKS42 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Ticket/Document Number	<u>TDNR</u>	M	14 AN	26
7	Check-Digit	<u>CDGT</u>	M	1 N	40
8	Tax on Commission Type	<u>TCTP</u>	M	6 AN	41
9	Tax on Commission Amount	<u>TOCA</u>	M	11 N	47
10	Tax on Commission Type	<u>TCTP</u>	C	6 AN	58
11	Tax on Commission Amount	<u>TOCA</u>	C	11 N	64
12	Tax on Commission Type	<u>TCTP</u>	C	6 AN	75
13	Tax on Commission Amount	<u>TOCA</u>	C	11 N	81
14	Tax on Commission Type	<u>TCTP</u>	C	6 AN	92
15	Tax on Commission Amount	<u>TOCA</u>	C	11 N	98
16	Reserved Space	<u>RESD</u>	M	24 AN	109
17	Currency Type	<u>CUTP</u>	M	4 AN	133

Note

If this record is present, then the first set of Tax on Commission Type (TCTP) and Tax on Commission Amount (TOCA) shall be included, as a minimum.



6.6.9.2 BKS42 Record Grid

El. #.	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A	R F N Ds	A D/ C M	T A S F	S S A C/D
1	SMSG	3 A	M	M	M	M	M	M	M
2	SQNR	8 N	M	M	M	M	M	M	M
3	STNQ	2 N	M	M	M	M	M	M	M
4	DAIS	6 N	M	M	M	M	M	M	M
5	TRNN	6 N	M	M	M	M	M	M	M
6	TDNR	14 AN	M	M	M	M	M	M	M
7	CDGT	1 N	M	M	M	M	M	M	M
8	TCTP	6 AN	M	M	M	M	M	M	M
9	TOCA	11 N	M	M	M	M	M	M	M
10	TCTP	6 AN	C	C	C	C	C	C	C
11	TOCA	11 N	C	C	C	C	C	C	C
12	TCTP	6 AN	C	C	C	C	C	C	C
13	TOCA	11 N	C	C	C	C	C	C	C
14	TCTP	6 AN	C	C	C	C	C	C	C
15	TOCA	11 N	C	C	C	C	C	C	C
16	RESD	24 AN	M	M	M	M	M	M	M
17	CUTP	4 AN	M	M	M	M	M	M	M



6.6.10 BKS45 Related Ticket/Document Information Record

6.6.10.1 BKS45 Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Remittance Period Ending Date	<u>RMED</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Related Ticket/Document Number	<u>RTDN</u>	M	14 AN	26
7	Check-Digit	<u>CDGT</u>	M	1 N	40
8	Waiver Code	<u>WAVR</u>	C	14 AN	41
9	Reason for Memo Issuance Code	<u>RMIC</u>	C	5 AN	55
10	Related Ticket/Document Coupon Number Identifier	<u>RCPN</u>	C	4 N	60
11	Date of Issue Related Document	<u>DIRD</u>	C	6 N	64
12	Reserved Space	<u>RESD</u>	M	67 AN	70

Notes

- 1) This record is only for Refund, ADM and ACM transactions including Sales Summary/Minor Adjustment Notices.
- 2) The appropriate Transaction Code (TRNC) must appear in the BKS24 record using one of the codes indicated under its Glossary reference.
- 3) As shown in the structure diagrams, the Related Ticket/Document Information record must be repeated as many times as necessary.
- 4) In case of a partial refund of a conjunction document, only the RTDN of the actual (primary or conjunction) STD from which one or more coupons were refunded, shall be reported.
- 5) The contents of the RMED shall be the same as that reported in the BOH/03 record.
- 6) The WAVR and RMIC shall only be reported on the first occurrence of BKS45.

6.6.10.2 BKS45 Record Grid

EI. #.	Gloss. Ref.	Attr.	A D/ C M	R F N Ds
1	<u>SMSG</u>	3 A	M	M
2	<u>SQNR</u>	8 N	M	M
3	<u>STNQ</u>	2 N	M	M
4	<u>RMED</u>	6 N	M	M
5	<u>TRNN</u>	6 N	M	M
6	<u>RTDN</u>	14 AN	M	M
7	<u>CDGT</u>	1 N	M	M
8	<u>WAVR</u>	14 AN	n/a	C
9	<u>RMIC</u>	5 AN	C	n/a
10	<u>RCPN</u>	4 N	n/a	M
11	<u>DIRD</u>	6 N	C	M
12	<u>RESD</u>	67 AN	M	M

6.6.11 BKS46 Qualifying Issue Information for Sales Transactions Record

6.6.11.1 BKS46 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Ticket/Document Number	<u>TDNR</u>	M	14 AN	26
7	Check-Digit	<u>CDGT</u>	M	1 N	40
8	Original Issue Ticket/Document Number	ORIT	C	14 AN	41
9	Original Issue Location–City Code	ORIL	C	3 A	55
10	Original Issue Date (DDMMYY)	ORID	C	7 AN	58
11	Original Issue Agent Numeric Code (IATA Number)	ORIA	C	8 N	65
12	Endorsements/Restrictions	ENRS	C	49 AN	73
13	Reserved Space	RESD	M	15 AN	122

Notes

- 1) This Record is created only if the Endorsements/Restrictions and/or the Original Issue information of the primary document contains a significant entry.
- 2) The information in the Endorsements/Restrictions (ENRS) element is given as entered on the document; there will be as many BKS46 records as needed to provide all the information from the Endorsements/Restrictions area on the primary document from the RET.
- 3) Either ENRS or ORIA, ORID, ORIL and ORIT must contain data.

6.6.11.2 BKS46 Record Grid

El. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	<u>SMSG</u>	3 A	M	M	M
2	<u>SQNR</u>	8 N	M	M	M
3	<u>STNQ</u>	2 N	M	M	M
4	<u>DAIS</u>	6 N	M	M	M
5	<u>TRNN</u>	6 N	M	M	M
6	<u>TDNR</u>	14 AN	M	M	M
7	<u>CDGT</u>	1 N	M	M	M
8	ORIT	14 AN	C	C	C
9	ORIL	3 A	C	C	C
10	ORID	7 AN	C	C	C
11	ORIA	8 N	C	C	C
12	ENRS	49 AN	C	C	C
13	RESD	15 AN	M	M	M



6.6.12 BKS47 Netting Values Record

6.6.12.1 BKS47 Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Ticket/Document Number	<u>TDNR</u>	M	14 AN	26
7	Check-Digit	<u>CDGT</u>	M	1 N	40
8	Netting Type	<u>NTTP</u>	M	1 A	41
9	Netting Code	<u>NTTC</u>	M	8 AN	42
10	Netting Amount	<u>NTTA</u>	M	11 N	50
11	Netting Type	<u>NTTP</u>	C	1 A	61
12	Netting Code	<u>NTTC</u>	C	8 AN	62
13	Netting Amount	<u>NTTA</u>	C	11 N	70
14	Netting Type	<u>NTTP</u>	C	1 A	81
15	Netting Code	<u>NTTC</u>	C	8 AN	82
16	Netting Amount	<u>NTTA</u>	C	11 N	90
17	Netting Type	<u>NTTP</u>	C	1 A	101
18	Netting Code	<u>NTTC</u>	C	8 AN	102
19	Netting Amount	<u>NTTA</u>	C	11 N	110
20	Reserved Space	<u>RESD</u>	M	12 AN	121
21	Currency Type	<u>CUTP</u>	M	4 AN	133

Notes

- 1) This record will only be present for exchange/reissue transactions which have been through an Automated Repricing Engine (refer to BKT06-AREI).
- 2) This record shall be repeated as often as necessary to accommodate all Netting amounts.



6.6.12.2 BKS47 Record Grid

El. #.	Gloss. Ref.	Attr.	T K T T
1	SMSG	3 A	M
2	SQNR	8 N	M
3	STNQ	2 N	M
4	DAIS	6 N	M
5	TRNN	6 N	M
6	TDNR	14 AN	M
7	CDGT	1 N	M
8	NTTP	1 A	M
9	NTTC	8 AN	M
10	NTTA	11 N	M
11	NTTP	1 A	C
12	NTTC	8 AN	C
13	NTTA	11 N	C
14	NTTP	1 A	C
15	NTTC	8 AN	C
16	NTTA	11 N	C
17	NTTP	1 A	C
18	NTTC	8 AN	C
19	NTTA	11 N	C
20	RESD	12 AN	M
21	CUTP	4 AN	M



6.6.13 BKI61 Unticketed Point Information Record

6.6.13.1 BKI61 Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Ticket/Document Number	<u>TDNR</u>	M	14 AN	26
7	Check-Digit	<u>CDGT</u>	M	1 N	40
8	Segment Identifier	<u>SEGI</u>	M	1 N	41
9	Unticketed Point Airport/City Code	<u>UTPC</u>	M	5 AN	42
10	Unticketed Point Date of Arrival	<u>UPDA</u>	C	7 AN	47
11	Unticketed Point Local Time of Arrival	<u>UPTA</u>	C	5 AN	54
12	Unticketed Point Date Of Departure	<u>UPDD</u>	C	7 AN	59
13	Unticketed Point Local Time of Departure	<u>UPTD</u>	C	5 AN	66
14	Unticketed Point Departure Equipment Code	<u>UPEQ</u>	C	3 AN	71
15	Reserved Space	<u>RESD</u>	M	63 AN	74

Note

There will be one BKI61 record for each unticketed point of a segment on the itinerary.

6.6.13.2 BKI61 Record Grid

El. #.	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	<u>SMSG</u>	3 A	M	M	M
2	<u>SQNR</u>	8 N	M	M	M
3	<u>STNQ</u>	2 N	M	M	M
4	<u>DAIS</u>	6 N	M	M	M
5	<u>TRNN</u>	6 N	M	M	M
6	<u>TDNR</u>	14 AN	M	M	M
7	<u>CDGT</u>	1 N	M	M	M
8	<u>SEGI</u>	1 N	M	M	M
9	<u>UTPC</u>	5 AN	M	M	M
10	<u>UPDA</u>	7 AN	C	C	C
11	<u>UPTA</u>	5 AN	C	C	C
12	<u>UPDD</u>	7 AN	C	C	C
13	<u>UPTD</u>	5 AN	C	C	C
14	<u>UPEQ</u>	3 AN	C	C	C
15	<u>RESD</u>	63 AN	M	M	M



6.6.14 BKI62 Additional Itinerary Data Record

6.6.14.1 BKI62 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Ticket/Document Number	TDNR	M	14 AN	26
7	Check-Digit	CDGT	M	1 N	40
8	Segment Identifier	SEGI	M	1 N	41
9	Origin Airport/City Code	ORAC	M	5 AN	42
10	Flight Departure Date	FTDA	C	7 AN	47
11	Flight Departure Time	FTDT	C	5 AN	54
12	Flight Departure Terminal	FDTE	C	5 AN	59
13	Destination Airport/City Code	DSTC	M	5 AN	64
14	Flight Arrival Date	FTAD	C	7 AN	69
15	Flight Arrival Time	FTAT	C	5 AN	76
16	Flight Arrival Terminal	FATE	C	5 AN	81
17	Reserved Space	RESD	M	51 AN	86

Notes

- 1) BKI62 will precede BKI63 record and contains the data that did not feed into BKI63 due to the record size limitation.
- 2) When BKI63 is preceded by one BKI62, SEGI and corresponding DSTC/ORAC elements will have the same value in BKI63 and BKI62.

6.6.14.2 BKI62 Record Grid

El. #.	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	<u>SMSG</u>	3 A	M	M	M
2	<u>SQNR</u>	8 N	M	M	M
3	<u>STNQ</u>	2 N	M	M	M
4	<u>DAIS</u>	6 N	M	M	M
5	<u>TRNN</u>	6 N	M	M	M
6	<u>TDNR</u>	14 AN	M	M	M
7	<u>CDGT</u>	1 N	M	M	M
8	<u>SEGI</u>	1 N	M	M	M
9	<u>ORAC</u>	5 AN	M	M	M
10	<u>FTDA</u>	7 AN	C	C	n/a
11	<u>FTDT</u>	5 AN	C	n/a	n/a
12	<u>FDTE</u>	5 AN	C	n/a	n/a
13	<u>DSTC</u>	5 AN	M	M	M
14	<u>FTAD</u>	7 AN	C	n/a	n/a
15	<u>FTAT</u>	5 AN	C	n/a	n/a
16	<u>FATE</u>	5 AN	C	n/a	n/a
17	<u>RESD</u>	51 AN	M	M	M



6.6.15 BKI63 Itinerary Data Segment Record

6.6.15.1 BKI63 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Ticket/Document Number	<u>TDNR</u>	M	14 AN	26
7	Check-Digit	<u>CDGT</u>	M	1 N	40
8	Segment Identifier	<u>SEGI</u>	M	1 N	41
9	Stopover Code	<u>STPO</u>	C	1 A	42
10	“Not Valid Before” Date	<u>NBDA</u>	C	5 AN	43
11	“Not Valid After” Date	<u>NADA</u>	C	5 AN	48
12	Origin Airport/City Code	<u>ORAC</u>	M	5 AN	53
13	Destination Airport/City Code	<u>DSTC</u>	M	5 AN	58
14	Carrier	<u>CARR</u>	M	3 AN	63
15	Sold Passenger Cabin	<u>CABI</u>	C	1 AN	66
16	Flight Number	<u>FTNR</u>	C	5 AN	67
17	Reservation Booking Designator	<u>RBKD</u>	C	2 A	72
18	Flight Departure Date	<u>FTDA</u>	C	7 AN	74
19	Flight Departure Time	<u>FTDT</u>	C	5 AN	81
20	Flight Booking Status	<u>FBST</u>	C	2 A	86
21	Baggage Allowance	<u>FBAL</u>	C	3 AN	88
22	Fare Basis/Ticket Designator	<u>FBTD</u>	C	15 AN	91
23	Frequent Flyer Reference	<u>FFRF</u>	C	20 AN	106
24	Fare Component Priced Passenger Type Code	<u>FCPT</u>	C	3 AN	126
25	Through/Change of Gauge Indicator	<u>COGI</u>	C	1 AN	129
26	Equipment Code	<u>EQCD</u>	C	3 AN	130
27	Reserved Space	<u>RESD</u>	M	4 AN	133

Notes

- 1) There will be one BKI63 record for each “value” coupon in the itinerary, i.e. for which the corresponding CPUI is “F”.
- 2) The itinerary may be derived from a series of Itinerary Data Segments (BKI63) by reference to the Segment Identifier (SEGI) together with the Origin Airport/City Code (ORAC) and Destination Airport/City Code (DSTC).
- 3) Fare Basis/Ticket Designator (FBTD) includes the Fare Basis Code.

6.6.15.2 BKI63 Record Grid

El. #.	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	SMSG	3 A	M	M	M
2	SQNR	8 N	M	M	M
3	STNQ	2 N	M	M	M
4	DAIS	6 N	M	M	M
5	TRNN	6 N	M	M	M
6	TDNR	14 AN	M	M	M
7	CDGT	1 N	M	M	M
8	SEGI	1 N	M	M	M
9	STPO	1 A	C	C	C
10	NBDA	5 AN	C	C	C
11	NADA	5 AN	C	C	C
12	ORAC	5 AN	M	M	M
13	DSTC	5 AN	M	M	M
14	CARR	3 AN	M	M	M
15	CABI	1 AN	C	n/a	n/a
16	FTNR	5 AN	C	n/a	n/a
17	RBKD	2 A	M	n/a	n/a
18	FTDA	7 AN	C	C	n/a
19	FTDT	5 AN	C	n/a	n/a
20	FBST	2 A	C	n/a	n/a
21	FBAL	3 AN	M	n/a	n/a
22	FBTD	15 AN	M	n/a	n/a
23	FFRF	20 AN	C	C	C
24	FCPT	3 AN	C	n/a	n/a
25	COGI	1 AN	C	n/a	n/a
26	EQCD	3 AN	C	n/a	n/a
27	RESD	4 AN	M	M	M



6.6.16 BAR64 Document Amounts Record

6.6.16.1 BAR64 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	STNQ	M	2 N	12
4	Date of Issue	DAIS	M	6 N	14
5	Transaction Number	TRNN	M	6 N	20
6	Ticket/Document Number	TDNR	M	14 AN	26
7	Check-Digit	CDGT	M	1 N	40
8	Fare	FARE	M	12 AN	41
9	Ticketing Mode Indicator	TKMI	M	1 AN	53
10	Equivalent Fare Paid	EQFR	C	12 AN	54
11	Total	TOTL	M	12 AN	66
12	Servicing Airline/System Provider Identifier	SASI	M	4 AN	78
13	Fare Calculation Mode Indicator	FCMI	C	1 AN	82
14	Booking Agent Identification	BAID	C	6 AN	83
15	Booking Entity Outlet Type	BEOT	C	1 AN	89
16	Fare Calculation Pricing Indicator	FCPI	C	1 AN	90
17	Airline Issuing Agent	AENT	C	8 AN	91
18	Reserved Space	RESD	M	38 AN	99

6.6.16.2 BAR64 Record Grid

El. #.	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	SMSG	3 A	M	M	M
2	SQNR	8 N	M	M	M
3	STNQ	2 N	M	M	M
4	DAIS	6 N	M	M	M
5	TRNN	6 N	M	M	M
6	TDNR	14 AN	M	M	M
7	CDGT	1 N	M	M	M
8	FARE	12 AN	M	M	M
9	TKMI	1 AN	M	M	M
10	EQFR	12 AN	C	C	C
11	TOTL	12 AN	M	M	M
12	SASI	4 AN	M	M	M
13	FCMI	1 AN	M	C	C
14	BAID	6 AN	C	C	C
15	BEOT	1 AN	C	C	C
16	FCPI	1 AN	M	C	C
17	AENT	8 N	C	C	C
18	RESD	38 AN	M	M	M



6.6.17 BAR65 Additional Information–Passenger Record

6.6.17.1 BAR65 Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	STNQ	M	2 N	12
4	Date of Issue	DAIS	M	6 N	14
5	Transaction Number	TRNN	M	6 N	20
6	Ticket/Document Number	TDNR	M	14 AN	26
7	Check-Digit	CDGT	M	1 N	40
8	Passenger Name	PXNM	M	49 AN	41
9	Passenger Specific Data	PXDA	C	29 AN	90
10	Date of Birth	DOBR	C	7 AN	119
11	Passenger Type Code	PXTP	C	3 AN	126
12	Reserved Space	RESD	M	8 AN	129

6.6.17.2 BAR65 Record Grid

EI. #.	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A	R F N Ds	T A S F
1	SMSG	3 A	M	M	M	M	M
2	SQNR	8 N	M	M	M	M	M
3	STNQ	2 N	M	M	M	M	M
4	DAIS	6 N	M	M	M	M	M
5	TRNN	6 N	M	M	M	M	M
6	TDNR	14 AN	M	M	M	M	M
7	CDGT	1 N	M	M	M	M	M
8	PXNM	49 AN	M	M	M	M	M
9	PXDA	29 AN	C	C	C	n/a	n/a
10	DOBR	7 AN	C	C	C	n/a	n/a
11	PXTP	3 AN	C	C	C	n/a	n/a
12	RESD	8 AN	M	M	M	M	M



6.6.18 BAR66 Additional Information—Form of Payment Record

6.6.18.1 BAR66 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Ticket/Document Number	<u>TDNR</u>	M	14 AN	26
7	Check-Digit	<u>CDGT</u>	M	1 N	40
8	Form of Payment Sequence Number	<u>FPSN</u>	M	1 N	41
9	Form of Payment Information	<u>FPIN</u>	M	50 AN	42
10	Reserved Space	<u>RESD</u>	M	45 AN	92

6.6.18.2 BAR66 Record Grid

El. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	SMSG	3 A	M	M	M
2	SQNR	8 N	M	M	M
3	<u>STNQ</u>	2 N	M	M	M
4	<u>DAIS</u>	6 N	M	M	M
5	<u>TRNN</u>	6 N	M	M	M
6	<u>TDNR</u>	14 AN	M	M	M
7	<u>CDGT</u>	1 N	M	M	M
8	<u>FPSN</u>	1 N	M	M	M
9	<u>FPIN</u>	50 AN	M	M	M
10	<u>RESD</u>	45 AN	M	M	M



6.6.19 BAR67 Additional Information–Taxes

6.6.19.1 BAR67 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Ticket/Document Number	<u>TDNR</u>	M	14 AN	26
7	Check-Digit	<u>CDGT</u>	M	1 N	40
8	Tax Information Sequence Number	<u>TXSN</u>	M	2 N	41
9	Tax Information Identifier	<u>TXID</u>	M	4 AN	43
10	Additional Tax Information	<u>TXIN</u>	M	70 AN	47
11	Reserved Space	<u>RESD</u>	M	20 AN	117

6.6.19.2 BAR67 Record Grid

El. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	<u>SMSG</u>	3 A	M	M	M
2	<u>SQNR</u>	8 N	M	M	M
3	<u>STNQ</u>	2 N	M	M	M
4	<u>DAIS</u>	6 N	M	M	M
5	<u>TRNN</u>	6 N	M	M	M
6	<u>TDNR</u>	14 AN	M	M	M
7	<u>CDGT</u>	1 N	M	M	M
8	<u>TXSN</u>	2 N	M	M	M
9	<u>TXID</u>	4 AN	M	M	M
10	<u>TXIN</u>	70 AN	M	M	M
11	<u>RESD</u>	20 AN	M	M	M



6.6.20 BMD75 Electronic Miscellaneous Document Coupon Detail Record

6.6.20.1 BMD75 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Ticket/Document Number	<u>TDNR</u>	M	14 AN	26
7	Check-Digit	<u>CDGT</u>	M	1 N	40
8	EMD Coupon Number	<u>EMCP</u>	M	1 N	41
9	EMD Coupon Value	<u>EMCV</u>	C	11 N	42
10	EMD Related Ticket/Document Number	<u>EMRT</u>	C	14 AN	53
11	EMD Related Coupon Number	<u>EMRC</u>	C	1 N	67
12	EMD Service Type	<u>EMST</u>	C	1 AN	68
13	EMD Reason for Issuance Sub Code	<u>EMSC</u>	M	3 AN	69
14	EMD Fee Owner Airline Designator	<u>EMOC</u>	C	3 AN	72
15	EMD Excess Baggage Over Allowance Qualifier	<u>XBOA</u>	C	1 AN	75
16	EMD Excess Baggage Currency Code	<u>XBCT</u>	C	3 A	76
17	EMD Excess Baggage Rate per Unit	<u>XBRU</u>	C	12 AN	79
18	EMD Excess Baggage Total Number in Excess	<u>XBNE</u>	C	12 AN	91
19	EMD Consumed at Issuance Indicator	<u>EMCI</u>	C	1 AN	103
20	EMD Number of Services	<u>EMNS</u>	M	3 N	104
21	EMD Operating Carrier	<u>EMCR</u>	C	3 AN	107
22	EMD Attribute Group	<u>EMAG</u>	C	3 AN	110
23	EMD Attribute Sub-Group	<u>EMSG</u>	C	3 AN	113
24	EMD Industry Carrier Indicator	<u>EMIC</u>	C	1 AN	116
25	Reserved Space	<u>RESD</u>	M	16 AN	117
26	Currency Type	<u>CUTP</u>	M	4 AN	133



6.6.20.2 BMD75 Record Grid

El. #.	Gloss. Ref.	Attr.	E M D S	E M D A
1	SMSG	3 A	M	M
2	SQNR	8 N	M	M
3	STNQ	2 N	M	M
4	DAIS	6 N	M	M
5	TRNN	6 N	M	M
6	TDNR	14 AN	M	M
7	CDGT	1 N	M	M
8	EMCP	1 N	M	M
9	EMCV	11 N	C	C
10	EMRT	14 AN	C	M
11	EMRC	1 N	C	M
12	EMST	1 AN	C	C
13	EMSC	3 AN	M	M
14	EMOC	3 AN	C	C
15	XBOA	1 AN	C	C
16	XBCT	3 A	C	C
17	XBRU	12 AN	C	C
18	XBNE	12 AN	C	C
19	EMCI	1 AN	C	n/a
20	EMNS	3 N	M	M
21	EMCR	3 AN	C	C
22	EMAG	3 AN	C	C
23	EMSG	3 AN	C	C
24	EMIC	1 AN	C	C
25	RESD	16 AN	M	M
26	CUTP	4 AN	M	M

6.6.21 BMD76 Electronic Miscellaneous Document Coupon Remarks Record

6.6.21.1 BMD76 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Ticket/Document Number	<u>TDNR</u>	M	14 AN	26
7	Check-Digit	<u>CDGT</u>	M	1 N	40
8	Coupon Number	<u>EMCP</u>	M	1 N	41
9	EMD Remarks	<u>EMRM</u>	M	70 AN	42
10	Reserved Space	<u>RESD</u>	M	25 AN	112

Note

If this record is present, then the EMRM element shall contain a significant entry.

6.6.21.2 BMD76 Record Grid

El. #.	Gloss. Ref.	Attr.	E M D S	E M D A
1	<u>SMSG</u>	3 A	M	M
2	<u>SQNR</u>	8 N	M	M
3	<u>STNQ</u>	2 N	M	M
4	<u>DAIS</u>	6 N	M	M
5	<u>TRNN</u>	6 N	M	M
6	<u>TDNR</u>	14 AN	M	M
7	<u>CDGT</u>	1 N	M	M
8	<u>EMCP</u>	1 N	M	M
9	<u>EMRM</u>	70 AN	M	M
10	<u>RESD</u>	25 AN	M	M



6.6.22 BKF81 Fare Calculation Record

6.6.22.1 BKF81 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Ticket/Document Number	<u>TDNR</u>	M	14 AN	26
7	Check-Digit	<u>CDGT</u>	M	1 N	40
8	Fare Calculation Sequence Number	<u>FRCS</u>	M	1 N	41
9	Fare Calculation Area	<u>FRCA</u>	M	87 AN	42
10	Reserved Space	<u>RESD</u>	M	8 AN	129

Notes

- 1) There is a BKF81 record only if the Fare Calculation Area of the Primary Ticket contains a significant entry.
- 2) For the required number of BKF81 records, refer to FRCA and FRCS in the Glossary.

6.6.22.2 BKF81 Record Grid

El. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A
1	<u>SMSG</u>	3 A	M	M	M
2	<u>SQNR</u>	8 N	M	M	M
3	<u>STNQ</u>	2 N	M	M	M
4	<u>DAIS</u>	6 N	M	M	M
5	<u>TRNN</u>	6 N	M	M	M
6	<u>TDNR</u>	14 AN	M	M	M
7	<u>CDGT</u>	1 N	M	M	M
8	<u>FRCS</u>	1 N	M	M	M
9	<u>FRCA</u>	87 AN	M	M	M
10	<u>RESD</u>	8 AN	M	M	M

6.6.23 BCC82 Additional Card Information Record

6.6.23.1 BCC82 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Form of Payment Type	FPTP	M	10 AN	26
7	Form of Payment Transaction Identifier	FPTI	M	25 AN	36
8	Reserved Space	RESD	M	76 AN	61

Note

This record is created only when the FPTI field is present, for which the related card data is found in the following BKP84 record.

6.6.23.2 BCC82 Record Grid

El. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A	T A S F
1	<u>SMSG</u>	3 A	M	M	M	M
2	SQNR	8 N	M	M	M	M
3	<u>STNQ</u>	2 N	M	M	M	M
4	<u>DAIS</u>	6 N	M	M	M	M
5	<u>TRNN</u>	6 N	M	M	M	M
6	FPTP	10 AN	M	M	M	M
7	FPTI	25 AN	M	M	M	M
8	RESD	76 AN	M	M	M	M



6.6.24 BCC83 Card Authentication Information Record

6.6.24.1 BCC83 Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Form of Payment Type	FPTP	M	10 AN	26
7	Card Authentication Sequence Number	CASN	M	2 N	36
8	Card Authentication Information	CATI	M	99 AN	38

Notes

- 1) If the data to be reported exceeds the size of the CATI element, another record(s) is required. See also the example in [Appendix G](#).
- 2) The FPTP element links the BCC83 record(s) with the corresponding FPTP on the related BKP84 record.
- 3) In the case of multiple payment cards (with CATI) for a single transaction, the BCC83 record(s) would also be repeated for each payment card.

6.6.24.2 BCC83 Record Grid

EI. #.	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A	T A S F
1	<u>SMSG</u>	3 A	M	M	M	M
2	SQNR	8 N	M	M	M	M
3	<u>STNQ</u>	2 N	M	M	M	M
4	<u>DAIS</u>	6 N	M	M	M	M
5	<u>TRNN</u>	6 N	M	M	M	M
6	FPTP	10 AN	M	M	M	M
7	CASN	2 N	M	M	M	M
8	CATI	99 AN	M	M	M	M



6.6.25 BCX83 3DS Authentication and Additional Card Payment Information Record

6.6.25.1 BCX83 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Standard Numeric Qualifier	<u>STNQ</u>	M	2 N	12
4	Date of Issue	<u>DAIS</u>	M	6 N	14
5	Transaction Number	<u>TRNN</u>	M	6 N	20
6	Form of Payment Type	<u>FPTP</u>	M	10 AN	26
7	Card Authentication Sequence Number	<u>CASN</u>	M	2 N	36
8	3D Secure Authentication and Additional Card Payment Information	<u>TDSD</u>	M	99 AN	38

Notes

- 1) The FPTP element links the BCX83 record(s) with the corresponding FPTP on the related BKP84 record.
- 2) In the case of multiple payment cards (with TDSD) for a single transaction, one BCX83 record would be present for each payment card.

6.6.25.2 BCX83 Record Grid

El. #	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A	T A S F
1	<u>SMSG</u>	3 A	M	M	M	M
2	<u>SQNR</u>	8 N	M	M	M	M
3	<u>STNQ</u>	2 N	M	M	M	M
4	<u>DAIS</u>	6 N	M	M	M	M
5	<u>TRNN</u>	6 N	M	M	M	M
6	<u>FPTP</u>	10 AN	M	M	M	M
7	<u>CASN</u>	2 N	M	M	M	M
8	<u>TDSD</u>	99 AN	M	M	M	M

6.6.26 BKP84 Form of Payment Record
6.6.26.1 BKP84 Record Layout

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	STNQ	M	2 N	12
4	Date of Issue	DAIS	M	6 N	14
5	Transaction Number	TRNN	M	6 N	20
6	Form of Payment Type	FPTP	M	10 AN	26
7	Form of Payment Amount	FPAM	M	11 N	36
8	Form of Payment Account Number	FPAC	C	19 AN	47
9	Expiry Date	EXDA	C	4 AN	66
10	Extended Payment Code	EXPC	C	2 AN	70
11	Approval Code	APLC	C	6 AN	72
12	Invoice Number	INVN	C	14 AN	78
13	Invoice Date	INVD	C	6 N	92
14	Remittance Amount	REMT	M	11 N	98
15	Card Verification Value Result	CVVR	C	1 AN	109
16	Reserved Space	RESD	M	23 AN	110
17	Currency Type	CUTP	M	4 AN	133

Notes

- 1) If more than one document were exchanged in payment for a transaction, there will be one BKP84 record with the Form of Payment Type “EX” for each accepted document number with amount fields showing zero.
- 2) The last BKP84 record shows, in the Form of Payment Amount (FPAM) field, the cash collected for the sale and the Remittance Amount (REMT) calculated as described in [Section 6.7.1 \(d\)](#). There is always a BKP84-CA (cash amount) record even if all amount fields are zero.
- 3) In payment card sales/refund transactions the EXDA, APLC, INVN, INVD are conditional upon the BSP Processing Centre performing payment card invoicing on Airlines' behalf.

6.6.26.2 BKP84 Record Grid

El. #.	Gloss. Ref.	Attr.	T K T T	E M D S	E M D A	R F N Ds	A D/ C M	T A S F	S S A C/D
1	SMSG	3 A	M	M	M	M	M	M	M
2	SQNR	8 N	M	M	M	M	M	M	M
3	STNQ	2 N	M	M	M	M	M	M	M
4	DAIS	6 N	M	M	M	M	M	M	M
5	TRNN	6 N	M	M	M	M	M	M	M
6	FPTP	10 AN	M	M	M	M	M	M	M
7	FPAM	11 N	M	M	M	M	M	M	M
8	FPAC	19 AN	C	C	C	C	n/a	C	n/a
9	EXDA	4 AN	C	C	C	n/a	n/a	C	n/a
10	EXPC	2 AN	C	C	C	C	n/a	C	M
11	APLC	6 AN	C	C	C	n/a	n/a	C	n/a
12	INVN	14 AN	C	C	C	C	n/a	C	n/a
13	INVD	6 N	C	C	C	C	n/a	C	n/a
14	REMT	11 N	M	M	M	M	M	M	M
15	CVVR	1 AN	C	C	C	C	n/a	C	n/a
16	RESD	23 AN	M	M	M	M	M	M	M
17	CUTP	4 AN	M	M	M	M	M	M	M



6.6.27 BOT93 Office Subtotals per Transaction Code and Currency Type Record

6.6.27.1 BOT93 Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	STNQ	M	2 N	12
4	Agent Numeric Code	AGTN	M	8 N	14
5	Remittance Period Ending Date	RMED	M	6 N	22
6	Gross Value Amount	GROS	M	15 N	28
7	Total Remittance Amount	TREM	M	15 N	43
8	Total Commission Value Amount	TCOM	M	15 N	58
9	Total Tax/Miscellaneous Fee Amount	TTMF	M	15 N	73
10	Transaction Code	TRNC	M	4 AN	88
11	Total Tax on Commission Amount	TTCA	M	15 N	92
12	Reserved Space	RESD	M	26 AN	107
13	Currency Type	CUTP	M	4 AN	133



6.6.28 BOT94 Office Totals per Currency Type Record

6.6.28.1 BOT94 Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	STNQ	M	2 N	12
4	Agent Numeric Code	AGTN	M	8 N	14
5	Remittance Period Ending Date	RMED	M	6 N	22
6	Gross Value Amount	GROS	M	15 N	28
7	Total Remittance Amount	TREM	M	15 N	43
8	Total Commission Value Amount	TCOM	M	15 N	58
9	Total Tax/Miscellaneous Fee Amount	TTMF	M	15 N	73
10	Total Tax on Commission Amount	TTCA	M	15 N	88
11	Reserved Space	RESD	M	30 AN	103
12	Currency Type	CUTP	M	4 AN	133



6.6.29 BCT95 Billing Analysis (Cycle) Totals per Currency Type Record

6.6.29.1 BCT95 Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	STNQ	M	2 N	12
4	Processing Date Identifier	PDAI	M	3 AN	14
5	Processing Cycle Identifier	PCYC	M	1 N	17
6	Office Count	OFCC	M	5 N	18
7	Gross Value Amount	GROS	M	15 N	23
8	Total Remittance Amount	TREM	M	15 N	38
9	Total Commission Value Amount	TCOM	M	15 N	53
10	Total Tax/Miscellaneous Fee Amount	TTMF	M	15 N	68
11	Total Tax on Commission Amount	TTCA	M	15 N	83
12	Reserved Space	RESD	M	35 AN	98
13	Currency Type	CUTP	M	4 AN	133



6.6.30 BFT99 File Totals per Currency Type Record

6.6.30.1 BFT99 Record Layout

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Standard Numeric Qualifier	STNQ	M	2 N	12
4	BSP Identifier	BSPI	M	3 AN	14
5	Office Count	OFCC	M	5 N	17
6	Gross Value Amount	GROS	M	15 N	22
7	Total Remittance Amount	TREM	M	15 N	37
8	Total Commission Value Amount	TCOM	M	15 N	52
9	Total Tax/Miscellaneous Fee Amount	TTMF	M	15 N	67
10	Total Tax on Commission Amount	TTCA	M	15 N	82
11	Reserved Space	RESD	M	36 AN	97
12	Currency Type	CUTP	M	4 AN	133

6.7 Examples of Various Calculations

The following examples are provided as guidelines.

6.7.1 Relation of Amount Fields

(a)	(+)	Form of Payment Amount	[Cash]	(FPAM)	BKP84-CA
	(+)	Form of Payment Amount(s)	[Credit-to-Cash]	(FPAM)	BKP84-CM
	(+)	Form of Payment Amount(s)	[Credit Card]	(FPAM)	BKP84-CC
	(+)	Form of Payment Amount(s)	[MS]	(FPAM)	BKP84-MS
	(+)	Form of Payment Amount(s)	[EP]	(FPAM)	BKP84-EP
	(=)	Ticket/Document Amount		(TDAM)	BKS30
<hr/>					
(b)	(+)	Fare being refunded		(COBL)	BKS30
	(+)	Refunded Taxes/Charges/Fees		(TMFA)	BKS30
	(-)	Cancellation Penalty		(TMFA)	BKS30
	(=)	Ticket Document Amount		(TDAM)	BKS30
<hr/>					
(c)	(+)	Ticket/Document Amount		(TDAM)	BKS30
	(-)	Sum of all Tax/Charge/Fee Amounts		(TMFA)	BKS30
	(=)	Commissionable Amount		(COBL)	BKS30
<hr/>					
(d)	(+)	Form of Payment Amount	[Cash]	(FPAM)	BKP84-CA
	(+)	Form of Payment Amount	[Credit-to-Cash]	(FPAM)	BKP84-CM
	(+)	Form of Payment Amount	[MSCA]	(FPAM)	BKP84-MSCA
	(-)	Effective Commission Amount		(EFCO)	BKS39
	(+/-)	Tax on Commission Amount		(TOCA)	BKS42
	(=)	Remittance Amount		(REMT)	BKP84-CA



Chapter 6—Airline Accounting/Sales Data (HOT)

6.7.2 Examples How the Amount Fields Accumulate to Office Totals

		Form of Payment Amount	BKS30	BKS39	BKS42	BKP84	
Transaction Type	Fare Amount COBL	Tax Amount TMFA	Document Amount TDAM	Effective Commission EFCO	Tax on Commission TOCA	Remittance Amount REMT	
1	Cash Sale	1000	10	1010	90 -	9 -	911
2	Cash Refund	800 -	5 -	805 -	72	7	726 -
3	Exchange - Cash Collection	200	10	210	20 -	0	190
4	Exchange - Cash Refund	100 -	0	100 -	10	1	89 -
5	Even Exchange	0	0	0	0	0	0
6	Even Exchange - Commission due	0	0	0	20 -	0	20 -
7	Credit Sale	[5000]	[20]	[5020]	450 -	45 -	495 -
8	Credit Refund	[2000 -]	[10 -]	[2010 -]	180	18	198
9	Exchange - Credit Collection	[200]	[5]	[205]	18 -	2 -	20 -
10	Exchange - Credit Refund	[500 -]	[10 -]	[510 -]	45	5	50
11	Debit Memo	1000	10	1010	90 -	9 -	911
12	Debit Memo*	1000	10	1010	90	9	1109
13	Debit Memo (Commission nly)				10		10
14	Credit Memo	200 -	0	200 -	20	2	178 -
15	Credit Memo**	200 -	0	200 -	20 -	2 -	222 -
16	Credit Memo (Commission nly)				10 -		10 -
17	Recall Commission Statement				50	5	55
18	Adjustment Notice due to Airline	50		50			50
19	Adjustment Notice due to Agent	25 -		25 -			25 -
	Office Totals	1925	35	1960	241-	20-	1699
		[2700]	[5]	[2705]			
		4625	40	4665			

* if COTP = POS

** if COTP = NEG



6.7.3 Examples of Refund with no VAT on Commission or on Cancellation Penalty

Business Intent

A	Fare	-1000.00	COBL
B	Tax (ZA)	-10.00	TMFT-ZA
C	Commission (10%)	100.00	COAM/EFCO
D	Cancellation Fee	200.00	TMFT-CP
E	Balance due to Agent	-710.00	REMT

Ret Reporting

F	TDAM (A+B+D)	810.00	
G	TMFA	10.00	TMFT-ZA
H	TMFA	200.00	TMFT-CP
I	CORT 1	10%	
	COTP 1	G or blank	
J	STAT	Not required	

Hot Reporting

K	TDAM (-F)	-810.00	
L	TMFA (-G)	-10.00	TMFT-ZA
M	TMFA (H)	200.00	TMFT-CP
N	COBL (K-L-M)	-1000.00	
O	CORT	10%	
	COTP	G or blank	
P	COAM/EFCO (-N*I)	100.00	
Q	REMT	-710.00	

6.7.4 Examples of Refund with VAT on Commission and Cancellation Penalty

VAT Rate on Commission 5%

VAT Rate on Cancellation Penalty (15%)

Business Intent

A	Fare	-1000.00	COBL
B	Tax (ZA)	-10.00	TMFT-ZA
C	Commission (10%)	100.00	COAM/CORT
D	Cancellation Fee for Airline	200.00	TMFT-CP
E	Commission on Canx Fee (10%)	-20.00	COAM/EFCO
F	VAT on Commission (5% of C)	5.00	TOCA-VAT
G	VAT on Canx Fee Commission (5% of E)	-1.00	TOCA-VAT
H	VAT on Canx Penalty (15% of D)	30.00	TOCA-VAT
I	Remittance	-696.00	REMT

Ret Reporting

J1	TDAM (A+B+D+H)	780.00	
J2	FPAM/ca (J1)	780.00	
K	TMFA	10.00	TMFT-ZA
L	TMFA (D+H)	230.00	TMFT-CP
M	CORT 1	10%	
	COTP 1	G or blank	
N	CORT 2	10%	May differ from CORT 1
	COTP 2	XLP	
O	STAT(*)	D	

(*) to indicate to the DPC to calculate TAX on Commission.

It also may or may not be the indicator for calculating Tax on Cancellation Penalty (to be agreed in each BSP where applicable).

Hot Reporting

P1	TDAM (-J1-W)	-810.00	
P2	FPAM/ca (P1)	-810.00	
Q	TMFA (-K)	-10.00	TMFT-ZA
R	TMFA (L/115%)	200.00	TMFT-CP
S	COBL (P-Q-R)	-1000.00	
T	CORT	8%	
	COTP	CCP	
U	COAM/EFCO -(S+R)*M)	80.00	
V	VAT on Commission (5% of U)	4.00	TOCA-VAT
W	VAT on Canx Penalty (L-R)	30.00	TOCA-VAT
X	REMT (P2+U+V+W)	-696.00	



6.7.5 Example of Refund with VAT on Commission and Cancellation Penalty (Payment Card)

VAT Rate on Commission 14%

VAT Rate on Cancellation Penalty 14%

Business Intent

A	Fare	-1000.00	COBL
B	Tax (AA)	-240.00	TMFT-AA
C	Commission (9%)	90.00	COAM/CORT
D	Cancellation Fee for Airline	250.00	TMFT-CP
E	VAT on Commission (14% of C)	12.60	TOCA-VAT
F	VAT on Canx Penalty (14% of D)	35.00	TOCA-VAT
G	Remittance	102.60	REMT

Ret Reporting

H	TDAM (A+B+D+F)	955.00	
I	FPAM/cc (H)	955.00	
J	TMFA	240.00	TMFT-AA
K	TMFA (D+F)	285.00	TMFT-CP
L	CORT 1	9%	
	COTP 1	G or blank	
M	STAT	D	

(*) to indicate to the DPC to calculate TAX on Commission.

It may or may not be the indicator for calculating Tax on Cancellation Penalty (to be agreed in each BSP where applicable).

Hot Reporting

N	TDAM (-H-W)	-990.00	
O	FPAM/cc (-I)	-955.00	
P	FPAM/ca (-W)	-35.00	"pseudo cash"
Q	TMFA (-J)	-240.00	TMFT-AA
R	TMFA (K/114%)	250.00	TMFT-CP
S	COBL (N-Q-R)	-1000.00	
T	CORT	9%	
	COTP	G or blank	
U	COAM/EFCO (-S*L)	90.00	
V	VAT on Commission (14% of U)	12.60	TOCA-VAT
W	VAT on Canx Penalty (K-R)	35.00	TOCA-VAT
X	REMT (P+U+V+W)	102.60	

6.7.6 Example of IT/BT Document

IT/BT FARE AMOUNT	= 1,500.00
Standard Commission (00.00%, or as agreed with carrier/agent entered)	= 0.00
Tax	= 10.00

Example with Tax:

FARE : IT

TOTAL : GBP IT

TOUR CODE: IT123456789

FARE CALCULATION AREA: Overlay any amount with "IT" (Date should match DAIS)

Note

For BT document, instead of reporting "IT", "BT" would be reported on the RET.

Element Description	RET		BSP	HOT	
	Glossary Reference	Contents of Element	BSP Processing	Glossary Reference	Content of Element
Tour Code	TOUR	IT123456789bbbb	Copy from RET to HOT	TOUR BKS24	IT123456789bbbb
Fare	FARE	IT	Copy from RET to HOT	FARE BAR64	IT
Total	TOTL	GBP IT	Copy from RET to HOT	TOTL BAR64	GBP IT
Tax Type	TMFT	GB	Copy from RET to HOT	TMFT BKS30	GB
Tax Amount	TMFA	00000001000	Copy from RET to HOT	TMFA BKS30	00000001000
Document Amount	TDAM	00000151000 (including tax)	Copy from RET to HOT	TDAM BKS30	00000151000
Commissionable Amount	N/A		Calculated by BSP (TDAM-TMFA)	COBL BKS30	00000150000
Commission Type	COTP	Bbbbbbb	Copy from RET to HOT	COTP BKS39	bbbbbbb
Commission Rate	CORT	00000 (0 or as agreed with carrier)	Copy from RET to HOT or COAM/COBL	CORT BKS39	00000
Commission Amount	COAM	00000000000 (0 or as agreed with carrier)	COBL×CORT or Copy from RET to HOT (if not zeros)	COAM BKS39	00000000000
Effective Commission Rate	N/A		Calculated by BSP (EFCO/COBL)	EFRT BKS39	00000
Effective Commission Amount	N/A		Same as COAM	EFCO BKS39	00000000000
Form of Payment Amount	FPAM	00000151000 (including tax)	Copy from RET to HOT	FPAM BKP84	00000151000
Remittance Amount	N/A		Calculated by BSP (Cash FPAM-EFCO)	REMT BKP84	00000151000



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Chapter 7—Credit Transaction Invoicing Data (CSI)

7.1 Introduction

The Data Element Directory and Glossary common to the Agent Reporting and Airline Accounting/Sales data also include the data elements and definitions pertaining to the Credit Transaction Invoicing data.

N.B. THE CREDIT TRANSACTION INVOICING DATA SPECIFICATIONS ARE **THE MANDATORY** IATA STANDARD FOR CARD COMPANIES, CARD ACQUIRERS AND CARD PROCESSORS.

7.2 Description of the CSI File Organisation

This description complements the overview provided by the diagram of the List of Credit Transaction Invoicing (CSI) data records and the Commented list of Credit Transaction Invoicing File Records.

Note the differentiation between CSI for Card Companies and CSI for Airlines (the latter showing references in parentheses).

A CSI file shall be produced by the BSP Processing Centre for each Card Company (Airline) and shall contain invoice data for participating Airlines (Card Companies) having entered into a merchant agreement.

Each file shall contain as many invoices as there are Airlines (Card Companies) on behalf of which Agents had credit transactions with the Card Company (Airline) named in the File Header record.

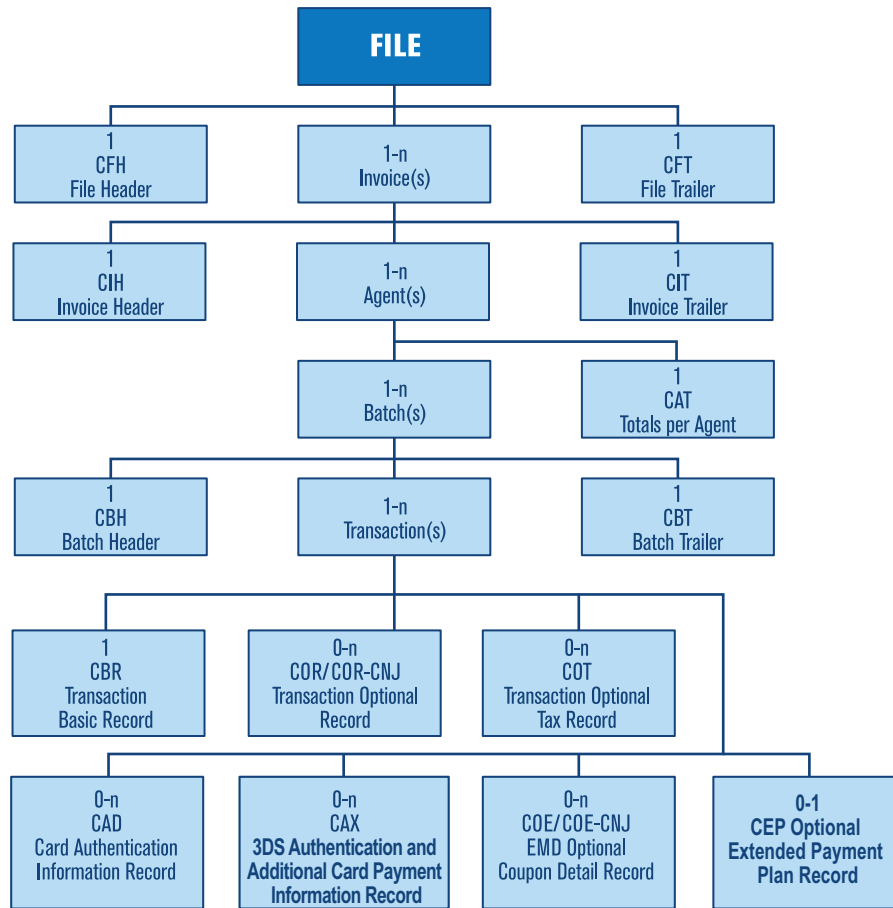
Each invoice shall be in Agent code order and the Agent's credit transactions for a reporting period shall be grouped into batches not exceeding a number of transactions as specified by the Card Company (Airline).

The various Trailer records provide control totals and statistics for the Card Company (Airline). Header and Trailer records can also be used as input to other applications for Airlines (Card Companies).

Each Airline shall receive copies of the invoices to each Card Company whose payment cards were used in transactions of which it was the ticketing Airline. Each Card Company shall also receive copies of invoices pertaining to them.

7.3 Credit Transaction Invoicing (CSI) File Organisation

A file the BSP Processing Centre shall produce for Card Companies or Airlines.



7.4 List of Credit Transaction Invoicing (CSI) Data Records

Record Identifier	Record Description
HEADER RECORDS	
CFH	File Header
CIH	Invoice Header
CBH	Batch Header
TRANSACTION RECORDS	
CBR	Transaction Basic Record
COR	Transaction Optional Record
COT	Transaction Optional Tax Record
CAD	Card Authentication Information Record
CAX	3DS Authentication and Additional Card Payment Information Record
COE	Electronic Miscellaneous Document Optional Coupon Detail Record
CEP	Optional Extended Payment Plan Record
TOTAL RECORDS	
CBT	Batch Trailer
CAT	Totals Per Agent
CIT	Invoice Trailer
CFT	File Trailer

7.5 Commented List of Credit Transaction Invoicing File Records

SMSG	Record Name	Main Information Provided	Comments
CFH	File Header	BSP Processing Centre, Date and Place of Origin	CSI for Card Companies: One File Header record per file or Card Company. CSI for Airlines: One File Header record per file or Airline.
CIH	Invoice Header	Invoice number, Ticketing Airline and Merchant Agreement Number	One invoice per currency, Airline and Card Company. One "miscellaneous" invoice per Airline shall group all transactions with payment cards of Companies with which no Merchant Agreement or no file submission arrangement could be found, or where the card was rejected for another reason. The miscellaneous invoice must be sent to the ticketing Airline only. CSI for Card Companies: Invoices shall be listed in ascending sequence of Airline and (within an Airline, if applicable) ascending sequence of Currency Codes. CSI for Airlines: Invoices shall be listed in ascending sequence of Card Company and (within a Card Company, if applicable) ascending sequence of Currency Codes.
CBH	Batch Header	Agent numeric code and batch number	There can be any number of Agent batches, including none. All transactions in a batch must be in one currency and optionally be all debits or all credits. Batches shall be listed in ascending sequence of Agent Codes and (within an Agent) ascending sequence of Batch numbers.
CBR	Transaction Basic	Document number and details of credit card charge	Any batch to contain no more transactions than specified by the CSI recipient and to be listed in ascending sequence of form code and serial numbers of STDs.
COR	Transaction Optional	Optional provision of origin, destination and related data	Where agreed by the Airline, each COR record to follow immediately the related CBR record. The record will always be provided if FPTI element included in COR is not blank.
COT	Transaction Optional Tax	Provision of tax type and amount, as directed by the ticketing Airline	Present if agreed by the Airline and connected to the CBR by the TDNR.
CAD	Card Authentication Information	Card Authentication Information	Present only when a CATI element is present, and connected to the CBR by the TDNR.
CAX	3DS Authentication and Additional Card Payment Information	3DS Authentication and Additional Card Payment Information	Present only when a TDSD element is present, and connected to the CBR by the TDNR. In the case of multiple payment cards (with TDSD) for a single transaction, one CAX record would be present for each payment card.
COE	Electronic Miscellaneous Document Optional Coupon Detail	EMD Coupon related detail	Present if agreed by the Airline and connected to the CBR by the TDNR.
CEP	Optional Extended Payment Plan Record	Extended Payment Plan transaction information.	The reporting of this record can be setup at BSP level. Reported in all transactions, EPP and non-EPP. See Appendix I .
CBT	Batch Trailer	Batch values and control totals	Each Batch Trailer record can be considered as a part invoice for the Agent named in the Batch Header record.
CAT	Totals Per Agent	Totals of all batches of an Agent	The complete invoice of all payment card transactions of the Agent for the Airline and Card Company shown in the preceding CIH record.
CIT	Invoice Trailer	Totals of all Agents for the Invoice	Consolidation of all Agent batch totals for the Airline and Card Company named in the preceding CIH record.
CFT	File Trailer	Summary of all invoices	CSI for Card Companies: Consolidation of all totals of all Airlines invoices to the Card Company named in the File Header. CSI for Airlines: Consolidation of all totals of all Card Company invoices for the Airline named in the File Header.

7.6 CSI Record Layouts

7.6.1 CFH File Header Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	BSP Name	BSNM	M	20 AN	12
4	Reserved Space	RESD	M	4 AN	32
5	Invoice Name	INVE	M	20 AN	36
6	Invoice Code	INVC	M	5 AN	56
7	Reserved Space	RESD	M	1 AN	61
8	Processing Date	PRDA	M	6 N	62
9	Processing Time	TIME	M	4 N	68
10	Billing Analysis Ending Date	BAED	C	6 N	72
11	Handbook Revision Number	REVN	M	3 N	78
12	Test/Production Status	TPST	M	4 AN	81
13	ISO Country Code	ISOC	M	2 A	85
14	Reserved Space	RESD	M	170 AN	87



7.6.2 CIH Invoice Header Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Invoice Number	INVN	M	14 AN	12
4	Invoice Date	INVD	M	6 N	26
5	Invoice Sequence Number	ISQN	M	3 N	32
6	Currency Type	CUTP	M	4 AN	35
7	Reserved Space	RESD	M	6 AN	39
8	Airline/Credit Card Company Agreement Number	AGRN	M	16 AN	45
9	Invoice Name	INVE	C	20 AN	61
10	Reserved Space	RESD	M	176 AN	81



7.6.3 CBH Batch Header Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Invoice Number	INVN	M	14 AN	12
4	Invoice Date	INVD	M	6 N	26
5	Reserved Space	RESD	M	3 AN	32
6	Invoice Name	INVE	C	20 AN	35
7	Agent Numeric Code	AGTN	M	8 N	55
8	Batch Number	BTNR	M	7 N	63
9	Billing Analysis Ending Date	BAED	C	6 N	70
10	Point of Sale Name	POSN	C	25 AN	76
11	Currency type	CUTP	M	4 AN	101
12	Place of Issue	PLIS	C	15 AN	105
13	Reserved Space	RESD	M	137 AN	120



7.6.4 CBR Transaction Basic Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Invoice Number	INVN	M	14 A/N	12
4	Invoice Date	INVD	M	6 N	26
5	Billing Analysis Ending Date	BAED	M	6 N	32
6	Agent Numeric Code	AGTN	M	8 N	38
7	Batch Number	BTNR	M	7 N	46
8	Credit Card Code	CCCC	M	2 A	53
9	Credit Card Account Number	CCAC	M	19 AN	55
10	Expiry Date	EXDA	C	4 AN	74
11	Approval Code	APLC	C	6 AN	78
12	Extended Payment Code	EXPC	C	2 AN	84
13	Ticket/Document Number	TDNR	M	14 AN	86
14	Reserved Space	RESD	M	1 AN	100
15	Date of Issue	DAIS	M	6 N	101
16	Passenger Name	PXNM	M	49 AN	107
17	Debit/Credit Code	DBCR	M	2 AN	156
18	Form of Payment Amount	FPAM	M	11 N	158
19	Authorised Amount	AUTA	C	11 AN	169
20	Customer File Reference	CSTF	C	27 AN	180
21	Currency Type	CUTP	M	4 AN	207
22	Flight Departure Date	FTDA	C	5 AN	211
23	Transaction Code	TRNC	M	4 A/N	216
24	Reserved Space	RESD	M	11 A/N	220
25	Related Ticket/Document Number	RTDN	C	14 AN	231
26	Reserved Space	RESD	M	1 AN	245
27	Card Verification Value Result	CVVR	C	1 AN	246
28	Statistical Code	STAT	C	3 AN	247
29	Reason for Issuance Code	RFIC	C	1 AN	250
30	Routing Domestic/International Indicator	RDII	C	1 AN	251
31	Time of Issue	TIIS	C	4 N	252
32	Reserved Space	RESD	M	1 AN	256

Notes

- 1) For refunds with more than one occurrence of RTDN, only the first occurrence will be reported on this record.
- 2) FTDA is reported for the 1st flight coupon only.

7.6.5 COR Transaction Optional Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Billing Analysis Ending Date	BAED	C	6 N	12
4	Ticket/Document Number	TDNR	M	14 AN	18
5	Reserved Space	RESD	M	1 AN	32
6	Conjunction Ticket Indicator	CJCP	C	3 AN	33
<i>#1 Flight Coupon</i>					
7	Origin Airport/City Code	ORAC	M	5 AN	36
8	Destination Airport/City Code	DSTC	M	5 AN	41
9	Stopover Code	STPO	C	1 A	46
10	Reservation Booking Designator	RBKD	C	2 A	47
11	Carrier	CARR	M	3 AN	49
12	Reserved Space	RESD	M	1 AN	52
13	Fare Basis/Ticket Designator	FBTD	C	15 AN	53
<i>#2 Flight Coupon (same field structure as from 7 to 13)</i>					
14	Origin Airport/City Code	ORAC	C	5 AN	68
to					
20	Fare Basis/Ticket Designator	FBTD	C	15 AN	85
<i>#3 Flight Coupon (same field structure as Elements 7 to 13)</i>					
21	Origin Airport/City Code	ORAC	C	5 AN	100
to					
27	Fare Basis/Ticket Designator	FBTD	C	15 AN	117
<i>#4 Flight Coupon (same field structure as Elements 7 to 13)</i>					
28	Origin Airport/City Code	ORAC	C	5 AN	132
to					
34	Fare Basis/Ticket Designator	FBTD	C	15 AN	149
35	Reserved Space	RESD	M	3 AN	164
36	Source of Approval Code	SAPP	C	1 AN	167
37	Form of Payment Transaction Identifier	FPTI	C	25 AN	168
38	Passenger Specific Data	PXDA	C	29 AN	193
39	Reserved Space	RESD	M	20 AN	222
40	Flight Departure Time	FTDT	C	5 AN	242
41	Reserved Space	RESD	M	10 AN	247

Notes

- 1) One Transaction Optional Record per document. Conjunction document may have multiple COR records (0-n).
- 2) FTDT is reported for the 1st flight coupon only.



7.6.6 COT Transaction Optional Tax Record

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Record Sequence Number	<u>SQNR</u>	M	8 N	4
3	Ticket/Document Number	<u>TDNR</u>	M	14 AN	12
4	Reserved Space	RESD	M	1 AN	26
5	Tax/Miscellaneous Fee Type	TMFT	M	8 AN	27
6	Tax/Miscellaneous Fee Amount	TMFA	M	14 N	35
7	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	49
8	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	57
9	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	71
10	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	79
11	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	93
12	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	101
13	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	115
14	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	123
15	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	137
16	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	145
17	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	159
18	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	167
19	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	181
20	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	189
21	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	203
22	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	211
23	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	225
24	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	233
25	Currency Type	CUTP	M	4 AN	247
26	Reserved Space	RESD	M	6 AN	251

Note

This record must be repeated if more than 10 taxes are reported.

7.6.7 CAD Card Authentication Information Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Ticket/Document Number	<u>TDNR</u>	M	14 AN	12
4	Card Authentication Sequence Number	CASN	M	2 N	26
5	Card Authentication Information	CATI	M	229 AN	28

Note

If the data to be reported exceeds the size of the CATI element, another record(s) is required. See also the example in [Appendix G](#).



7.6.8 CAX 3DS and Additional Card Payment Information Record

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Ticket/Document Number	<u>TDNR</u>	M	14 AN	12
4	Card Authentication Sequence Number	CASN	M	2 N	26
5	3D Secure Authentication and Additional Card Payment Information	TDSD	M	99 AN	28
6	Reserved Space	RESD	M	130 AN	127

7.6.9 COE Electronic Miscellaneous Document Optional Coupon Detail Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	<u>SQNR</u>	M	8 N	4
3	Ticket/Document Number	<u>TDNR</u>	M	14 AN	12
4	Conjunction Ticket Indicator	CJCP	C	3 AN	26
5	EMD Coupon Number	EMCP	M	1 N	29
6	EMD Related Ticket/Document Number	EMRT	C	14 AN	30
7	EMD Related Coupon Number	EMRC	C	1 N	44
8	EMD Service Type	EMST	C	1 AN	45
9	EMD Reason for Issuance Sub Code	EMSC	M	3 AN	46
10	EMD Fee Owner Airline Designator	EMOC	C	3 AN	49
11	EMD Operating Carrier	EMCR	C	3 AN	52
12	EMD Attribute Group	EMAG	C	3 AN	55
13	EMD Attribute Sub Group	EMSG	C	3 AN	58
14	EMD Industry Carrier Indicator	EMIC	C	1 AN	61
15	Reserved Space	RESD	M	195 AN	62



7.6.10 CBT Batch Trailer Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Reserved Space	RESD	M	10 AN	12
4	Invoice Number	INVN	M	14 AN	22
5	Invoice Date	INVD	M	6 N	36
6	Batch Number	BTNR	M	7 N	42
7	Billing Analysis Ending Date	BAED	C	6 N	49
8	Total Debit Items	TLDI	M	6 N	55
9	Total Debit Amount	TLDA	M	15 N	61
10	Total Credit Items	TLCI	M	6 N	76
11	Total Credit Amount	TLCA	M	15 N	82
12	Currency Type	CUTP	M	4 AN	97
13	Reserved Space	RESD	M	156 AN	101



7.6.11 CAT Totals Per Agent Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Agent Numeric code	AGTN	M	8 N	12
4	Billing Analysis Ending Date	BAED	C	6 N	20
5	Invoice Number	INVN	M	14 AN	26
6	Invoice Date	INVD	M	6 N	40
7	Total Debit Items Per Agent	TDIA	M	6 N	46
8	Total Debit Amount Per Agent	TDAA	M	15 N	52
9	Total Credit Items Per Agent	TCIA	M	6 N	67
10	Total Credit Amount Per Agent	TCAA	M	15 N	73
11	Agent First Batch Number	AFBT	M	7 N	88
12	Agent Last Batch Number	ALBT	M	7 N	95
13	Currency type	CUTP	M	4 AN	102
14	Reserved Space	RESD	M	151 AN	106



7.6.12 CIT Invoice Trailer Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Invoice Number	INVN	M	14 AN	12
4	Invoice Date	INVD	M	6 N	26
5	Invoice Sequence Number	ISQN	M	3 N	32
6	Airline/Credit Card Company Agreement Number	AGRN	M	16 AN	35
7	Invoice Name	INVE	C	20 AN	51
8	Billing Analysis Ending Date	BAED	C	6 N	71
9	Batch Count Per Invoice	BTCI	M	5 N	77
10	Total Debit Items Per Invoice	TDII	M	7 N	82
11	Total Debit Amount Per Invoice	TDAI	M	15 N	89
12	Total Credit Items Per Invoice	TCII	M	7 N	104
13	Total Credit Amount Per Invoice	TCAI	M	15 N	111
14	Currency type	CUTP	M	4 AN	126
15	Total Discount Amount Per Invoice	TDSI	C	15 N	130
16	Total Tax on Discount Amount	TTDA	C	15 N	145
17	Total Net Amount Per Invoice	TNAI	C	15 N	160
18	Debit/Credit Code	DBCR	C	2 AN	175
19	Reserved Space	RESD	M	80 AN	177

7.6.13 CFT File Trailer Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Billing Analysis Ending Date	BAED	C	6 N	12
4	Reserved Space	RESD	M	20 AN	18
5	Invoice Code	INVC	M	5 AN	38
6	Reserved Space	RESD	M	1 AN	43
7	Total Number of Batches	TNBT	M	5 N	44
8	Total Number of Invoices	TNIV	M	4 N	49
9	File Total Debit Amount	FLDE	M	15 N	53
10	File Total Credit Amount	FLCR	M	15 N	68
11	Reserved Space	RESD	M	174 AN	83

7.6.14 CEP Optional Extended Payment Plan Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Currency Type	CUTP	M	4 AN	12
4	Extended Payment Total Amount	EPTA	M	11 N	16
5	Extended Payment Plan Code	EPPC	C	6 AN	27
6	Extended Down Payment Amount	EDPA	C	11 N	33
7	Extended Payment Plan Instalment Amount	EPIA	C	11 N	44
8	Extended Payment Plan Instalment Quantity	EPIQ	C	2 N	55
9	Payment Group Main Document	PGMD	C	14 AN	57
10	Date of Issue Related Document	DIRD	C	6 AN	71
11	Extended Payment Plan Original Invoice Number	EOIN	C	14 AN	77
12	Ticket/Document Number	TDNR	M	14 AN	91
13	Journey Turnaround Airport/City Code	TACC	C	5 AN	105
14	Extended Payment Taxes Amount	EPTX	C	11 N	110
15	Total Amount to Refund	TARF	C	11 N	121
16	Reserved Space	RESD	M	125 AN	132

Notes

- 1) CEP record will be reported for all transactions, EPP and non-EPP.
- 2) DIRD element will be left blank for issues.



Intentionally left blank

Chapter 8—Ticket/Document Inventory Data (TI)

8.1 Introduction

Ticket/Document Inventory data report various information concerning Standard Traffic Document (STD) from/to BSPs, Ticketing Systems, Airlines, and the IATA Serial Number Allocation Program (SNAP) System. This information is used for stock control and the resolution of unreported sales and fraud.

Provision of Ticket/Document Inventory (TI) Data

The following data interchanges may apply and are determined by a BSP:

- (a) from BSP to a Ticketing System:
 - Computer generated STD numbers allocated by the BSP to that Ticketing System (per country, where applicable);
 - STD number allocated by BSP to individual Agents;
- (b) from BSP to Airline:
 - STD numbers (computer-generated) allocated by the BSP to a country (where applicable) and per individual Agent;
- (c) from Ticketing System to BSP:
 - Suballocation by Ticketing System to individual Agents of computer-generated STD numbers;
- (d) from SNAP to Ticketing System and BSP:
 - Computer-generated STD numbers allocated by the BSP to that Ticketing System (per country, where applicable).



8.2 TI Record Layouts

8.2.1 T11 File Header Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Originating System Identifier	OSID	M	4 AN	2
3	Processing Date	PRDA	M	6 N	6
4	Processing Time	TIME	M	4 N	12
5	System Provider Reporting Period Ending Date	SPED	M	6 N	16
6	Test/Production Status	TPST	M	4 AN	22
7	Handbook Revision Number	REVN	M	3 N	26
8	File Sequence Number	FSQN	C	6 N	29
9	ISO Country Code	ISOC	M	2 A	35
10	Reserved Space	RESD	M	40 AN	37

Note

RCID for T11 shall be "1".

8.2.2 T12 Ticket Document Allocation Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Agent Numeric Code	AGTN	M	8 N	2
3	Allocation Type	ALCT	M	1 AN	10
4	Allocation Date	ALCD	M	6 N	11
5	Reserved Space	RESD	M	9 AN	17
6	Begin Serial Number	BNBR	M	10 N	26
7	End Serial Number	ENBR	M	10 N	36
8	Quantity	QNTY	M	6 N	46
9	Reserved Space	RESD	M	2 AN	52
10	ISO Country Code	ISOC	C	2 A	54
11	Reserved Space	RESD	M	17 AN	56
12	Reporting System Identifier	RPSI	C	4 AN	73

Notes

- 1) A Document Allocation (T12) record will be generated for each group of consecutive STD numbers, for each document type.
- 2) RCID for T12 shall be “2”.
- 3) For those data interchanges where AGTN does not apply, it should be zero-filled.
- 4) ISOC is mandatory for data interchange (d) from [Section 8.1](#).
- 5) RPSI is mandatory for data interchange (d) from [Section 8.1](#).



8.2.3 T19 File Trailer Record

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Record Identifier	RCID	M	1 AN	1
2	Total Number of Records	TNRS	M	10 N	2
3	Reserved Space	RESD	M	65 AN	12

Note

RCID for T19 shall be "9".

Chapter 9—CCSP Invoice (CSP)

9.2 Introduction

The Card Settlement Plan (CSP) format was introduced into the DISH some time ago in order to support the consolidated (i.e. multi BSP) card sales reporting via IATA Credit Card Settlement Plan (CCSP). While CCSP have never become functional, the format is in practical use by some airlines reporting card sales information to or receiving card sales information from global card acquirers.

Examples of CSP files are:

- from CardClear to Airlines;
- from CardClear to Acquirers;
- from UATP to Airlines;
- from Airlines to UATP;
- from Acquirers to UATP.

The CSP format is not intended to be produced by IATA BSPs, as all necessary card billing information for individual BSP operations can be reported in standard CSI format, as described in the [Chapter 7](#) of BDISG Handbook, Credit Transaction Invoicing Data (CSI).

The file described is the one that the CCSP shall produce for acquirers and participating Airline parties, for invoicing and as an invoice copy, e.g. for reconciliation purposes.

The standard record length is 500 characters.

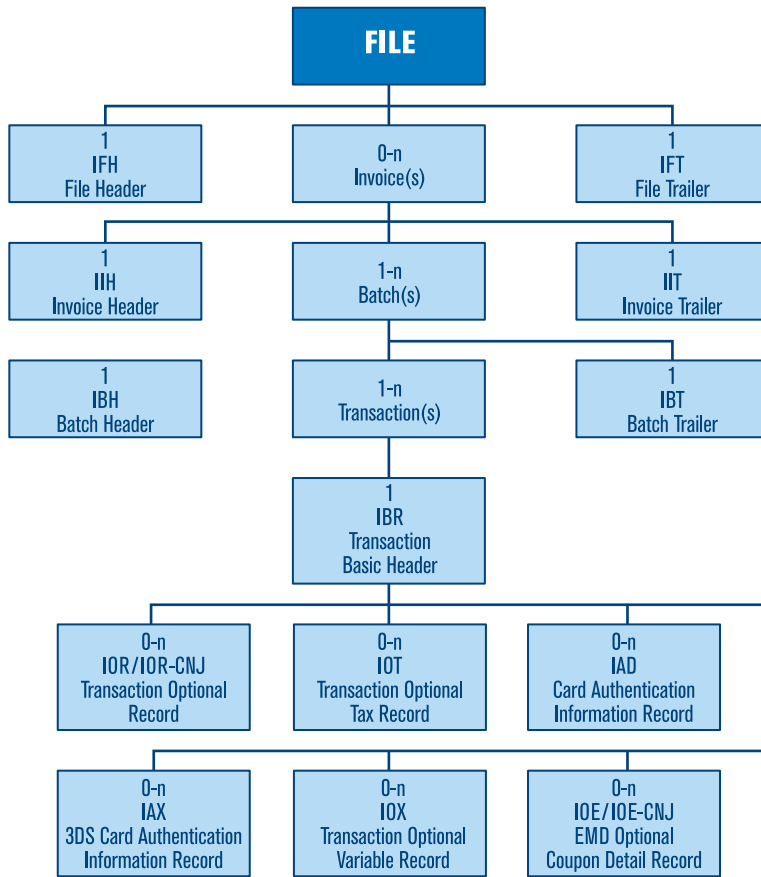
Invoices are generated at the level of one per airline, acquirer agreement and settlement currency.

Each file shall contain invoices per airline on behalf of which transactions are being submitted to the recipient specified in the File Header record.

The various trailer records provide control totals and statistics for the acquirer and the airline. Header and Trailer records can also be used as input to other applications.

NB: For transmission control purposes, there might be no invoices in the transmission.

9.3 CCSP Invoice File Organisation



9.4 List of CCSP Invoice File Data Records

Record Identifier	Record Description
<i>HEADER RECORDS</i>	
IFH	File Header
IIH	Invoice Header
IBH	Batch Header
<i>TRANSACTION RECORDS</i>	
IBR	Transaction Basic Record
IOR	Transaction Optional Record
IOT	Transaction Optional Tax Record
IAD	Card Authentication Information Record
IAX	3DS Authentication and Additional Card Payment Information Record
IOX	Transaction Optional Variable Record
IOE	Electronic Miscellaneous Document Optional Coupon Detail Record
<i>TOTAL RECORDS</i>	
IBT	Batch Trailer
IIT	Invoice Trailer
IFT	File Trailer

9.5 Commented List of CCSP Invoice File Records

SMSG	Record Name	Main Information Provided	Comments
IFH	File Header	Date and Place of Origin, define recipient	CCSP file for acquirers: One file containing all invoices for the acquirer. CCSP file for Airlines: One file containing all invoices copies for the Airline.
IIH	Invoice Header	Unique Invoice number created by CCSP and Airline Acquirer Agreement	One invoice per Airline, Acquirer, Settlement Currency. Non-Financial transactions as identified by the CFRI element. CCSP invoice for acquirers: Invoices shall be listed in ascending sequence of Airline codes and (within an Airline, if applicable) ascending sequence of Settlement Currency codes. CCSP invoice copy for Airlines: Invoices shall be listed in ascending sequence of acquirer codes and (within an acquirer, if applicable) ascending sequence of Settlement Currency codes.
IBH	Batch Header	Invoice number, created by the BSP	All transactions in a batch must be in a single currency of sale and optionally be all debits or all credits and, optionally, be of the same Agent, Billing Analysis Ending Date, Month and Year of Issue and BSP Invoice Number. Batches shall be listed in ascending sequence of countries of sale and (within a country) in ascending sales currency sequence.
IBR	Transaction Basic	document number and details of payment card charge	Each batch shall be sorted in ascending sequence of Ticket/Document Number within the batch.
IOR	Transaction Optional	Provision of origin, destination and related data, as directed by the ticketing Airline	Present if agreed by the Airline and connected to the IBR by the TDNR.
IOT	Transaction Optional Tax	Provision of tax type and amount, as directed by the ticketing Airline	Present if agreed by the Airline and connected to the IBR by the TDNR.
IAD	Card Authentication Information	Card Authentication Information	Present only when a CATI element is present, and connected to the IBR by the TDNR.
IAX	3DS Authentication and Additional Card Payment Information	3DS Authentication and Additional Card Payment Information	Present only when a TDSD element is present, and connected to the IBR by the TDNR. In the case of multiple payment cards (with TDSD) for a single transaction, one IAX record would be present for each payment card.
IOX	Transaction Optional Variable	Provision of variable data	Present if agreed by the Airline and connected to the IBR by the TDNR.



Chapter 9—CCSP Invoice (CSP)

SMSG	Record Name	Main Information Provided	Comments
IOE	Electronic Miscellaneous Document Optional Coupon Detail	EMD Coupon related detail	Present if agreed by the Airline and connected to the CBR by the TDNR.
IBT	Batch Trailer	Batch values and control totals	Consolidation of all transactions for the preceding batch.
IIT	Invoice Trailer	Totals of all batches for the Invoice	Consolidation of all batch totals for the Airline and acquirer named in the preceding IIH record.
IFT	File Trailer	Summary of all invoices for the file	CCSP file for acquirers: Consolidation of all totals of all Airlines invoices to the acquirer named in the File Header. CCSP file for Airlines: Consolidation of all totals of all acquirer invoice copies for the Airline named in the File Header.



9.6 CCSP Invoice (CSP) Record Layouts

9.6.1 IFH File Header Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Record Sequence Number	SQNR	M	8 N	4
3	BSP Name	BSNM	M	20 AN	12
4	Invoice Name	INVE	M	20 AN	32
5	Invoice Code	INVC	M	5 AN	52
6	Processing Date	PRDA	M	8 N	57
7	Processing Time	TIME	M	4 N	65
8	Handbook Revision Number	REVN	M	3 N	69
9	Test/Production Status	TPST	M	4 AN	72
10	Reserved Space	RESD	M	425 AN	76

9.6.2 IIH Invoice Header Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Record Sequence Number	SQNR	M	8 N	4
3	CCSP Invoice Number	CINN	M	14 AN	12
4	CCSP Invoice Date	CIND	M	8 N	26
5	Currency Type	CUTP	M	4 AN	34
6	CCSP Exchange Rate Indicator	CERI	M	1 AN	38
7	Settlement Exchange Rate Source	CERS	M	1 AN	39
8	Airline/Credit Card Company Agreement Number	AGRN	M	16 AN	40
9	Invoice Name	INVE	M	20 AN	56
10	CCSP Option Code	COCD	C	1 AN	76
11	Reserved Space	RESD	M	6 AN	77
12	Financial record Indicator	CFRI	M	1 AN	83
13	Reject Resubmission Indicator	CRRRI	M	1 AN	84
14	Reserved Space	RESD	M	416 AN	85

Notes

- 1) CUTP denotes the currency of settlement for the invoice.
- 2) COCD is reported only on the CCSP Invoice/Invoice Copy to Airlines.

9.6.3 IBH Batch Header Record

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Record Sequence Number	SQNR	M	8 N	4
3	CCSP Invoice Number	CINN	M	14 AN	12
4	CCSP Invoice Date	CIND	M	8 N	26
5	Currency Type	CUTP	C	4 AN	34
6	CCSP Exchange Rate Indicator	CERI	M	1 AN	38
7	Settlement Exchange Rate Source	CERS	M	1 AN	39
8	Settlement Exchange Rate Date	CSED	C	8 N	40
9	Settlement Exchange Rate	CSER	C	15 N	48
10	Invoice Name	INVE	M	20 AN	63
11	Billing Analysis Ending Date	BAED	C	8 N	83
12	ISO Country Code	ISOC	M	2 AN	91
13	Reserved Space	RESD	M	1 AN	93
14	Invoice Number	INVN	M	14 AN	94
15	Invoice Date	INVD	M	8 N	108
16	Currency Type	CUTP	M	4 AN	116
17	Reserved Space	RESD	M	6 AN	120
18	Financial Record Indicator	CFRI	M	1 AN	126
19	Reject Resubmission indicator	CRRI	M	1 AN	127
20	Reserved Space	RESD	M	373 AN	128

Notes

- 1) The elements CSED and CSER are either reported in both the IBH and IBT records, or in the IBR record.
- 2) The CUTP in element 5 denotes the currency of settlement for the invoice. The CUTP in element 16 denotes the currency of the batch received from the BSP.
- 3) The Billing Analysis Ending Date (Element 11) is populated within the new CSP batch header with the BAED value of the original input batch header if the BAED value within all of the transactions in the new batch is the same. Otherwise the BAED in the new batch header is set to zero.

9.6.4 IBR Transaction Basic Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Record Sequence Number	SQNR	M	8 N	4
3	CCSP Invoice Number	CINN	M	14 AN	12
4	CCSP Invoice Date	CIND	M	8 N	26
5	Settlement Debit/Credit Amount	CDCA	C	14 N	34
6	Currency Type	CUTP	C	4 AN	48
7	Debit/Credit Code	DBCR	M	2 AN	52
8	CCSP Exchange Rate Indicator	CERI	M	1 AN	54
9	Settlement Exchange Rate Source	CERS	M	1 AN	55
10	Settlement Exchange Rate Date	CSED	C	8 N	56
11	Settlement Exchange Rate	CSER	C	15 N	64
12	Billing Analysis Ending Date	BAED	M	8 N	79
13	Agent Numeric Code	AGTN	M	8 N	87
14	ISO Country Code	ISOC	M	2 AN	95
15	BSP Batch Number	BTNR	M	7 N	97
16	Credit Card Code	CCCC	M	2 A	104
17	Credit Card Account Number	CCAC	M	19 AN	106
18	Expiry Date	EXDA	C	4 AN	125
19	Approval Code	APLC	C	6 AN	129
20	Extended Payment Code	EXPC	C	2 AN	135
21	Ticket/Document Number	TDNR	M	14 AN	137
22	Reserved Space	RESD	M	2 AN	151
23	Date of Issue	DAIS	M	8 N	153
24	Invoice Number	INVN	M	14 AN	161
25	Invoice Date	INVD	M	8 N	175
26	Form of Payment Amount	FPAM	M	14 N	183
27	Currency Type	CUTP	M	4 AN	197
28	Point of Sale Name	POSN	C	25 AN	201
29	Place of Issue	PLIS	C	15 AN	226
30	Passenger Name	PXNM	M	49 AN	241
31	Customer File Reference	CSTF	C	27 AN	290
32	Flight Departure Date	FTDA	C	5 AN	317
33	Statistical Code	STAT	C	3 AN	322
34	Reserved Space	RESD	M	3 AN	325
35	Source of Approval Code	SAPP	C	1 AN	328
36	Form of Payment Transaction Identifier	FPTI	C	25 AN	329
37	Passenger Specific Data	PXDA	C	29 AN	354
38	Reserved Space	RESD	M	20 AN	383
39	Authorised Amount	AUTA	C	11 AN	403
40	Reserved Space	RESD	M	18 AN	414
41	Reference Code	RECO	C	15 AN	432

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
42	Financial Record Indicator	CFRI	M	1 AN	447
43	Reject Resubmission indicator	CRRRI	M	1 AN	448
44	Related Ticket/Document Number	RTDN	C	14 AN	449
45	Reserved Space	RESD	M	1 AN	463
46	Card Verification Value Result	CVVR	C	1 AN	464
47	Reason for Issuance Code	RFIC	C	1 AN	465
48	Routing Domestic/International Indicator	RDII	C	1 AN	466
49	Time of Issue	TIIS	C	4 N	467
50	Transaction Code	TRNC	M	4 AN	471
51	Reserved Space	RESD	M	26 AN	475

Notes

- 1) The elements CSED and CSER are either reported in both the IBH and IBT records, or in the IBR record.
- 2) Elements POSN, PLIS, PXNM, CSTF, FTDA, STAT, SAPP, FPTI and PXDA may be reported, at the ticketing Airline's prerogative.
- 3) The first CUTP (element 6) is related to CDCA, the second (element 27) to FPAM.
- 4) AUTA is reported only when the CCSP Invoice/Invoice copy is submitted to an Airline.
- 5) For refunds with more than one occurrence of RTDN, only the first occurrence will be reported on this record.
- 6) FTDA is reported for the 1st flight coupon only.

9.6.5 IOR Transaction Optional Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Record Sequence Number	SQNR	M	8 N	4
3	Ticket/Document Number	<u>TDNR</u>	M	14 AN	12
4	Reserved Space	RESD	M	1 AN	26
5	Conjunction Ticket Indicator	CJCP	C	3 AN	27
<i>#1 Flight Coupon</i>					
6	Origin Airport/City Code	ORAC	M	5 AN	30
7	Destination Airport/City Code	DSTC	M	5 AN	35
8	Stopover Code	STPO	C	1 A	40
9	Reservation Booking Designator	RBKD	C	2 A	41
10	Carrier	CARR	M	3 AN	43
11	Reserved Space	RESD	M	1 AN	46
12	Fare Basis/Ticket Designator	FBTD	C	15 AN	47
<i>#2 Flight Coupon (same field structure as elements 6 to 12)</i>					
13	Origin Airport/City Code	ORAC	C	5 AN	62
to					
19	Fare Basis/Ticket Designator	FBTD	C	15 AN	79
<i>#3 Flight Coupon (same field structure as elements 6 to 12)</i>					
20	Origin Airport/City Code	ORAC	C	5 AN	94
to					
26	Fare Basis/Ticket Designator	FBTD	C	15 AN	111
<i>#4 Flight Coupon (same field structure as elements 6 to 12)</i>					
27	Origin Airport/City Code	ORAC	C	5 AN	126
to					
33	Fare Basis/Ticket Designator	FBTD	C	15 AN	143
34	Flight Departure Time	FTDT	C	5 AN	158
35	Reserved Space	RESD	M	338 AN	163

Notes

- 1) Conjunction documents may have multiple IOR records (0-n).
- 2) Elements ORAC, DSTC, STPO, RBKD, CARR and FBTD may be reported, at the ticketing Airline's prerogative.
- 3) FTDT is reported for the 1st flight coupon only.



9.6.6 IOT Transaction Optional Tax Record

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Record Sequence Number	SQNR	M	8 N	4
3	Ticket/Document Number	<u>TDNR</u>	M	14 AN	12
4	Reserved Space	RESD	M	1 AN	26
5	Tax/Miscellaneous Fee Type	TMFT	M	8 AN	27
6	Tax/Miscellaneous Fee Amount	TMFA	M	14 N	35
7	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	49
8	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	57
9	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	71
10	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	79
11	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	93
12	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	101
13	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	115
14	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	123
15	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	137
16	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	145
17	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	159
18	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	167
19	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	181
20	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	189
21	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	203
22	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	211
23	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	225
24	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	233
25	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	247
26	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	255
27	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	269
28	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	277
29	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	291
30	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	299
31	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	313
32	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	321
33	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	335
34	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	343
35	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	357
36	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	365
37	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	379
38	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	387
39	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	401
40	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	409
41	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	423



EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
42	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	431
43	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	445
44	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	453
45	Tax/Miscellaneous Fee Type	TMFT	C	8 AN	467
46	Tax/Miscellaneous Fee Amount	TMFA	C	14 N	475
47	Currency Type	CUTP	C	4 AN	489
48	Reserved Space	RESD	M	8 AN	493

Notes

- 1) This record may be reported, at the ticketing Airline's prerogative.
- 2) If this record is present, then the first set of Tax/Miscellaneous Fee Type (TMFT) and Tax/Miscellaneous Fee Amount (TMFA) shall be included, as a minimum.

9.6.7 IAD Card Authentication Information Record

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Ticket/Document Number	<u>TDNR</u>	M	14 AN	12
4	Card Authentication Sequence Number	CASN	M	2 N	26
5	Card Authentication Information	CATI	M	473 AN	28

Note

If the data to be reported exceeds the size of the CATI element, another record(s) is required. See also the example in [Appendix G](#).

9.6.8 IAX 3DS Authentication and Additional Card Payment Information Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Ticket/Document Number	<u>TDNR</u>	M	14 AN	12
4	Card Authentication Sequence Number	CASN	M	2 N	26
5	3D Authentication and Additional Card Payment Information	TDSD	M	99 AN	28
6	Reserved Space	RESD	M	374 AN	127



9.6.9 IOX Transaction Optional Variable Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Record Sequence Number	SQNR	M	8 N	4
3	Ticket/Document Number	<u>TDNR</u>	M	14 AN	12
4	Reserved Space	RESD	M	1 AN	26
5	Supplemental Credit Card Transaction Data	SCCD	M	474 AN	27

Notes

- 1) This record may be reported, at the ticketing Airline's prerogative.
- 2) Its contents will be as agreed between the business partners.

9.6.10 IOE Electronic Miscellaneous Document Optional Coupon Detail Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	<u>SMSG</u>	M	3 A	1
2	Sequence Number	SQNR	M	8 N	4
3	Ticket/Document Number	<u>TDNR</u>	M	14 AN	12
4	Conjunction Ticket Indicator	CJCP	C	3 AN	26
5	EMD Coupon Number	EMCP	M	1 N	29
6	EMD Related Document Number	EMRT	C	14 AN	30
7	EMD Related Coupon Number	EMRC	C	1 N	44
8	EMD Service Type	EMST	C	1 AN	45
9	EMD Reason for Issuance Sub Code	EMSC	M	3 AN	46
10	EMD Fee Owner Airline Designator	EMOC	C	3 AN	49
11	EMD Operating Carrier	EMCR	C	3 AN	52
12	EMD Attribute Group	EMAG	C	3 AN	55
13	EMD Attribute Sub Group	EMSG	C	3 AN	58
14	EMD Industry Carrier Indicator	EMIC	C	1 AN	61
15	Reserved Space	RESD	M	439 AN	62



9.6.11 IBT Batch Trailer Record

EI. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Record Sequence Number	SQNR	M	8 N	4
3	CCSP Invoice Number	CINN	M	14 AN	12
4	CCSP Invoice Date	CIND	M	8 N	26
5	Total Number of Items	CTNI	M	6 N	34
6	Total Debit/Credit Amount - Settlement	CTAS	C	17 N	40
7	Currency Type	CUTP	C	4 AN	57
8	Debit/Credit Code	DBCR	C	2 AN	61
9	CCSP Exchange Rate Indicator	CERI	M	1 AN	63
10	Settlement Exchange Rate Source	CERS	M	1 AN	64
11	Settlement Exchange Rate Date	CSED	C	8 N	65
12	Settlement Exchange Rate	CSER	C	15 N	73
13	Billing Analysis Ending Date	BAED	C	8 N	88
14	Invoice Number	INVN	M	14 AN	96
15	Invoice Date	INVD	M	8 N	110
16	Total Debit/Credit - Signed for Amount	CTAB	M	17 N	118
17	Currency Type	CUTP	M	4 AN	135
18	Reserved Space	RESD	M	362 AN	139

Notes

- 1) The elements CSED and CSER are either reported in both the IBH and IBT records, or in the IBR record.
- 2) CUTP reported in element 7 is related to the CTAS and the CUTP reported in element 17 is related to the CTAB element.
- 3) The Billing Analysis Ending Date (Element 13) is populated as for the batch header.

9.6.12 IIT Invoice Trailer Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Record Sequence number	SQNR	M	8 N	4
3	CCSP Invoice Number	CINN	M	14 AN	12
4	CCSP Invoice Date	CIND	M	8 N	26
5	Batch Count Per Invoice	BTCI	M	5 N	34
6	CCSP Exchange Rate Indicator	CERI	M	1 AN	39
7	Settlement Exchange Rate Source	CERS	M	1 AN	40
8	Total Amount - Settlement Debits	CASD	C	17 N	41
9	Total Amount - Settlement Credits	CASC	C	17 N	58
10	Currency Type	CUTP	C	4 AN	75
11	Invoice Name	INVE	M	20 AN	79
12	Airline/Credit Card Company Agreement Number	AGRN	M	16 AN	99
13	Total Hash Amount Debits	CABD	M	17 N	115
14	Total Hash Amount Credits	CABC	M	17 N	132
15	Reserved Space	RESD	M	352 AN	149

Note

CUTP denotes the currency of settlement for the invoice.



9.6.13 IFT File Trailer Record

El. #	Element Description	Glossary Reference	Status	Element Attribute	Start Position
1	Standard Message Identifier	SMSG	M	3 A	1
2	Record Sequence Number	SQNR	M	8 N	4
3	Invoice Code	INVC	M	5 AN	12
4	Total Number of Batches	TNBT	M	5 N	17
5	Total Number of Invoices	TNIV	M	4 N	22
6	File Total Hash Amount - Settlement Debits	CFSD	C	17 N	26
7	File Total Hash Amount - Settlement Credits	CFSC	C	17 N	43
8	File Total Hash Amount Debits	CFBD	M	17 N	60
9	File Total Hash Amount Credits	CFBC	M	17 N	77
10	Reserved Space	RESD	M	407 AN	94

Chapter 10

This chapter has been removed as agreed by the BDISG.



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Chapter 11—Data Element Directory

11.1 Data Element Directory in Order by Element Description

Element Description	Glossary Reference	Record Identifiers		Element Attribute
		M	C	
3D Secure Authentication and Additional Card Payment Information	TDSD	IT0X, BCX83, CAX, IAX		99 A/N
Additional Tax Information	TXIN	IT0V, BAR67		70 A/N
Agent First Batch Number	AFBT	CAT		7 N
Agent Last Batch Number	ALBT	CAT		7 N
Agent Numeric Code	AGTN	IT02, BOH03, BOT93, BOT94, BKS24, CBH, CBR, CAT, TI2, IBR		8 N
Airline/Credit Card Company Agreement Number	AGRN	CIH, CIT, IIH, IIT		16 A/N
Airline Issuing Entity	AENT		IT02, BAR64	8 A/N
Allocation Date	ALCD	TI2		6 N
Allocation Type	ALCT	TI2		1 A/N
Amount Entered by Agent	AEBA		IT05	11 N
Amount Paid by Customer	APBC		IT05, BKS39	11 N
Approval Code	APLC		IT08, BKP84, CBR, IBR	6 A/N
Authorised Amount	AUTA		IT08 (2×), CBR, IBR	11 A/N
Automated Repricing Engine Indicator	AREI		IT02, BKT06	1 A/N
Baggage Allowance	FBAL		IT06, BKI63	3 A/N
Batch Count Per Invoice	BTCI	CIT, IIT		5 N
Batch Number	BTNR	CBH, CBR, CBT, IBR		7 N
Begin Serial Number	BNBR	TI2		10 N
Billing Analysis Ending Date	BAED	BCH02, CBR, IBR*	IBH*, IBT* CFH, CBH, COR, CAT, CIT, CFT, CBT	6 N 8 N*
Booking Agent Identification	BAID		IT02, BAR64	6 A/N
Booking Entity Outlet Type	BEOT		BAR64, IT02	1 A/N
BSP Identifier	BSPI	BFH01, BFT99		3 A/N
BSP Name	BSNM	CFH, IFH		20 A/N
Card Authentication Information	CATI	IT0D ¹ , BCC83 ² , CAD ³ , IAD ⁴		245 A/N ¹ 99 A/N ² 229 A/N ³ 473 A/N ⁴



Element Description	Glossary Reference	Record Identifiers		Element Attribute
		M	C	
Card Authentication Sequence Number	CASN	IT0D, IT0X, BCC83, BCX83, CAD, CAX, IAD, IAX		2 N
Card Verification Value Result	CVVR		IT08, BKP84, IBR, CBR	1 A/N
Carrier	CARR	IT06 (2×), BKI63, IOR, COR (4×)		3 A/N
CCSP Exchange Rate Indicator	CERI	IIH, IBH, IBR, IBT, IIT		1 A/N
CCSP Invoice Date	CIND	IIH, IBH, IBR, IBT, IIT		8 N
CCSP Invoice Number	CINN	IIH, IBH, IBR, IBT, IIT		14 A/N
CCSP Option Code	COCD		IIH	1 A/N
Check Digit	CDGT	BKS24, BKS30, BKS31, BKS39, BKS42, BKS45, BKS46, BKS47, BKI61, BKI62, BKI63, BAR64, BAR65, BAR66, BAR67, BMD75, BMD76, BKF81, BCC82, BCC83, BCX83, IT02, IT03	IT02, IT03 (6×)	1 N
Commercial Agreement Reference	CARF		BKT06	10 A/N
Commission Amount	COAM	BKS39	IT05 (3×)	11 N
Commission Rate	CORT	BKS39	IT05 (3×)	5 N
Commission Type	COTP		IT05 (3×), BKS39	6 A/N
Commissionable Amount	COBL	BKS30		11 N
Commission Control Adjustment Indicator	CCAI		BKS39	1 A
Conjunction Ticket Indicator	CJCP		IT02, BKS24, IOR, COR, IOE, COE	3 A/N
Coupon Tax Airport Code	CTAC		IT0T, BKS31	5 A
Coupon Tax Applicable Amount	CTAA		IT0T, BKS31	11 N
Coupon Tax Code	CTCD		IT0T, BKS31	2 A/N
Coupon Tax Currency Type	CUTX		IT0T, BKS31	4 A/N
Coupon Tax Reported Amount	CTRA		IT0T, BKS31	11 N
Coupon Tax Type	CTTP		IT0T, BKS31	3 A/N
Coupon Use Indicator	CPUI		IT02, BKS24	4 A/N
Credit Card Account Number	CCAC	CBR, IBR		19 A/N
Credit Card Code	CCCC	CBR, IBR		2 A

Element Description	Glossary Reference	Record Identifiers		Element Attribute
		M	C	
Currency Type	CUTP	IT05, IT08, IT0G, IT0N, IT0T, BOH03, BKS30-31, BKS39, BKS42, BKS47, BMD75, BKP84, BOT93, BOT94, BCT95, BFT99, CIH, CBH, CBR, COT CBT, CAT, CIT, IIH, IBH, IBR, IBT	IOT, IIT, BKP84, CBR, IBH, IBR, IBT	4 A/N
Customer File Reference	CSTF		IT08 (2×), BKT06, CBR, IBR	27 A/N
Data Input Status Indicator	DISI		IT02, BKT06	1 A/N
Date of Birth	DOBR		IT02, BAR65	7 A/N
Date of Issue	DAIS	IT02, BKS24, BKS30, BKS31, BKS39, BKS42, BKS46, BKS47, BKI61, BKI62, BKI63, BAR64, BAR65, BAR66, BAR67, BMD75, BMD76, BKF81, BCC82, BCC83, BCX83, BKP84, CBR, IBR*		6 N 8 N*
Date of Issue Related Document	DIRD		IT03, BKS45	6 N
Debit/Credit Code	DBCR	CBR, IBR	IBT, CIT	2 A/N
Destination Airport/City Code	DSTC	IT06, BKI62, BKI63, COR (4×), IOR		5 A/N
Dynamic Run Identifier	DYRI	BCH02		1 A/N
Effective Commission Amount	EFCO	BKS39		11 N
Effective Commission Rate	EFRT	BKS39		5 N
EMD Attribute Group	EMAG		IT0G, BMD75, COE, IOE	3 A/N
EMD Attribute Sub Group	EMSG		IT0G, BMD75, COE, IOE	3 A/N
EMD Consumed at Issuance Indicator	EMCI		IT0G, BMD75	1 A/N
EMD Coupon Number	EMCP	IT0G, BMD75, BMD76, COE, IOE		1 N
EMD Coupon Value	EMCV		IT0G, BMD75	11 N
EMD Excess Baggage Currency Code	XBCT		IT0G, BMD75	3 A
EMD Excess Baggage Over Allowance Qualifier	XBOA		IT0G, BMD75	1 A/N



Element Description	Glossary Reference	Record Identifiers		Element Attribute
		M	C	
EMD Excess Baggage Rate per Unit	XBRU		IT0G, BMD75	12 A/N
EMD Excess Baggage Total Number in Excess	XBNE		IT0G, BMD75	12 A/N
EMD Fee Owner Airline Designator	EMOC		IT0G, BMD75, COE, IOE	3 A/N
EMD Industry Carrier Indicator	EMIC		IT0G, BMD75, COE, IOE	1 A/N
EMD Number of Services	EMNS	IT0G, BMD75		3 N
EMD Operating Carrier	EMCR		IT0G, BMD75, COE, IOE	3 A/N
EMD Reason for Issuance Sub Code	EMSC	IT0G, BMD75, COE, IOE		3 A/N
EMD Related Coupon Number	EMRC		IT0G, BMD75, COE, IOE	1 N
EMD Related Ticket/Document Number	EMRT		IT0G, BMD75, COE, IOE	14 A/N
EMD Remarks	EMRM	BMD76	IT0G	70 A/N
EMD Service Type	EMST		IT0G, BMD75, COE, IOE	1 A/N
End Serial Number	ENBR	TI2		10 N
Endorsements/Restrictions	ENRS		IT09, BKS46*	147 A/N 49 A/N*
Equipment Code	EQCD		IT06, BKI63	3 A/N
Equivalent Fare Paid	EQFR		IT07, BAR64	12 A/N
Expiry Date	EXDA		IT08, BKP84, CBR, IBR	4 A/N
Extended Down Payment Amount	EDPA		CEP	11 N
Extended Payment Code	EXPC		IT08, CBR, IBR, BKP84	2 A/N
Extended Payment Plan Code	EPPC		CEP	6 A/N
Extended Payment Plan Instalment Amount	EPIA		CEP	11 N
Extended Payment Plan Instalment Quantity	EPIQ		CEP	2 N
Extended Payment Plan Original Invoice Number	EOIN		CEP	14 A/N
Extended Payment Taxes Amount	EPTX		CEP	11 N
Extended Payment Total Amount	EPTA	CEP		11 N
Fare	FARE	IT07, BAR64		12 A/N
Fare Basis/Ticket Designator	FBTD		COR (4×), IOR (4×), IT06, BKI63	15 A/N
Fare Calculation Area	FRCA		IT07 (2×), BKF81	87 A/N
Fare Calculation Mode Indicator	FCMI		IT07, BAR64	1 A/N

Element Description	Glossary Reference	Record Identifiers		Element Attribute
		M	C	
Fare Calculation Pricing Indicator	FCPI		IT07, BAR64	1 A/N
Fare Calculation Sequence Number	FRCS		IT07 (2×), BKF81	1 N
Fare Component Priced Passenger Type Code	FCPT		IT06, BKI63	3 A/N
File Sequence Number	FSQN	BFH01	TI1	6 N
File Total Credit Amount	FLCR	CFT		15 N
File Total Debit Amount	FLDE	CFT		15 N
File Total Hash Amount - BSP Credits	CFBC	IFT		17 N
File Total Hash Amount - BSP Debits	CFBD	IFT		17 N
File Total Hash Amount - Settlement Credits	CFSC		IFT	17 N
File Total Hash Amount - Settlement Debits	CFSD		IFT	17 N
File Type Sequence Number	FTSN		IT01	2 A/N
Financial Record Indicator	CFRI	IIH, IBH, IBR		1 A/N
Flight Arrival Date	FTAD		IT06, BKI62	7 A/N
Flight Arrival Terminal	FATE		IT06, BKI62	5 A/N
Flight Arrival Time	FTAT		IT06, BKI62	5 A/N
Flight Booking Status	FBST		IT06, BKI63	2 A
Flight Departure Date	FTDA		IT06*, BKI62*, BKI63*, CBR, IBR	5 A/N 7 A/N*
Flight Departure Terminal	FDTE		IT06, BKI62	5 A/N
Flight Departure Time	FTDT		IT06, BKI62, BKI63, COR, IOR	5 A/N
Flight Number	FTNR		IT06, BKI63	5 A/N
Form of Payment Account Number	FPAC		IT08 (2×), BKP84	19 A/N
Form of Payment Amount	FPAM	IT08, BKP84, CBR, IBR*		11 N 14 N*
Form of Payment Information	FPIN	IT09 (2×), BAR66		50 A/N
Form of Payment Occurrence Number	FPON	IT0D, IT0X		1 N
Form of Payment Sequence Number	FPSN	BAR66		1 N
Form of Payment Transaction Identifier	FPTI		IT08, IBR, COR, BCC82	25 A/N
Form of Payment Type	FPTP	IT08, BKP84, BCC82, BCC83, BCX83		10 A/N
Frequent Flyer Reference	FFRF		IT06, BKI63	20 A/N
Gross Value Amount	GROS	BOT93, BOT94, BCT95, BFT99		15 N



Element Description	Glossary Reference	Record Identifiers		Element Attribute
		M	C	
Handbook Revision Number	REVN	IT01, BFH01, CFH, TI1, IFH		3 N
Hot Reporting End Date	HRED	BCH02		6 N
Invoice Code	INVC	CFH, CFT, IFH, IFT		5 A/N
Invoice Date	INVD	CIH, CBH, CBR, CBT, CAT, CIT, IBH*, IBR*, IBT*	BKP84	6 N 8 N*
Invoice Name	INVE	CFH, IFH, IIH, IBH, IIT	CIH, CBH, CIT	20 A/N
Invoice Number	INVN	CIH, CBH, CBR, CBT, CAT, CIT, IBH, IBR, IBT	BKP84	14 A/N
Invoice Sequence Number	ISQN	CIH, CIT		3 N
ISO Country Code	ISOC	IT01, IT02, BFH01, IBH, IBR, TI1, CFH	TI2	2 A
Journey Turnaround Airport/City Code	TACC		IT02, BKS24	5 A/N
Multi-Location Identifier	MLOC		BOH03	3 A/N
Net Fare Amount	NTFA		BKS30	11 N
Net Reporting Calculation Type	NRCT		BKT06	1 A/N
Net Reporting Indicator	NRID		IT05, BKT06	2 A/N
Net Reporting Method Indicator	NRMI		BKT06	1 A/N
Netting Amount	NTTA	IT0N, BKS47	IT0N, BKS47	11 N
Netting Code	NTTC	IT0N, BKS47	IT0N, BKS47	8 A/N
Netting Type	NTTP	IT0N, BKS47	IT0N, BKS47	1 A/N
"Not Valid After" Date	NADA		IT06, BKI63	5 A/N
"Not Valid Before" Date	NBDA		IT06, BKI63	5 A/N
Office Count	OFCC	BCT95, BFT99		5 N
Origin Airport/City Code	ORAC	IT06, BKI62, BKI63, COR, IOR	ORAC, COR (3×), IOR (3×)	5 A/N
Original Issue Agent Numeric Code (IATA Number)	ORIA		BKS46, IT07	8 N
Original Issue Date (DDMMYY)	ORID		BKS46, IT07	7 A/N
Original Issue Location–City Code	ORIL		BKS46, IT07	3 A
Original Issue Ticket/Document Number	ORIT		BKS46, IT07	14 A/N
Originating System Identifier	OSID	TI1		4 A/N
Passenger Name	PXNM	BAR65, CBR, IBR	IT02	49 A/N
Passenger Specific Data	PXDA		IT02, IBR, BAR65, COR	29 A/N
Passenger Type Code	PXTP		IT02, BAR65	3 A/N
Payment Group Main Document	PGMD		CEP	14 A/N
Place of Issue	PLIS		IBR, CBH	15 A/N

Element Description	Glossary Reference	Record Identifiers		Element Attribute
		M	C	
PNR Reference and/or Airline Data	PNRR		IT02, BKS24	13 A/N
Point of Sale Name	POSN		CBH, IBR	25 A/N
Processing Cycle Identifier	PCYC	BCH02, BCT95		1 N
Processing Date	PRDA	IT01, BFH01, CFH, TI1, IFH*		6 N 8 N*
Processing Date Identifier	PDAI	BCH02, BCT95		3 A/N
Processing Time	TIME	IT01, BFH01, CFH, TI1, IFH		4 N
Quantity	QNTY	TI2		6 N
Reason for Issuance Code	RFIC		IT02, BKS24, CBR, IBR	1 A/N
Reason for Memo Issuance Code	RMIC		IT03, BKS45	5 A/N
Record Identifier	RCID	All RET records All TI records		1 A/N
Reference Code	RECO		IBR	15 A/N
Reject Resubmission Indicator	CRR1	IIH, IBH, IBR		1 A/N
Related Ticket/Document Coupon Number Identifier	RCPN		IT03 (7x), BKS45	4 N
Related Ticket/Document Number	RTDN	BKS45, IT03	IT03 (6x), CBR, IBR	14 A/N
Remittance Amount	REMT	BKP84		11 N
Remittance Period Ending Date	RMED	BOH03, BKS45, BOT93, BOT94		6 N
Report Record Counter	RRDC	IT0Z		11 N
Reporting System Identifier	RPSI	IT01, BKT06	TI2	4 A/N
Reservation Booking Designator	RBKD		IT06 (2x), BKI63, COR, IOR	2 A
Reserved Space	RESD	All RET records All HOT records ALL CSI records ALL TI records ALL CSP records		n A/N
Routing Domestic/International Indicator	RDII		IT02, BKS39, CBR, IBR	1 A/N
Segment Identifier	SEGI	BKI61, BKI62, BKI63, BKS31, IT06, IT0T, IT0U		1 N
Segment Tax Airport Code	STAC		IT0T, BKS31	6 A
Sequence Number	SQNR	All CSI records All HOT records All CSP records		8 N
Servicing Airline/System Provider Identifier	SASI	IT02, BAR64		4 A/N
Settlement Authorisation Code	ESAC		IT02, BKT06	14 A/N
Settlement Debit/Credit Amount	CDCA		IBR	14 N



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Element Description	Glossary Reference	Record Identifiers		Element Attribute
		M	C	
Settlement Exchange Rate	CSER		IBH, IBR, IBT	15 N
Settlement Exchange Rate Date	CSED		IBH, IBR, IBT	8 N
Settlement Exchange Rate Source	CERS	IIH, IBH, IBR, IBT, IIT		1 A/N
Sold Passenger Cabin	CABI		IT06, BKI63	1 A/N
Source of Approval Code	SAPP		IT08, COR, IBR	1 A/N
Standard Message Identifier	SMSG	All CSI records All CSP records All HOT records		3 A
Standard Numeric Qualifier	STNQ	All HOT records		2 N
Statistical Code	STAT		IT02, BKS39, IBR, CBR	3 A/N
Stopover Code	STPO		IT06 (2×), BKI63, IOR, COR (4×)	1 A
Supplemental Credit Card Transaction Data	SCCD	IOX		474 A/N
Supplementary Amount	SPAM		BKS39	11 N
Supplementary Rate	SPRT		BKS39	5 N
Supplementary Type	SPTP		BKS39	6 A/N
System Provider Reporting Period Ending Date	SPED	IT01, TI1		6 N
Tax Information Identifier	TXID	IT0V, BAR67		4 A/N
Tax Information Sequence Number	TXSN	IT0V, BAR67		2 N
Tax on Commission Amount	TOCA	BKS42	IT05, BKS42 (3×)	11 N
Tax on Commission Type	TCTP	BKS42	IT05, BKS42 (3×)	6 A/N
Tax/Miscellaneous Fee Amount	TMFA	COT*, IOT*	IT05 (6×), BKS30 (3×), COT* (9×), IOT* (20×)	11 N 14 N*
Tax/Miscellaneous Fee Type	TMFT	COT, IOT	IT05 (6×), BKS30 (3×), COT (9×), IOT (20×)	8 A/N
Test/Production Status	TPST	IT01, BFH01, CFH, TI1, IFH		4 A/N
Through/Change of Gauge Indicator	COGI		IT06, BKI63	1 AN
Ticket/Document Amount	TDAM	IT05, BKS30		11 N

Element Description	Glossary Reference	Record Identifiers		Element Attribute
		M	C	
Ticket/Document Number	TDNR	BKS24, BKS30-31, BKS39, BKS42, BKI63, BKS46-47, BAR64, BAR65, BAR66, BKF81, BMD75, BMD76, CAX, CBR, COE, COR, COT, IBR, IOE, IOR, IOT, IAX, IOX, IT02		14 A/N
Ticketing Airline Code Number	TACN	BFH01, BKT06, IT02		3 A/N
Ticketing Mode Indicator	TKMI	BAR64	IT02	1 A/N
Time of Issue	TIIS		IT02, BKS24, CBR, IBR	4 N
Total	TOTL	IT07, BAR64		12 A/N
Total Amount—Settlement Credits	CASC		IIT	17 N
Total Amount—Settlement Debits	CASD		IIT	17 N
Total Amount to Refund	TARF		CEP	11 N
Total Commission Value Amount	TCOM	BOT93, BOT94, BCT95, BFT99		15 N
Total Credit Amount	TLCA	CBT		15 N
Total Credit Amount Per Agent	TCAA	CAT		15 N
Total Credit Amount Per Invoice	TCAI	CIT		15 N
Total Credit Items	TLCI	CBT		6 N
Total Credit Items Per Agent	TCIA	CAT		6 N
Total Credit Items Per Invoice	TCII	CIT		7 N
Total Debit Items	TLDI	CBT		6 N
Total Debit Items Per Agent	TDIA	CAT		6 N
Total Debit Items Per Invoice	TDII	CIT		7 N
Total Debit Amount	TLDA	CBT		15 N
Total Debit Amount Per Agent	TDAA	CAT		15 N
Total Debit Amount Per Invoice	TDAI	CIT		15 N
Total Debit/Credit Amount—BSP	CTAB	IBT		17 N
Total Debit/Credit Amount—Settlement	CTAS		IBT	17 N
Total Discount Amount Per Invoice	TDSI	CIT		15 N
Total Hash Amount—BSP Credits	CABC	IIT		17 N
Total Hash Amount—BSP Debits	CABD	IIT		17 N
Total Net Amount Per Invoice	TNAI		CIT	15 N
Total Number of Batches	TNBT	CFT, IFT		5 N
Total Number of Invoices	TNIV	CFT, IFT		4 N
Total Number of Items	CTNI	IBT		6 N



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Element Description	Glossary Reference	Record Identifiers		Element Attribute
		M	C	
Total Number of Records	TNRS	TI9		10 N
Total Remittance Amount	TREM	BOT93, BOT94, BCT95, BFT99		15 N
Total Tax on Commission Amount	TTCA	BOT93, BOT94, BCT95, BFT99		15 N
Total Tax on Discount Amount	TTDA		CIT	15 N
Total Tax/Miscellaneous Fee Amount	TTMF	BOT93, BOT94, BCT95, BFT99		15 N
Tour Code	TOUR		IT02, BKS24	15 A/N
Transaction Code	TRNC	IT02, BKS24, BOT93, CBR, IBR		4 A/N
Transaction Number	TRNN	IT02, IT03, IT05, IT06, IT07, IT08, IT09, IT0G, IT0N, IT0T, IT0X, BKT06, BKS24, BKS30, BKS31, BKS39, BKS42, BKS45, BKS46, BKS47, BKI61, BKI62, BKI63, BAR64, BAR65, BAR66, BAR67, BMD75-76, BKF81, BCC82, BCC83, BCX83, BKP84		6 N
Transaction Record Counter	TREC	BKT06		3 N
True Origin/Destination City Codes	TODC		BKS24, IT02	10 A/N
Unticketed Point Airport/City Code	UTPC		IT0U, BKI61	5 A/N
Unticketed Point Date of Departure	UPDD		IT0U, BKI61	7 A/N
Unticketed Point Departure Equipment Code	UPEQ		IT0U, BKI61	3 A/N
Unticketed Point Local Date of Arrival	UPDA		IT0U, BKI61	7 A/N
Unticketed Point Local Time of Arrival	UPTA		IT0U, BKI61	5 A/N
Unticketed Point Local Time of Departure	UPTD		IT0U, BKI61	5 A/N
Waiver Code	WAVR		IT03, BKS45	14 A/N

NB: When a data element has more than one Element Attribute in different records, an asterisk (*) is used to relate the appropriate Element Attribute with the relevant Record Identifier.

11.2 Data Element Directory in Order by Glossary Reference

Glossary Reference	Element Description	Record Identifiers		Element Attribute
		M	C	
AEBA	Amount Entered by Agent		IT05	11 N
AENT	Airline Issuing Entity		IT02, BAR64	8 A/N
AFBT	Agent First Batch Number	CAT		7 N
AGRN	Airline/Credit Card Company Agreement Number	CIH, CIT, IIH, IIT		16 A/N
AGTN	Agent Numeric Code	IT02, BOH03, BOT93, BOT94, BKS24, CBH, CBR, CAT, TI2, IBR		8 N
ALBT	Agent Last Batch Number	CAT		7 N
ALCD	Allocation Date	TI2		6 N
ALCT	Allocation Type	TI2		1 A/N
APBC	Amount Paid by Customer		IT05, BKS39	11 N
APLC	Approval Code		IT08, BKP84, CBR, IBR	6 A/N
AREI	Automated Repricing Engine Indicator		IT02, BKT06	1 A/N
AUTA	Authorised Amount		IT08 (2×), CBR, IBR	11 A/N
BAED	Billing Analysis Ending Date	BCH02, CBR, IBR*	IBH*, IBT* CFH, CBH, COR, CAT, CIT, CFT, CBT	6 N 8 N*
BAID	Booking Agent Identification		IT02, BAR64	6 A/N
BEOT	Booking Entity Outlet Type		IT02, BAR64	1 A/N
BNBR	Begin Serial Number	TI2		10 N
BSNM	BSP Name	CFH, IFH		20 A/N
BSPI	BSP Identifier	BFH01, BFT99		3 A/N
BTCI	Batch Count per Invoice	CIT, IIT		5 N
BTNR	Batch Number	CBH, CBR, CBT, IBR		7 N
CABC	Total Hash Amount—BSP Credits	IIT		17 N
CABD	Total Hash Amount—BSP Debits	IIT		17 N
CABI	Sold Passenger Cabin		IT06, BKI63	1 A/N
CARF	Commercial Agreement Reference		BKT06	10 A/N
CARR	Carrier	IT06 (2×), BKI63, IOR, COR (4×)		3 A/N
CASC	Total Amount—Settlement Credits		IIT	17 N
CASD	Total Amount—Settlement Debits		IIT	17 N
CASN	Card Authentication Sequence Number	IT0D, IT0X, BCC83, BCX83, CAD, CAX, IAD, IAX		2 N



Glossary Reference	Element Description	Record Identifiers		Element Attribute
		M	C	
CATI	Card Authentication Information	IT0D ¹ , BCC83 ² , CAD ³ , IAD ⁴		245 A/N ¹ 99 A/N ² 229 A/N ³ 473 A/N ⁴
CCAC	Credit Card Account Number	CBR, IBR		19 A/N
CCAI	Commission Control Adjustment Indicator		BKS39	1 A
CCCC	Credit Card Code	CBR, IBR		2 A
CDCA	Settlement Debit/Credit Amount		IBR	14 N
CDGT	Check Digit	BKS24, BKS30, BKS31, BKS39, BKS42, BKS45, BKS46, BKS47, BKI61, BKI62, BKI63, BAR64, BAR65, BAR66, BAR67, BMD75, BMD76, BKF81, BCC82, IT02, IT03	IT02, IT03 (6×)	1 N
CERI	CCSP Exchange Rate Indicator	IIH, IBH, IBR, IBT, IIT		1 A/N
CERS	Settlement Exchange Rate Source	IIH, IBH, IBR, IBT, IIT		1 A/N
CFBC	File Total Hash Amount–BSP Credits	IFT		17 N
CFBD	File Total Hash Amount–BSP Debits	IFT		17 N
CFRI	Financial Record Indicator	IIH, IBH, IBR		1 A/N
CFSC	File Total Hash Amount–Settlement Credits		IFT	17 N
CFSD	File Total Hash Amount–Settlement Debits		IFT	17 N
CIND	CCSP Invoice Date	IIH, IBH, IBR, IBT, IIT		8 N
CINN	CCSP Invoice Number	IIH, IBH, IBR, IBT, IIT		14 A/N
CJCP	Conjunction Ticket Indicator		IT02, BKS24, IOR, COR, IOE, COE	3 A/N
COAM	Commission Amount	BKS39	IT05 (3×)	11 N
COBL	Commissionable Amount	BKS30		11 N
COCD	CCSP Option Code		IIH	1 A/N
COGI	Through/Change of Gauge Indicator		IT06, BKI63	1 A/N
CORT	Commission Rate	BKS39	IT05 (3×)	5 N
COTP	Commission Type		IT05 (3×), BKS39	6 A/N
CPUI	Coupon Use Indicator		IT02, BKS24	4 A/N

Glossary Reference	Element Description	Record Identifiers		Element Attribute
		M	C	
CRR1	Reject Resubmission Indicator	IIH, IBH, IBR		1 A/N
CSED	Settlement Exchange Rate Date		IBH, IBR, IBT	8 N
CSEB	Settlement Exchange Rate		IBH, IBR, IBT	15 N
CSTF	Customer File Reference		IT08 (2×), BKT06, CBR, IBR	27 A/N
CTAA	Coupon Tax Applicable Amount		IT0T, BKS31	11 N
CTAB	Total Debit/Credit Amount—BSP	IBT		17 N
CTAC	Coupon Tax Airport Code		IT0T, BKS31	5 A
CTAS	Total Debit/Credit Amount—Settlement		IBT	17 N
CTCD	Coupon Tax Code		IT0T, BKS31	2 A/N
CTNI	Total Number of Items	IBT		6 N
CTRA	Coupon Tax Reported Amount		IT0T, BKS31	11 N
CTTP	Coupon Tax Type		IT0T, BKS31	3 A/N
CUTP	Currency Type	IT05, IT08, IT0G, IT0N, IT0T, BOH03, BKS30-31, BKS39, BKS42, BKS47, BMD75, BKP84, BOT93, BOT94, BCT95, BFT99, CIH, CBH, CBR, COT CBT, CAT, CIT, IIH, IBH, IBR, IBT	IOT, IIT, BKP84, CBR, IBH, IBR, IBT	4 A/N
CUTX	Coupon Tax Currency Type		IT0T, BKS31	4 A/N
CVVR	Card Verification Value Result		IT08, BKP84, IBR, CBR	1 A/N
DAIS	Date of Issue	IT02, BKS24, BKS30, BKS31, BKS39, BKS42, BKS46, BKS47, BKI61, BKI62, BKI63, BAR64, BAR65, BAR66, BAR67, BMD75, BMD76, BKF81, BCC82, BCC83, BCX83, BKP84, CBR, IBR*		6 N 8 N*
DBCR	Debit/Credit Code	CBR, IBR	IBT, CIT	2 A/N
DIRD	Date of Issue Related Document		IT03, BKS45	6 N
DISI	Data Input Status Indicator		IT02, BKT06	1 A/N
DOBR	Date of Birth		IT02, BAR65	7 A/N
DSTC	Destination Airport/City Code	IT06, BKI62, BKI63, COR (4×), IOR		5 A/N

Glossary Reference	Element Description	Record Identifiers		Element Attribute
		M	C	
DYRI	Dynamic Run Identifier	BCH02		1 A/N
EDPA	Extended Down Payment Amount		CEP	11 N
EFCO	Effective Commission Amount	BKS39		11 N
EFRT	Effective Commission Rate	BKS39		5 N
EMAG	EMD Attribute Group		IT0G, BMD75, COE, IOE	3 A/N
EMCI	EMD Consumed at Issuance Indicator		IT0G, BMD75	1 A/N
EMCP	EMD Coupon Number	IT0G, BMD75, BMD76, COE, IOE		1 N
EMCR	EMD Operating Carrier		IT0G, BMD75, COE, IOE	3 A/N
EMCV	EMD Coupon Value		IT0G, BMD75	11 N
EMIC	EMD Industry Carrier Indicator		IT0G, BMD75, COE, IOE	1 A/N
EMNS	EMD Number of Services	IT0G, BMD75		3 N
EMOC	EMD Fee Owner Airline Designator		IT0G, BMD75, COE, IOE	3 A/N
EMRC	EMD Related Coupon Number		IT0G, BMD75, COE, IOE	1 N
EMRM	EMD Remarks	BMD76	IT0G	70 A/N
EMRT	EMD Related Ticket/Document Number		IT0G, BMD75, COE, IOE	14 A/N
EMSC	EMD Reason for Issuance Sub Code	IT0G, BMD75, COE, IOE		3 A/N
EMSG	EMD Attribute Sub Group		IT0G, BMD75, COE, IOE	3 A/N
EMST	EMD Service Type		IT0G, BMD75, COE, IOE	1 A/N
ENBR	End Serial Number	TI2		10 N
ENRS	Endorsements/Restrictions		IT09, BKS46*	147 A/N 49 A/N*
EOIN	Extended Payment Plan Original Invoice Number		CEP	14 A/N
EPIA	Extended Payment Plan Instalment Amount		CEP	11 N
EPIQ	Extended Payment Plan Instalment Quantity		CEP	2 N
EPPC	Extended Payment Plan Code		CEP	6 A/N
EPTA	Extended Payment Total Amount	CEP		11 N
EPTX	Extended Payment Taxes Amount		CEP	11 N
EQCD	Equipment Code		IT06, BKI63	3 A/N
EQFR	Equivalent Fare Paid		IT07, BAR64	12 A/N
ESAC	Settlement Authorisation Code		IT02, BKT06	14 A/N

Glossary Reference	Element Description	Record Identifiers		Element Attribute
		M	C	
EXDA	Expiry Date		IT08, BKP84, CBR, IBR	4 A/N
EXPC	Extended Payment Code		IT08, CBR, IBR, BKP84	2 A/N
FARE	Fare	IT07, BAR64		12 A/N
FATE	Flight Arrival Terminal		IT06, BKI62	5 A/N
FBAL	Baggage Allowance		IT06, BKI63	3 A/N
FBST	Flight Booking Status		IT06, BKI63	2 A
FBTD	Fare Basis/Ticket Designator		COR (4×), IOR (4×), IT06, BKI63	15 A/N
FCMI	Fare Calculation Mode Indicator		IT07, BAR64	1 A/N
FCPI	Fare Calculation Pricing Indicator		IT07, BAR64	1 A/N
FCPT	Fare Component Priced Passenger Type Code		IT06, BKI63	3 A/N
FDTE	Flight Departure Terminal		IT06, BKI62	5 A/N
FFRF	Frequent Flyer Reference		IT06, BKI63	20 A/N
FLCR	File Total Credit Amount	CFT		15 N
FLDE	File Total Debit Amount	CFT		15 N
FPAC	Form of Payment Account Number		IT08 (2×), BKP84	19 A/N
FPAM	Form of Payment Amount	IT08, BKP84, CBR, IBR*		11 N 14 N*
FPIN	Form of Payment Information	IT09 (2×), BAR66		50 A/N
FPON	Form of Payment Occurrence Number	IT0D, IT0X		1 N
FPSN	Form of Payment Sequence Number	BAR66		1 N
FPTI	Form of Payment Transaction Identifier		IT08, IBR, COR, BCC82	25 A/N
FPTP	Form of Payment Type	IT08, BKP84, BCC82, BCC83, BCX83		10 A/N
FRCA	Fare Calculation Area		IT07 (2×), BKF81	87 A/N
FRCS	Fare Calculation Sequence Number		IT07 (2×), BKF81	1 N
FSQN	File Sequence Number	BFH01	T11	6 N
FTAD	Flight Arrival Date		IT06, BKI62	7 A/N
FTAT	Flight Arrival Time		IT06, BKI62	5 A/N
FTDA	Flight Departure Date		IT06*, BKI62*, BKI63*, CBR, IBR	5 A/N 7 A/N*
FTDT	Flight Departure Time		IT06, BKI62, BKI63, COR, IOR	5 A/N
FTNR	Flight Number		IT06, BKI63	5 A/N
FTSN	File Type Sequence Number		IT01	2 A/N



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Glossary Reference	Element Description	Record Identifiers		Element Attribute
		M	C	
GROS	Gross Value Amount	BOT93, BOT94, BCT95, BFT99		15 N
HRED	HOT Reporting End Date	BCH02		6 N
INVC	Invoice Code	CFH, CFT, IFH, IFT		5 A/N
INVD	Invoice Date	CIH, CBH, CBR, CBT, CAT, CIT, IBH*, IBR*, IBT*	BKP84	6 N 8 N*
INVE	Invoice Name	CFH, IFH, IIH, IBH, IIT	CIH, CBH, CIT	20 A/N
INVN	Invoice Number	CIH, CBH, CBR, CBT, CAT, CIT, IBH, IBR, IBT	BKP84	14 A/N
ISOC	ISO Country Code	IT01, IT02, BFH01, IBH, IBR, TI1, CFH	TI2	2 A
ISQN	Invoice Sequence Number	CIH, CIT		3 N
MLOC	Multi-Location Identifier		BOH03	3 A/N
NADA	“Not Valid After” Date		IT06, BKI63	5 A/N
NBDA	“Not Valid Before” Date		IT06, BKI63	5 A/N
NRCT	Net Reporting Calculation Type		BKT06	1 A/N
NRID	Net Reporting Indicator		IT05, BKT06	2 A/N
NRMI	Net Reporting Method Indicator		BKT06	1 A/N
NTFA	Net Fare Amount		BKS30	11 N
NTTA	Netting Amount	IT0N, BKS47	IT0N, BKS47	11 N
NTTC	Netting Code	IT0N, BKS47	IT0N, BKS47	8 A/N
NTTP	Netting Type	IT0N, BKS47	IT0N, BKS47	1 A/N
OFCC	Office Count	BCT95, BFT99		5 N
ORAC	Origin Airport/City Code	IT06 (2×), BKI62, BKI63, COR, IOR	IT06, COR (3×), IOR (3×)	5 A/N
ORIA	Original Issue Agent Numeric Code (IATA Number)		IT07, BKS46	8 N
ORID	Original Issue Date (DDMMYY)		BKS46, IT07	7 A/N
ORIL	Original Issue Location–City Code		BKS46, IT07	3 A
ORIT	Original Issue Ticket/Document Number		BKS46, IT07	14 A/N
OSID	Originating System Identifier	TI1		4 A/N
PCYC	Processing Cycle Identifier	BCH02, BCT95		1 N
PDAI	Processing Date Identifier	BCH02, BCT95		3 A/N
PGMD	Payment Group Main Document		CEP	14 A/N
PLIS	Place of Issue		IBR, CBH	15 A/N
PNRR	PNR Reference and/or Airline Data		IT02, BKS24	13 A/N
POSN	Point of Sale Name		CBH, IBR	25 A/N

Glossary Reference	Element Description	Record Identifiers		Element Attribute
		M	C	
PRDA	Processing Date	IT01, BFH01, CFH, TI1, IFH*		6 N 8 N*
PXDA	Passenger Specific Data		IT02, IBR, BAR65, COR	29 A/N
PXNM	Passenger Name	BAR65, CBR, IBR	IT02	49 A/N
PXTP	Passenger Type Code		IT02, BAR65	3 A/N
QNTY	Quantity	TI2		6 N
RBKD	Reservation Booking Designator		IT06 (2x), BKI63, COR, IOR	2 A
RCID	Record Identifier	All RET records All TI records		1 A/N
RCPN	Related Ticket/Document Coupon Number Identifier		IT03 (7x), BKS45	4 N
RDII	Routing Domestic/International Indicator		IT02, BKS39, CBR, IBR	1 A/N
RECO	Reference Code		IBR	15 A/N
REMT	Remittance Amount	BKP84		11 N
RESD	Reserved Space	All RET records All HOT records All CSI records All TI records All CSP records		n A/N
REVN	Handbook Revision Number	IT01, BFH01, CFH, TI1, IFH		3 N
RFIC	Reason For Issuance Code		BKS24, CBR, IBR, IT02	1 A/N
RMED	Remittance Period Ending Date	BOH03, BKS45, BOT93, BOT94		6 N
RMIC	Reason for Memo Issuance Code		IT03, BKS45	5 A/N
RPSI	Reporting System Identifier	IT01, BKT06	TI2	4 A/N
RRDC	Report Record Counter	IT0Z		11 N
RTDN	Related Ticket/Document Number	BKS45, IT03	IT03 (6x), CBR, IBR	14 A/N
SAPP	Source of Approval Code		IT08, COR, IBR	1 A/N
SASI	Servicing Airline/System Provider Identifier	IT02, BAR64		4 A/N
SCCD	Supplemental Credit Card Transaction Data	IOX		474 A/N
SEGI	Segment Identifier	BKI61, BKI62, BKI63, BKS31, IT06, IT0T, IT0U		1 N
SMSG	Standard Message Identifier	All CSI records All CSP records All HOT records		3 A
SPAM	Supplementary Amount		BKS39	11 N



Glossary Reference	Element Description	Record Identifiers		Element Attribute
		M	C	
SPED	System Provider Reporting Period Ending Date	IT01, TI1		6 N
SPRT	Supplementary Rate		BKS39	5 N
SPTP	Supplementary Type		BKS39	6 A/N
SQNR	Sequence Number	All CSI records All HOT records All CSP records		8 N
STAC	Segment Tax Airport Code		IT0T, BKS31	6 A
STAT	Statistical Code		IT02, BKS39, IBR, CBR	3 A/N
STNQ	Standard Numeric Qualifier	All HOT records		2 N
STPO	Stopover Code		IT06, BKI63, IOR, COR	1 A
TACC	Journey Turnaround Airport/City Code		IT02, BKS24	5 A/N
TACN	Ticketing Airline Code Number	BFH01, BKT06, IT02		3 A/N
TARF	Total Amount to Refund		CEP	11 N
TCAA	Total Credit Amount Per Agent	CAT		15 N
TCAI	Total Credit Amount Per Invoice	CIT		15 N
TCIA	Total Credit Items Per Agent	CAT		6 N
TCII	Total Credit Items Per Invoice	CIT		7 N
TCOM	Total Commission Value Amount	BOT93, BOT94, BCT95, BFT99		15 N
TCTP	Tax on Commission Type	BKS42	IT05, BKS42 (3x)	6 A/N
TDAA	Total Debit Amount Per Agent	CAT		15 N
TDAI	Total Debit Amount Per Invoice	CIT		15 N
TDAM	Ticket/Document Amount	IT05, BKS30		11 N
TDIA	Total Debit Items Per Agent	CAT		6 N
TDII	Total Debit Items Per Invoice	CIT		7 N
TDNR	Ticket/Document Number	BKS24, BKS30-31, BKS39, BKS42, BKS46-47, BKI63, BAR64-66, BKF81, BMD75, BMD76, CBR, CAX, COE, COR, COT, IBR, IOE, IOR, IOT, IAX, IOX, IT02		14 A/N
TDSD	3D Secure Authentication and Additional Card Payment Information	IT0X, BCX83, CAX, IAX		99 A/N
TDSI	Total Discount Amount Per Invoice	CIT		15 N

Glossary Reference	Element Description	Record Identifiers		Element Attribute
		M	C	
TIIS	Time of Issue		IT02, BKS24, CBR, IBR	4 N
TIME	Processing Time	IT01, BFH01, CFH, TI1, IFH		4 N
TKMI	Ticketing Mode Indicator	BAR64	IT02	1 A/N
TLCA	Total Credit Amount	CBT		15 N
TLCI	Total Credit Items	CBT		6 N
TLDA	Total Debit Amount	CBT		15 N
TLDI	Total Debit Items	CBT		6 N
TMFA	Tax/Miscellaneous Fee Amount	COT*, IOT*	IT05 (6×), BKS30 (3×), COT* (9×), IOT* (20×)	11 N 14 N*
TMFT	Tax/Miscellaneous Fee Type	COT, IOT	IT05 (6×), BKS30 (3×), COT (9×), IOT (20×)	8 A/N
TNAI	Total Net Amount Per Invoice		CIT	15 N
TNBT	Total Number of Batches	CFT, IFT		5 N
TNIV	Total Number of Invoices	CFT, IFT		4 N
TNRS	Total Number of Records	TI9		10 N
TOCA	Tax on Commission Amount	BKS42	IT05, BKS42 (3×)	11 N
TODC	True Origin/Destination City Codes		IT02, BKS24	10 A/N
TOTL	Total	IT07, BAR64		12 A/N
TOUR	Tour Code		IT02, BKS24	15 A/N
TPST	Test/Production Status	IT01, BFH01, CFH, TI1, IFH		4 A/N
TREC	Transaction Record Counter	BKT06		3 N
TREM	Total Remittance Amount	BOT93, BOT94, BCT95, BFT99		15 N
TRNC	Transaction Code	IT02, BKS24, BOT93, CBR, IBR		4 A/N



Glossary Reference	Element Description	Record Identifiers		Element Attribute
		M	C	
TRNN	Transaction Number	IT02, IT03, IT05, IT06, IT0G, IT07, IT08, IT09, IT0N, IT0T, IT0X, BKT06, BKS24, BKS30, BKS31, BKS39, BKS42, BKS45, BKS46, BKS47, BKP84, BKI61, BKI62, BKI63, BAR64, BAR65, BAR66, BAR67, BMD75, BMD76, BCC82, BCC83, BCX83, BKF81		6 N
TTCA	Total Tax on Commission Amount	BOT93, BOT94, BCT95, BFT99		15 N
TTDA	Total Tax on Discount Amount		CIT	15 N
TTMF	Total Tax/Miscellaneous Fee Amount	BOT93, BOT94, BCT95, BFT99		15 N
TXID	Tax Information Identifier	IT0V, BAR67		4 A/N
TXIN	Additional Tax Information	IT0V, BAR67		70 A/N
TXSN	Tax Information Sequence Number	IT0V, BAR67		2 N
UPDA	Unticketed Point Local Date of Arrival		IT0U, BKI61	7 A/N
UPDD	Unticketed Point Date of Departure		IT0U, BKI61	7 A/N
UPEQ	Unticketed Point Departure Equipment Code		IT0U, BKI61	3 A/N
UPTA	Unticketed Point Local Time of Arrival		IT0U, BKI61	5 A/N
UPTD	Unticketed Point Local Time of Departure		IT0U, BKI61	5 A/N
UTPC	Unticketed Point Airport/City Code		IT0U, BKI61	5 A/N
WAVR	Waiver Code		IT03, BKS45	14 A/N
XBCT	EMD Excess Baggage Currency Code		IT0G, BMD75	3 A
XBNE	EMD Excess Baggage Total Number in Excess		IT0G, BMD75	12 A/N
XBOA	EMD Excess Baggage Over Allowance Qualifier		IT0G, BMD75	1 A/N
XBRU	EMD Excess Baggage Rate per Unit		IT0G, BMD75	12 A/N

NB: When a data element has more than one Element Attribute in different records, an asterisk (*) is used to relate the appropriate Element Attribute with the relevant Record Identifier.

Chapter 12—Glossary

12.1 Introduction

The Glossary defines the characteristics of all data elements that may be included in one or more of the RET, HOT, CSI, TI, and CCSP files.

Each data element is assigned a four alphabetic character reference and may include one or more of the characteristics detailed below.

When a data element has more than one Element Attribute in different records, an asterisk (*) is used to relate the appropriate Element Attribute with the relevant Record Identifier.

12.2 Glossary Characteristics

Description

Explains the function of the data element.

Format

Specifies the format of the data element.

Use

Defines the general use of the data element.

Condition

Specifies applicable condition(s) for the data element.

Values

Lists the values permitted for the element.

RET Validation

Specifies the RET validation criteria.

If specific criteria have not been defined for a mandatory data element, the processing centre must check that the element is present.

Code Assignment

Defines the code assignment procedures.

12.3 Glossary References

#

AEBA	Amount Entered by Agent				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT05				

Description

The agreed settlement amount (exclusive of taxes and fees) between the agent and the airline as entered by the agent.

Use

Element is only used in BSPs that have Net Reporting schemes 2.
See [Section 13](#).

RET Validation

If AEBA > 0, then NRID must contain "NR".

May not be greater than the value of TDAM less the value of TMFA(s).

May not be greater than the value of APBC when APBC is present.

If validation fails, this element and all other NR-related information will be ignored in the IATA DPC (BSP Data Processing Centre) processing.

AENT	Airline Issuing Entity				8 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BAR64			

Description

Airline issuing entity code for NDC transactions.

RET Validation

No validation required.

#

AFBT	Agent First Batch Number				7 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CAT		
C					

Description

The Batch Number (BTNR) of the first batch of an agent on a credit sales invoice.

#

AGRN	Airline/Credit Card Company Agreement Number				16 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M			CIH, CIT		IIH, IIT
C					

Description

A reference number assigned by the acquirer to identify and pay an airline that entered into a merchant agreement with the former.

AGTN	Agent Numeric Code				8 N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT02	BOH03, BKS24, BOT93, BOT94	CBH, CBR, CAT	TI2	IBR
C					

Description

A unique numeric code allocated to each Approved Location where an agent is accredited and authorised to issue standard traffic documents (STDs) on behalf of ticketing airlines.

Format

Agent numeric codes comprise of 7 digits followed by a modulus-7 check-digit.

Use

The agent whose code is entered in AGTN is the Location validating the STD and is responsible for the reporting and settlement of the transaction.

For NDC, this is the Location responsible for the settlement of the transaction (Resolution 787 refers).

RET Validation

Check against Agent Master File or relevant extract.

Primary and conjunction documents must have the same AGTN.

If TRNC=RFND and refunded document number reported in RTDN is found in BSP database and this document does not have any FFTP = EX, the agent which issued the Refund must be the same Head/Associated entity that issued the refunded document. In case this rule is not fulfilled, BSP will reject the refund.

If TRNC = "CANR", element must match AGTN of the original document.

Code Assignment

Agent numeric codes are assigned by the IATA Agency Accreditation Services located in the 3 IATA Traffic Conferences Areas and are then duly entered on the IATA Agency List.

For further information on Agency Accreditation, visit the IATA website at [www.iata.org/agenthome].

#

ALBT	Agent Last Batch Number				7 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CAT		
C					

Description

The Batch Number (BTNR) of the last batch of an agent on a credit sales invoice.

ALCD	Allocation Date				6 N
File	RET	HOT	CSI	TI	CSP
Status					
M				TI2	
C					

Description

The date on which the document range was allocated.

ALCT	Allocation Type				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M				TI2	
C					

Description

A code to indicate how the documents, listed in the TI record, were allocated.

Values

A	Allocated to agent, or to Ticketing System Provider (in the case of computer-generated numbers)
B	Blacklisted (not used by Ticketing System Provider)
D	Destroyed by BSP (not used by Ticketing System Provider)
R	Withdrawn from agent and reallocated to different outlet (not used by Ticketing System Provider)
W	Withdrawn from agent and returned to BSP

APBC	Amount Paid by Customer				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT05	BKS39			

Description

The amount actually paid by the customer to an agent (inclusive of taxes) in the ticketed currency.

Use

This data element has a limited application.

Ticketed currency is defined by COTP in IT05 and in BKS39.

The value is used by the BSP to calculate the tax liability on the amount earned by the agent. The calculated amount is then entered in one of the TOCA elements with the corresponding code entered in the TCTP element.

In the case of multiple instances of the BKS39 record in the transaction, APBC will be set as 0 for any other than the first occurrence (i.e. 2-n).

Condition

This element is only used in some NR schemes (e.g. [Section 13.5 Example 2A.2](#)).

RET Validation

If APBC > 0, then NRID must contain "NR".

When present, it must be greater than or equal to the sum of AEBA + TMFA(s).

- If validation fails, this element and all other NR-related information will be ignored in the IATA DPC (BSP Data Processing Centre) processing.

APLC	Approval Code				6 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT08	BKP84	CBR		IBR

Description

The first 6 characters of a series of characters assigned by the authorisation system of the Issuer (e.g.: Credit Card Institution) to confirm the approval of a payment card transaction.

Use

If longer than 6 characters, the whole APLC may also be stored in the FPTI element.

Condition

This element is required for transactions paid by a payment card.

This element is not applicable for refunds.

RET Validation

APLC should be reported if TRNC=TKTT/EMDA/EMDS/TASF and FPTP=CC except for CCGR.

AREI	Automated Repricing Engine Indicator				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BKT06			

Description

An indicator to show whether or not an exchange transaction has been automatically repriced.

Condition

This element is only applicable if form of payment within a transaction is "EX".

Values

Y	Automated Repricing Engine used for this Exchange transaction
blank	Non-automated repricing used for this Exchange transaction

RET Validation

No Validation required.

AUTA	Authorised Amount				11 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT08		CBR		IBR

Description

The total amount authorised by one Card Company for all transactions approved simultaneously with a single authorisation code.

Use

This data element has a limited application and is used in conjunction with APLC and SAPP.

As an example: if four tickets for USD 400 each are authorised simultaneously, and the Card Company issues only one approval code, the Authorised Amount for all four transactions would be reported as "USD160000".

Condition

This element is only applicable if form of payment is a payment card.

RET Validation

No validation required.

#

BAED	Billing Analysis Ending Date				6 N, 8 N*
File	RET	HOT	CSI	TI	CSP
Status					
M		BCH02	CBR		IBR*
C			CFH, CBH, CAT, CIT, CFT,COR, CBT		IBH*, IBT*

Description

The last day covered by the Billing Period.

Format

YYMMDD

CCSP uses the 8-character date format of CCYYMMDD.

BAID	Booking Agent Identification				6 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BAR64			

Description

A code identifying the Booking Agent as determined by the issuing entity.

For NDC, this is a code identifying the Booking Agent as determined by the seller (Resolution 787 refers).

RET Validation

No validation required.

BEOT	Booking Entity Outlet Type				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BAR64			

Description

A code to identify the type of Location responsible for making the booking.

Values

Valid entries as shown in AIRIMP, section 2.5.1.3

A	Airline
N	User does not have a user identification number assigned by IATA/ARC
T	User has a user identification number assigned by IATA/ARC

RET Validation

No specific validation required.

BNBR	Begin Serial Number				10 N
File	RET	HOT	CSI	TI	CSP
Status					
M				TI2	
C					

Description

The first document number in the stock allocation range.

Format

Form Code followed by the Serial Number.

#

BSNM	BSP Name				20 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M			CFH		IFH
C					

Description

The identifying name of a BSP.

Use

For CSI data, it is the name as entered in the ISS BSP Profile & Performance Information.

Alternatively, it can be designated by the letters “BSP” followed by a blank, the ISO country codes separated by an oblique (“/”) where there is more than one code, a blank and the three-letter Location identifier of the city of the BSP office, e.g. “BSP BE/LU BRU”.

For the CCSP Invoice, this element contains “IATA CCSP”.

#

BSPI	BSP Identifier				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M		BFH01, BFT99			
C					

Description

The city code used by a Billing and Settlement Plan to identify the HOTs it produces.

Code Assignments

Codes are assigned by IATA Airline Distribution Standards for new BSPs, using Form shown in [Appendix C](#).

#

BTCI	Batch Count Per Invoice				5 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CIT		IIT
C					

Description

The total number of batch header (CBH) or trailer (CBT) records per credit transactions invoice.



#

BTNR	Batch Number				7 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CBH, CBR, CBT		IBR
C					

Description

A number taken from a continuous ascending sequential series of numbers assigned to each agent batch as they are recorded on a CSI/CSP file.

Use

Once the batch number has reached the value '9999999', the next batch number shall be set to 1 to initiate a new series.

CABC	Total Hash Amount–BSP Credits				17 N
File	RET	HOT	CSI	TI	CSP
Status					
M					IIT
C					

Description

The total hash amount for all preceding CTAB elements in the IBT records, where DBCR = CR.

Use

The CABC element is a checksum to provide a means to check the integrity of a CSP file. This element summarizes amounts which can be expressed in different currencies, as can be observed from the example below:

IBT.DBCR	IBT. CTAB	IBT.CUTP	
CB	00000123456	BOB0	= BOB 123,456
CB	00000054321	USD2	= USD 543.21
IIT.CABC			
000000000177777			= 123456 + 54321

CABD	Total Hash Amount—BSP Debits				17 N
File	RET	HOT	CSI	TI	CSP
Status					
M					IIT
C					

Description

The total hash amount for all preceding CTAB elements in the IBT records, where DBCR = DB.

Use

The CABD element is a checksum to provide a means to check the integrity of a CSP file. This element summarizes amounts which can be expressed in different currencies, as can be observed from the example below:

```

IBT.DBDB          IBT.CTAB          IBT.CUTP
CB                00000123456    BOB0          = BOB 123,456
CB                00000054321    USD2          = USD 543.21
IIT.CABD
000000000177777                                = 123456 + 54321
  
```

CABI	Sold Passenger Cabin				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI63			

Description

The sold cabin of passenger travel for each coupon as defined in the PSC Resolution 722f.

Possible values (as defined by PADIS):

1	First Class (first class category)
2	Second Class (business class category)
3	Third Class (economy class category)
4	Economy premium
5	Economy
6	Economy discounted

Condition

May be populated when coupon taxes are reported.

RET Validation

No validation required.

#

CARF	Commercial Agreement Reference				10 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C		BKT06			

Description

An agreement reference between specific airlines and agents.

Use

The element is derived from TOUR for NR transactions. See examples in [Chapter 13](#).

CARR	Carrier				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT06	BKI63	COR		IOR
C					

Description

The two-alpha numeric or three alphabetic Airline Designator of the marketing airline on each itinerary segment as published in the IATA Airline Coding Directory.

RET Validation

No specific validation required.

CASC	Total Amount–Settlement Credits				17 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C					IIT

Description

The total amount for all preceding CTAS elements in the IBT records, where DBCR = CR.

Condition

If CERI = 'M' and/or CERS = '0', this element does not show the true settlement amount.

CASD	Total Amount—Settlement Debits				17 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C					IIT

Description

The total amount for all preceding CTAS elements in the IBT records, where DBCR = DB.

Condition

If CERI = 'M' and/or CERS = '0', this element does not show the true settlement amount.

CASN	Card Authentication Sequence Number				2 N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT0D, IT0X	BCC83, BCX83	CAD, CAX		IAD, IAX
C					

Description

A sequence number to identify each occurrence of the Card Authentication Information (CATI) and 3D Secure Card Authentication Data (TDSD) elements within a payment card transaction.

Use

Each occurrence of the CATI element is assigned a sequence number; commencing at “01” for the first occurrence (for each payment card in a transaction) and incremented by 1 for each additional occurrence.

RET Validation

CASN must be in ascending order; starting at “01” (for each payment card with CATI in a transaction) and incremented by 1.

CATI	Card Authentication Information				245 A/N¹ 99 A/N² 229 A/N³ 473 A/N⁴
File	RET	HOT	CSI	TI	CSP
Status					
M	IT0D ¹	BCC83 ²	CAD ³		IAD ⁴
C					

Description

The element contains Card Authentication Information. The CATI element is designed to carry different set of information depending on the network used to authorize the transaction. It is a generic and evolutive TLV (Tag-Length-Value) transport format.

See [Appendix G](#) for details.

Values

The list of TLV elements depends on the Card Scheme authorizing the transaction.

See [Appendix G](#) for details.

RET Validation

No validation required.

#

CCAC	Credit Card Account Number				19 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M			CBR		IBR
C					

Description

The card account number derived from the corresponding FPAC element.

#

CCAI	Commission Control Adjustment Indicator				1 A
File	RET	HOT	CSI	TI	CSP
Status					
M					
C		BKS39			

Description

An indicator informing that the Commission Rate or Amount (CORT/COAM) originally reported on the RET file was modified by the BSP Commission Control functionalities.

Values

Y—BSP Commission Control modified the original commission rate or amount.

Blank—Transaction not subject to the BSP Commission Control or the Commission Control did not alter the original Commission Rate or Commission Amount.

Use

This element enables the HOT recipients to identify those transactions, where the Commission Rate or Amount (CORT/COAM) originally reported on the RET file was modified by the BSP Commission Control.

#

CCCC	Credit Card Code				2 A
File	RET	HOT	CSI	TI	CSP
Status					
M			CBR		IBR
C					

Description

△ The 2-letter Credit Card code (as defined in the IATA Passenger Standards Conference Manual Resolution 728 (Code Designators for Passenger Tickets, section 7.2 Payment Cards) derived from the applicable position of the FPTP element.

⊗
⊗

CDCA	Settlement Debit/Credit Amount				14 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C					IBR

Description

The Debit/Credit Amount calculated by CCSP, i.e. the intended settlement amount.

Condition

If CERI = 'M' and/or CERS = '0', this element will be zero-filled.

CDGT	Check Digit				1 N
File	RET	HOT	CSI	TI	CSP
Status					
M		◆◆◆			
C	IT02*, IT03*				

* This element also has a Mandatory status within the same record.

◆◆◆ All HOT records except BFH01, BCH02, BOH03, BKT06, BKP84, BOT93, BOT94, BCT95, BFT99.

Description

A mathematical calculation to validate the accuracy of a Ticket/Document Number (TDNR), Related Ticket/Document Number (RTDN) or Ticketing Airline Code Number (TACN) using the unweighted modulus-7 check-digit method.

Use

For each type of STD, PSC Recommended Practice 1720a, Attachment 'D', defines whether or not the coupon number and the airline code is included in the calculation.

Documents or alphanumeric Ticketing Airline Code Number (TACN) to which check digit does not apply may default to "9".

For refunds of those document types that include coupon numbers in check digit calculation, the lowest coupon number (of RCPN) being refunded should be used to perform the check digit calculation of the corresponding RTDN.

RET Validation

No validation required.

CERI	CCSP Exchange Rate Indicator				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					IIH, IBH, IBR, IBT, IIT
C					

Description

An indicator to show whether the primary or fallback CSER has been applied to a transaction, or whether there was no rate available.

Use

For IBR, the element contains an indicator showing whether the primary or fallback CSER has been applied to a transaction, or whether there was no rate available.

For IIH, IBH, IBT, and IIT, the element contains the indicator 'P' to show if all transactions within a batch/invoice have had the primary CSER applied.

If one or more transactions within a batch/invoice have the fallback CSER applied, the value will be 'F'.

If, for one or more transactions in a batch/invoice, neither a Primary nor a Fallback exchange rate was available, this element in the IIH, IBH, IIT and IBT will contain 'M'.

If the batch/invoice contains both 'F' and 'M' transactions, then this element in the IIH, IBH, IIT, and IBT will contain 'M'.

Values

F	Fallback Source
M	Missing Exchange Rate
P	Primary Source

CERS	Settlement Exchange Rate Source				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					IIH, IBH, IBR, IBT, IIT
C					

Description

The source of the exchange rate used for CCSP settlement purposes.

Use

This element identifies whether an airline sponsored rate or a neutral rate was used, or whether no conversion was required or was not possible.

Condition

If “0”, then CDCA, CSED and CSER will be zero-filled.

On the Batch Header the CERS may contain 0, 1, 2, 3, or 4 if all transactions in the batch have the same CERS, otherwise it will contain 9.

On the Invoice Header the CERS may contain 0, 1, 2, 3, or 4 if all batches in the invoice have the same CERS, otherwise it will contain 9.

Values

0	Nil, no translation
1	One-to-one rate
2	Acquirer rate
3	Airline rate
4	Neutral rate, e.g. Reuters rate
9	Used on IIH/IBH to show that the Invoice/Batch contains records having different Settlement Exchange Rate Sources

CFBC	File Total Hash Amount–BSP Credits				17 N
File	RET	HOT	CSI	TI	CSP
Status					
M					IFT
C					

Description

The hash total of all the invoices' CABC contained in the file.

Use

The CFBC element is a checksum to provide a means to check the integrity of a CSP file. This element summarizes values in CABC which in turn are a hash total of amounts potentially expressed in different currencies.

CFBD	File Total Hash Amount—BSP Debits				17 N
File	RET	HOT	CSI	TI	CSP
Status					
M					IFT
C					

Description

The hash total of all the invoices' CABD contained in the file.

Use

The CFBD element is a checksum to provide a means to check the integrity of a CSP file. This element summarizes values in CABD which in turn are a hash total of amounts potentially expressed in different currencies.

CFRI	Financial Record Indicator				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					IIH, IBH, IBR
C					

Description

An indication whether transactions are financially relevant or not.

Use

This data element has a limited application.

This element is used to distinguish between financial and non-financial transactions in order that they can be listed on separate invoices.

Values

F	Financial transaction
N	Non-Financial transaction



CFSC	File Total Hash Amount–Settlement Credits				17 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C					IFT

Description

The hash total of all the invoices' CASC contained in the file.

Use

The CFSC element is a checksum to provide a means to check the integrity of a CSP file. This element summarizes amounts which can be expressed in different currencies, as can be observed from the example below:

```

IIT.CASC          IIT.CUTP
00000123456      BOB0          = BOB 123,456
00000054321      USD2          = USD 543.21
IFT.CFSC
000000000177777          = 123456 + 54321
    
```

CFSD	File Total Hash Amount–Settlement Debits				17 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C					IFT

Description

The hash total of all the invoices' CASD contained in the file.

Use

The CFSD element is a checksum to provide a means to check the integrity of a CSP file. This element summarizes amounts which can be expressed in different currencies, as can be observed from the example below:

```

IIT.CASD          IIT.CUTP
00000123456      BOB0          = BOB 123,456
00000054321      USD2          = USD 543.21

IFT.CFSD
000000000177777          = 123456 + 54321
    
```

CIND	CCSP Invoice Date				8 N
File	RET	HOT	CSI	TI	CSP
Status					
M					IIH, IBH, IBR, IBT, IIT
C					

Description

The date when the CCSP invoice was created.

CINN	CCSP Invoice Number				14 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					IIH, IBH, IBR, IBT, IIT
C					

Description

The CCSP invoice number created.

Format

The format for the element is:

AAAABBBCCDDDEEE

and the individual components have the following functions:

- AAAA Represents an alphanumeric code of the credit card acquirer company to which the CCSP Invoice is submitted by CCSP. For UATP cards, the numeric credit card codes listed in IATA Resolution 728, section 7, will be included.
- BBB Represents the Airline Numeric Code of the airline on whose behalf the CCSP Invoice is created.
- C Represents the last digit of the calendar year in which the invoice was created, e.g. “1” for 2001.
- DDD Represents the Julian date of the day when the invoice was created, e.g. 035 for 4 February, 203 for 22 July or 204 for 22 July in a leap year.
- EEE Represents the sequence number, to be incremented by one for each new invoice for each combination of AAAA and BBB.

CJCP	Conjunction Ticket Indicator				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BKS24	COR, COE		IOR, IOE

Description

An indicator to specify that the document/EMD is a continuation of the itinerary of the previous document/EMD.

Use

As a consequence of the above definition, CNJ shall not be entered in the CJCP field of the first primary document.

The above relationships only apply to valid, i.e. non-cancelled, documents.

For cancelled documents (also for conjunction documents), each individual document is reported as a separate transaction.

Values

CNJ.

RET Validation

Must always be blank in first primary document record.

Must contain "CNJ" on documents issued in conjunction with a primary document.

CJCP may only have a value on the secondary document(s) if TRNC = "TKTT", "EMDS" or "EMDA".

COAM	Commission Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BKS39			
C	IT05				

Description

The amount owed by an airline to a travel agent for selling air transportation on its behalf.

Use

It may also represent the amount of a discount as required by certain Net Reporting schemes.

In the first instance of BKS39 in the transaction, this element will be used to denote standard commission amount. In any subsequent instances of the BKS39 in the transaction (i.e. 2-n), this will be used to denote additional commission amount as agreed between the BSP and specific airlines.

In any instance of the BKS39 record except for the first, codes/values in this element will be populated as agreed between the BSP and specific airlines (conforming also to standards described above), and as automatically derived by the BSP from airline data.

In RET/HOT refund transactions where a cancellation penalty applies, it may be commissionable. Where the commission type COTP = 'XLP', the associated COAM will reflect the commission amount on cancellation penalty. This value is accepted in the RET and passed onto the HOT as per DISH [Section 6.7.4](#) provisions.

For TRNC=TASF, normally zero on RET. In any case, BSP will ignore RET input and automatically set to 100% commission.

Condition

If it is reported on the RET, it has precedence over any entry in the corresponding CORT field.

If COAM is not reported on the RET, the amount is calculated from the CORT field.

COAM may represent a discount in Net Reporting Schemes, in which case it is reported in the second occurrence in the IT05 record. See [Example 3E in Section 13.5](#).

RET Validation

If COAM is reported on the RET and the amount is greater than commission-able amount (TDAM less total of TMFA), the DPC will apply default commission rate for an airline. If default commission is not applicable, COAM amount will be set to zero.

#

COBL	Commissionable Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BKS30			
C					

Description

The sum of the Fare or Additional Fare amounts paid by cash and/or credit.

This may also be computed as the sum of the Form of Payment Amounts less the Tax/Fee Amount(s). See [Section 6.7.1](#).

COCD	CCSP Option Code				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C					IIH

Description

The CCSP option used by the airline. Refer to [Section 9.2](#) Options 1, 2, 3.

Values

1	CCSP Option 1
2	CCSP Option 2
3	CCSP Option 3

COGI	Through/Change of Gauge Indicator				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI63			

Description

An ET flight coupon indicator that identifies the flight has one or more intermediate stop(s).

Values

Y	Through/Change of Gauge flight
N (or Blank)	Not a Through/Change of Gauge flight

RET Validation

No validation required.

CORT	Commission Rate				5 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BKS39			
C	IT05				

Description

The decimal percentage claimed by the agent as eligible commission.

Format

A commission rate of 10.5% is recorded as '01050'.

Use

In the first instance of BKS39 in the transaction, this element will be used to denote standard commission rate. In any subsequent instances of the BKS39 in the transaction (i.e. 2-n), this will be used to denote additional commission rate as agreed between the BSP and specific airlines.

In any instance of the BKS39 record except for the first, codes/values in this element will be populated as agreed between the BSP and specific airlines (conforming also to standards described above), and as automatically derived by the BSP from airline data.

In RET/HOT refund transactions where a cancellation penalty applies, it may be commissionable. Where the commission type COTP = 'XLP', the associated CORT will reflect the commission percentage on cancellation penalty. This value is accepted in the RET and passed onto the HOT as per DISH [Section 6.7.4](#) provisions.

For cases when CORT is calculated from COAM on the HOT, and the percentage works out to be >99.99%, CORT must be set to 99999.

For TRNC=TASF, normally zero on RET. In any case, BSP will ignore RET input and automatically set to 100% commission.

RET Validation

Value is zero for ADM and ACM transaction codes (see table under TRNC).

For the HOT, CORT should be calculated from the COAM field for these TRNCs (subject to rounding differences).

If the ticketing airline has provided the Processing Centre with a range of valid Commission Rates, then check against such range. Otherwise, validate against the default range as applicable in the BSP country/area.

Must not be greater than '09999'. If reported CORT is greater than 09999, the DPC will apply default commission rate for an airline. If default commission is not applicable, CORT it will be set to 00000.

COTP	Commission Type				6 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT05	BKS39			

Description

A code indicating the Type of Commission applicable to the transaction and associated with the corresponding CORT or COAM. See examples in [Section 6.7](#).

Use

In the first instance of BKS39 in the transaction, this element will be used to denote standard commission type. In any subsequent instances of the BKS39 in the transaction (i.e. 2-n), this will be used to denote additional commission type as agreed between the BSP and specific airlines.

In any instance of the BKS39 record except for the first, codes/values in this element will be populated as agreed between the BSP and specific airlines (conforming also to standards described above), and as automatically derived by the BSP from airline data.

Values–Netting Transactions (Exchange and Reissue only)

Where applicable, any “compensated” additional fare amounts and/or “compensated” additional commissionable tax amounts contained in the BKS47 will be added to the commissionable amount (COBL) in order to calculate the applicable commission value. For commission types involving cancellation penalty (CP/OD) calculations, the compensated cancellation penalty in the BKS47 must be accounted for.

NETFAR	Where adopted by a BSP, this value would be set by the DPC on the HOT to indicate that the commission amount had been calculated as: $COAM(HOT) = [COBL + NTTA \text{ (compensated fare)}] \times CORT(RET)/100$ $CORT(HOT) = [COAM(HOT)/COBL] \times 100$
NETPSC*	Where adopted by a BSP, this value would be set by the DPC on the HOT to indicate that the commission amount had been calculated as: $COAM(HOT) = [COBL + NTTA \text{ (compensated fare)} + TMFA(“UB”)] + NTTA(“UB”) \text{ (compensated UB)} \times CORT(RET)/100$ $CORT(HOT) = [COAM(HOT)/COBL] \times 100$
NETCCP	Where adopted by a BSP, this value would be set by the DPC on the HOT to indicate that the standard COAM has been calculated on the fare refundable after cancellation penalty (TMFT=CP/OD and NTTC=CP/OD compensated where applicable) is deducted. This may be applicable for refunds or exchanges (as agreed by the BSP) and these calculations apply: $COAM(HOT) = [COBL + NTTA \text{ (compensated fare)}] - TMFA(“CP”) - NTTA \text{ (compensated penalty)} \times CORT(RET)/100$ $CORT(HOT) = [COAM(HOT)/COBL] \times 100$
NETCPS*	Where adopted by a BSP, this value would be set by the DPC on the HOT to indicate that the commission amount had been calculated as: $COAM(HOT) = [COBL + NTTA \text{ (compensated fare)}] + TMFA(“UB”) + NTTA(“UB”) \text{ (compensated UB)} - TMFA(“CP”) - NTTA \text{ (compensated penalty)} \times CORT(RET)/100$ $CORT(HOT) = [COAM(HOT)/COBL] \times 100$ This may be applicable for refunds or exchanges (as agreed by the BSP).

* These values are the result of the U.K. Passenger Service Charges Legal Ruling. Other values may be required if other countries enact similar legislation.

Values—General

blank	Standard commission
CCP	Where adopted by a BSP, this value would be set by the DPC on the HOT to indicate that the standard COAM has been calculated on the fare refundable after cancellation penalty (TMFT=CP) is deducted. This may be applicable for refunds (as agreed by the BSP) and these calculations apply: $\text{COAM(HOT)} = [\text{COBL} - \text{TMFA("CP")}] \times \text{CORT(RET)}/100$ $\text{CORT(HOT)} = [\text{COAM(HOT)}/\text{COBL}] \times 100$
XLP	Commission taken on a cancellation penalty or administrative fee, applicable for refunds only. This value is accepted in the RET and set as CCP on the HOT.

Values for net-reporting transactions only

blank or G	The standard COAM is calculated on the gross fare (excluding taxes)
N	The standard COAM is calculated on an amount other than the gross fare (excluding taxes)

These codes may precede standard COTP using an oblique ("/") as a separator. e.g. "G/XLP".

Values for commissionable taxes or fees *

PSC	Where adopted by a BSP, this value would be set by the DPC on the HOT to indicate that the commission amount had been calculated as: $\text{COAM(HOT)} = [\text{COBL} + \text{TMFA("UB")}] \times \text{CORT(RET)}/100$ $\text{CORT(HOT)} = [\text{COAM(HOT)}/\text{COBL}] \times 100$
CCPPSC	Where adopted by a BSP, this value would be set by the DPC on the HOT to indicate that the commission amount had been calculated as: $\text{COAM(HOT)} = [\text{COBL} + \text{TMFA("UB")} - \text{TMFA("CP")}] \times \text{CORT(RET)}/100$ $\text{CORT(HOT)} = [\text{COAM(HOT)}/\text{COBL}] \times 100$ <p>This may be applicable for refunds or exchanges (as agreed by the BSP).</p>

* These values are the result of the U.K. Passenger Service Charges Legal Ruling. Other values may be required if other countries enact similar legislation.

Values for ADM/ACM transactions only

POS	Commission value signed positive on ADM transactions
NEG	Commission value signed negative on ACM transactions

Note: For POS/NEG indicators reporting on the RET, TOCA will have the same sign as COAM, if the agent remits to the taxation agency. TOCA will have the opposite sign compared to COAM, if the airline remits to the taxation agency.

RET Validation

If COTP = 'XLP', then TRNC must be RFND and there must be at least one occurrence of TMFT with a value of 'CP' or MF. If this validation fails, XLP entry will be ignored, so no CCP will be reported on the HOT

COTP = 'POS' or 'NEG' applies to ADMA or ACMA transactions only respectively.

If COTP = 'POS' or 'NEG', then TDAM must not be zero.

If NRID = NR, COTP should be blank or either start with N or G value. If this validation fails, COTP and other NR related information will be ignored in the DPC processing



CPUI	Coupon Use Indicator				4 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BKS24			

Description

An indication of the status of each flight/value coupon in the ticket/document.

Use

The number of coupons per document or document specified in The Passenger Traffic Document Number Assignments Table in PSC Recommended Practice 1720a. Each position (1 to 4) of CPUI will indicate the status of the corresponding coupon as specified by PSC RP 1720a.

For all transactions on the record grids, “bottom void” always applies.

Values

For any of the four positions of the CPUI:

blank	Document comprising no such coupon, or for refund transactions
F	Value coupon issued
S	Non-value coupon between two valid coupons (interruption of journey)
V	Void (unused) coupon (on single or conjunction documents).

RET Validation

Any of the four positions in this field may contain “F”, “S” or “V” provided the value and position correspond to TDNR and TRNC.

△ When TRNC is “RFND”, “CANN”, or belongs to ADM/ACM category, CPUI will be blank.

When TRNC is TASF, CPUI must be “F” followed by 3 blanks.

Not applicable positions will also be “blank”.

CPUI must reflect SEGI as reported in IT06 record.

□ For “CANX” or “CANR” there will be no validation.

CRRI	Reject Resubmission Indicator				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					IIH, IBH, IBR
C					

Description

This indicator is used to identify invoices, batches, and/or transactions that have been rejected to a BSP by CCSP, have been corrected by the BSP, and are resubmitted to CCSP.

Values

A	Original submission
R	Re-submission of rejects

CSED	Settlement Exchange Rate Date				8 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C					IBH, IBR, IBT

Description

The date of the Exchange Rate applied by CCSP.

CSER	Settlement Exchange Rate				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C					IBH, IBR, IBT

Description

The Exchange Rate used for CCSP settlement purposes.

Use

The decimal point is implied after position 9. e.g. 14.2167 would be reported as '000000014216700'.

When reported, the CSER will be applied as a dividing factor to the FPAM amount received from the BSP in order to calculate the amount reported in the CDCA in the IBR record.

CSTF	Customer File Reference				27 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT08	BKT06	CBR		IBR

Description

A reference to a commercial account with a ticketing airline when payment card is used.

Use

The card holder may opt that this reference together with the Passenger Name (PXNM) be communicated to the airline and to the card company to have this information appear on the Cardholder's invoice.

Because of the difference in record structures, only the first non-blank occurrence of CSTF in the IT08 record can be written to the HOT file.

For TRNC=TASF, if associated with an airline document, RET should contain the document number (but no validation required by BSP).

Condition

This element is only applicable when form of payment is a card except for TRNC = 'TASF'.

RET Validation

Check for blanks if FFTP does not contain "CC..." except for TRNC = 'TASF'.

CTAA	Coupon Tax Applicable Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0T	BKS31			

Description

The tax amount applicable to the coupon as published by fiscal authorities or airlines.

This amount is expressed in CUTX (Coupon Tax Currency Type).

Use

This field will be zero for percentage based taxes.

RET Validation

If CUTX is not blank, CTAA must not be zero.

If CUTX equals CUTP, CTAA must equal CTRA.

If CUTX is blank, CTAA must be zero.

CTAB	Total Debt/Credit Amount—BSP				17 N
File	RET	HOT	CSI	TI	CSP
Status					
M					IBT
C					

Description

The total of all the FPAM elements contained in the batch.

CTAC	Coupon Tax Airport Code				5 A
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0T	BKS31			

Description

The airport code identifying the airport to which the coupon tax applies.

Use

If taxes are percentage based or applicable to multiple segments of a journey, then CTAC will be blank.

Values

The 3 character IATA Location Identifiers as published in the IATA Airline Coding Directory (ACD).

RET Validation

If CTAC is not blank, CTAC must be 3 alpha characters, followed by 2 blanks.

CTAS	Total Debit/Credit Amount—Settlement				17 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C					IBT

Description

The total of all CDCA elements contained in the batch.

Condition

If CERI = 'M' and/or CERS = '0', this element does not show the true settlement amount.



CTCD	Coupon Tax Code				2 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0T	BKS31			

Description

The two character tax code applicable to a coupon. The same tax code can appear against different airport codes (CTAC) depending on the arrival or departure tax applicability.

Use

Codes as per Resolution 728 Section 4.2, have been assigned to identify a number of taxes as described in the IATA Airline Coding Directory.

RET Validation

If CTRA is zero, CTCD must be blank.

If CTRA is not zero, CTCD must not be blank.

CTNI	Total Number of Items				6 N
File	RET	HOT	CSI	TI	CSP
Status					
M					IBT
C					

Description

The total number of IBR records in the batch.

CTRA	Coupon Tax Reported Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0T	BKS31			

Description

The tax amount applicable to a coupon expressed in the reporting currency as referred to in CUTP of the transaction. This is the reported amount converted from the coupon tax applicable amount (CTAA) at applicable Bank Exchange Rate.

RET Validation

If CTCD is not blank, CTRA must not be zero.

If CTCD is blank, CTRA must be zero.

CTTP	Coupon Tax Type				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0T	BKS31			

Description

A qualifier to the Tax/Fee/Charge Code to distinguish taxes/fees/charges with the same tax/fee/charge code but with different business uses. This data element is set at the time of pricing for the itinerary or service. This data element supports tax at the coupon level.

RET Validation

No validation required.

CUTP	Currency Type				4 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT05, IT0G IT08, IT0N, IT0T	BOH03, BKS30-31, BKS39, BKS42, BKS47, BMD75, BKP84*, BOT93, BOT94, BCT95, BFT99	CIH, CBH, CBR*, COT, CBT, CAT, CIT		IIH, IBH*, IBR*, IBT*
C					IIT, IOT

* This element also has a Conditional status within the same record.

Description

The currency code used to reporting monetary amounts followed by a digit to represent the number of decimal places associated with each amount, as defined in ISO 4217.

Format

AAAN

The 3-character ISO Currency Code and one digit.

Examples: "USD2" (2 decimals), "CLP0" (no decimals). See also [Section 6.5.3 \(Currency\)](#).

Use

The number of decimal places in CUTP normally applies to both document issuance (as defined for each currency code in the IATA Tariff Composite 024d, Attachment A) and reporting.

However, where agreed between the business partners and as advised by the BSP manager, the number of decimal places used in ticketing may be different to the number of decimal places used in reporting monetary amounts on the RET (in IT05 and IT08).

In this case, the number of decimal places shown in CUTP represents the number of decimal places used for reporting monetary amounts on the RET only and does not relate to FARE, EQFR and TOTL data elements.

If cancelled documents (CANX) are output to the HOT, CUTP should be set to the default currency as described in [Section 6.5.3](#).

RET Validation

For all records where it is reported, the 3-character ISO Currency Code for that currency must be valid for the country of issue as defined by the BSP, and must be identical in all these types of record.

However if the Currency Code is valid, and the number of decimals is less than that defined by the BSP for processing and outputs, the DPC must automatically adjust the number of decimals to that used for BSP, and multiply all related monetary amounts elements accordingly.

E.g. If XXX0 is reported, but BSP processing and outputs use 2 decimals, the DPC must change to XXX2 and multiply all related monetary amounts by 100.

If TRNC = "RFND" then CUTP must match the CUTP of the document being refunded, when the document being refunded is present in the BSP database.

Code Assignments

ISO Currency Codes are listed in the IATA Airline Coding Directory.

CUTX	Coupon Tax Currency Type				4 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0T	BKS31			

Description

The currency code, as defined in ISO 4217, of the tax amount applicable to the coupon (CTAA) as published by fiscal authorities or airlines, followed by a digit to represent the number of decimal places.

Use

Must be blank for percentage based taxes.

RET Validation

If CTAA is zero, CUTX must be blank.

If CTAA is not zero, CUTX must not be blank.

CVVR	Card Verification Value Result				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT08	BKP84	CBR		IBR

Description

The card verification results code is a value returned in the authorisation response indicating the result of card verification participation (for example: CVC, CID, CVV etc).

Condition

This element is only applicable if form of payment is a payment card and should be reported when available to GDS in the authorization response.

Values

Blank	CVV not provided by agent in the authorization request, or CVVR not provided by the issuer in the response
M	CVV Match
N	CVV No Match
P	Not processed
S	CVV should be on the card
U	Indicates that the Issuer is not participating in the CVV service

RET Validation

No validation required.



DAIS	Date of Issue				6 N, 8 N*
File	RET	HOT	CSI	TI	CSP
Status					
M	IT02	◆◆◆	CBR		IBR*
C					

◆◆◆ All HOT Records except BFH01, BCH02, BOH03, BKT06, BKS45, BOT93, BOT94, BCT95, BFT99

Description

The date of the transaction.

Use

For refund transactions, the DAIS will contain the date the transaction was refunded.

For automatically generated ADMs/ACMs, DAIS will be the earlier date of PRDA or BAED.

RET Validation

Perform standard date check.

Primary and conjunction documents must have the same DAIS.

Sales and refunds should be dated within the Reporting Period and DAIS should not be later than SPED.

ADM/ACM transactions (see table under TRNC in Glossary) should not be later than SPED but may fall prior to the Reporting Period but not after the Reporting period.

If the above validations fail, DAIS shall be defaulted to SPED.

#

DBCR	Debit/Credit Code				2 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M			CBR		IBR
C			CIT		IBT

Description

A code used in Credit Sales Invoicing to indicate how to post the amount billed.

Values

CR	Credit (refunds; or amount less than zero)
DB	Debit (issues; or amount greater than or equal to zero)

DIRD	Date of Issue Related Document				6 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT03	BKS45			

Description

The date the first related document was originally issued.

RET Validation

If present, perform standard date check.

May not be later than DAIS in IT02.

DISI	Data Input Status Indicator				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BKT06			

Description

An indication of the mode of data capture.

Use

This element is only applicable for refund transactions.

Values

A	Fully automated data and manually captured cancellation penalty/refund charge and waiver code of cancellation penalty
C	Fully automated data and amounts calculated using refund rules filed by the carrier
F	Fully automated (no agent entered data is included in the Refund transaction)
L	Mixed automated data <i>and</i> data manually captured
M	Manual data capture - no automated data
N	Refund processed by Offer Responsible Airline using internal order information

RET Validation

If TRNC = 'RFND', then DISI must contain "A", "C", "F", "L", "M" or "N".

DOBR	Date of Birth				7 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BAR65			

Description

Date of birth of a passenger.

Format

The date in a format DDMMYY.

Use

This element allows consistent accounting and audit of a document in case the applicable fare or TFCs rules are related to the age of a passenger.

Condition

This element will be reported if available in GDS.

RET Validation

If present perform standard date check.

DSTC	Destination Airport/City Code				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT06	BKI62, BKI63	COR		IOR
C					

Description

The airport or city code for the point of disembarkation of the flight segment.

Format

AAA (left justified).

Values

The 3 character IATA Location Identifiers as published in the IATA Airline Coding Directory.

RET Validation

Must be a valid airport code (as per IATA Airline Coding Directory) followed by two blanks.

#

DYRI	Dynamic Run Identifier				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M		BCH02			
C					

Description

An indicator to determine the status of a file in terms of being one in a series of several files pertaining to one billing period.

Values

D	Not the final run
F	The final run

#

EDPA	Extended Down Payment Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C			CEP		

Description

For EPP transactions, this field indicates the down payment amount paid together with the first instalment in the Credit Card.

Condition

For EPP transactions, EDPA is the down payment amount paid together with the first instalment for the ticket or Credit Group.

For Refund of an EPP transaction, EDPA is the down payment amount of the original EPP document/Credit Group or zero if the original transaction was not EPP.

For non EPP transactions, EDPA will be zero.

#

EFCO	Effective Commission Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BKS39			
C					

Description

The value amount of the commission earned by the Travel Agent.

Use

The relationship between amount fields (for reporting purposes) is: $EFCO = COAM + SPAM$.

In the case of multiple instances of the BKS39 record in the transaction, EFCO should appear as '0' (zero) in all but the first occurrence.

#

EFRT	Effective Commission Rate				5 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BKS39			
C					

Description

The decimal percentage of COBL that EFCO comprises as calculated by the system.

Format

An effective commission rate of 8.75 is recorded as '00875'.

Use

Relationship of amount fields:

- $(EFCO \div COBL) \times 100 = EFRT$
- $CORT + SPRT = EFRT$ when COTP is "blank" or "G" (subject to rounding differences)
- $CORT + SPRT$ will not equal EFRT when COTP = "N"

When percentage works out to be > 99.99%, EFRT must be set to 99999.

In the case of multiple instances of the BKS39 record in the transaction, EFRT should appear as 0 (zero) in all but the first occurrence.

EMAG	EMD Attribute Group				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0G	BMD75	COE		IOE

Description

A value which specifies the high-level group applicable to the service at the coupon level as defined by ATPCO.

RET Validation

No validation required.

EMCI	EMD Consumed at Issuance Indicator				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0G	BMD75			

Description

Consumed at issuance indicator indicates that the EMD coupon, to which it refers to, is considered consumed at issuance and no usage is expected for this coupon, i.e: the EMD coupon value can be considered as revenue.

Use

Only coupons where TRNC = 'EMDS' can be consumed at issuance.

For EMDS exchange transactions issued for refundable balance, EMCI will be blank.

Values

"Y"	Yes coupon is considered consumed at issuance
Blank	Not applicable

RET Validation

Only 2 possible values: 'Y' and blank.

If TRNC = 'EMDA', then EMCI must always be blank.

EMCP	EMD Coupon Number				1 N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT0G	BMD75, BMD76	COE		IOE
C					

Description

The coupon number of the EMD.

RET Validation

Must be in the range 1-4.



EMCR	EMD Operating Carrier				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0G	BMD75	COE		IOE

Description

The two-alpha numeric or three alphabetic Airline Designator of the operating airline on each itinerary segment as published in the IATA Airline Coding Directory.

Condition

When a carrier has not been selected for a specific segment, this element will be blank.

RET Validation

No validation required.

EMCV	EMD Coupon Value				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0G	BMD75			

Description

A coupon value assigned to the EMD service or product reported in the currency of payment of the transaction (CUTP).

Use

This element will be used when a specific value for the coupon is available (for example a single sector charge).

For EMDS issued for refundable balance, this value will be the refundable amount.

RET Validation

No validation required.

EMIC	EMD Industry Carrier Indicator				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0G	BMD75	COE		IOE

Description

An indicator which specifies whether the service uses an industry-defined or carrier-defined Reason for Issuance Sub Code.

Values

I	Industry
C	Carrier

RET Validation

No validation required.

EMNS	EMD Number of Services				3 N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT0G	BMD75			
C					

Description

The number of services of the same type that are included in the EMD coupon for the same passenger (as defined in the glossary of PSC Reso. 722f).

Use

This element will be used when multiple services of the same type are included in a single EMD coupon for the same passenger.

Default value will be 001.

RET Validation

No validation required.

EMOC	EMD Fee Owner Airline Designator				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0G	BMD75	COE		IOE

Description

The two/three character designator representing the carrier whose fee was used on the EMD coupon(s).

RET Validation

EMOC must not be blank if EMSC is populated.

EMRC	EMD Related Coupon Number				1 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0G	BMD75	COE		IOE

Description

The ticket flight coupon number to which the EMD coupon is related.

Use

This data element relates to the EMD Ticket/Document Number.

For EMDS exchange transactions issued for refundable balance, EMRC = 0.

RET Validation

If TRNC = 'EMDS', then EMRC must be in the range 0-4.

If TRNC = 'EMDA', then EMRC must be in the range 1-4.

If EMRT is blank, EMRC must be zero.

EMRM	EMD Remarks				70 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M		BMD76			
C	IT0G				

Description

Free text describing the service on the EMD at the coupon level (e.g. carriage of antlers).

RET Validation

No validation required.

EMRT	EMD Related Ticket/Document Number				14 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0G	BMD75	COE		IOE

Description

The document number to which the EMD has been connected.

In the case of an EMDA, EMRT is the ticket number of the Electronic ticket to which the EMD has been associated.

In the case of an EMDS, EMRT is the document number of the document to which the EMD is related.

Format

The Standard Traffic Document numbering system is described in Recommended Practice 1720a and currently comprises the following:

- Airline Code: 3-digit airline code number;
- Form Code: A maximum of 3 digits indicating the type of document, the source of issue and the number of coupons it comprises;
- Serial Number: A maximum of 8 digits allocated on a sequential basis, provided that the total number of digits allocated to the Form Code and Serial Number shall not exceed ten. (14th digit reserved for future use)

Use

This data element can be used in three ways:

1. to indicate an ‘in connection with’ relationship, for example when an EMDS is issued for lounge access
2. to indicate an association at coupon level, in which case the EMD Related Coupon Number will also be populated
3. to indicate an ‘in connection with’ relationship with a newly issued document when the EMDS is issued in connection with the new document for a refundable balance.

Example 1

Primary Document Number (TRNC = TKTT) is XXX1234567890 coupon numbers reported = 1, 2, 3, 4

Conjunction Document Number is XXX1234567891, coupon numbers reported = 1, 2

EMD Number (TRNC = EMDA) is XXX3333331230 coupon numbers reported = 1, 2

EMD is associated to the coupons in the document set with the following relationship:

EMDA coupon 1 is associated to Electronic Ticket ending 890 coupon 4

EMDA coupon 2 is associated to Electronic Ticket ending 891 (conjunction) coupon 1

Document is reported as TRNC = TKTT to DISH standards and has no reference to the EMD.

EMD is reported with TRNC = EMDA including (but not limited to) the following elements:

1st occurrence of BMD75

TDNR = XXX3333331230

EMCP = 1

EMRT = XXX1234567890

EMRC = 4

2nd occurrence of BMD75

TDNR = XXX3333331230

EMCP = 2

EMRT = XXX1234567891

EMRC = 1

Example 2

Primary Document Number (TRNC = TKTT) is XXX1234567890 coupons reported = 1, 2, 3, 4

Conjunction Document Number is XXX1234567891, coupons reported = 1, 2

EMD Number (TRNC = EMDS) is issued for lounge access as number XXX3333331230 coupon number reported = 1

EMD is connected to the document set but has no coupon association:

Document is reported as TRNC = TKTT to DISH standards and has no reference to the EMD

EMD is reported with TRNC = EMDS including (but not limited to) the following elements:

1st occurrence of BMD75

TDNR = XXX3333331230

EMCP = 1

EMRT = XXX1234567890

EMRC = 0

Example 3

Primary Document Number (TRNC = TKTT) is XXX1234567890 coupon number reported = 1,

EMD Number (TRNC = EMDS) is XXX3333331230 coupon number reported = 1

EMDS is associated to the coupon in the document set with the following relationship:

EMDS coupon 1 is associated to Electronic Ticket ending 890 coupon 1

Document is reported as TRNC = TKTT to DISH standards and has no reference to the EMD

EMD is reported with TRNC = EMDS including the following elements:

1st occurrence of BMD75

TDNR = XXX3333331230

EMCP = 1

EMRT = XXX1234567890

EMRC = 0

In the case of an EMD coupon issued “in connection with” a conjunction document and/or multiple documents, only the first primary document number shall be reported in the EMRT (as there is only one occurrence of the BMD75).

RET Validation

If provided, the Processing Centre should verify that the first 13 characters are numeric.

EMSC	EMD Reason for Issuance Sub Code				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT0G	BMD75	COE		IOE
C					

Description

A sub-code indicating the detail of the service or product for which the EMD has been issued. Shall be supplied based on the service fee sub code defining the service, and as instructed by the fee owning carrier. Refer to PSC Resolution 722f Attachment A for IATA standard codes and associated definitions of each Reason For Issuance Sub Code.

RET Validation

EMSC should not be blank.

EMSG	EMD Attribute Sub Group				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0G	BMD75	COE		IOE

Description

A value which specifies the sub group (within the specified group) applicable to the service at the coupon level as defined by ATPCO.

RET Validation

No validation required.



EMST	EMD Service Type				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0G	BMD75	COE		IOE

Description

A value which specifies the type of additional service or baggage for which an EMD is being issued. The value will correspond to the value filed in ATPCO's Optional Services data for the additional service being sold.

Values

A	Baggage Allowance
C	Baggage Charges
F	Flight
M	Merchandise
R	Rule Buster
T	document
Blank	no application

RET Validation

No validation required.

ENBR	End Serial Number				10 N
File	RET	HOT	CSI	TI	CSP
Status					
M				TI2	
C					

Description

This field details the last document number in the stock allocation range (made up of Form Code followed by Serial Number).

Use

When recording an individual document, the BNBR and ENBR should be the same.

ENRS	Endorsements/Restrictions				147 A/N, 49 A/N*
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT09	BKS46*			

Description

Remarks provided to ensure common understanding between passenger and airline when a fare is restricted as to time of travel, period of validity, voluntary rerouting, or where any other restricting conditions are applicable and are not clearly evident from other entries.

RET Validation

No validation required.

#

EOIN	Extended Payment Plan Original Invoice Number				14 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C			CEP		

Description

For refund transactions, this field indicates the INVN (Invoice Number) reported for the original document.

Condition

For refund transactions, EOIN is the INVN (Invoice Number) of the original document.

For issue transactions, EOIN will be left blank.

#

EPIA	Extended Payment Plan Instalment Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C			CEP		

Description

For EPP transactions, this field indicates the Instalment Amount.

Condition

For Issue EPP transactions, EPIA is the instalment amount of the issued document.

For Refund EPP transactions, EPIA is the instalment amount of the original EPP transaction (first document in case of a Credit Group).

For non EPP transactions, EPIA will be zero.



#

EPIQ	Extended Payment Plan Instalment Quantity				2 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C			CEP		

Description

For EPP transactions, this field indicates the total number of instalments.

Condition

For EPP transactions, EPIQ is the total number of instalments.

For Refund EPP transactions, EPIQ is the total number of instalments of the original EPP transaction (first document in case of a Credit Group).

For non EPP transactions, EPIQ is zero.

#

EPPC	Extended Payment Plan Code				6 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C			CEP		

Description

For EPP transactions, this field indicates the Plan Code.

Condition

For EPP transactions, EPPC is the Plan Code.

For Refund and/or non EPP transactions, EPPC will be blank.

#

EPTA	Extended Payment Total Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CEP		
C					

Description

This field indicates the total amount of the transaction, that will be debited/credited to the Credit Card excluding Taxes.

Condition

For Issue transactions, EPTA is the accumulated value of the credit FPAM/s excluding Taxes/ Down Payment and Interest for the ticket or Credit Group.

For Refund transactions, EPTA is the accumulated credit FPAM amount of the refunded document or the Credit Group excluding Taxes and Down Payment and including CP where reported.

Note: In case of a Credit Group, EPTA will be reported as the same total amount in every document included in the Group.

#

EPTX	Extended Payment Taxes Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C			CEP		

Description

For EPP transactions, this field indicates the down payment plus the total amount of taxes. For non EPP transactions, this field indicates the total amount of taxes.

Condition

For EPP transactions, EPTX is calculated as down payment amount plus taxes.

For non EPP transactions, EPTX is the total of taxes.

For Refunds of EPP transactions, EPTX is the down payment plus taxes of the original EPP transactions.

For Refunds of non EPP transactions, EPTX is the total taxes of the original non EPP transactions.

EQCD	Equipment Code				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI63			

Description

The IATA Aircraft Type Code of the equipment used for the coupon flight.

Condition

This element will be reported if available in GDS.

Values

Valid codes are defined as IATA Aircraft Type, General Designator, in IATA Standard Schedules Information Manual (SSIM), Appendix A.

RET Validation

No validation required.

EQFR	Equivalent Fare Paid				12 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT07	BAR64			

Description

The amount of fare, and type of currency in which it is collected. For further information on the use of EQFR, refer to PSC Resolution 722 section 3.18.

Condition

This element is only applicable when payment is in a currency other than entered in the 'Fare'.

RET Validation

No validation required.

ESAC	Settlement Authorisation Code				14 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BKT06			

Description

A reference number generated by the Validating Carrier authorising settlement of a transaction. For further information on ESAC, refer to PSC Resolution 722f Attachment A.

Use

This data element has a limited application.

The element is used to authorise a refund, cancellation or exchange of an Electronic document or EMD.

The element is not applicable for an EMDS issued in exchange for refundable balance transactions.

RET Validation

No validation required.

EXDA	Expiry Date				4 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT08	BKP84	CBR		IBR

Description

The expiry date of a payment card.

Format

MMYY

where: MM equals the Month (01-12) and YY equals the Year (00-99).

Use

This element is not applicable for refunds, but in case of issues paid for by a payment card EXDA becomes mandatory.

RET Validation

Blank is not allowed when FFTP corresponds to a payment card Form of Payment and TRNC corresponds to an TKTT/EMDS/EMDA/TASF.

If not blank, MM has a value of 01-12 and YY must be numeric.

If the rules are not fulfilled, transactions will be accepted with a warning.

EXPC	Extended Payment Code				2 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT08	BKP84	CBR		IBR

Description

A code to indicate the number of months over which the customer wishes to pay when permitted by the card company.

Use

This element is not applicable for refunds.

Condition

This element is only applicable when the form of payment is a payment card.

Values

Examples:

Blank/00	Immediate payment
03	over 3 months
24	over 24 months
E	Extended Payment*

* or any other alphabetic character instructed by the card company.

RET Validation

No validation required.

FARE	Fare				12 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT07	BAR64			
C					

Description

It is the applicable fare for the complete itinerary covered by the primary and conjunction documents, if any. FARE may contain "IT" or "BT" as per IATA PSC Resolution 722, or "OP" as per IATA PSC Resolution 722f.

Use

FARE may contain "IT" or "BT" as per IATA PSC Resolution 722, or "OP" as per IATA PSC Resolution 722f.

For EMDS exchange transactions issued for refundable balance, FARE is the refundable balance value.

RET Validation

No specific validation required.

FATE	Flight Arrival Terminal				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI62			

Description

The scheduled arrival terminal of a flight.

Use

The element is only applicable to TKTT.

Condition

When the flight number element is entered as “OPEN”, or is blank, this element will be blank.

RET Validation

No validation required.

FBAL	Baggage Allowance				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI63			

Description

The applicable Baggage Allowance. Refer to PSC Resolution 722 section 3.26.1 for further information.

Use

This element may contain the applicable baggage allowance in either kilos “K” or pounds “L” or when the allowance is based on pieces, this field shall contain “PC” preceded by the number of pieces, e.g. 2PC. When the fare used does not permit any free baggage allowance, ‘NO’, ‘NIL’ or ‘XX’ shall be entered in the baggage allowance field.

RET Validation

No validation required.

FBST	Flight Booking Status				2 A
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI63			

Description

The status of the passenger's reservation for each segment. Refer to PSC Resolution 722f Attachment A further information of entries.

Values

Examples:

Blank	Open segment
NS	Infant, no seat
OK	Space Confirmed
RQ	Space requested but not confirmed, or space wait listed
SA	Subject to space being available whenever fare or rule prohibits making advance reservations.

RET Validation

No validation required.

FBTD	Fare Basis/Ticket Designator				15 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI63	COR		IOR

Description

A series of characters to define the entitlement of the passenger based on the fare charged. Refer to PSC Resolution 728 for applicable fare basis codes.

Use

At a minimum this must include the Fare Basis.

RET Validation

No specific validation required.

FCMI	Fare Calculation Mode Indicator				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT07	BAR64			

Description

The identifier reflecting the method of pricing for this transaction as entered on the document, as per IATA PSC Resolution 722f, Attachment A.

Values

0	Indicates that a fare has been system computer priced and that no change has been made to the reservation, between pricing and document issuance with no manipulation of the fare, or any data filed with the fare, including taxes, fees and charges and applicable standard fare conditions in accordance with Tariff Resolutions 100 and 101 with the exception of the Tour Code.
1	Identifies a manually built fare.
2	Identifies a fare that was auto-priced, but baggage and/or TFC data has been manipulated.
3	Identifies that the price has been determined by the carrier responsible for a product offer, using the business processes described in Resolution 787, and that the fare/fee calculation area is completed with the characters "/OP" in place of the amounts for all fare components.
4	Identifies that the price has been determined by the carrier responsible for a product offer, using the business processes described in Resolution 787, and that the fare/fee calculation area is completed with amounts (or IT/BT) for all fare components.
5	Identifies that the price has been determined by the carrier responsible for a product offer, using the business processes described in Resolution 787, and that the fare/fee calculation area is a combination of fare components with amounts (or IT/BT) and amounts represented by the characters "/OP" as part of an offer price.

RET Validation

No specific validation required.

FCPI	Fare Calculation Pricing Indicator				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT07	BAR64			

Description

The identifier reflecting the method of pricing for this transaction sent with the fare calculation of the electronic document.

Values

0	System Computer priced (without any manual modifications except for the baggage allowance)
1	Manually priced
2-9	For individual airline/system provider use
A-Z	Undefined industry use

RET Validation

No specific validation required.

FCPT	Fare Component Priced Passenger Type Code				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI63			

Description

A code indicating the type of passenger as used in tariff filings that may apply to each fare component.

Use

This information may trigger the application/exemption of taxes.

RET Validation

No RET validation required.

FDTE	Flight Departure Terminal				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI62			

Description

The scheduled departure terminal of a flight.

Use

The element is only applicable to TKTT.

Condition

When the flight number element is entered as “OPEN”, or is blank, this element will be blank.

RET Validation

No validation required.

FFRF	Frequent Flyer Reference				20 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI63			

Description

A reference assigned by an airline to identify its frequent flyers.

Format

The designator of the airline assigning the reference followed by the actual reference assigned.

RET Validation

No validation required.



#

FLCR	File Total Credit Amount				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CFT		
C					

Description

The hash total of the TCAI element of each Invoice Trailer (CIT) record of a Credit Transactions Invoicing file.

Use

The FLCR element is a checksum to provide a means to check the integrity of a CSI file. This element summarizes amounts which can be expressed in different currencies, as can be observed from the example below:

```

CIT.TCAI          CIT.CUTP
00000123456      BOB0      = BOB 123,456
00000054321      USD2      = USD 543.21
CFT.FLCR
000000000177777      = 123456 + 54321
    
```

#

FLDE	File Total Debit Amount				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CFT		
C					

Description

The hash total of the TDAI element of the Invoice Trailer (CIT) records of a Credit Transaction Invoicing file.

Use

The FLDE element is a checksum to provide a means to check the integrity of a CSI file. This element summarizes amounts which can be expressed in different currencies, as can be observed from the example below:

```

CIT.TDAI          CIT.CUTP
00000123456      BOB0      = BOB 123,456
00000054321      USD2      = USD 543.21
CFT.FLDE
000000000177777      = 123456 + 54321
    
```

FPAC	Form of Payment Account Number				19 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT08	BKP84			

Description

An Account Number to supplement the Form of Payment Type Code applied to transactions other than 'cash'.

Format

For exchanged transactions, this element consists of the following format structure:

AAABBBBBBBBBBCDDDD

where

- AAA Airline Code Number
- BBBBBBBBBB Serial Number of STD
- C Check Digit (1)
- DDDD Actual Coupon Numbers (2)

1. The check-digit is taken from the first exchanged flight/exchange coupon and verified for Standard Traffic Documents (STDs) only in accordance with Recommended Practice 1720a. Should the check-digit not be available, the system provider must not attempt to calculate it but may use the default value "9" instead, for exchanged document numbers only.
2. Each coupon number shall occupy its relative position; an unused position shall be blank, e.g. "bb34" indicates that coupons 3 and 4 were exchanged. Four blanks "bbbb" is an invalid entry.

Use

If FFTP commences with "MSCC" or "CCGR", then FPAC may be in free flow format.

If FFTP commences with "MSCA", then FPAC may be blank.

For a Payment Card, FPAC contains the Card Number, left justified, without the contractor's 2-letter code (which is reported in FFTP).

For Exchanged documents, FPAC contains the ticket/document number of the exchanged document (i.e. the "Issued In Exchange For" entry) and includes the airline Code and the actual exchanged coupon number(s). At least one valid exchanged coupon number must be entered. All exchanged coupon numbers must be reported in FPAC.

Condition

This element is only applicable when FFTP is NOT "CA".

RET Validation

If FFTP in the same record commences with "CC", "MSCC", "EP", and the next two characters represent characters as listed in PSC Resolution 728, section 7.2 and 7.3, then the appropriate "Luhn check" modulus-10 verification must be performed on FPAC.

The calculation method is specified in ISO/IEC 7812-1.

If FFTP contains "EX" then FPAC must have the format of a ticket/document/coupon number(s).

If FFTP = CC, TRNC = RFND and document being refunded had a single CC Form of Payment, FPAC on the refund must match the FPAC of the document being refunded.

FPAM	Form of Payment Amount				11 N, 14 N*
File	RET	HOT	CSI	TI	CSP
Status					
M	IT08	BKP84	CBR		IBR*
C					

Description

The Form of Payment amount associated with the type of payment.

Use

There can be one or more Form of Payment entries on a document, but only one Currency Type.

For each entry, there must be a corresponding Form of Payment Type and Amount, and possibly an Account Number.

Where a Net Reporting scheme is in operation, the sum of FPAMs may not total the TDAM on the RET. When this applies, the Processing Centre will balance the difference between TDAM minus FPAM with a FPAM-CA amount on the HOT and Billing Analysis.

RET Validation

If FPTP = "EX", FPAM must be zero.

If TRNC = RFND and document being refunded was not an exchange (no FPTP = EX), FPAM value cannot exceed the FPAM value of the document being refunded for the corresponding FPTP.

If TDAM on refund and document being refunded are equal and document being refunded was not an exchange (no FPTP = EX), each FPAM of the refund must be equal to the FPAM of the document being refunded for the respective FPTP.

FPIN	Form of Payment Information				50 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT09	BAR66			
C					

Description

The information entered in the 'Form of Payment' on the primary document. The FPIN is not associated with individual form of payments. If the data element exceeds 50 characters, the second FPIN will accommodate the overflow.

Use

Payment card account numbers in FPIN must always be masked for PCI compliance.

RET Validation

No specific validation required.

FPON	Form of Payment Occurrence Number				1 N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT0D, IT0X				
C					

Description

A number to identify which occurrence of the Forms of Payment on the related IT08 record that the IT0D or IT0X record(s) refer to.

Values

1 or 2.

RET Validation

Must have value 1 or 2.

If 1, the 1st Form of Payment on the related IT08 record must be “CC” or “MSCC” with a payment card number.

If 2, the 2nd Form of Payment on the related IT08 record must be “CC” or “MSCC” with a payment card number.

#

FPSN	Form of Payment Sequence Number				1 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BAR66			
C					

Description

Each Form of Payment Information line necessary to enter the complete information of the primary ticket must be assigned a sequence number commencing at “1” for the first line and incremented by 1 for each additional line as it appears on the document.

FPTI	Form of Payment Transaction Identifier				25 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT08	BCC82	COR		IBR

Description

Unique transaction information as supplied to the System Provider by the Card Company authorization response message for payment card transactions.

Format

Examples of FPTI format for card forms of payment are as follows.

Data will be supplied to the System Provider in the context of A/N format and will be reported exactly as supplied, and defaulted to blanks if not supplied.

Card Scheme	Element Name	Remarks	Total Length
American Express	Transaction Identifier	Description: A unique American Express-assigned tracking number. The Transaction Identifier (TID) is used to identify and track a Card member transaction throughout its life cycle and corresponds to a issue transaction. Length: 15 N	15
MasterCard	Financial Network Code	Description: Identifies the specific program or service (for example, the financial network, financial program, or card program). Length: 3 AN—positions 1 to 3	15
	Banknet Reference Number	Description: Reference number is guaranteed to be a unique value for any transaction within the specified financial network on any processing day. Length: 6 AN—positions 4 to 9; the first 6 positions of the authorization response message	
	Date (Settlement)	Description: Date (format is MMDD). Length: 4 AN—positions 10-13	
	Spaces	Length: 2 AN—positions 14-15	
Visa	Transaction Identifier	Description: Identifier that is unique for each original transaction. Length: 15 N	21
	Validation Code	Description: V.I.P. calculated code to ensure that key fields in the 0100 authorization requests match their respective fields in BASE II deferred clearing messages. Length: 4 AN	
	Product Identification Value	Description: Using issuer-supplied data on file in the Cardholder Database, Visa populates this field with an appropriate product identification value, such as "A^" for Visa Traditional. This value can then be used to track card-level activity by individual account number. Length: 2 AN	
UnionPay	System Tracking Number	Length: 6 N, with leading zeros	16
	Time of Transaction	Length: 10 N. Format: MMDDhhmmss. Value range MM: 01–12; DD: 01–31; hh: 00–23; mm: 00–59; ss: 00–59.	
Diners/ Discover	Network Reference ID	Description: created during Authorizations and this should be the same value as provided in Xpress Authorization DE 123 of the 1110 Authorization Response Message or 1130 Authorization advice Response Message. Length: 15 N	15
JCB	Retrieval Reference Number	Description: This field must be filled with the Retrieval Reference Number assigned by the Acquirer, which is used to identify the original message and the original source document. Length: 12 AN	12

Use

May also be used to store Approval Code if it is longer than 6 characters allowed in APLC (not applicable for refunds). In this case, even if transaction information is also supplied, the longer APLC should be reported in FPTI.

Condition

This element should be reported when available to GDS in the authorization response.

RET Validation

No validation required.

FPTP	Form of Payment Type				10 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT08	BKP84, BCC82, BCC83, BCX83			
C					

Description

The Form of Payment type consisting of a minimum of a two-letter code.

Use

There must be one Form of Payment for each type of payment.

Values

CA	Cash, including cheque and local invoice arrangement between agent and customer
----	---

There is always one BKP84-CA cash amount record even if all amount fields are zero-valued.

If multiple CA forms of payment are reported on the RET (e.g., for cash, cheque etc) the DPC will combine these into one CA form of payment on the HOT.

CC	Payment Card (including GTRs and alternative payment methods)
----	---

For customer card transactions, the CC code is completed with the contractor's 2-character vendor code (listed in PSC Resolution 728, section 7.2), followed by the 4-numeric card code.

Examples: "CCAX3758", "CCTP1125"

For Government Transportation Requests, the CC code is followed by "GR" and (optional) reference number. These transactions will not be included in a BSP Credit Billing scheme.

Example: "CCGR1234".

For alternative payment methods (e.g. agent's own cards, virtual account numbers), the CC code is completed with the 2-character code for the form of payment as listed in Resolution 728, followed by the 4-numeric card code. On the HOT file this will be completed by the IATA DPC with the 2-character vendor code of the issuer or card scheme.

Examples: RET "CCVA1234", "CCAC1234".

HOT "CCVA1234VI", "CCAC1234VI".

CM	Credit amount turned into cash
----	--------------------------------

A code to indicate that the credit sales transaction reporting procedure was not correctly applied and the Form of Payment had to be changed to "cash" by the DPC. The Billing Analysis should also highlight this change in the Form of Payment.

CM form of payment is applicable to issue (sale) and refunds. In case the sale credit card transaction was converted to cash, the refund of such transaction will be converted to cash.

EX	Exchange
----	----------

MS	Miscellaneous, as described in Resolution 728 section 7.
----	--

For Miscellaneous Form of Payment, the "MS" code is completed with an indicator for whether it is to be treated as "cash" or "credit" for BSP billing purposes, i.e.: "MSCA" = "cash"; "MSCC" = "credit";



“MSCC” may be completed with the contractor's 2-character vendor code (listed in PSC Resolution 728, section 7) followed by the 4-numeric card code.

Example: “MSCCAX3758”.

“MSCC” Credit (where no card information is included) will be reported as “MSCC” followed by blanks. Any additional free format data will be included in the FPAC field.

VD	Void (for DPC to report a cancelled STD on HOT).
----	--

EP/CCEP	IATA EasyPay.
---------	---------------

Alternative 1:

The EP code is completed with the EasyPay scheme's 2 character vendor code (listed in PSC Resolution 728 section 7), followed by the 4 numeric EasyPay code. Examples: “EPCA5678”, “EPVI4567”.

Alternative 2:

EasyPay is reported as a payment card with CC, followed by EP and the 4-numeric EasyPay code.

Example: CCEP1234

If reported as payment card on the RET, FPTP may be translated into the format described under alternative 1 by the DPC on request of an individual carrier.

See also [Appendix H](#).

RET Validation

Must contain “CA”, “CC”, “EP”, “EX”, “MS”, in the first 2 positions.

For “CC”, either “GR”, “EP” or the official Card institution's abbreviation (listed in PSC Resolution 728, section 7) plus the first four digits of the Card number must follow.

For “EP”, the official Card institution's abbreviation (listed in PSC Resolution 728, section 7) plus the first four digits of the Card number must follow.

“MS” must be followed by either “CA”, or “CC” plus (if applicable) the official Card institution's abbreviation (listed in PSC Resolution 728, section 7) followed by the first four digits of the Card number.

The Processing Centre shall match the numeric payment card code against the numeric payment card code reported in the FPAC.

FPTP must have a logical relationship with TRNC.

If TRNC = RFND and document being refunded was not an exchange (no FPTP = EX), the list of FPTP should match or be a subset of the list of FPTP of the document being refunded.

FRCA	Fare Calculation Area				87 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT07	BKF81			

Description

The fare calculation details as entered in the Fare Calculation Area on the document as per PSC Resolution 722 or 722f.

Use

The Fare Calculation details (PSC Resolution 722 or 722f) must be written exactly as they appear in the Fare Calculation Area.

The sequencing of repeated FRCA data in IT07 and BKF81 records is controlled by the FRCS element.

Condition

For documents, the element is mandatory.

For an EMD, the element is mandatory when multiple coupons with no explicit coupon values have been reported.

RET Validation

Must be present for TRNC = "TKTT".

Must be present for TRNC = "EMDA", if TDAM > 0 and all EMCV elements = 0 for the transaction.

FRCS	Fare Calculation Sequence Number				1 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT07	BKF81			

Description

A sequence number to identify each occurrence of the Fare Calculation Area of an automated (primary) ticket.

Use

Each occurrence of the Fare Calculation data may be assigned a sequence number, commencing at "1" for the first occurrence, and incremented by 1 for each additional occurrence.

Condition

May be present if data has been entered in the Fare Calculation Area.

RET Validation

If FRCA is not blank, then FRCS should be in ascending order, starting at 1.

#

FSQN	File Sequence Number				6 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BFH01			
C				TI1	

Description

A number assigned to each BFH01 or TI1 record to monitor the integrity and continuity of HOT or TI data transfer from BSP to the recipient.

The number will initially start with “000001” and is incremented by one for each subsequent BFH01 or TI1 record, noting:

- the number will be incremented even for an empty HOT.
- the number will be incremented for each currency, in the case of a multi currency HOT sorted by currency.
- the number will be incremented independently for each country, according to ISOC, in the case of a multi country BSP.
- the number will be incremented independently for each frequency, in the case of both daily and periodic HOTs.

Use

If the HOT or TI file with the same information is repeated for a recipient, or a replacement file with corrected information is supplied, the value in the FSQN field should not be incremented.

FTAD	Flight Arrival Date				7 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI62			

Description

The scheduled date of arrival of a flight.

Use

The element only applicable to TKTT.

Condition

When the flight number element is entered as “OPEN”, or is blank, this element will be blank.

RET Validation

No validation required.

FTAT	Flight Arrival Time				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI62			

Description

The scheduled time of arrival of a flight (in local time).

Format

Either

Based on the 24-hour clock

Examples: 0714, 0900, 2145, 2345

Or

expressed as a number with one of the following qualifiers:

A-AM

P-PM

N-Noon

M-Midnight

Examples:

715A, 1015A, 12N, 715P or 1015P.

Use

The element only applicable to TKTT.

Condition

When the flight number element is entered as “OPEN” or is blank, this element will be blank.

RET Validation

No validation required.



FTDA	Flight Departure Date				7 A/N*, 5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06*	BKI62*, BKI63*	CBR		IBR

Description

For TRNC = TKTT, the scheduled departure date of a flight.

For TRNC = EMDS, the scheduled date of service, where applicable, for each coupon.

Condition

For TRNC = TKTT, when the flight number element (FTNR) is entered as “OPEN”, or is blank, this element will be blank.

RET Validation

No validation required.

FTDT	Flight Departure Time				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI62, BKI63	COR		IOR

Description

The scheduled departure time of a flight (in local time).

Format

Either

Based on the 24-hour clock

Examples: 0714, 0900, 2145, 2345

Or

expressed as a number with one of the following qualifiers:

A-AM

P-PM

N-Noon

M-Midnight

Examples:

715A, 1015A, 12N, 715P or 1015P.

Condition

When the flight number element is entered as “OPEN” or is blank, this element will be blank.

RET Validation

No validation required.

FTNR	Flight Number				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI63			

Description

The marketing flight number applicable to the space reserved or requested.

Condition

If a flight number has not been entered, the field may be “blank” or may contain the word “OPEN”.

RET Validation

No validation required.

FTSN	File Type Sequence Number				2 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT01				

Description

The sequential number for a particular System Provider Reporting Period Ending Date (SPED) RET file type.

Use

Within a specified SPED, this element must be greater than the last FTSN transmitted in the previous file.

This element is only applicable to System Providers participating in multiple daily RET transmissions.

RET Validation

For System Providers transmitting one daily RET, this element may be equal to “blanks” or “01”.

For multiple RET transmissions, valid entries are “01” through “99”.

#

GROS	Gross Value Amount				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BOT93, BOT94, BCT95, BFT99			
C					

Description

The algebraic sums for various HOT summary records

Use

- BOT93 The algebraic sum of the TDAM fields from all the BKS30 records for each transaction code and currency type combination for the agent named in the preceding BOH03 record.
- BOT94 The algebraic sum of the GROS fields from all the BOT93 records for each currency type for the agent named in the preceding BOH03 record.
- BCT95 The algebraic sum of the GROS fields from all the BOT94 records for each currency type following the preceding BCH02 record.
- BFT99 The algebraic sum of the GROS fields from all the BCT95 records for each currency type.

#

HRED	HOT Reporting End Date				6 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BCH02			
C					

Description

The last day of the defined period for which HOT data for a BSP country is reported by a BSP to an airline.

Use

As agreed by the BSP business partners, an airline may choose to receive one HOT per billing period, per agent reporting period, or per day (see also [Section 3 "Definition of Daily Sales Reporting"](#)). HRED acts as an additional control (to FSQN, DYRI and BAED) on the supply of the HOT files to the airline that helps to identify the period of data covered by a particular HOT file.

HRED is the latest Date of Issue (DAIS) for all transactions contained in the HOT. For the daily HOT reporting, if the HOT contains no data for a particular period, HRED will be defaulted to the value equal to the day after HRED from the previous daily HOT from the same billing period. In case the empty HOT is generated for the first date of a billing period, it will be defaulted to this date.

HRED will therefore comply with the following conditions:

- HRED is incremental over the time and will be synchronized with FSQN.
- HRED will be equal or greater than HRED dates reported for the same billing period in earlier HOTs.
- HRED will not exceed BAED of the present HOT.
- HRED will be equal or greater than the period commencement date.

Examples :

1. One HOT per billing period:

Dates of Issue	FSQN	DYRI	BAED	HRED
1-15Oct03	1	F	031015	031015

2. One HOT per agent reporting period (weekly), where billing period is fortnightly:

Dates of Issue	FSQN	DYRI	BAED	HRED
1-7Oct03	1	D	031015	031007
8-15Oct03	2	F	031015	031015

3. One HOT per day, there are no transactions on a day 3Oct03

Dates of Issue	FSQN	DYRI	BAED	HRED
1Oct03	1	D	031015	031001 (Wednesday)
2Oct03	2	D	031015	031002 (Thu)
3Oct03	3	D	031015	031003 (Fri)—empty file
4-6Oct03	4	D	031015	031006 (Sat-Sun-Mon)
...	
15Oct03	11	F	031015	031015

#

INVC	Invoice Code				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M			CFH, CFT		IFH, IFT
C					

Description

A code to specify the type of invoice.

Use

If the CSI data is for a credit card company, this will be the company's 2-letter code.

If the CSI data is for an airline, this will be the 3-digit airline numeric code.

If the CSI data is for CCSP, this will be "CCSP".

For CCSP Invoice submitted to credit card companies/acquirers, it will contain the acquirer code assigned by the CCSP administration, which is also used in the first four positions of the CINN element.

For CCSP Invoice submitted to airlines, it will contain the airline numeric code, on whose behalf the transactions have been invoiced by CCSP.

#

INVD	Invoice Date				6 N, 8 N*
File	RET	HOT	CSI	TI	CSP
Status					
M			CIH, CBH, CBR, CBT, CAT, CIT		IBH*, IBR*, IBT*
C		BKP84			

Description

The date of an invoice to a card company.

#

INVE	Invoice Name				20 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M			CFH		IFH, IIH, IBH, IIT
C			CIH, CBH, CIT		

Description

The name on the invoice.

Use

For CFH/IFH Records:

If the CSI data is for a card company, this will be the name by which the company is called in the merchant agreement.

If the CSI data is for an airline, this will be the name as listed in the IATA Airline Coding Directory (suitably abbreviated, if necessary).

If the CSI data is for CCSP, this element contains "IATA CCSP".

If the CCSP Invoice is for a credit card company/acquirer, this will be the name by which the company is called in the merchant agreement.

If the CCSP Invoice is for an airline, this will be the name as listed in the IATA Airline Coding Directory (suitably abbreviated, if necessary).

For CIH/CBH/CIT Records:

If the CSI data is for a Card company, this will be the name of the ticketing Airline as listed in the IATA Airline Coding Directory (suitably abbreviated, if necessary).

If the CSI data is for an Airline, this will be the name of the Card company by which it is called in the merchant agreement.

For IIH/IBH/IIT Records:

If the CCSP Invoice is for an acquirer, this will be the name of the ticketing airline as listed in the IATA Airline Coding Directory (suitably abbreviated, if necessary).

If the CCSP Invoice is for an airline, this will be the name by which the acquirer company is called in the merchant agreement.

#

INVN	Invoice Number				14 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M			CIH, CBH, CBR, CBT, CAT, CIT		IBH, IBR, IBT
C		BKP84			

Description

An invoice number to identify a list of items submitted for settlement.

Format

For details on alpha and numeric Credit/Debit card codes, refer to Resolution 728, section 7.

Examples:

Commercial Company Credit/Debit Cards:

*AX*icaaaaaaaaa

Where “AX” represents the alpha payment card code, and “ic” representing the ISO country code of ticket issuance (optional), followed by “aaaaaaaaaa” representing a free format batch number.

Airline Credit/DebitCards:

*QF*aaaaaaaaaaaa

Where “QF” represents the alpha payment card code, followed by “aaaaaaaaaaaa” representing a free format batch number. In this example, the ISO country code is not used.

*TP*icaaaaaaaaaaaa

Where “TP” represents the alpha payment card code, and “ic” is representing the ISO country code of ticket issuance (optional), followed by “aaaaaaaaaaaa” representing a free format batch number.

ISOC	ISO Country Code				2 A
File	RET	HOT	CSI	TI	CSP
Status					
M	IT01, IT02	BFH01	CFH	TI1	IBH, IBR
C				TI2	

Description

The two-letter ISO Country Code of the country of the agent(s) reported in the transaction/file in AGTN.

Use

For IT01 and TI1 records:

In single-country BSPs: the element will contain the ISO country code of the BSP country.

In multi-country BSPs: if multiple countries are reported on the same file, the element will contain the “parent” country (as per table on the BDISG website). However if each country is reported on a separate file, then the element may be the same value as on the IT02/TI2 records.

For BFH01 record:

In the case of multi-country BSPs, each country will be reported with its respective ISO country code.

RET Validation

Must be a valid ISO Country Code for the BSPs being processed.

#

ISQN	Invoice Sequence Number				3 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CIH, CIT		
C					

Description

The order number assigned to an invoice taken from the continuous ascending numerical series of numbers starting at “1” for the first invoice listed on a Credit Sales Invoicing file.

#

MLOC	Multi-Location Identifier				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C		BOH03			

Description

This identifier allows for unique settlement of multiple branch locations through the agent's main office.

Use

An agent's head office can receive its respective branch Billing Analyses that sum up to grand total amounts.

On an Airline Billing Analysis, the transactions of the main and branch offices can still be printed separately, but the MLOC identifier makes it possible to list the transactions of the branch offices immediately after those of the main office.

NADA	"Not Valid After" Date				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI63			

Description

The date after which travel for this segment is no longer applicable in the format DDMMM (applicable to TRNC = TKTT), or, the date after which the service is no longer available for use in the format DDMMM (TRNC = EMDS only).

RET Validation

No validation required.

NBDA	"Not Valid Before" Date				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI63			

Description

The date before which travel for this segment is not applicable in the format DDMMM (applicable to TRNC = TKTT), or, the date before which the service is not available for use in the format DDMMM (TRNC = EMDS only).

RET Validation

No validation required.

#

NRCT	Net Reporting Calculation Type				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C		BKT06			

Description

Used for Net Reporting transactions, this indicates the Calculation Type used by the DPC to establish net reported values on the transaction. This element is used in combination with the Net Reporting Method Indicator.

Condition

This element must be populated when the NRID = 'NR'.

Values

Applicable Types are in the range A-G, as described in [Chapter 13.3](#). The field will be blank if the transaction does not involve Net Reporting calculations.

NRID	Net Reporting Indicator				2 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT05	BKT06			

Description

A code to indicate that the transaction is subject to a Net Reporting arrangement.

Use

The BSP will process the transaction according to the Net Reporting arrangement lodged with the BSP by the ticketing airline.

The NR will be reported for all Net Reporting transactions, regardless of the method being used (See [Chapter 13](#)).

The contents of the element will be passed from the RET, or manually data captured, onto the HOT.

It will also be reported on the HOT in the situation when an agent had reported a Net Reporting transaction, which (for whatever reason) had been converted to 'non net-reported' by the BSP (in BSPs where this applies).

Condition

This element is only applicable when a Net Reporting arrangement is in effect.

Values

blank	No Net Reporting arrangement
NR	Net Reporting Scheme in effect

RET Validation

Must be “NR” or blank.

- NRID on a refund should be equal to the NRID on the refunded document.
- If validation fails, this element and all other NR-related information will be ignored in the IATA DPC (BSP Data Processing Centre) processing.

#

NRMI	Net Reporting Method Indicator				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C		BKT06			

Description

Used for Net Reporting transactions, this indicates the Method used by the DPC to establish net reported values on the transaction. This element is used in combination with the Net Reporting Calculation Type.

Condition

This element must be populated when the NRID = ‘NR’.

Values

Applicable Methods are in the range 1-5, as described in [Chapter 13.3](#). The field will be blank if the transaction does not involve Net Reporting calculations.

#

NTFA	Net Fare Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C		BKS30			

Description

A calculated and final amount, exclusive of taxes and fees, receivable by the ticketing airline in Net Reporting transactions.

Use

The relationship between amount fields (for reporting purposes) is: NTFA = COBL - EFCO.

Condition

This element is only reported when NRID = “NR”.

NTTA	Netting Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	ITON*	BKS47*			

* This element also has a Mandatory status within the same record.

Description

The individual residual or compensated amount. Refer to PSC RP 1721.

Use

Upon re-issue or exchange, some or all of the fare and/or taxes/fees/charges of an old document may become residual. These values may be used to pay for (compensate) new amounts to be paid (i.e. Fare, Taxes/Fees/Charges, Penalty Fees).

The amounts are reported in the currency of reporting (CUTP).

In case of residual amount, the amount is signed negative on the HOT. In case of compensated amount, the amount is signed positive on the HOT.

RET Validation

The presence of a non-zero NTTA requires both the NTTC and the NTTP to have a value.

NTTC	Netting Code				8 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	ITON*	BKS47*			

* This element also has a Mandatory status within the same record.

Description

The Netting code contains the values as described in TMFT for Taxes or Fees, or a value of '99' for Fare, in relation to its corresponding occurrence of NTTA. Refer to PSC RP 1721.

RET Validation

The presence of a non-blank NTTC requires NTTP to have a value and for NTTA to be non-zero.

NTTP	Netting Type				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0N*	BKS47*			

* This element also has a Mandatory status within the same record.

Description

A code to specify the type of Netted amount. Refer to PSC RP 1721.

Use

Netting consists of residual amounts that may be used to compensate additional collection amounts.

Values

R	Residual Fare/Tax/Fee/Charges used to compensate
U	Residual Fare/Tax/Fee/Charges not used to compensate
C	Compensated Additional Fare/Tax/Fee/Charges

Note:

Residual amounts used to compensate and compensated amounts will offset but the presence of residual amounts not used to compensate will result in a negative balance in these records.

RET Validation

The presence of a non-blank NTTP requires NTTC to have a value and for NTTA to be non-zero.

#

OFCC	Office Count				5 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BCT95, BFT99			
C					

Description

The total number of reporting offices (i.e. BOH03).

Use

BCT95: The total number of reporting offices independent of currency type. i.e. will be the same value on each record if there is more than one currency type.

BFT99: The algebraic sum of the OFCC fields from all the BCT95 records for each currency type (will be the same value if more than one currency type).

ORAC	Origin Airport/City Code				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT06	BKI62, BKI63	COR		IOR
C					

Description

The airport or city code for the point of embarkation of the flight segment.

Format

AAA (left justified).

Values

The 3 character IATA Location Identifiers as published in the IATA Airline Coding Directory.

RET Validation

Must be a valid origin code (as per IATA Airline Coding Directory) followed by two blanks.

ORIA	Original Issue Agent Numeric Code (IATA Number)				8 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT07	BKS46			

Description

An IATA assigned numeric code to identify the agent location authorised to issue standard traffic documents or to identify the agent location initiating a subsequent transaction for the first (original) document issued. Carry forward this information to subsequently reissued/exchanged documents.

Format

Agent numeric codes comprise of 7 digits followed by a modulus-7 check-digit.

Condition

The element is applicable when an accountable document is issued in exchange for another accountable document.

RET Validation

If FFTP = "EX", then ORIA must be reported as 8 numeric characters and should not be zero filled.

ORID	Original Issue Date (DDMMYY)				7 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT07	BKS46			

Description

The date the first (original) document was issued in the format DDMMYY. Carry forward this information to subsequently reissued/exchanged documents.

Condition

The element is applicable when an accountable document is issued in exchange for another accountable document.

RET Validation

If FPTP = “EX”, then ORID must be reported and the standard date format check must be performed.

ORIL	Original Issue Location–City Code				3 A
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT07	BKS46			

Description

The three alpha city code representing the location of the original purchase. Carry forward this information to subsequently reissued/exchanged documents.

Condition

The element is applicable when an accountable document is issued in exchange for another accountable document.

RET Validation

If FPTP = “EX”, then ORIL must not be blank.

ORIT	Original Issue Ticket/Document Number				14 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT07	BKS46			

Description

Document number assigned to the first (original) issuance transaction.

Carry forward this information to subsequently reissued/exchanged documents.

Format

Airline Code: 3-digit airline code number

Form Code: A maximum of 3 digits indicating the type of document, the source of issue and the number of coupons it comprises,

Serial Number: A maximum of 8 digits allocated on a sequential basis, provided that the total number of digits allocated to the Form Code and Serial Number shall not exceed ten. (14th digit reserved for future use)

Condition

The element is applicable when an accountable document is issued in exchange for another accountable document.

RET Validation

If FPTP = "EX", then positions 4-6 must correspond to a valid form code as per Recommended Practice 1720a.

OSID	Originating System Identifier				4 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M				TI1	
C					

Description

A code to identify the computer system from which the inventory data originates.

Values

Appropriate values used as agreed with BSP business partners:

(see BSPI)	TI data originated by a BSP (BSP Identifier)
(see RPSI)	TI data originated by a Ticketing System (Reporting System Identifier)
SNAP	TI data originated by the IATA Serial Number Allocation Program system

#

PCYC	Processing Cycle Identifier				1 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BCH02, BCT95			
C					

Description

A code to identify the Processing Cycle in applicable BSPs.

Use

The values of this element are established by each BSP.

Default value is “1”.

#

PDAI	Processing Date Identifier				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M		BCH02, BCT95			
C					

Description

The week when the information was processed by the BSP Processing Centre.

Format

MMW
where

MM is the month
and
W is the week within the month.

NB: The week always starts with Monday and ends on Sunday.

#

PGMD	Payment Group Main Document				14 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C			CEP		

Description

For Credit Group transactions (paid with the same credit card, and has the same approval code), PGMD indicates the TDNR of the first document in the Group.

Condition

For issue and refund transactions, PGMD is the TDNR of the first document of a Credit Group.

Left blank for non-Group transactions.



PLIS	Place of Issue				15 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C			CBH		IBR

Description

The name of the city where the agent is located and whose code is reported in the AGTN.

PNRR	PNR Reference and/or Airline Data				13 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BKS24			

Description

A string of up to 8 characters representing the PNR code, the 2 or 3-character code of the Airline or CRS/System Provider controlling the PNR separated by an oblique.

Use

The prime PNR (Passenger Name Record) locator of the STD.

RET Validation

No validation required.

POSN	Point of Sale Name				25 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C			CBH		IBR

Description

The agent name as recorded on the IATA Agency List.

#

PRDA	Processing Date				6 N, 8 N*
File	RET	HOT	CSI	TI	CSP
Status					
M	IT01	BFH01	CFH	TI1	IFH*
C					

Description

The date when a file is created (i.e. the “Run Date”).

RET Validation

Date validation as specified in [Section 2.4.4](#).

PXDA	Passenger Specific Data				29 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BAR65	COR		IBR

Description

Agency or airline specified information associated to the passenger.

RET Validation

No validation required.

PXNM	Passenger Name				49 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M		BAR65	CBR		IBR
C	IT02				

Description

Passenger's surname (family name) followed by an oblique, the given (first) name and optionally the title of the passenger.

Use

In addition, this element may contain (preceded by a blank) a Special Purpose Code as provided for in PSC Resolution 728, Section 4.

RET Validation

No specific validation required.

PXTP	Passenger Type Code				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BAR65			

Description

A code indicating the individual passenger type code associated to the name in the passenger name record.

Use

This element allows consistent accounting and audit of a document in case the applicable fare or TFCs rules are related to the passenger type.

RET Validation

No validation required.

QNTY	Quantity				6 N
File	RET	HOT	CSI	TI	CSP
Status					
M				TI2	
C					

Description

The total number of documents within the allocation range (BNBR to ENBR).

RBKD	Reservation Booking Designator				2 A
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI63	COR		IOR

Description

The marketing Reservation Booking Designator entered in the “Flight/Class” on the document as described in PSC Resolution 728 section 5.

Values

Refer to AIRIMP Chapter 7.1 for valid codes.

RET Validation

No specific validation required.

RCID	Record Identifier				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	ALL RET records			ALL TI records	
C					

Description

A code to identify the type of RET and TI records.

Use

The record type applicability per transaction code is defined in the RET Transaction Structure Arrangement Matrix (DISH Section 5.3.1).

Values

1, 2, 3, 5, 6, 7, 8, 9

“D”, “G”, “N”, “T”, “U”, “V”, “X” or “Z”.

RET Validation

Check for values above.

RCPN	Related Ticket/Document Coupon Number Identifier				4 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT03	BKS45			

Description

An identifier to indicate which of the Related Ticket/Document coupon(s) support(s) the document named in the RTDN field of the same record.

Use

Each coupon number shall occupy its relative position. An unused position shall be reported as zero, e.g. "0204".

In the case of downgrading, denied boarding, and other situations when there is no flight coupon available for refund, the element will be reported as "0000".

RET Validation

Check for values from 0 to 4 in each position.

If the document indicated in RTDN in the same record is available on the DPC data base, it must contain zeros in positions where the related RTDN does not have coupons that have been issued with CPUI = 'F'.

RDII	Routing Domestic/International Indicator				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BKS39	CBR		IBR

Description

Indicator used to differentiate the itinerary routing of the sold document:

- **"D"**: if the document routing is Domestic (all board and off point within the same country), value should be "D".
- **"I"**: if the document routing is International (all board and off point not within the same country), value should be "I".
- **Blank**: for TRNC=EMDS with no routing.

Use

Used for domestic or international itinerary routing differentiation of the sold document; "D" or "I".

RDII will always have the same value as STAT, except for the case of an international sale, for a domestic routing in another country.

E.g. Sale in Spain, for a domestic routing in Russia: STAT=I, RDII=D

RET Validation

No RET validation required.

RECO	Reference Code				15 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C					IBR

Description

A code to identify the document location code.

Format

This element consists of the format:

PMMWCBBBSSSSSSS

where:

- P Processing centre
- MM Processing month
- W Processing week
- C Cycle within the week

where values:

1–4 are applicable to all processing centres except 09/ECB

1–7 are applicable for processing centre 09/ECB

- BBB Box batch code assigned to the source document
- SSSSSS Sequence number of the source document

Use

This data element has a limited application.

This code is used to locate the source document.

A sequence number is assigned to each debit and credit item processed.

For bankcard and UATP contractors, the sequence number begins at 0000001 each week at each processing centre for an airline/contractor combination and increments for each item (whether credit or debit) processed. For all other contractors, the sequence number begins at 0000001 for each cycle and is incremented for each transaction on the file.

If more than one ticket is submitted with a single charge form and the charge form confirms tickets that were previously billed through processing centre 09/ECB, the sequence number will remain constant for each IBR record within the companion ticket set.

#

REMT	Remittance Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BKP84			
C					

Description

The amount due by the agent to the airline or vice-versa for an accountable transaction.

Remittance Amount is called “Balance Payable” on the Billing Analysis.

Use

The amount is calculated by using the Effective Commission, Tax on Commission Amounts, and the Form of Payment Amount Cash (BKP84). See [Section 6.7.1](#).

The field value must be zero on all except the BKP84-CA record.

For Sales Transactions, the amount may be positive (cash sale), zero (even exchange) or negative (credit sales).

For Refund Transactions, the amount may be negative (cash refund), zero (credit refund with no commission recall nor cancellation penalty) or positive (credit refund with commission recall or cancellation penalty).

For ADM/ACM Transactions, the amount will be positive for ADM and negative for ACM transactions.

#

RESD	Reserved Space				Variable A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	ALL RECORDS	ALL RECORDS	ALL RECORDS	ALL RECORDS	ALL RECORDS
C					

Description

Reserved space for future use.

RET Validation

If not blank, advise the appropriate BSP Manager and Standards Development that the field is being populated.



REVN	Handbook Revision Number				3 N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT01	BFH01	CFH	TI1	IFH
C					

Description

A number to uniquely identify the Revision of the BSP Data Interchange Specifications Handbook.

Format

This element consists of 2 numerics for the Revision Number followed by 1 numeric to identify a Release Number within a Revision.

The Release Number can be zero.

Example of the element for Revision 23.0: "230"

RET Validation

Must be a valid Handbook Revision Number.

RFIC	Reason for Issuance Code				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BKS24	CBR		IBR

Description

A primary single character code, which defines the reason for issuance. Defined Reason for Issuance Codes are listed below.

Values

A	Air transportation (for example Charter, Involuntary Downgrading, Upgrading)
B	Surface transportation/Non Air Services (for example Bus, Car Hire)
C	Baggage (for example Angling Equipment, Biking Equipment)
D	Financial Impact (for example Booking Fee, Refundable Balances)
E	Airport Services (for example Check In, Lounge Access)
F	Merchandise (for example T-shirt)
G	Inflight Services (for example Sleeper Berth, Beverage)
H	Reserved for future ATPCO use
I	Reserved for individual airline use
J-Z	Reserved for future Industry use
0-9	Reserved for future industry use

RET Validation

No validation required.

#

RMED	Remittance Period Ending Date				6 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BOH03, BKS45, BOT93, BOT94			
C					

Description

The last day of an agent's Remittance Period as defined by [PACConf](#) for a BSP country/area.

Use

The contents of the RMED in BKS45 shall be the same as that reported in the BOH03 record.

RMIC	Reason for Memo Issuance Code				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT03	BKS45			

Description

A code to specify the reason why an agent debit or credit memo was issued.

Condition

This element is only applicable for ADMs and ACMs (if provided).

Values

Appropriate codes may be chosen by the business partner who issues the memo.

RET Validation

No validation required.

RPSI	Reporting System Identifier				4 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT01	BKT06			
C				TI2	

Description

A code to identify a computerised system that electronically reports the accountable transactions for one or more agent locations. Refer to listing of RPSI codes on the BDISG website.

RET Validation

Check against the identifiers allocated for the respective BSP country or area.

Code Assignment

Requests for RPSI codes are to be submitted by the BSP Manager to the Manager, Standards Development using the Form shown in [Appendix C](#).

RRDC	Report Record Counter				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT0Z				
C					

Description

The total number of physical records for all files generated by a Reporting System and transmitted to a BSP Processing Centre for a Reporting Period.

These records are comprised of all STDs and other documents for the applicable Reporting Period and the count includes records 1 through Z.

RET Validation

Check for mathematical accuracy.

RTDN	Related Ticket/Document Number				14 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M		BKS45			
C	IT03*		CBR		IBR

* This element also has a Mandatory status within the same record.

Description

The number to identify the document that directly relates to another document for ADMs, ACMs, or Refund transactions only (if provided).

Format

The Standard Traffic Document numbering system is described in Recommended Practice 1720a and currently comprises the following:

- Airline Code: 3-digit airline code number;
- Form Code: A maximum of 3 digits indicating the type of document, the source of issue and the number of coupons it comprises;
- Serial Number: A maximum of 8 digits allocated on a sequential basis, provided that the total number of digits allocated to the Form Code and Serial Number shall not exceed ten.

(14th digit reserved for future use)

Use

For refunds, the first occurrence of RTDN shall contain the document number of the first document containing coupons to be refunded.

[Section 6.5.7](#) contains examples of direct and indirect refund transactions for single and conjunction documents, cash and credit.

RET Validation

If provided, the Processing Centre should verify that the first 3 characters are numeric.

For Refunds, if the refunded document as reported in RTDN is found in BSP database and the transaction code of refunded document is CANX, CANN or belongs to ADM or ACM category, the refund will be rejected.

SAPP	Source of Approval Code				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT08		COR		IBR

Description

This code identifies how the approval code for a payment card sale was obtained.

Condition

This element is only reported if form of payment is a payment card.

Values

C	Credit authorisation is issued by a payment card company or via a direct link with the company of a designated provider of authorisations.
M	Obtained by agent and entered manually.
blank	No Approval Code was obtained or reported

RET Validation

If form of payment is payment card and FPAC contains a card number SAPP must contain one of the above values.

SASI	Servicing Airline/System Provider Identifier				4 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT02	BAR64			
C					

Description

A code to identify the computer system of an airline or a System Provider that was used to make the reservation either on its own or on behalf of another airline.

NB: In other applications, this Identifier is referenced as the 'Airline Accounting Code'.

Format

The element is comprised of the 3 numeric Servicing Airline or System Provider code (as listed in the Airline Coding Directory) followed by the appropriate modulus-7 check-digit.

RET Validation

No Validation is required.

Code Assignment

In accordance with the provisions of PSC Resolution 767 Paragraph 6, requests for codes must be submitted through the IATA customer portal www.iata.org/cs.

SCCD	Supplemental Credit Card Transaction Data				474 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					IOX
C					

Description

This field may contain supplemental data to the payment card transaction, where agreed upon between business partners. This field shall never contain a payment card account number.

SEGI	Segment Identifier				1 N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT06, IT0T, IT0U	BKS31, BKI61, BKI62, BKI63			
C					

Description

A number to identify the flight coupon (1-4) corresponding to the segment in the “Good For Passage” itinerary of the document to which the Origin and Destination City/Airport names pertain.

SEGI is also used to identify applicable coupons within the tax records. Sales taxes or taxes expressed as a total for multiple coupons on the RET and HOT record are referenced as SEGI = 0.

Values

Between 0 and 4 (RET).

Between 0 and 4 (HOT BKS31)

Between 1 and 4 (HOT BKI63)

RET Validation

Must be between 0 and 4 when reported on IT06 or IT0T record.

Must respect values range depending on the type of document.

Must be in ascending order when reported in IT06.

If the coupon area is blank in IT06 on the RET, then this field is “0”.

#

SMMSG	Standard Message Identifier				3 A
File	RET	HOT	CSI	TI	CSP
Status					
M		ALL RECORDS	ALL RECORDS		ALL RECORDS
C					

Description

A code to identify the type of record being exchanged within a file.

Use

For HOT, SMMSG is used in conjunction with STNQ.

Values

See [Appendix B](#) for HOT, CSI, and CSP values.

#

SPAM	Supplementary Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C		BKS39			

Description

An amount that supplements the standard Commission Amount (COAM) of an agent.

Use

The element is applicable to Incentive Ticketing (“Net-Reporting”) procedures for the first occurrence of BKS39. Refer to [Chapter 13](#).

It is calculated by the Processing Centre on the basis of the value of the Supplementary Rate (SPRT) and/or Supplementary Type (SPTP) fields, or copied from the second occurrence of Commission Amount (COAM) on the RET.

The BSP will have the prerogative to determine deviations from the standard of issues being reported with a negative amount and refunds with a positive amount.

In the first instance of BKS39 in the transaction, this element will be used to denote supplementary commission amount. In any subsequent instances of the BKS39 in the transaction (i.e. 2-n), this will be used to denote additional commission amount as agreed between the BSP and specific airlines.

In any instance of the BKS39 record except for the first, codes/values in this element will be populated as agreed between the BSP and specific airlines (conforming also to standards described above), and as automatically derived by the BSP from airline data.

SPED	System Provider Reporting Period Ending Date				6 N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT01			TI1	
C					

Description

The last day of the defined period for which RET data for a BSP country/area must be captured and subsequently reported by a Reporting System to the Processing Centre.

Use

For TI data, the contents of this element will be decided by local agreement.

For the RET only, the periods are determined by the Local Customer Advisory Group, and may vary from one BSP country/area to another.

SPED acts as control on the supply of RET data to the Processing Centre by identifying the latest Date of Issue (DAIS) for all transactions contained in the RET.

SPED must be a valid, sequential date for the individual Reporting System.

Example:

Reporting Period: Number	Covering dates	DAIS (first-last) on RET:	RET covering dates:	SPED:
1 Mar01	(1–7 March 2001)	010301	010301–010301	010301
Same		010302–010304	010302–010304	010304
Same		010305	010305–010305	010305
Same		010306	010306–010306	010306
Same		010307	010307–010307	010307
2 Mar01	(8–15 March 2001)	010308	010308–010308	010308
Same		010309–010311	010309–010311	010311
Same		010312	010312–010312	010312

RET Validation

Perform standard date check.

Each Reporting System is validated according to its reporting cycle.

#

SPRT	Supplementary Rate				5 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C		BKS39			

Description

A rate that supplements the standard Commission Rate (CORT) of an agent.

Use

This element is only applicable to Net Reporting procedures for the first occurrence of BKS39.

It is derived from the value in either the SPTP or the SPAM elements.

In the first instance of BKS39 in the transaction, this element will be used to denote supplementary commission rate. In any subsequent instances of the BKS39 in the transaction (i.e. 2-n), this will be used to denote additional commission rate as agreed between the BSP and specific airlines.

In any instance of the BKS39 record except for the first, codes/values in this element will be populated as agreed between the BSP and specific airlines (conforming also to standards described above), and as automatically derived by the BSP from airline data.

#

SPTP	Supplementary Type				6 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C		BKS39			

Description

A code to indicate the type of commission that supplements the standard Commission Rate (CORT) or the standard Commission Amount (COAM) of the agent.

Use

This element is only applicable in Incentive Ticketing (“Net-Reporting”) procedures for the first occurrence of BKS39.

The entry “S/xxx” means that the Supplementary Amount (SPAM) is calculated as defined by the local BSP Manager, where “xxx” denotes the type of processing to be applied by the Processing Centre using CORT or COAM.

SPTP is either blank or is derived from the TOUR element and is applied to the computation of SPRT or SPAM.

In the first instance of BKS39 in the transaction, this element will be used to denote supplementary commission type. In any subsequent instances of the BKS39 in the transaction (i.e. 2-n), this will be used to denote additional commission type as agreed between the BSP and specific airlines.

In any instance of the BKS39 record except for the first, codes/values in this element will be populated as agreed between the BSP and specific airlines (conforming also to standards described above), and as automatically derived by the BSP from airline data.

Code Assignment

The “xxx” codes are designated by the BSP Manager for each applicable Net Reporting Scheme.



#

SQNR	Sequence Number				8 N
File	RET	HOT	CSI	TI	CSP
Status					
M		ALL RECORDS	ALL RECORDS		ALL RECORDS
C					

Description

A number assigned to each record of a HOT, CSI or CSP file to monitor the integrity and continuity of data transfer.

Use

The first record of each file is assigned the sequence number “00000001” and the number is increased by 1 for each subsequent record.

STAC	Segment Tax Airport Code				6 A
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0T	BKS31			

Description

The origin and destination airport codes identifying multiple segment taxes.

Values

String of 2-three character IATA Location Identifiers as published in the IATA Airline Coding Directory (ACD).

RET Validation

If STAC is not blank, STAC must be 6 alpha characters.

STAT	Statistical Code				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BKS39	CBR		IBR

Description

A code to identify the type of transaction.

Use

STAT is used for domestic or international sales differentiation.

Where applicable this element serves as a basis for calculating Tax on Commission in accordance with the fiscal rules in certain BSPs.

The first character must be “D”, “I” or “blank” as per below rules:

For TRNC=TKTT:

Used for domestic or international sales differentiation; “D” or “I” should be inserted in the first character position.

- If the ticket itinerary is Domestic and the point of sale is within the country of the itinerary, value should be “D”.
- If the ticket itinerary is Domestic and the point of sale is outside of the country of the itinerary, value should be “I”.
- If the ticket itinerary is International, value should be “I”.

For TRNC=EMDA:

Used for domestic or international sales differentiation; “D” or “I” should be inserted in the first character position.

- If EMD-A coupons routing is domestic (all board points and off points within the same country) and the point of sale is within the country of the routing, value should be “D”.
- If EMD-A coupons routing is domestic (all board points and off points within the same country) and the point of sale is outside of the country routing, value should be “I”.
- If EMD-A coupons routing is international, value should be “I”.

For TRNC=EMDS:

Used for domestic or international sales differentiation; “D” or “I” should be inserted in the first character position.

- If the EMD-S has a routing, the same rule than for EMD-A applies.
- If the EMD-S has no routing attached, value may be blank.

For TRNC=RFND:

Used for domestic or international sales differentiation; “D”, “I” or blank should be inserted in the first character position.

- If first related document (RTDN) has STAT=“D”, value should be “D”.
- If first related document (RTDN) has STAT=“I”, value should be “I”.
- If first related document has STAT=“blank” or if STAT of the related document cannot be determined, value should be “blank”.

Each BSP will determine its requirement for the second and third positions, if applicable.

In the case of multiple instances of the BKS39 record in the transaction, STAT will be set to “blank” after the first occurrence (i.e. 2-n).

RET Validation

Only “D”, “I” or blank values should be reported in the first position of STAT.

#

STNQ	Standard Numeric Qualifier				2 N
File	RET	HOT	CSI	TI	CSP
Status					
M		ALL RECORDS			
C					

Description

A unique code to qualify the type of record being exchanged within a file.

Use

STNQ is combined with the SMSG to form the ‘record Identifier’ as defined in the ‘List of Airline Accounting/Sales data records’ under [Section 6.4](#).

STPO	Stopover Code				1 A
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT06	BKI63	COR		IOR

Description

A code to indicate whether or not the passenger is entitled to make a stopover.

Use

In each flight coupon record or record section, STPO corresponds with DSTC.

Where a stopover code is being reported on a transaction containing a void/surface sector, ticketing can be one of the following:

	<i>Either</i>		<i>Or</i>
	DFW		DFW
X	LGW		LGW
	LHR	X	LHR
	JNB		JNB

The STPO will be reported in either case as:

DFW	LGW	(STPO = “X”)
LHR	JNB	(STPO = blank)

Values

O or blank	stopover is taken
X	No stopover is taken

RET Validation

May only be O, X, or blank.

TACC	Journey Turnaround Airport/City Code				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BKS24			

Description

The airport/city code which has been assumed to be the journey turnaround point in the construction of the itinerary by the pricing system.

Format

AAA (left justified).

Condition

This element will be reported if available in GDS.

Values

The 3 character IATA Location Identifiers as published in the IATA Airline Coding Directory.

RET Validation

If present, must be 3 characters, followed by 2 blanks.

TACN	Ticketing Airline Code Number				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT02	BFH01, BKT06			
C					

Description

The airline numeric code of the ticketing airline that issued the document or on whose behalf the transaction was issued and validated by an agent, or (if applicable) the assigned alphanumeric code of the non-airline participant for the transaction.

Format

This element consists of 3 numerics as listed in the Airline Coding Directory or 3 alphanumerics for non-airline participants.

In case of an airline refund transaction, the entry in TACN may vary from the airline numeric code reported in the TDNR of the transaction.

Condition

This element is only applicable when an agent has been assigned the appropriate Carrier Ticketing Authority.

RET Validation

If CJCP = "CNJ" then TACN of corresponding primary ticket must be identical.

If TRNC = "CANX" or "CANN", element must contain "954" or a valid airline numeric code. See [Section 3.3.1](#).

Primary and conjunction documents must have the same TACN.

If TRNC = "TASF", element must contain "954".

If TRNC = "RFND" then TACN must match the TACN of the document being refunded, when the document being refunded is present in the BSP database.

If TRNC = "CANR", element must match TACN of the original document.

Code Assignment

In accordance with the provisions of PSC Resolution 767 Paragraph 6, requests for airline numeric codes must be submitted through the IATA customer portal www.iata.org/cs.

#

TARF	Total Amount to Refund				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C			CEP		

Description

For refund transactions, this field indicates the total amount to be refunded.

Condition

For refund transactions, TARF is the total amount to be refunded.

For issue transactions, TARF will be zero.

#

TCAA	Total Credit Amount Per Agent				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CAT		
C					

Description

The sum of the Total Credit Amount (TLCA) fields of all Batch Trailer (CBT) records related to an agent in a credit sales invoice.

#

TCAI	Total Credit Amount Per Invoice				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CIT		
C					

Description

The sum of the TCAA fields from all the CAT records in a credit sales invoice.

#

TCIA	Total Credit Items Per Agent				6 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CAT		
C					

Description

The sum of the TLCI fields from all the CBT records related to an agent in a credit sales invoice.

#

TCII	Total Credit Items Per Invoice				7 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CIT		
C					

Description

The sum of the TCIA fields from the CAT records of a credit sales invoice.

#

TCOM	Total Commission Value Amount				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BOT93, BOT94, BCT95, BFT99			
C					

Description

The algebraic sum for the various HOT Summary Records

Use

- BOT93 The algebraic sum of the EFCO fields from all the BKS39 records for each transaction code and currency type combination for the agent named in the preceding BOH03 record.
- BOT94 The algebraic sum of the TCOM fields from all the BOT93 records for each currency type for the agent named in the preceding BOH03 record.
- BCT95 The algebraic sum of the TCOM fields from all the BOT94 records for each currency type following the preceding BCH02 record.
- BFT99 The algebraic sum of the TCOM fields from all BCT95 records for each currency type.

#

TCTP	Tax on Commission Type				6 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M		BKS42*			
C	IT05				

* This element also has a Conditional status within the same record.

Description

A code to indicate the type of tax to be levied against the agent's commission according to the applicable tax rules of the country where the BSP is located.

Use

Used by the BSP Processing Centre to calculate the appropriate tax.

RET Validation

- If TOCA is zero, then TCTP must have no value.
- If TOCA is not zero, then TCTP must have a value.

Code Assignments

Requests for TCTP codes are submitted by the BSP Manager to the Manager, Standards Development for assignment using the Form shown in [Appendix C](#).

#

TDAA	Total Debit Amount Per Agent				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CAT		
C					

Description

The sum of TLDA fields from all the CBT records related to an agent in a credit transaction invoice.

#

TDAI	Total Debit Amount Per Invoice				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CIT		
C					

Description

The sum of the TDAA fields from all the CAT records of a credit transaction invoice.

TDAM	Ticket/Document Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT05	BKS30			
C					

Description

The sum of COBL and all payable TMFAs.

Use

The TDAM is given on the first record only. Any subsequent records must contain zeros in this field.

For a refund transaction, TDAM contains the sum of the Gross Refunded Fare (including taxes) less the Cancellation Penalty. For Relation of Refund Amounts, see [Section 6.7.1](#).

RET Validation

Should be equal to the sum of FPAMs.

If NRID = "NR" then TDAM may be greater than the sum of FPAMs.

TDAM must be greater than or equal to the sum of TMFAs for the issues.

#

TDIA	Total Debit Items Per Agent				6 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CAT		
C					

Description

The sum of the TLDI fields from all the CBT records related to an agent in a credit transaction invoice.

#

TDII	Total Debit Items Per Invoice				7 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CIT		
C					

Description

The sum of the TDIA fields from all the CAT records in a credit transactions invoice.

TDNR	Ticket/Document Number				14 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT02	BKS24, BKS30-31, BKS39, BKS42, BKS46-47, BKI63, BAR64-66, BKF81, BMD75, BMD76	CAX, CBR, COE, COR, COT		IBR, IOE, IOR, IOT, IAX, IOX
C					

Description

The number to identify the STD or accountable document.

Format

The Standard Traffic Document numbering system is described in Recommended Practice 1720a and currently comprises the following:

- Airline Code: 3-digit airline code number;
- Form Code: A maximum of 3 digits indicating the type of document, the source of issue and the number of coupons it comprises;
- Serial Number: A maximum of 8 digits allocated on a sequential basis, provided that the total number of digits allocated to the Form Code and Serial Number shall not exceed ten.

(14th digit reserved for future use)

Use

In the case of a cancelled computer-generated ticket number, this will be the ticket number assigned to the cancellation (see also Glossary TRNC = “CANN”).

In case of a refund transaction, the airline code number of TDNR may vary from that reported in the transaction's TACN. For refunds, TDNR will contain either the same number as reported in the first occurrence of the RTDN, or the Refund Authority Number.

When issued in conjunction, Tickets and EMD shall be of the same form code and shall be completed with a serial number incremented by 1 to be in numeric sequence. There is a maximum of 4 documents (16 coupons) within a transaction (one prime and 3 CNJ).

RET Validation

The first three digits must be equal to those of TACN. May vary for refunds.

If a Standard Traffic Document, check against Document Type file.

If TRNC=RFND and the refunded document number reported in RTDN is not found in the BSP database, the transaction will be rejected except where the refunded document belongs to Airline Stock as defined in the Recommended Practice 1720a, in which case the transaction will be accepted with a warning.

If TRNC=RFND and the document as reported in TDNR of this refund was previously rejected by BSP, the refund transaction will be rejected.

Audit for duplicate transactions for “Issues” (as per TRNC glossary groupings).

Audit for duplicate TDNRs, meaning that the DPC shall;

- Audit for duplicate “Issues” (as per TRNC glossary groupings) within the current IATA form code recycling period:
 - genuine duplications (e.g. where all of TDNR, TRNC, AGTN, TACN, DAIS and TDAM are identical to a previously reported transaction) must be rejected
 - duplicate TDNR where any of TRNC, AGTN, TACN, DAIS or TDAM are different to a previously reported transaction, will be included in the billing with a warning
- Audit for duplication between a CANX/CANN and an “Issue” (as per TRNC glossary groupings) within the current IATA form code recycling period:
 - where a CANX/CANN is reported with a TDNR which duplicates with an “Issue” reported on a previous day, the CANX/CANN must be rejected
 - where a CANX/CANN is reported with a TDNR which duplicates with an “Issue” reported on the same RET file, the “Issue” must be rejected and the CANX/CANN will be accepted
 - where an “Issue” is reported with a TDNR which duplicates with a CANX/CANN reported on a previous day, the “Issue” must be rejected
- Audit for duplicate “Refunds” (as per TRNC glossary groupings):
 - Duplicate TDNR must be rejected
- Audit for duplicate “ADMs” and “ACMs (as per TRNC glossary groupings)”
 - Duplicate TDNR will be included in the billing with a warning

For avoidance of doubts the comparison of duplicated numbers will be carried out on:

- TDNR (pos. 4-13), i.e. excluding Airline code—for normal BSP issues and their refunds:
- TDNR (pos. 1-13), i.e. including Airline code—for airline direct sales and their refunds, as well as for BSP ADMs/ACMs

Within one transaction, there will be one prime document and optionally, but limited to 3 documents issued in conjunction.

The TDNR in the transaction will each have the same form code, and the serial numbers are in numeric sequence without gaps.

TDSD	3D Secure Authentication and Additional Card Payment Data				99 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT0X	BCX83	CAX		IAX
C					

Description

This element contains 3D Secure Authentication and Additional Card Payment Information.

Values

The list of elements within TDSD depends on the Card Scheme authorizing the transaction.

See [Appendix G](#) for details.

RET Validation

No validation required.

#

TDSI	Total Discount Amount Per Invoice				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CIT		
C					

Description

The total amount of discount applicable to the total invoice amount, as may be agreed between the Airline and Credit Card Company. This is calculated by the BSP Processing Centre by multiplying the difference between TDAI and TCAI by a percentage specified for each Airline/Credit Card Company combination.

TIIS	Time of Issue				4 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BKS24	CBR		IBR

Description

The local time of the point of sale where the document was issued.

Format

HHMM (24 hour)

RET Validation

Perform standard time check.

#

TIME	Processing Time				4 N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT01	BFH01	CFH	TI1	IFH
C					

Description

The local time when a file was produced.

Format

HHMM

where:

HH is the hour on a 24-hour time basis (00 to 24) and MM is the minutes (00 to 59).

RET Validation

Format must be within the valid ranges.

TKMI	Ticketing Mode Indicator				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M		BAR64			
C	IT02				

Description

An indication of the method of document generation; e.g./or X.

Values

As per Resolution 722a, Attachment 'B'

- "/" Where the document was generated directly by a carrier or a CRS.
- "X" Where the document was generated by a third party or agent's own computer system from an interface record supplied by a carrier or CRS.

RET Validation

Must contain "/" or "X".



#

TLCA	Total Credit Amount				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CBT		
C					

Description

The sum of the FPAM amounts in the CBR records (where DBCR = CR), of all transactions comprising a batch.

#

TLCI	Total Credit Items				6 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CBT		
C					

Description

The number of credit transactions that exclusively comprise a batch.

#

TLDA	Total Debit Amount				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CBT		
C					

Description

The sum of the FPAM amounts in the CBR records (where DBCR = DR), of all transactions comprising a batch.

#

TLDI	Total Debit Items				6 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CBT		
C					

Description

The number of debit transactions that exclusively comprises a batch.

TMFA	Tax/Miscellaneous Fee Amount				11 N, 14 N*
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT05	BKS30	COT		IOT

~ This element also has a Mandatory status within the same record.

Description

The amounts for taxes, fees and charges for which a collection of cash or credit apply.

In the case of netting transaction for which taxes and miscellaneous fees have been compensated or paid in the original document, amounts will not appear in the TMFA. For partially compensated taxes and miscellaneous fees, only the partial amount involving additional collection of cash and/or credit will appear in the TMFA. For an example, see notes under the IT05 and BKS30 records.

Use

Tax:	The various tax amounts as stated on traffic documents and expressed in the same currency as the COBL.
Cancellation Penalty:	On the HOT, this amount must be positively signed in both sales-in-exchange-for and refund transactions.
Fee:	The amount of the applicable fee.

TMFA shall be complemented by a TMFT code.

Condition

The element relates to TMFT.

RET Validation

If TMFT is not blank, TMFA must not be zero, except for amounts relating to exempted tax or US Passenger Facility Charges.

If TRNC=RFND and document being refunded was not an exchange (no FFTP = EX), TMFA on refund should be equal or less than TMFA on document being refunded for every individual tax except penalties/fees.

TMFT	Tax/Miscellaneous Fee Type				8 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT05	BKS30	COT*		IOT*

* This element also has a Mandatory status within the same record.

Description

A code to specify the type of tax, fee or charge or miscellaneous fee.

Format

A two character alpha-numeric value, as per Reso 728, Section 4.2. For some taxes, exempted taxes, charges or fees this may be followed by up to six additional characters as described under use.

Use

Special rules apply for the reporting of some taxes, exempted taxes, fees or charges.

Examples:

Tax Code: 2-character ISO code of the taxing country or applicable tax code
 Cancellation Penalty: code is "CP";
 Penalty Fee: code is "OD"
 Miscellaneous Fee: code is "MF" (reserved for DISH standards use only)

US Passenger Facility Charges (PFCs):

The first TMFT field will contain "XF" followed by 6 blanks, while its corresponding TMFA will show the total of all PFCs collected.

Subsequent TMFTs will contain:

- (a) the code "XF"
- (b) the 3-alpha location identifier of the Airport to which the Passenger Facility Charge apply
- (c) a code reflecting the amount collected in the currency of the country where the Airport is located.

E.g. Airport tax of \$3.00 at LAX: "XFLAX3"
 Airport tax of \$4.50 at JFK: "XFJFK4.5"

Exempted tax:

TMFT field will contain 'EX' in position 7 and 8.

E.g. GB tax exempted: "GB EX"
 Airport tax at LAX exempted: "XFLAX EX"
 Service Fee OB exempted: "OB45 EX"

N.B: the corresponding TMFA fields will have zero values.

Carrier Service Fees:

For the reporting of Carrier Service Fees and Charges, TMFT will have the following format structure:

Service Fee/Charge Code: 2 character code (limited number of codes to be assigned, e.g. OB/OC)

Service Fee/Charge Sub Code: 0-3 characters (shall be supplied as filed with the Carrier Fee by the owning carrier)

Position 6: where applicable, this byte will display the identifier reflecting the method of pricing for the carrier fee.

0 = System priced without manual intervention

1 = Priced with manual intervention

Positions 7-8 are reserved for future use.

The first tax collected on exchange transactions must be shown in the first occurrence of TMFT, and any subsequent taxes shown in subsequent occurrences of TMFT.

Where there is no value in the TMFA field, there must be no entry in the TMFT field, except for US Passenger Facility Charges (see above).

The System Providers are required to report each individual tax code and corresponding tax amount collected on each STD. The “XT” tax code and totalled tax amounts are not permitted.

When Service Fees are being reported within the transaction, these will be reported last.

Note that any government taxes levied on fees or service fees will be reported directly after the service fee upon which the tax is applicable (unless where prohibited by local legislation).

For example:

Document Fare = USD3435.00

Government Taxes GB = USD13.00 (Report in first logical position)

Document Total = USD3448.00

Service Fee OB = USD10.00 (Report in second-logical position)

Tax on OB XX = USD 5.00 (Report in third-logical position)

Service Fee OC = USD15.00 (Report in fourth-logical position)

TDAM=FPAM=Customer Paid = USD3478.00

FARE	USD343500
TOTL	USD344800
COBL	00000343500
TMFT/TMFA	GBbbbbbb/00000001300
TMFT/TMFA	OB45bbbb/00000001000
TMFT/TMFA	XXbbbbbb/00000000500
TMFT/TMFA	OC789bbb/00000001500
FPAM (sum)	00000347800
TDAM	00000347800

Condition

This element relates to TMFA.

RET Validation

If TMFA is zero, TMFT must be blank, except for amounts relating to exempted tax or Passenger Facility Charges.

If TMFA is not zero, TMFT must not be blank.

If TRNC=RFND and document being refunded was not an exchange (no FFTP = EX), all TMFT reported on refund must also be present on document being refunded except penalties/fees.



#

TNAI	Total Net Amount Per Invoice				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C			CIT		

Description

The total net invoice amount, calculated as TDAI less TCAI less TDSI less TTDA.

#

TNBT	Total Number of Batches				5 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CFT		IFT
C					

Description

For the CSI data, it is the sum of the BTC1 field of the CIT record of each invoice of a CSI file.

For the CCSP Invoice, it is the sum of the BTC1 field of the IIT record of each invoice.

#

TNIV	Total Number of Invoices				4 N
File	RET	HOT	CSI	TI	CSP
Status					
M			CFT		IFT
C					

Description

For the CSI data, it is the total of CIT records in the file.

For the CCSP Invoice, it is the total of IIT records in the file.

#

TNRS	Total Number of Records				10 N
File	RET	HOT	CSI	TI	CSP
Status					
M				TI9	
C					

Description

This field details the total number of records contained within a TI file, including TI1 and TI9.

#

TOCA	Tax on Commission Amount				11 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BKS42*			
C	IT05				

* This element also has a Conditional status within the same record.

Description

The amount of tax levied on the commission amount due an agent.

Use

The tax withheld on behalf of the fiscal authorities and calculated based upon the information provided in STAT element according to the tax rules applicable in the country where the BSP is located.

If STAT = “blank”, then BSP will treat this value as “D” or “I” in accordance with the BSP requirements or Airline profile (International, Domestic or Both).

This element can be a negative or positive amount, depending on whether the agent or airline remits to the taxation agency.

Taxes on Cancellation Penalties are also accumulated in this data element on the HOT. See examples in [Section 6.7](#).

Condition

This element may only be reported on the RET for ADM and ACM transaction codes (see table under TRNC in Glossary).

This element relates to TCTP.

RET Validation

May only have a value for ADM and ACM transaction codes (see table under TRNC Glossary).

TODC	True Origin/Destination City Codes				10 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BKS24			

Description

The city codes of the original point of departure and final point of destination.

Format

The 3 (5)-letter city codes of the original point of departure and final point of destination.

Use

These codes must be present on each document when air transportation necessitates the issuance of two or more documents in conjunction with one another except if it's a EMDS refundable.

RET Validation

No validation required.

TOTL	Total				12 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT07	BAR64			
C					

Description

The sum of the base or equivalent fare (or fee for EMD) amount as applicable plus all tax/fee/charge amounts preceded by the ISO Currency Code. The field may contain BT/IT preceded by the ISO Currency Code. Refer to PSC Resolution 722 for further information. The stated amount is exclusive of Carrier Fees (for example, OB/OC/OD).

Use

The contents of the flight coupon will be reported.

RET Validation

No specific validation required.

TOUR	Tour Code				15 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT02	BKS24			

Description

A code to identify a special arrangement between an airline and an agent. Refer to PSC Resolution 722 section 3.28 for further information.

Use

For Net Reporting transactions (NRID = "NR"), TOUR may contain a code(s) related to Net Reporting schemes. The schemes are determined by the Local Customer Advisory group. Refer to [Section 13.3](#).

For refund transactions, the Tour Code of the refunded document shall be reported.

The use of this element is defined in the PSC Resolution 728, Paragraph 3.

RET Validation

- ⊗
- If NRID=NR and Method 1 (see [Chapter 13.3](#)), the format of the Tour Code must be as determined by the BSP.
- If validation fails, this element and all other NR-related information will be ignored in the IATA DPC (BSP Data Processing Center) processing.

TPST	Test/Production Status				4 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT01	BFH01	CFH	TI1	IFH
C					

Description

A code to indicate the status of the file.

Values

TEST	Test File
PROD	Production Runs

Other values to be agreed between BSP business partners for testing purposes.

RET Validation

Value must be “PROD” in production mode.

#

TREC	Transaction Record Counter				3 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BKT06			
C					

Description

The total number of records in a transaction.

Use

The minimum number is five (BKT06, BKS24, BKS30, BKS39 and BKP84-CA).



#

TREM	Total Remittance Amount				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BOT93, BOT94, BCT95, BFT99			
C					

Description

The algebraic sum from the various HOT Summary Records.

Use

- BOT93 The algebraic sum of the REMT fields from all the BKP84 records for each transaction code and currency type combination for the agent named in the preceding BOH03 record.
- BOT94 The algebraic sum of the TREM fields from all the BOT93 records for each currency type following the preceding BOH03 record.
- BCT95 The algebraic sum of the TREM fields from all the BOT94 records for each currency type following the preceding BCH02 record.
- BFT99 The algebraic sum of the TREM field of all the BCT95 records for each currency type.

TRNC	Transaction Code				4 A/N
File	RET	HOT	CSI	TI	CSP
M	IT02	BKS24, BOT93	CBR		IBR
C					

Description

A code to indicate the type of transaction being reported.

Use/Values

When a BSP intends to implement one or more of the following TRNC codes, it must agree the implementation dates with its business partners.

The table below identifies the relation between the transaction codes and transaction categories in the Billing Analysis.

Entry	Transaction type	Notes	Billing Analysis grouping:			
			Issue	ADM	Refund	ACM
ACMA	Agency Credit Memo					X
ACMD	Agency Credit Memo Default	(5)				X
ACNT	Airline Credit Non-document (e.g.; override payments)	(6)				X
ADMA	Agency Debit Memo			X		
ADMD	Agency Debit Memo Default	(5)		X		
ADNT	Airline Debit Non-document (e.g.; airline fees)	(6)		X		
CANN	Cancelled computer generated document number	(1)	n/a	n/a	n/a	n/a
CANR	Cancellation with Reversal	(2)	n/a	n/a	n/a	n/a
CANX	Cancelled document		X			
EMDA	Electronic Miscellaneous Document Associated	(7)	X			
EMDS	Electronic Miscellaneous Document Standalone	(7)	X			
RFNC	Refund of Cancellation with Reversal	(2)			X	
RFND	Refund				X	
SPCR	Settlement Plan Credit	(3)				X
SPDR	Settlement Plan Debit	(3)		X		
SSAC	Sales Summary Adjustment Notice, or Minor Adjustment Notice - due to agent					X
SSAD	Same as SSAC, except - due to airline			X		
TASF	Travel Agent Service Fees	(4)	X			
TKTT	Electronic Ticketing Sale - Automated		X			

Notes

- 1) On RET only. Used to report a cancelled document number, for which no document(s)/ coupon(s) have been issued.
- 2) Applicable to exceptions where a Government mandate exists only. "CANR" on RET only, and "RFNC" on CSI and HOT data only. "CANR" is used on the RET to reverse a sales transaction within the Billing Period, which will result in the sales transaction being reported as "Cancelled" on the Agent Billing Analysis, i.e. only included in the HOT when the HOT reporting cycle is more frequent than the local cancellation period. For example, HOT reporting period daily, cancellation allowed within 7 days. However, if the sales transaction has been included in a CSI file, then a reversal transaction shall be included in the subsequent CSI file, whereby the sales and corresponding reversal transactions will balance to zero.

Also, if the sales transaction has been included in a HOT file (e.g. daily HOT), then a reversal transaction shall be included in the subsequent HOT file, whereby the sales and corresponding reversal transactions will balance to zero. In this case, TRNC = "RFNC" on the HOT.

A reversal of a conjunction transaction shall only include the primary document number on the RET. However on the HOT, for the RFNC transactions, BKS45 records will be created for conjunction document numbers.
- 3) Settlement Plan credits and debits are Credit and Debit Memo generated by the Settlement Plan.
- 4) On RET only; Issues only. See also [Appendix D](#).
- 5) See [Appendix A](#).
- 6) See [Appendix F](#).
- 7) See [Appendix E](#).

RET Validation

Must contain one of the codes listed in the Glossary.

Primary and conjunction documents must have the same TRNC.

If TRNC equals TKTT, EMDA, EMDS or TASF, TRNC must correspond to the Form Code of TDNR.

If an IT03 record is encountered in the transaction, then TRNC must be "ACMA", "ADMA", "RFND", "SSAC", "SSAD".

If TRNC = "CANR", the Processing Centre shall ensure that the corresponding sales transaction was included in a RET for the same Billing Period, and that the reversal transaction is processed not later than the Billing Date. For reversals of conjunction documents, only the primary document shall be reported. This only applies to exceptions where a Government mandate exists.

#

TRNN	Transaction Number				6 N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT02, IT03, IT05, IT06, IT0G, IT07, IT08, IT09, IT0N, IT0T, IT0X	◆◆◆			
C					

◆◆◆ All HOT Records except BFH01, BCH02, BOH03, BOT93, BOT94, BCT95, BFT99

Description

A unique computer-generated number attributed to every record comprising a transaction.

Use

The transaction number is set to “1” for the first transaction of each file and incremented by 1 for every transaction until all transactions of all agents have been recorded on that file.

The transaction number of a given transaction on the RET differs from the transaction number of that same transaction on the HOT.

See definitions of Agent Reporting, Airline Accounting/Sales data, and Transaction in [Chapter 3](#).

RET Validation

Check for sequential numbering.



#

TTCA	Total Tax on Commission Amount				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BOT93, BOT94, BCT95, BFT99			
C					

Description

The algebraic sum from the various HOT Summary Records.

Use

- BOT93 The algebraic sum of the TOCA fields from all the BKS42 records for each transaction code and currency type combination for the agent named in the preceding BOH03 record.
- BOT94 The algebraic sum of the TTCA field from all BOT93 records for each currency type for the agent named in the preceding BOH03 record.
- BCT95 The algebraic sum of the TTCA field from all the BOT94 records for each currency type following the preceding BCH02 record.
- BFT99 The algebraic sum of the TTCA field from all the BCT95 records for each currency type.

#

TTDA	Total Tax Discount Amount				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C			CIT		

Description

The total tax calculated on the discount amount in TDSI (if applicable).

#

TTMF	Total Tax/Miscellaneous Fee Amount				15 N
File	RET	HOT	CSI	TI	CSP
Status					
M		BOT93, BOT94, BCT95, BFT99			
C					

Description

The algebraic sum from the various HOT Summary Records.

Use

- BOT93 The algebraic sum of the TMFA fields from all the BKS30 records for each transaction code and currency type combination for the agent named in the preceding BOH03 record.
- BOT94 The algebraic sum of the TTMF fields from all the BOT93 records for each currency type for the agent named in the preceding BOH03 record.
- BCT95 The algebraic sum of the TTMF fields from all the BOT94 records for each currency type following the preceding BCH02 record.
- BFT99 The algebraic sum of the TTMF fields from all the BCT95 records for each currency type.

TXID	Tax Information Identifier				4 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT0V	BAR67			
C					

Description

A 4 character identifier to specify the kind of tax information that was captured on the SSR element and reported on the ticketing message.

Examples:

For India Goods and Service Tax (GST) the code would be reported as GST.

RET Validation

No specific validation required.

TXIN	Additional Tax Information				70 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT0V	BAR67			
C					

Description

The information entered in the free text data element of the IFT segment of the ticketing EDIFACT message, related to the respective Tax Information Identifier TXID.

RET Validation

No specific validation required.

TXSN	Tax Information Sequence Number				2 N
File	RET	HOT	CSI	TI	CSP
Status					
M	IT0V	BAR67			
C					

Description

Each Tax Information line necessary to enter the complete tax related information from the IFT segment of the ticketing message must be assigned a sequence number commencing at "1" for the first line and incremented by 1 for each additional line necessary.

UPDA	Unticketed Point Local Date of Arrival				7 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0U	BKI61			

Description

The scheduled local arrival date of a flight at an unticketed point.

RET Validation

No validation required.

UPDD	Unticketed Point Date of Departure				7 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0U	BKI61			

Description

The scheduled departure date of a flight from an unticketed point.

RET Validation

No validation required.

UPEQ	Unticketed Point Departure Equipment Code				3 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0U	BKI61			

Description

The IATA Aircraft Type Code of the equipment used for the departing flight from an unticketed point.

Condition

This element will be reported if available in GDS.

Values

Valid codes are defined as IATA Aircraft Type, General Designator, in IATA Standard Schedules Information Manual (SSIM), Appendix A.

RET Validation

No validation required.



UPTA	Unticketed Point Local Time of Arrival				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0U	BKI61			

Description

The local time of arrival at the unticketed point. Unticketed point refers to a physical location at which the passenger makes a (potentially taxable) arrival and departure which does not appear in the good for Passage Area of the ticket.

Format

Either

Based on the 24-hour clock.

Examples: 0714, 0900, 2145, 2345.

Or

expressed as a number with one of the following qualifiers:

A-AM

P-PM

N-Noon

M-Midnight

Examples:

715A, 1015A, 12N, 715P or 1015P.

Condition

When the flight number element is entered as "OPEN" or is blank, this element will be blank.

RET Validation

No validation required.

UPTD	Unticketed Point Local Time of Departure				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0U	BKI61			

Description

The local time of departure from the unticketed point. Unticketed point refers to a physical location at which the passenger makes a (potentially taxable) arrival and departure which does not appear in the good for Passage Area of the ticket.

Format

Either

Based on the 24-hour clock.

Examples: 0714, 0900, 2145, 2345.

Or

expressed as a number with one of the following qualifiers:

A-AM

P-PM

N-Noon

M-Midnight

Examples:

715A, 1015A, 12N, 715P or 1015P.

Condition

When the flight number element is entered as “OPEN” or is blank, this element will be blank.

RET Validation

No validation required.

UTPC	Unticketed Point Airport/City Code				5 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0U	BKI61			

Description

The airport or city code identifying an unticketed point which occurs between the coupon origin and destination. Unticketed point refers to a physical location at which the passenger makes a (potentially taxable) arrival and departure which does not appear in the good for Passage Area of the ticket.

Format

AAA (left justified).

Values

The 3 character IATA Location Identifiers as published in the IATA Airline Coding Directory.

RET Validation

Must be 3 characters, followed by 2 blanks.

WAVR	Waiver Code				14 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT03	BKS45			

Description

An authorisation code that may be required for the refund transaction.

Use

A code given by the validating carrier to be entered by the refunding agent. For example, a code that authorised the waiver of cancellation penalty.

RET Validation

No validation required.

XBCT	EMD Excess Baggage Currency Code				3 A
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0G	BMD75			

Description

The ISO code of the currency of calculation.

Refer to PSC Resolution 722f Att. A, Excess Baggage data elements, for Currency Code Per Unit.

Use

This element is used in combination with all of the EMD Excess Baggage data elements in accordance with PSC Resolution 725f and 725g.

Condition

When XBRU (Excess Baggage Rate Per Unit) is present, then XBCT must be present.

RET Validation

When XBRU is non-blank, XBCT must not be blank.

XBNE	EMD Excess Baggage Total Number in Excess				12 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0G	BMD75			

Description

The numeric value for the excess weight, excess pieces, or seats used for bulky baggage.

Use

This element is used in combination with all of the EMD Excess Baggage data elements in accordance with PSC Resolution 725f and 725g.

RET Validation

No validation required.

XBOA	EMD Excess Baggage Over Allowance Qualifier				1 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0G	BMD75			

Description

A qualifier indicating the type of excess baggage being reported on the EMD.

Use

This element is used in combination with all of the EMD Excess Baggage data elements in accordance with PSC Resolution 725f and 725g.

Values

P = Pieces

L = Pounds

K = Kilos

S = Seats Used for Bulky Baggage

RET Validation

No validation required.

XBRU	EMD Excess Baggage Rate per Unit				12 A/N
File	RET	HOT	CSI	TI	CSP
Status					
M					
C	IT0G	BMD75			

Description

The rate being charged per kilo, per pound, per piece, or per seat used for bulky baggage.

Use

This element is used in combination with all of the EMD Excess Baggage data elements in accordance with PSC Resolution 725f and 725g.

Condition

When XBCT (EMD Excess Baggage Currency Code) is present, then XBRU must be present.

RET Validation

When XBCT is non-blank, XBRU must not be blank.

Chapter 13—Net Reporting and Remittance

13.1 Introduction

Billing and Settlement Plans (BSPs) have implemented NET Reporting and Remittance schemes (hereinafter called “Net Reporting Scheme”). Others do not follow the Handbook, with the Local Customer Advisory Group and/or Airlines directing the BSP to perform special processing for “net remittance.”

The purpose of this section is to standardize the reporting through Net Reporting Schemes so that Reporting Systems, BSPs and Airlines can process Net Reporting transactions in an automated fashion. This section does not attempt to limit any Scheme, as it is recognized that Net Reporting Schemes are a function of Airline marketing policies and practices, and thus any limitation may place one Airline to the disadvantage of another.

Before any changes are made to procedures or computer software to conform to this section, all business partners should be notified of implementation schedules and testing provisions.

13.2 Responsibilities

Agent

The Agent is responsible for preparing the Net Reporting transaction in accordance with the directives of the Airline. Therefore, the Agent's duty includes denoting that a transaction is a Net Reporting transaction. The agent will then remit the applicable amount for this transaction to the BSP.

Airline

The Airline is responsible for directing Agents on the applicable ticketing methods, procedures, coding, and commission (whether standard commission and/or Supplementary Amount) for any transaction. The Airline is also responsible to advise the BSP of any Incentive Ticketing, Reporting and Remittance schemes that require special processing. These may be subject to an extra development and/or processing fee.

BSP

The BSP is responsible to balance all transactions. This means that the BSP will verify the information in the RET to ensure that the calculation on the Billing Analysis and HOT match, in respect of the amounts reported in the Ticket/Document Amount (TDAM) and Form of Payment Amount (FPAM) elements. Card transactions within a net reporting scheme present their own problems. On the RET the TDAM need not equal FPAM or the sum of FPAMs. This will require the BSP to create an additional Form of Payment “FPAM-CA” (BKP84) record for the difference - or add the difference to an existing “FPAM-CA” BKP84 record - and perform calculations to create the Supplementary Amount (SPAM) and Remittance Amount (REMT). It should be noted that BSPs normally operate only one or two types of net reporting schemes. Thus, the individual BSP should concentrate on those Net Reporting options that the BSP offers.

GDS

The GDS is responsible to take input from an Agent (as directed by the Airline) and forward this data to a BSP. When a transaction is denoted by the Agent as a Net Reporting transaction, the GDS will include this information accordingly, in the Monetary Amounts (IT05) record on the RET. For integrity reasons, some Airlines do not wish GDSs to know all information pertaining to Net Reporting, thus certain elements on the RET may be zero or blank. This condition may cause a transaction reported by a GDS not to balance, i.e., the amount in the Ticket/Document Amount (TDAM) element may not equal the sum of the Form of Payment Amount (FPAM) elements. It will be the BSP's responsibility to balance this transaction.

13.3 Net Reporting

Net Reporting (also known as “incentive ticketing, reporting and remittance”) is an agreement between an Airline and an Agent to report STDs at a value other than the published fare.

The difference between the amount entered in the STD's Fare and the agreed fare may be a Supplementary Amount (SPAM) in the Agent's favour, or the Agent may sell the STD at a reduced price to one of his customers.

When an Airline enters into agreement with an Agent authorising the Agent to sell net reporting STDs, the Airline either establishes a special code(s) (e.g., Value Code, Commercial Agreement Reference) with the Agent. The Commercial Agreement Reference (CARF) is reported in the Transaction Header (BKT06) record of the HOT.

Each BSP will determine which method satisfies the business requirements of participating Airlines and will ensure the BSP provides those methods. Requirements may vary by Airline within the BSP. Some Airlines may insist upon a CARF being mandatory while other may not require this information or will accept the element as optional.

Net Ticketing

Net ticketing is used by Airlines who choose not to use other methods offered and BSPs, which do not operate an adopted Net Reporting Scheme. This could include IT/BT in the Fare (see [Section 6.7.6](#)).

It is usually an agreement between an Airline and an Agent that aims at being “transparent” to the BSP.

As the BSPs (and sometimes the Reporting System) do not possess details of this scheme, the BSP (and the Reporting System) can only do normal processing. The BSP will report what is on the document without calculating Commission Rate (CORT), Commission Amount (COAM), Supplementary Rate (SPRT), Supplementary Amount (SPAM), Effective Commission Rate (EFRT), Effective Commission Amount (EFCO) and Net Fare Amount (NTFA).

How Can a Net Reporting STD be Identified?

The industry standard location for “coding” Net Reporting transactions is the Tour Code. The Airlines will establish standards for the contents and character positioning in the Tour Code, when used for Net Reporting purposes.

If the Agent has denoted the transaction being a Net Reporting transaction, the Reporting System is advised accordingly, and an “NR” will be included in the Net-Reporting Indicator (NRID) element of the Monetary Amounts (IT05) record of the RET.

There are five accepted methods for reporting Net Reporting transactions. Each method is identified by the DPC in the NR Method Indicator (NRMI) field on BKT06 record.

Method 1—Value Coding

The use of Value Codes in the Tour Code, which normally comprise 1 alpha character (to indicate the calculation method type), followed by up to 4 numeric or alpha characters.

Example: D1000

The four last positions of the Value Code normally identify an amount or a percentage e.g., 10 can be GBP 10.00 or 10.00%. For some currencies the amount may need to be multiplied by a factor e.g., D10 equals to BEF 100 (factor is 10), JPY 1,000 (factor is 100) or ITL 10,000 (factor 1000). The need to use such a factor will be determined by the individual BSP.

Some Airlines may wish to encrypt the numeric characters in the four last positions of the Value Code to alpha, alphanumeric or to other numeric characters, in order to safeguard the integrity of the information in the Value Code. This encryption may be as simple as A = 1, B = 2, J = 0 or Airlines may choose to use random characters, e.g., M = 1, K = 2, A = 0. The use of encrypted Value Codes may be determined by the individual BSP and its Airlines.

Method 2—Using the Fare

Values are entered in the Fare of the STD.

Example: NR1000.

Method 3—Using the Commission Percentage

The percentage is entered in the Commission. Example: 33.33

In this example the numeric characters represent a percentage (in this example 33.33%), which is the Effective Commission Rate (EFRT) element on the HOT. This method may result in some “rounding” differences.

Method 4—Using the Commission Amount

The amount is entered in the Commission. Example: 500.00

In this example the numeric characters represent an amount, which is the Effective Commission Amount (EFCO) element on the HOT. This method may result in some “rounding” differences.

Method 5—Contract Coding

The BSP maintains a database of Airline Commercial Agreement Reference (CARF) numbers and details, which are matched with itinerary details and/or the Tour Code (TOUR) element on the RET. The Airline is responsible to maintain this Commercial Agreement database with the BSP. This reporting method implies additional calculations by the BSP.

How is the Remittance Amount (REMT) Calculated?

Accepted ways of calculating Net Reporting are shown below. Tax, Service Fees, tax on commission, and fees have been excluded from the calculations.

Because it is unlikely that any single BSP will use all methods of Net Reporting, the BSP should determine which method(s) is used in their area and conform to that method(s). Each calculation type used by the DPC is identified in the NR Calculation Type field (NRCT) on BKT06 record.

Calculation A

The Net Fare Amount (NTFA) is an agreed amount (e.g. 1,000). Standard Commission Amount (COAM) is based on the gross fare. Supplementary Amount (SPAM) is calculated by deducting both NTFA and COAM from the gross fare, i.e.:

Gross fare	=	1,500.00
Standard Commission Amount (COAM) (09.00%)	=	135.00
Subtotal amount	=	1,365.00
Net Fare Amount (NTFA)	=	1,000.00
Supplementary Amount (SPAM)	=	365.00
Remittance Amount (REMT)	=	1,000.00

Calculation B

Standard Commission Amount (COAM) is based on the gross fare. Subtract COAM from the gross fare. Supplementary Amount (SPAM) is calculated by applying the Supplementary Rate (SPRT) (e.g. 20%) to the gross fare less COAM, i.e.:

Gross fare	=	1,500.00
Standard Commission Amount (COAM) (09.00%)	=	135.00
Subtotal amount	=	1,365.00
Supplementary Amount (SPAM) (20% × 1,365.00)	=	273.00
Net Fare Amount (NTFA)	=	1,092.00
Remittance Amount (REMT)	=	1,092.00

Calculation C

The standard Commission Rate (CORT) and Supplementary Rate (SPRT) (e.g., 20%) are both a percentage of the gross fare, i.e.:

Gross fare	=	1,500.00
Standard Commission Amount (COAM) (09.00%)	=	135.00
Supplementary Amount (SPAM) (20% × 1,500.00)	=	300.00
Net Fare Amount (NTFA)	=	1,065.00
Remittance Amount (REMT)	=	1,065.00

Calculation D

The Supplementary Amount (SPAM) is an agreed amount (e.g. 500). The standard Commission Amount (COAM) is based on the gross fare, i.e.:

Gross fare	=	1,500.00
Standard Commission Amount (COAM) (09.00%)	=	135.00
Supplementary Amount (SPAM)	=	500.00
Net Fare Amount (NTFA)	=	865.00
Remittance Amount (REMT)	=	865.00

Calculation E

The gross fare minus Supplementary Amount (SPAM) is an agreed amount (e.g., 1,000.00) on which the standard Commission Rate (CORT) is applied to calculate the standard Commission Amount (COAM):

Gross fare	=	1,500.00
Agreed amount	=	1,000.00
Supplementary Amount (SPAM)	=	500.00
Standard Commission Amount (COAM) (09.00% × 1,000.00)	=	90.00
Net Fare Amount (NTFA)	=	910.00
Remittance Amount (REMT)	=	910.00

Calculation F

The Supplementary Rate (SPRT) is a percentage of the gross fare (e.g. 20.00%) and the standard Commission Amount (COAM) is derived from the application of the standard Commission Rate (CORT) applied to the gross fare less Supplementary Amount (SPAM), i.e.:

Gross fare	=	1,500.00
Supplementary Amount (SPAM) (20.00%)	=	300.00
Subtotal amount	=	1,200.00
Standard Commission Amount (COAM) (09.00% × 1,200.00)	=	108.00
Net Fare Amount (NTFA)	=	1,092.00
Remittance Amount (REMT)	=	1,092.00

Calculation G

The Supplementary Amount (SPAM) is an agreed amount (e.g. 100). Subtract the Supplementary Amount (SPAM) from the gross fare. Standard Commission Amount (COAM) is calculated by applying the standard Commission Rate (CORT) to the gross fare less SPAM, i.e.:

Gross fare	=	1,500.00
Supplementary Amount (SPAM) (100.00)	=	100.00
Subtotal amount	=	1,400.00
Standard Commission Amount (COAM) (09.00% × 1,400.00)	=	126.00
Net Fare Amount (NTFA)	=	1,274.00
Remittance Amount (REMT)	=	1,274.00

How is the Tour Code Formatted?

The format of the Tour Code will be determined by BSP.

The contents of this 15 character alphanumeric element may be:

- The Commercial Agreement Reference, normally followed by a separator (/ (oblique) or space), followed by the Value Code, e.g., 12345678/D1000;
- The Value Code, normally followed by a Separator (/ (oblique) or space), followed by the Commercial Agreement Reference, e.g., D1000/12345678;
- The Commercial Agreement Reference only, e.g., 12345678;
- The Value Code only, e.g., D1000.

13.4 Refunding Net Remit Tickets

Net Remit refunds are exceptions; in vast majority of cases fare rules prohibit refunds on incentive tickets. In the event of an operational disruption or as a result of a commercial decision, an airline might waive 'non refundable' rule and allow a refund of Net Remit ticket. In such cases, travel agents should be able to use their GDS to process Net Remit refunds.

The fully unused Net Remit tickets should be refunded through the GDS and reported on the HOT as the reversal of the sale transaction i.e. the following data elements reported on the RET for Refunds should match data elements reported for the corresponding Sale transaction:

TOUR
NRID
TDAM (less CP where applicable)
COTP
CORT
COAM
AEBA (where applicable)
FPAM (less CP where applicable)

Consequently, the following data elements reported on the HOT for full Net Remit Refunds should match the data elements reported for the corresponding sale transaction (with opposite signing for monetary value fields):

TOUR
NRID
COBL
TDAM (less CP where applicable)
NFTA (where applicable)
COTP
CORT
COAM
SPRT
SPAM
EFRT
EFCO
FPAM (less CP where applicable)
REMT

NET REMIT REFUNDS OF PARTLY USED DOCUMENTS WILL REQUIRE A TRAVEL AGENT TO CALCULATE THE VALUE OF THE USED PORTION OF A PASSENGER JOURNEY AND RETURN THE FUNDS DUE FOR THE UNUSED SECTOR(S). THE PARTLY USED NET REMIT REFUNDS SHOULD BE REPORTED AND CALCULATED AS PER EXAMPLES INCLUDED IN THIS CHAPTER.

13.5 Net Reporting Schemes—Examples

Examples are provided within this section to make Net Reporting understandable.

Taxes, Fees, Charges and Service Fees have been omitted from most examples, in an attempt to keep them as simple as possible.

A short description of each example is shown together with the details for the RET contents, BSP processing, and HOT contents.

The following explanatory notes should be used in conjunction with the examples. Note that the examples are provided as guidelines only, and actual implementations may differ by BSP and/or by airline.

- Commission Rates are an example only and may contain any required percentage, including zero;
- Forms of payment may be either Cash or Credit;
- CORT may be copied from RET to HOT, or set to a default value by the BSP;
- Different calculations may be involved for COAM and SPAM.

Some BSPs also use a combination of IT/BT in the fare as well as one of the following examples.

Any queries regarding these examples should be made to the BSP Manager.



Intentionally left blank



Example 1A—Method 1—Value Coding—Calculation A

The Net Fare Amount (NTFA) is an agreed amount (e.g. 1,000). Standard Commission Amount (COAM) is based on the gross fare. Supplementary Amount (SPAM) is calculated by deducting both NTFA and COAM from the gross fare.

Gross fare	=	1,500.00
Standard Commission (09.00%)	=	135.00
Fare - Standard Commission	=	1,365.00
Net Fare Amount	=	1,000.00
Supplementary Amount	=	365.00

Element Description	Gloss. Ref.	Sale Transaction—Content of Data Element		Full Refund Transaction—Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	12345678bb	N/A	12345678bb	Derived from TOUR	BKT06
Tour Code	TOUR	12345678/ D1000b	12345678/ D1000b	12345678/ D1000b	12345678/ D1000b	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	1	N/A	1	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	A	N/A	A	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA		0000010000{		0000010000}	Derived from TOUR	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	Copy from RET to HOT	BKS39
Commission Rate	CORT	00900 (most of the time)	00900	00900 (most of the time)	00900	Copy from RET to HOT or COAM/COBL	BKS39
Commission Amount	COAM	00000000000 (most of the time)	0000001350}	00000000000 (most of the time)	0000001350{	COBL×CORT or Copy from RET to HOT (if not zero)	BKS39



Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT		
Amount Entered by Agent	AEBA	00000000000	N/A	00000000000	N/A		
Supplementary Type	SPTP	N/A	D1000b	N/A	D1000b	Derived from TOUR	BKS39
Supplementary Rate	SPRT	N/A	02433	N/A	02433	SPAM/COBL	BKS39
Supplementary Amount	SPAM	N/A	0000003650}	N/A	0000003650{	EFCO-COAM	BKS39
Effective Commission Rate	EFRT	N/A	03333	N/A	03333	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000005000}	N/A	0000005000{	COBL-NTFA	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000150000 (FPAM can be a lesser amount)	0000015000{	00000150000 (FPAM can be a lesser amount)	0000015000}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000010000{	N/A	0000010000}	Calculated by BSP (FPAM-EFCO)	BKP84

Note

For Net Remit Method 1 Calculation A, the Tour Code includes an agreed amount that is used in NR calculations. The fully unused ticket can be refunded through the GDS as the full value from the Tour Code will be used as a refund amount. However, it is not recommended to part refund this transaction type using the GDS, because the agreed amount shown in the Tour Code cannot be changed to reflect portion of the journey that has been used. Therefore, for Net Remit Method Calculation A, the travel agents should use BSPLink to apply for refund on partly used NR ticket.

Example 1A.1—Method 1—Value Coding—Calculation A

The Net Fare Amount (NTFA) is an agreed amount (e.g. 1,000), excluding tax(es) and Service Fees. Standard Commission Amount (COAM) is based on the gross fare. Supplementary Amount (SPAM) is calculated by deducting both NTFA and COAM from the gross fare.

Gross fare	=	1,500.00
Standard Commission (09.00%)	=	135.00
Supplementary Amount	=	365.00
Net Fare Amount	=	1,000.00
Tax amount	=	10.00
Remittance Amount (REMT)	=	1010.00

Element Description	Gloss. Ref.	Sale Transaction— Content of Data Element		Full Refund Transaction— Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	12345678bb	N/A	12345678bb	Derived from TOUR	BKT06
Tour Code	TOUR	12345678/ D1000b	12345678/ D1000b	12345678/ D1000b	12345678/ D1000b	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	1	N/A	1	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	A	N/A	A	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000010000{	N/A	0000010000}	Derived from TOUR	BKS30
Tax Misc Fee Type	TMFT	GBbbbbbb	GBbbbbbb	GBbbbbbb	GBbbbbbb	Copy from RET to HOT	
Tax Misc Fee Amount	TMFT	00000001000	0000000100{	00000001000	0000000100}	Copy from RET to HOT	
Ticket Document Amount	TDAM	00000151000	0000015100{	00000151000	0000015100}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	Copy from RET to HOT	BKS39



Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT		
Commission Rate	CORT	00900 (most of the time)	00900	00900 (most of the time)	00900	Copy from RET to HOT or COAM/COBL	BKS39
Commission Amount	COAM	00000000000 (most of the time)	0000001350}	00000000000 (most of the time)	0000001350{	COBL×CORT or Copy from RET to HOT (If ≠ 0)	BKS39
Amount Entered by Agent	AEBA	00000000000	N/A	00000000000	N/A		
Supplementary Type	SPTP	N/A	D1000b	N/A	D1000b	Derived from TOUR	BKS39
Supplementary Rate	SPRT	N/A	02433	N/A	02433	SPAM/COBL	BKS39
Supplementary Amount	SPAM	N/A	0000003650}	N/A	0000003650{	EFCO-COAM	BKS39
Effective Commission Rate	EFRT	N/A	03333	N/A	03333	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000005000}	N/A	0000005000{	COBL-NTFA	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000151000 (FPAM can be a lesser amount)	0000015100{	00000151000 (FPAM can be a lesser amount)	0000015100}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000010100{	N/A	0000010100}	Calculated by BSP (FPAM-EFCO)	BKP84

Note

For Net Remit Method 1 Calculation A, the Tour Code includes an agreed amount that is used in NR calculations. The fully unused ticket can be refunded through the GDS as the full value from the Tour Code will be used as a refund amount. However, it is not recommended to part refund this transaction type using the GDS, because the agreed amount shown in the Tour Code cannot be changed to reflect portion of the journey that has been used. Therefore, for Net Remit Method Calculation A, the travel agents should use BSP Link to apply for refund on partly used NR ticket.



Example 1A.2—Method 1—Value Coding—Calculation A

There will be circumstances when the Agent collects, from the customer, an amount between the gross fare, 1,500.00, and the Net Fare Amount, 1,000.00, e.g., 1,200.00 which may become the Form of Payment Amount (FPAM) on the RET. The Agent collects a CCCF greater than the Net Fare Amount (NTFA). This will result in a balance due to an Agent which requires the use of an additional value to perform the necessary calculations, i.e. CCCF = 1200; NTFA = 1000; balance due to Agent = 200.

The example shows a credit Form of Payment, similar principles but different calculations would apply for cash Form of Payment.

Gross fare	=	1,500.00
Standard Commission (9.0%)	=	135.00
Net Fare Amount	=	1,000.00
Form of Payment - Credit	=	1,200.00
Remittance Amount (REMT)	=	200.00-

Element Description	Gloss. Ref.	Sale Transaction— Content of Data Element		Full Refund Transaction— Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	12345678bb	N/A	12345678bb	Derived from TOUR	BKT06
Tour Code	TOUR	12345678/ D1000	12345678/ D1000	12345678/ D1000b	12345678/ D1000b	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	1	N/A	1	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	A	N/A	A	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000010000{	N/A	0000010000}	Derive from TOUR	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	Copy from RET to HOT	BKS39
Commission Rate	CORT	00900 (most of the time)	00900	00900 (most of the time)	00900	Copy from RET to HOT or COAM/COBL	BKS39



Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT		
Commission Amount	COAM	00000000000 (most of the time)	0000001350}	00000000000 (most of the time)	0000001350{	COBL×CORT or Copy from RET to HOT (If not zero)	BKS39
Amount Entered by Agent	AEBA	00000000000		00000000000	N/A		
Supplementary Type	SPTP	N/A	D1000b	N/A	D1000b	Derived from TOUR	BKS39
Supplementary Rate	SPRT	N/A	02433	N/A	02433	SPAM/COBL	BKS39
Supplementary Amount	SPAM	N/A	0000003650}	N/A	0000003650{	EFCO-COAM	BKS39
Effective Commission Rate	EFRT	N/A	03333	N/A	03333	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000005000}	N/A	0000005000{	COBL-NTFA	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000120000 (FPTP = CC)	0000012000{ CC	00000120000 (FPTP = CC)	0000012000} CC	Copy from RET to HOT if not zeros	BKP84
Form of Payment Amount	FPAM	00000030000 (FPTP = CA)	0000003000{ CA	00000030000 (FPTP = CA)	0000003000} CA	TDAM-FPAMcc	BKP84
Remittance Amount	REMT	N/A	0000002000}	N/A	0000002000{	Calculated by BSP (FPAM ca - EFCO)	BKP84

Note

For Net Remit Method 1 Calculation A, the Tour Code includes an agreed amount that is used in NR calculations. The fully unused ticket can be refunded through the GDS as the full value from the Tour Code will be used as a refund amount. However, it is not recommended to part refund this transaction type using the GDS, because the agreed amount shown in the Tour Code cannot be changed to reflect portion of the journey that has been used. Therefore, for Net Remit Method Calculation A, the travel agents should use BSP Link to apply for refund on partly used NR ticket.



Example 1B—Method 1—Value Coding—Calculation B

Standard Commission Amount (COAM) is based on the gross fare. Subtract COAM from the gross fare. Supplementary Amount (SPAM) is calculated by applying the agreed rate (e.g. 20%, derived from the Tour Code (TOUR) element), to the gross fare less COAM.

Gross fare	=	1,500.00
Standard Commission (09.00%)	=	135.00
Fare - Standard Commission	=	1,365.00
Supplementary Amount (20%)	=	273.00
Net Fare Amount	=	1,092.00

Element Description	Gloss. Ref.	Sale Transaction—Content of Data Element		Full Refund Transaction—Content of Data Element		Part Refund Transaction—Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	12345678bb	N/A	12345678bb	N/A	12345678bb	Derived from TOUR	BKT06
Tour Code	TOUR	12345678/ C20bbb	12345678/ C20bbb	12345678/ C20bbb	12345678/ C20bbb	12345678/ C20bbb	12345678/ C20bbb	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	1	N/A	1	N/A	1	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	B	N/A	B	N/A	B	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	N/A	0000007500}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000010920{	N/A	0000010920}	N/A	0000005460}	COBL-EFCO	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	00000075000	0000007500}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	Copy from RET to HOT	BKS39
Commission Rate	CORT	00900 (most of the time)	00900	00900 (most of the time)	00900	00900 (most of the time)	00900	Copy from RET to HOT or COAM/COBL	BKS39



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Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		Part Refund Transaction– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commission Amount	COAM	00000000000 (most of the time)	0000001350}	00000000000 (most of the time)	0000001350{	00000000000 (most of the time)	0000000675{	COBL×CORT or Copy from RET to HOT (if not zero)	BKS39
Amount Entered by Agent	AEBA	00000000000	N/A	00000000000	N/A	00000000000	N/A		
Supplementary Type	SPTP	N/A	C20bbb	N/A	C20bbb	N/A	C20bbb	Derived from TOUR	BKS39
Supplementary Rate	SPRT	N/A	01820	N/A	01820	N/A	01820	SPAM/COBL	BKS39
Supplementary Amount	SPAM	N/A	0000002730}	N/A	0000002730{	N/A	0000001365{	(COBL-COAM)× TOUR%	BKS39
Effective Commission Rate	EFRT	N/A	02720	N/A	02720	N/A	02720	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000004080}	N/A	0000004080{	N/A	0000002040{	COAM+ SPAM	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000150000 (can be a lesser amount)	0000015000{	00000150000 (FPAM can be a lesser amount)	0000015000}	00000075000 (FPAM can be a lesser amount)	0000007500}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000010920{	N/A	0000010920}	N/A	0000005460}	Calculated by BSP (FPAM-EFCO)	BKP84



Example 1C—Method 1—Value Coding—Calculation C

Supplementary Amount (i.e., 20%) and Standard Commission are both a percent of gross fare.

Gross fare	=	1,500.00
Standard Commission (09.00%)	=	135.00
Fare - Standard Commission	=	1,365.00
Supplementary Amount (20%)	=	300.00
Net Fare Amount	=	1,065.00

Element Description	Gloss. Ref.	Sale Transaction—Content of Data Element		Full Refund Transaction—Content of Data Element		Part Refund Transaction—Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	12345678bb	N/A	12345678bb	N/A	12345678bb	Derived from TOUR	BKT06
Tour Code	TOUR	12345678/ Z20bbb	12345678/ Z20bbb	12345678/ Z20bbb	12345678/ Z20bbb	12345678/ Z20bbb	12345678/ Z20bbb	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	1	N/A	1	N/A	1	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	C	N/A	C	N/A	C	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	N/A	0000007500}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000010650{	N/A	0000010650}	N/A	0000005325}	COBL-EFCO	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	00000075000	0000007500}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	Copy from RET to HOT	BKS39
Commission Rate	CORT	00900 (most of the time)	00900	00900 (most of the time)	00900	00900 (most of the time)	00900	Copy from RET to HOT or COAM/COBL	BKS39



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Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		Part Refund Transaction– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commission Amount	COAM	00000000000 (most of the time)	0000001350}	00000000000 (most of the time)	0000001350{	00000000000 (most of the time)	0000000675{	COBL×CORT or Copy from RET to HOT (if not zero)	BKS39
Amount Entered by Agent	AEBA	00000000000	N/A	00000000000	N/A	00000000000	N/A		
Supplementary Type	SPTP	N/A	Z20bbb	N/A	Z20bbb	N/A	Z20bbb	Derived from TOUR	BKS39
Supplementary Rate	SPRT	N/A	02000	N/A	02000	N/A	02000	Derived from TOUR	BKS39
Supplementary Amount	SPAM	N/A	0000003000}	N/A	0000003000{	N/A	0000001500{	COBL×SPRT	BKS39
Effective Commission Rate	EFRT	N/A	02900	N/A	02900	N/A	02900	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000004350}	N/A	0000004350{	N/A	0000002175{	COAM+ SPAM	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000150000 (can be a lesser amount)	0000015000{	00000150000 (FPAM can be a lesser amount)	0000015000}	00000075000 (FPAM can be a lesser amount)	0000007500}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000010650{	N/A	0000010650}	N/A	0000005325}	Calculated by BSP FPAM - EFCO	BKP84



Example 1C.1—Method 1—Value Coding—Calculation C

The code indicates percentage inclusive of standard Commission Rate and Supplementary Rate.

Gross fare	=	1,500.00
Total deduction (29.00%)	=	435.00
Net Fare Amount	=	1,065.00
Standard Commission (09.00%)	=	135.00
Supplementary Amount	=	300.00

Element Description	Gloss. Ref.	Sale Transaction—Content of Data Element		Full Refund Transaction—Content of Data Element		Part Refund Transaction—Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	12345678bb	N/A	12345678bb	N/A	12345678bb	Derived from TOUR	BKT06
Tour Code	TOUR	12345678/A29bbb	12345678/A29bbb	12345678/A29bbb	12345678/A29bbb	12345678/A29bbb	12345678/A29bbb	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	1	N/A	1	N/A	1	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	C	N/A	C	N/A	C	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	N/A	0000007500}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000010650{	N/A	0000010650}	N/A	0000005325}	COBL-EFCO	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	00000075000	0000007500}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	Copy from RET to HOT	BKS39
Commission Rate	CORT	00900 (most of the time)	00900	00900 (most of the time)	00900	00900 (most of the time)	00900	Copy from RET to HOT or COAM/COBL	BKS39



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Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		Part Refund Transaction– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commission Amount	COAM	00000000000 (most of the time)	0000001350}	00000000000 (most of the time)	0000001350{	00000000000 (most of the time)	0000000675{	COBL×CORT or Copy from RET to HOT (If ≠ 0)	BKS39
Amount Entered by Agent	AEBA	00000000000		00000000000	N/A	00000000000	N/A		
Supplementary Type	SPTP	N/A	A29bbb	N/A	A29bbb	N/A	A29bbb	Derived from TOUR	BKS39
Supplementary Rate	SPRT	N/A	02000	N/A	02000	N/A	02000	Derived from % in TOUR - CORT	BKS39
Supplementary Amount	SPAM	N/A	0000003000}	N/A	0000003000{	N/A	0000001500{	COBL×SPRT	BKS39
Effective Commission Rate	EFRT	N/A	02900	N/A	02900	N/A	02900	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000004350}	N/A	0000004350{	N/A	0000002175{	COAM+ SPAM	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	N/A	N/A	Copied from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000150000 (can be a lesser amount)	0000015000{	00000150000 (FPAM can be a lesser amount)	0000015000}	00000075000 (FPAM can be a lesser amount)	0000007500}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000010650{	N/A	0000010650}	N/A	0000005325}	Calculated by BSP (FPAM-EFCO)	BKP84



Example 1D—Method 1—Value Coding—Calculation D

The Supplementary Amount (SPAM) is an agreed amount (e.g. 100). The standard Commission Amount (COAM) is based on the gross fare.

Gross fare	=	1,500.00
Standard Commission (09.00%)	=	135.00
Supplementary Amount	=	100.00
Net Fare Amount	=	1,265.00

Element Description	Gloss. Ref.	Sale Transaction—Content of Data Element		Full Refund Transaction—Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	12345678bb	N/A	12345678bb	Derived from TOUR	BKT06
Tour Code	TOUR	12345678/ K100bbb	12345678/ K100bbb	12345678/ K100bbb	12345678/ K100bbb	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	1	N/A	1	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	D	N/A	D	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000012650{	N/A	0000012650}	COBL-EFCO	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	Copy from RET to HOT	BKS39
Commission Rate	CORT	00900 (most of the time)	00900	00900 (most of the time)	00900	Copy from RET to HOT or COAM/COBL	BKS39
Commission Amount	COAM	00000000000 (most of the time)	0000001350}	00000000000 (most of the time)	0000001350{	COBL×CORT or Copy from RET to HOT (if not zero)	BKS39
Amount Entered by Agent	AEBA	00000000000		00000000000	N/A		
Supplementary Type	SPTP	N/A	K100bbb	N/A	K100bbb	Derived from TOUR	BKS39

Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT		
Supplementary Rate	SPRT	N/A	00667	N/A	00667	SPAM/COBL	BKS39
Supplementary Amount	SPAM	N/A	0000001000}	N/A	0000001000{	Derived from TOUR	BKS39
Effective Commission Rate	EFRT	N/A	01567	N/A	01567	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000002350}	N/A	0000002350{	COAM+SPAM	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000150000 (can be a lesser amount)	0000015000{	00000150000 (FPAM can be a lesser amount)	0000015000}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000012650{	N/A	0000012650}	Calculated by BSP (FPAM-EFCO)	BKP84

Note

For Net Remit Method 1 Calculation D, the Tour Code includes an agreed amount that is used in NR calculations. The fully unused ticket can be refunded through the GDS as the full value from the Tour Code will be used as a refund amount. However, it is not recommended to part refund this transaction type using the GDS, because the agreed amount shown in the Tour Code cannot be changed to reflect portion of the journey that has been used. Therefore, for Net Remit Method Calculation D, the travel agents should use BSP Link to apply for refund on partly used NR ticket.



Example 1E—Method 1—Value Coding—Calculation E

Gross fare less Supplementary Amount is an agreed amount (i.e., 1,000.00) to which standard Commission Rate applies.

Gross fare	=	1,500.00
Agreed amount	=	1,000.00
Supplementary Amount	=	500.00
Standard Commission	=	90.00
Net Fare Amount	=	910.00

Element Description	Gloss. Ref.	Sale Transaction— Content of Data Element		Full Refund Transaction— Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	12345678bb	N/A	12345678bb	Derived from TOUR	BKT06
Tour Code	TOUR	12345678/ Q1000b	12345678/ Q1000b	12345678/ Q1000b	12345678/ Q1000b	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	1	N/A	1	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	E	N/A	E	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000009100{	N/A	0000009100}	COBL-EFCO	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbbbb	Nbbbbbb	bbbbbb or Gbbbbbb	Nbbbbbb	Set to “N”	BKS39
Commission Rate	CORT	00900	00900	00900	00900	Copy from RET to HOT	BKS39
Commission Amount	COAM	00000000000	0000000900}	00000000000	0000000900{	TOUR amount×CORT	BKS39
Amount Entered by Agent	AEBA	00000000000	N/A	00000000000	N/A		
Supplementary Type	SPTP	N/A	Q1000b	N/A	Q1000b	Derived from TOUR	BKS39
Supplementary Rate	SPRT	N/A	03333	N/A	03333	SPAM/COBL	BKS39



Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT		
Supplementary Amount	SPAM	N/A	0000005000}	N/A	0000005000{	COBL-TOUR Amount	BKS39
Effective Commission Rate	EFRT	N/A	03933	N/A	03933	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000005900}	N/A	0000005900{	COAM+SPAM	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000150000 (can be a lesser amount)	0000015000{	00000150000 (FPAM can be a lesser amount)	0000015000}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000009100{	N/A	0000009100}	Calculated by BSP (FPAM-EFCO)	BKP84

Note

For Net Remit Method 1 Calculation E, the Tour Code includes an agreed amount that is used in NR calculations. The fully unused ticket can be refunded through the GDS as the full value from the Tour Code will be used as a refund amount. However, it is not recommended to part refund this transaction type using the GDS, because the agreed amount shown in the Tour Code cannot be changed to reflect portion of the journey that has been used. Therefore, for Net Remit Method Calculation E, the travel agents should use BSP Link to apply for refund on partly used NR ticket.



Example 1F—Method 1—Value Coding—Calculation F

Supplementary Rate applies to gross fare; standard Commission Rate applies to gross fare less Supplementary Amount.

Gross fare	=	1,500.00
Supplementary Amount (20%)	=	300.00
Fare - Supplementary Amount	=	1,200.00
Standard Commission	=	108.00
Net Fare Amount	=	1,092.00

Element Description	Gloss. Ref.	Sale Transaction—Content of Data Element		Full Refund Transaction—Content of Data Element		Part Refund Transaction—Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	12345678bb	N/A	12345678bb	N/A	12345678bb	Derived from TOUR	BKT06
Tour Code	TOUR	12345678/R20bbb	12345678/R20bbb	12345678/R20bbb	12345678/R20bbb	12345678/R20bbb	12345678/R20bbb	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	1	N/A	1	N/A	1	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	F	N/A	F	N/A	F	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	N/A	0000007500}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000010920{	N/A	0000010920}	N/A	0000005460}	COBL-EFCO	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	00000075000	0000007500}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbb	Nbbbb	bbbbbb or Gbbbb	Nbbbb	bbbbbb or Gbbbb	Nbbbb	Set to “N”	BKS39
Commission Rate	CORT	00900	00900	00900	00900	00900	00900	Copy from RET to HOT	BKS39
Commission Amount	COAM	00000000000	0000001080}	00000000000	0000001080{	00000000000	0000000540{	(COBL-SPAM) xCORT	BKS39
Amount Entered by Agent	AEBA	00000000000	N/A	00000000000	N/A	00000000000	N/A		



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Element Description	Gloss. Ref.	Sale Transaction— Content of Data Element		Full Refund Transaction— Content of Data Element		Part Refund Transaction— Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Supplementary Type	SPTP	N/A	R20bbb	N/A	R20bbb	N/A	R20bbb	Derived from TOUR	BKS39
Supplementary Rate	SPRT	N/A	02000	N/A	02000	N/A	02000	Derived from TOUR	BKS39
Supplementary Amount	SPAM	N/A	0000003000}	N/A	0000003000{	N/A	0000001500{	COBL×SPRT	BKS39
Effective Commission Rate	EFRT	N/A	02720	N/A	02720	N/A	02720	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000004080}	N/A	0000004080{	N/A	0000002040{	COAM+SPAM	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000150000 (can be a lesser amount)	0000015000{	00000150000 (FPAM can be a lesser amount)	0000015000}	00000075000 (FPAM can be a lesser amount)	0000007500}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000010920{	N/A	0000010920}	N/A	0000005460}	Calculated by BSP (FPAM-EFCO)	BKP84



Example 1G—Method 1—Value Coding—Calculation G

The Supplementary Amount (SPAM) is an agreed amount (e.g. 100). Subtract the Supplementary Amount (SPAM) from the gross fare. Standard Commission Amount (COAM) is calculated by applying the standard Commission Rate (CORT) to the gross fare less SPAM.

Gross fare	=	1,500.00
Supplementary Amount	=	100.00
Fare - Supplementary Amount	=	1,400.00
Standard Commission	=	126.00
Net Fare Amount	=	1,274.00

Element Description	Gloss. Ref.	Sale Transaction—Content of Data Element		Full Refund Transaction—Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	12345678bb	N/A	12345678bb	Derived from TOUR	BKT06
Tour Code	TOUR	12345678/ T100bbb	12345678/ T100bbb	12345678/ T100bbb	12345678/ T100bbb	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	1	N/A	1	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	G	N/A	G	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000012740{	N/A	0000012740}	COBL-EFCO	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbbbb	Nbbbbbb	bbbbbb or Gbbbbbb	Nbbbbbb	Set to “N”	BKS39
Commission Rate	CORT	00900	00900	00900	00900	Copy from RET to HOT	BKS39
Commission Amount	COAM	00000000000	0000001260}	00000000000	0000001260{	(COBL-SPAM)×CORT	BKS39
Amount Entered by Agent	AEBA	00000000000		00000000000	N/A		
Supplementary Type	SPTP	N/A	T100bbb	N/A	T100bbb	Derived from TOUR	BKS39

Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT		
Supplementary Rate	SPRT	N/A	00667	N/A	00667	SPAM/COBL	BKS39
Supplementary Amount	SPAM	N/A	0000001000}	N/A	0000001000{	Derived from TOUR	BKS39
Effective Commission Rate	EFRT	N/A	01507	N/A	01507	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000002260}	N/A	0000002260{	COAM+SPAM	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000150000 (can be a lesser amount)	0000015000{	00000150000 (FPAM can be a lesser amount)	0000015000}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000012740{	N/A	0000012740}	Calculated by BSP (FPAM-EFCO)	BKP84

Note

For Net Remit Method 1 Calculation G, the Tour Code includes an agreed amount that is used in NR calculations. The fully unused ticket can be refunded through the GDS as the full value from the Tour Code will be used as a refund amount. However, it is not recommended to part refund this transaction type using the GDS, because the agreed amount shown in the Tour Code cannot be changed to reflect portion of the journey that has been used. Therefore, for Net Remit Method Calculation G, the travel agents should use BSP Link to apply for refund on partly used NR ticket.



Example 2A—Method 2—Using the Fare—Calculation A

The Net Fare Amount (NTFA) is an agreed amount (e.g. 1,000). Standard Commission Amount (COAM) is based on the gross fare. Supplementary Amount (SPAM) is calculated by deducting both NTFA and COAM from the gross fare.

Gross fare	=	1,500.00
Standard Commission (09.00%)	=	135.00
Fare - Standard Commission	=	1,365.00
Net Fare Amount	=	1,000.00
Supplementary Amount	=	365.00

Element Description	Gloss. Ref.	Sale Transaction—Content of Data Element		Full Refund Transaction—Content of Data Element		Part Refund Transaction*—Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	1234567890	N/A	1234567890	N/A	1234567890	Derived from TOUR	BKT06
Tour Code	TOUR	1234567890 bbbbbb	1234567890 bbbbbb	1234567890 bbbbbb	1234567890 bbbbbb	1234567890 bbbbbb	1234567890 bbbbbb	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	2	N/A	2	N/A	2	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	A	N/A	A	N/A	A	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	N/A	0000007500}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000010000{	N/A	0000010000}	N/A	0000005000}	Set to AEBA	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	00000075000	0000007500}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	Copy from RET to HOT	BKS39
Commission Rate	CORT	00900 (most of the time)	00900	00900 (most of the time)	00900	00900 (most of the time)	00900	Copy from RET to HOT or COAM/COBL	BKS39



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Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		Part Refund Transaction*– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commission Amount	COAM	00000000000 (most of the time)	0000001350}	00000000000 (most of the time)	0000001350{	00000000000 (most of the time)	000000675{	COBL×CORT or Copy from RET to HOT (if not zeros)	BKS39
Amount Entered by Agent	AEBA	00000100000	N/A	00000100000	N/A	00000050000	N/A		
Supplementary Type	SPTP	N/A	bbbbbb	N/A	bbbbbb	N/A	bbbbbb		BKS39
Supplementary Rate	SPRT	N/A	02433	N/A	02433	N/A	02433	SPAM/COBL	BKS39
Supplementary Amount	SPAM	N/A	0000003650}	N/A	0000003650{	N/A	0000001825{	EFCO-COAM	BKS39
Effective Commission Rate	EFRT	N/A	03333	N/A	03333	N/A	03333	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000005000}	N/A	0000005000{	N/A	0000002500{	COBL-NTFA	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000150000 (can be a lesser amount)	0000015000{	00000150000 (FPAM can be a lesser amount)	0000015000}	00000075000 (FPAM can be a lesser amount)	0000007500}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000010000{	N/A	0000010000}	N/A	0000005000}	Calculated by BSP (FPAM-EFCO)	BKP84

*** Note**

TDAM provided by the GDS system for partly used documents will include calculated portion of unused FARE plus any unused Taxes, less Cancellation Penalty (if applicable). The travel agents are expected to recalculate Gross and Net fare accordingly.



Example 2A.1—Agreed Net Fare using Amount Entered by Agent—Calculation A (Credit Form of Payment)

There will be circumstances when the Agent collects, from the customer, an amount between the gross fare, 1,500.00, and the Net Fare Amount, 1,000.00, e.g., 1,200.00 which may become the Form of Payment Amount (FPAM) on the RET. The Agent collects a CCCF greater than the Net Fare Amount (NTFA). This will result in a balance due to an Agent which requires the use of an additional value to perform the necessary calculations, i.e. CCCF = 1200; NTFA = 1000; balance due to Agent = 200.

The example shows a credit Form of Payment, similar principles but different calculations would apply for cash Form of Payment.

Gross fare	=	1,500.00
Standard Commission (0.0%)	=	.00
Net Fare Amount	=	1,000.00
Form of Payment - Credit	=	1,200.00
Remittance Amount (REMT)	=	200.00-

Element Description	Gloss. Ref.	Sale Transaction— Content of Data Element		Full Refund Transaction— Content of Data Element		Part Refund Transaction*— Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	DEF4567ABC	N/A	DEF4567ABC	N/A	DEF4567ABC	Derived from TOUR	BKT06
Tour Code	TOUR	DEF4567ABC bbbbbb	DEF4567ABC bbbbbb	DEF4567ABC bbbbbb	DEF4567ABC bbbbbb	DEF4567ABC bbbbbb	DEF4567ABC bbbbbb	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	2	N/A	2	N/A	2	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	A	N/A	A	N/A	A	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	N/A	0000007500}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000010000{	N/A	0000010000}	N/A	0000005000}	Set to AEBA	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	00000075000	0000007500}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	Copy from RET to HOT	BKS39



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Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		Part Refund Transaction*– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commission Rate	CORT	00000	00000	00000	00000	00000	00000	Copy from RET to HOT	BKS39
Commission Amount	COAM	00000000000	0000000000{	00000000000	0000000000{	00000000000	0000000000{	COBL×CORT	BKS39
Amount Entered by Agent	AEBA	00000100000	N/A	00000100000	N/A	00000050000	N/A	Used in calculations as base Net Fare	
Supplementary Type	SPTP	N/A	bbbbbb	N/A	bbbbbb	N/A	bbbbbb		BKS39
Supplementary Rate	SPRT	N/A	03333	N/A	03333	N/A	03333	SPAM/COBL	BKS39
Supplementary Amount	SPAM	N/A	0000005000}	N/A	0000005000{	N/A	0000002500{	EFCO-COAM	BKS39
Effective Commission Rate	EFRT	N/A	03333	N/A	03333	N/A	03333	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000005000}	N/A	0000005000{	N/A	0000002500{	COBL-NTFA	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount (CC)	FPAM	00000120000 (FPTP = CC)	0000012000{ CC	00000120000 (FPTP = CC)	0000012000{ CC	00000060000 (FPTP=CC)	0000006000{ CC	Copy from RET to HOT (if not zeros)	BKP84
Form of Payment Amount (CA)	FPAM		0000003000{ CA		0000003000{ CA		0000001500{ CA	TDAM-FPAMcc	BKP84
Remittance Amount	REMT	N/A	00000020000}	N/A	0000002000{	N/A	0000001000{	Calculated by BSP (FPAM ca - EFCO)	BKP84

*** Note**

TDAM provided by the GDS system for partly used documents will include calculated portion of unused FARE plus any unused Taxes, less Cancellation Penalty (if applicable). The travel agents are expected to recalculate Gross and Net fare accordingly.



Example 2A.2—Method 2—Using the Fare with Tax on Agent Earning—Calculation A

There are circumstances where a BSP is required to calculate the earnings by an Agent for a taxing authority. This requires the Agent to enter the Amount Paid by Customer (APBC). The BSP is then required to perform the calculations based on the difference between the amount remitted to the Airline, and the amount paid by to the Agent.

The Agent's earnings = APBC - TMFA - AEBA.

The Net Fare Amount (NTFA) is an agreed amount (e.g. 1,000). Standard Commission Amount (COAM) is based on the gross fare. Supplementary Amount (SPAM) is calculated by deducting both NTFA and COAM from the gross fare.

Gross fare	=	1,500.00
Standard Commission (09.00%)	=	135.00
Fare - Standard Commission	=	1,365.00
Net Fare Amount	=	1,000.00
Supplementary Amount	=	365.00
Tax on Commission Amount (TOCA) (e.g., 7%)	=	14.00

Element Description	Gloss. Ref.	Sale Transaction— Content of Data Element		Full Refund Transaction— Content of Data Element		Part Refund Transaction*— Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	1234567890	N/A	1234567890	N/A	1234567890	Derived from TOUR	BKT06
Tour Code	TOUR	1234567890 bbbbbb	1234567890 bbbbbb	1234567890 bbbbbb	1234567890 bbbbbb	1234567890 bbbbbb	1234567890 bbbbbb	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	2	N/A	2	N/A	2	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	A	N/A	A	N/A	A	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	N/A	0000007500}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000010000{	N/A	0000010000}	N/A	0000005000}	Set to AEBA	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	00000075000	0000007500}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	Copy from RET to HOT	BKS39



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Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		Part Refund Transaction*– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commission Rate	CORT	00900 (most of the time)	00900	00900 (most of the time)	00900	00900 (most of the time)	00900	Copy from RET to HOT or COAM/COBL	BKS39
Commission Amount	COAM	00000000000 (most of the time)	0000001350}	00000000000 (most of the time)	0000001350{	00000000000 (most of the time)	000000675{	COBL×CORT or Copy from RET to HOT (if not zeros)	BKS39
Amount Entered by Agent	AEBA	00000100000	N/A	00000100000	N/A	00000050000	N/A		
Supplementary Type	SPTP	N/A	bbbbbb	N/A	bbbbbb	N/A	bbbbbb		BKS39
Supplementary Rate	SPRT	N/A	02433	N/A	02433	N/A	02433	SPAM/COBL	BKS39
Supplementary Amount	SPAM	N/A	0000003650}	N/A	0000003650{	N/A	0000001825{	EFCO-COAM	BKS39
Effective Commission Rate	EFRT	N/A	03333	N/A	03333	N/A	03333	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000005000}	N/A	0000005000{	N/A	0000002500{	COBL-NTFA	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000150000 (can be a lesser amount)	0000015000{	00000150000 (FPAM can be a lesser amount)	0000015000}	00000075000 (FPAM can be a lesser amount)	0000007500}	Set to TDAM	BKP84
Amount Paid by Customer	APBC	00000120000	0000012000{	00000120000	0000012000}	00000060000	0000006000}	Copy from RET to HOT	BKS39
Tax on Commission Amount	TOCA	N/A	0000000140{	N/A	0000000140}	N/A	0000000100}	Calculated by BSP ((APBC - TMFA - AEBA) × rate)	BKS42
Remittance Amount	REMT	N/A	0000009860{	N/A	0000009860}	N/A	0000004900}	Calculated by BSP (FPAM-EFCO - TOCA)	BKP84

*** Note**

TDAM provided by the GDS system for partly used documents will include calculated portion of unused FARE plus any unused Taxes, less Cancellation Penalty (if applicable). The travel agents are expected to recalculate Gross and Net fare accordingly.



Example 2E—Method 2—Using the Fare—Calculation E

Gross fare less Supplementary Amount is an agreed amount (i.e., 1,000.00) to which standard Commission Rate applies.

Gross fare	=	1,500.00
Agreed amount	=	1,000.00
Supplementary Amount	=	500.00
Standard Commission	=	90.00
Net Fare Amount	=	910.00

Element Description	Gloss. Ref.	Sale Transaction— Content of Data Element		Full Refund Transaction— Content of Data Element		Part Refund Transaction*— Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	1234567890	N/A	1234567890	N/A	1234567890	Derived from TOUR	BKT06
Tour Code	TOUR	1234567890 bbbbbb	1234567890 bbbbbb	1234567890 bbbbbb	1234567890 bbbbbb	1234567890 bbbbbb	1234567890 bbbbbb	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	2	N/A	2	N/A	2	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	E	N/A	E	N/A	E	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	N/A	0000007500}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000009100{	N/A	0000009100}	N/A	0000004550}	COBL-EFCO	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	0000075000	0000007500}	Copy from RET to HOT	BKS30
Commission Type	COTP	Nbbbbbb	Nbbbbbb	Nbbbbbb	Nbbbbbb	Nbbbbbb	Nbbbbbb	Copy from RET to HOT	BKS39
Commission Rate	CORT	00900 (most of the time)	00900	00900 (most of the time)	00900	00900 (most of the time)	00900	Copy from RET to HOT or COAM/AEBA	BKS39



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Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		Part Refund Transaction*– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commission Amount	COAM	00000000000 (most of the time)	0000000900}	00000000000 (most of the time)	0000000900{	00000000000 (most of the time)	0000000450{	AEBA×CORT or copy from RET to HOT (if not zeros)	BKS39
Amount Entered by Agent	AEBA	00000100000	N/A	00000100000	N/A	00000050000	N/A		
Supplementary Type	SPTP	N/A	bbbbbb	N/A	bbbbbb	N/A	bbbbbb		BKS39
Supplementary Rate	SPRT	N/A	03333	N/A	03333	N/A	03333	SPAM/COBL	BKS39
Supplementary Amount	SPAM	N/A	0000005000}	N/A	0000005000{	N/A	0000002500{	COBL-AEBA	BKS39
Effective Commission Rate	EFRT	N/A	03933	N/A	03933	N/A	03933	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000005900}	N/A	0000005900{	N/A	0000002950{	COAM+ SPAM	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000150000 (can be a lesser amount)	0000015000{	00000150000 (FPAM can be a lesser amount)	0000015000}	00000075000 (FPAM can be a lesser amount)	0000007500}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000009100{	N/A	0000009100}	N/A	0000004550}	Calculated by BSP (FPAM-EFCO)	BKP84

*** Note**

TDAM provided by the GDS system for partly used documents will include calculated portion of unused FARE plus any unused Taxes, less Cancellation Penalty (if applicable). The travel agents are expected to recalculate Gross and Net fare accordingly.



Example 3C—Method 3—Using the Commission Percentage—Calculation C

Commission Rate from input is divided into standard Commission Rate and Supplementary Rate by BSP.

Gross fare	=	1,500.00
Total deduction (33.33%)	=	499.95
Net Fare Amount	=	1,000.05
Standard Commission (09.00%)	=	135.00
Supplementary Amount	=	364.95

Element Description	Gloss. Ref.	Sale Transaction—Content of Data Element		Full Refund Transaction—Content of Data Element		Part Refund Transaction*—Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	ABC1234567	N/A	ABC1234567	N/A	ABC1234567	Derived from TOUR	BKT06
Tour Code	TOUR	ABC1234567 bbbbbb	ABC1234567 bbbbbb	ABC1234567 bbbbbb	ABC1234567 bbbbbb	ABC1234567 bbbbbb	ABC1234567 bbbbbb	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	3	N/A	3	N/A	3	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	C	N/A	C	N/A	C	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	N/A	0000007500}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000010000E	N/A	0000010000N	N/A	0000005000N	COBL-EFCO	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	00000075000	0000007500}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	Copy from RET to HOT	BKS39
Commission Rate	CORT	03333	00900	03333	00900	03333	00900	Set to standard Commission Rate	BKS39
Commission Amount	COAM	00000000000	00000013500}	00000000000	0000001350{	00000000000	0000000675{	COBL×CORT	BKS39



Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		Part Refund Transaction*– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Amount Entered by Agent	AEBA	00000000000	N/A	00000000000	N/A	00000000000	N/A		
Supplementary Type	SPTP	N/A	bbbbbb	N/A	bbbbbb	N/A	bbbbbb		BKS39
Supplementary Rate	SPRT	N/A	02433	N/A	02433	N/A	02433	CORT (on RET)-CORT (on HOT)	BKS39
Supplementary Amount	SPAM	N/A	0000003649N	N/A	0000003649E	N/A	0000001824E	COBL×SPRT	BKS39
Effective Commission Rate	EFRT	N/A	03333	N/A	03333	N/A	03333	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000004999N	N/A	0000004999E	N/A	0000002499E	COAM+ SPAM	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000150000 (can be a lesser amount)	0000015000{	00000150000 (FPAM can be a lesser amount)	0000015000}	00000075000 (FPAM can be a lesser amount)	0000007500}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000010000E	N/A	0000010000N	N/A	0000005000N	Calculated by BSP (FPAM-EFCO)	BKP84

*** Note**

The Net Remit refund of partly used documents will require a travel agent to calculate the value of the used portion of a passenger journey. TDAM provided by the GDS system for partly used tickets will include calculated portion of unused FARE plus any unused Taxes, less Cancellation Penalty if applicable.

If commission amount as well as percentage rate are provided on the RET, commission amount will be copied to SPAM.



Example 3E—Multiple Use of Commission—Calculation E

Multiple use of Commission (amount and percentage).

Gross fare	=	1,500.00
Supplementary Amount	=	500.00
Subtotal	=	1,000.00
Standard Commission (09.00%)	=	90.00
Net Fare Amount	=	910.00

Element Description	Gloss. Ref.	Sale Transaction— Content of Data Element		Full Refund Transaction— Content of Data Element		Part Refund Transaction*— Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	12345678bb	N/A	12345678bb	N/A	12345678bb	Derived from TOUR	BKT06
Tour Code	TOUR	12345678 bbbbbb	12345678 bbbbbb	12345678 bbbbbb	12345678 bbbbbb	12345678 bbbbbb	12345678 bbbbbb	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	3	N/A	3	N/A	3	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	E	N/A	E	N/A	E	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	N/A	0000007500}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000009100{	N/A	0000009100}	N/A	0000004550}	Calculated by BSP (COBL-EFCO)	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	00000075000	0000007500}	Copy from RET to HOT	BKS30
Commission Type	COTP	Nbbbbbb	Nbbbbbb	Nbbbbbb	Nbbbbbb	Nbbbbbb	Nbbbbbb	Copy from RET to HOT	BKS39
Commission Rate	CORT	00900	00900	00900	00900	00900	00900	Copy from RET to HOT	BKS39
Commission Amount	COAM	00000000000	0000000900}	00000000000	0000000900{	00000000000	0000000450{	(COBL-SPAM)× CORT	BKS39



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Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		Part Refund Transaction*– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Amount Entered by Agent	AEBA	00000000000	N/A	00000000000	N/A	00000000000	N/A		
Commission Amount (Element 26 in IT05)	COAM (2 nd occurrence)	00000050000	N/A	00000050000	N/A	00000025000	N/A		
Supplementary Type	SPTP	N/A	bbbbbb	N/A	bbbbbb	N/A	bbbbbb	Filled with blanks	BKS39
Supplementary Rate	SPRT	N/A	03333	N/A	03333	N/A	03333	SPAM/COBL	BKS39
Supplementary Amount	SPAM	N/A	0000005000}	N/A	0000005000{	N/A	0000002500{	Set to COAM (2 nd occurrence)	BKS39
Effective Commission Rate	EFRT	N/A	03933	N/A	03933	N/A	03933	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000005900}	N/A	0000005900{	N/A	0000002950{	COAM+ SPAM	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000100000 (can be a lesser amount)	0000015000{	00000100000 (FPAM can be a lesser amount)	0000015000}	00000050000 (FPAM can be a lesser amount)	0000007500}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000009100{	N/A	0000009100}	N/A	0000004550}	Calculated by BSP (FPAM-EFCO)	BKP84

*** Note**

The Net Remit refund of partly used documents will require a travel agent to calculate the value of the used portion of a passenger journey. TDAM provided by the GDS system for partly used tickets will include calculated portion of unused FARE plus any unused Taxes, less Cancellation Penalty if applicable.

If commission amount as well as percentage rate are provided on the RET, commission amount will be copied to SPAM.



Example 4D—Method 4—Using the Commission Amount—Calculation D

The Effective Commission Amount (EFCO) is an agreed amount (e.g. 500). The standard Commission Amount (COAM) is based on the gross fare. The Supplementary Amount (SPAM) is calculated as EFCO–COAM.

Gross fare	=	1,500.00
Total deduction	=	500.00
Net Fare Amount	=	1,000.00
Standard Commission (09.00%)	=	135.00
Supplementary Amount	=	365.00

Element Description	Gloss. Ref.	Sale Transaction—Content of Data Element		Full Refund Transaction—Content of Data Element		Part Refund Transaction*—Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	DEF4567890	N/A	DEF4567890	N/A	DEF4567890	Derived from TOUR	BKT06
Tour Code	TOUR	DEF4567890 bbbbbb	DEF4567890 bbbbbb	DEF4567890 bbbbbb	DEF4567890 bbbbbb	DEF4567890 bbbbbb	DEF4567890 bbbbbb	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	4	N/A	4	N/A	4	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	D	N/A	D	N/A	D	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	N/A	0000007500}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000010000{	N/A	0000010000}	N/A	0000005000}	COBL-EFCO	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	00000075000	0000007500}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	bbbbbb or Gbbbbbb	Copy from RET to HOT	BKS39
Commission Rate	CORT	00000	00900	00000	00900	00000	00900	Set to standard Commission Rate	BKS39



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Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		Part Refund Transaction*– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT	RET	HOT		
Commission Amount	COAM	00000050000	0000001350}	00000050000	0000001350{	00000025000	0000000675{	COBL×CORT	BKS39
Amount Entered by Agent	AEBA	00000000000	N/A	00000000000	N/A	00000000000	N/A		
Supplementary Type	SPTP	N/A	bbbbbb	N/A	bbbbbb	N/A	bbbbbb		BKS39
Supplementary Rate	SPRT	N/A	02433	N/A	02433	N/A	02433	SPAM/COBL	BKS39
Supplementary Amount	SPAM	N/A	0000003650}	N/A	0000003650{	N/A	0000001825{	EFCO-COAM	BKS39
Effective Commission Rate	EFRT	N/A	03333	N/A	03333	N/A	03333	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000005000}	N/A	0000005000{	N/A	0000002500{	Set to COAM (input)	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	00000150000 (can be a lesser amount)	0000015000{	00000150000 (FPAM can be a lesser amount)	0000015000}	00000075000 (FPAM can be a lesser amount)	0000007500}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000010000{	N/A	0000010000}	N/A	0000005000}	Calculated by BSP (FPAM-EFCO)	BKP84

*** Note**

The Net Remit refund of partly used documents will require a travel agent to calculate the value of the used portion of a passenger journey. TDAM provided by the GDS system for partly used tickets will include calculated portion of unused FARE plus any unused Taxes, less Cancellation Penalty if applicable.

The commission amount to be paid by travel agents to airlines for partly refunded ticket depends on the individual agreements between travel agents and airlines.



Example 5A—Method 5—Contract Coding—Calculation A

The Net Fare Amount (NTFA) is an agreed amount (e.g. 1,000, from Contract Table). Standard Commission Amount (COAM) is based on the gross fare. Supplementary Amount (SPAM) is calculated by deducting both NTFA and COAM from the gross fare.

Gross fare	=	1,500.00
Standard Commission (09.00%)	=	135.00
Subtotal	=	1,365.00
Net Fare Amount	=	1,000.00
Supplementary Amount	=	365.00

Element Description	Gloss. Ref.	Sale Transaction—Content of Data Element		Full Refund Transaction—Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT		
Commercial Agreement Reference	CARF	N/A	DEF4567ABC	N/A	DEF4567ABC	Derived from TOUR	BKT06
Tour Code	TOUR	DEF4567ABC bbbb	DEF4567ABC bbbb	DEF4567ABC bbbb	DEF4567ABC bbbb	Copy from RET to HOT	BKS24
Net Reporting Indicator	NRID	NR	NR	NR	NR	Copy from RET to HOT	BKT06
Net Reporting Method Indicator	NRMI	N/A	5	N/A	5	Populated by the DPC	BKT06
Net Reporting Calculation Type	NRCT	N/A	A	N/A	A	Populated by the DPC	BKT06
Commissionable Amount	COBL	N/A	0000015000{	N/A	0000015000}	Calculated by BSP (TDAM-TMFA)	BKS30
Net Fare Amount	NTFA	N/A	0000010000{	N/A	0000010000}	Derive from tables	BKS30
Ticket Document Amount	TDAM	00000150000	0000015000{	00000150000	0000015000}	Copy from RET to HOT	BKS30
Commission Type	COTP	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	bbbbbb or Gbbbb	Copy from RET to HOT	BKS39
Commission Rate	CORT	00900 (most of the time)	00900	00900 (most of the time)	00900	Copy from RET to HOT or COAM/COBL	BKS39
Commission Amount	COAM	0000000000 (most of the time)	0000001350}	0000000000 (most of the time)	0000001350{	COBL×CORT or Copy from RET to HOT (if not zeros)	BKS39



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Element Description	Gloss. Ref.	Sale Transaction– Content of Data Element		Full Refund Transaction– Content of Data Element		BSP Processing	HOT Rec.ID
		RET	HOT	RET	HOT		
Amount Entered by Agent	AEBA	00000000000	N/A	00000000000	N/A		
Supplementary Type	SPTP	N/A	bbbbbb	N/A	bbbbbb		BKS39
Supplementary Rate	SPRT	N/A	02433	N/A	02433	SPAM/COBL	BKS39
Supplementary Amount	SPAM	N/A	0000003650}	N/A	0000003650{	EFCO-COAM	BKS39
Effective Commission Rate	EFRT	N/A	03333	N/A	03333	Calculated by BSP (EFCO/COBL)	BKS39
Effective Commission Amount	EFCO	N/A	0000005000}	N/A	0000005000{	COBL-NTFA	BKS39
Fare	FARE	GBPbb1500.00	GBPbb1500.00	N/A	N/A	Copy from RET to HOT	BAR64
Form of Payment Amount	FPAM	0000150000 (can be a lesser amount)	0000015000{	00000150000 (FPAM can be a lesser amount)	0000015000}	Set to TDAM	BKP84
Remittance Amount	REMT	N/A	0000010000{	N/A	0000010000}	Calculated by BSP (FPAM-EFCO)	BKP84

Note

NFTA is a full Net Fare amount filed by the airlines at the DPC. The part refund calculations are not possible, therefore the travel agents should use the BSP Link to apply for refund on partly used documents.

Appendix A—Agent Default Process—Recovery of Funds

Recovery of Funds from BSP Airlines when an Agent Defaults

Process:

1. Billing Period 1: BSP pays airlines on a reported sales basis.
2. BSP is advised of Agent default.
3. BSP requests immediate payment from the Agent.
4. Agent fails to pay and is declared in default.
5. The clearing bank debits the IATA (hinge) account for the amount of the default, plus any bank charges.
6. BSP takes action to recover funds from the BSP Airlines in the next settlement.

Recovery of Funds from Bank Guarantee, Insurance Policy or Through Legal Action on Behalf of Debtor BSP Airlines

7. The BSP will request the ASO to cash any Bank Guarantee, or to make a claim on any default insurance available.
8. In some BSPs the BSP Airlines will agree that the BSP take legal action on behalf of the debtor airlines to recover the amount due from the Agent.

The method is to issue a new electronic transaction using transaction codes 'ADMD' and 'ACMD'. These will be issued electronically through BSPlink or other systems to reverse the values for each carrier in the settlement, and where applicable to process credits to the carrier when funds are recovered from financial securities, or as a result of collective legal action.

All adjustments are issued using the defaulted Agent numeric code and that of the recipient carrier. They will be processed via the normal billing process and included on the RET.



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An example of the financial transactions is included in the following table.

Agent Default and recovery—financial transactions through the IATA Hinge Account.

	Agent Bank Account	IATA Hinge Account	BSP Airline Account
BILLING PERIOD 1			
Agent Remittance	-1000	+1000	
Airline Settlement		-1000	+100 +300 +700 -100 (refunds)
Agent default		-1000	
BILLING PERIOD 2 - Recovery from BSP Airlines:			
BSP Issues ADMD/ACMD in favour of the defaulted Agent		ACMD 1 ACMD 2 ACMD 3 ADMD 1	-100 -300 -700 +100
Airline Settlement		+1000	
BILLING PERIOD NN - RECOVERY FROM FINANCIAL SECURITY OR THROUGH LEGAL ACTION			
Payment received		+1000	
BSP Issues ADMD/ACMD in favour of BSP Airlines debiting the defaulted Agent code		-1000	+100 +300 +700 -100 (refunds)

Appendix B—Standard Message Identifier (SMMSG) Values

Airline Accounting/Sales data (HOT)

BFH	<i>File Header</i> The BSP and ticketing Airline are identified at the beginning of the file.
BCH	<i>Billing Analysis (Cycle) Header</i> When transactions for a period are batched together for processing, the Billing Analysis period is identified here.
BOH	<i>(Reporting Agent) Office Header</i> The information pertinent to each Agency Location.
BKT	<i>Transaction Header</i> Any transaction consisting of one or more documents, is identified along with the servicing Airline system, where applicable.
BKS	<i>(Related) Ticket/Document Identification/Information STD/Document Amounts/Commission and Netting Amounts/Qualifying Info.</i> Each accountable document is reported separately within the transaction.
BKI	<i>Itinerary Data</i> City, carrier, class of service, flight and other itinerary-related information is described here for each flight coupon.
BAR	<i>Document Amounts and Additional Information</i> The information required for Airline revenue accounting is provided herein for each document. Currency value amounts and passenger identification are included.
BMD	<i>EMD/Electronic Miscellaneous Document</i> EMD specific information, per coupon.
BKF	<i>Fare Calculation</i> Fare calculation data from the (primary) document (s).
BCC	<i>Additional Card Information</i> Form of payment related card data.
BKP	<i>Form of Payment</i> Form of payment is identified by type and value in addition to billing information. There can be several Forms of Payment per transaction.
BOT	<i>Office Totals</i> Totals for each agency Location.
BCT	<i>Billing Analysis (Cycle) Totals</i> Totals for the Billing Analysis.
BFT	<i>File Totals per Currency</i> Totals for the File.



Credit Transactions Invoicing data (CSI)

CFH	<i>File Header</i> Identifies the BSP Processing Centre submitting the invoice, the date and place of origin, and the Credit Card Company billed on behalf of BSP participating Airlines.
CIH	<i>Invoice Header</i>
CBH	<i>Batch Header</i> Identifies merchant agreements, invoice, batch and currency.
CBR	<i>Transaction Basic Record</i> Provides details of payment card charge and date of transaction.
COR	<i>Transaction Optional Record</i> Provides information on air transportation bought.
COT	<i>Transaction Optional Tax Record</i> Provides optional tax records for payment card billing.
CAD	<i>Card Authentication Information Record</i> Provides information on card authentication.
CAX	3DS Authentication and Additional Card Payment Information
COE	<i>Electronic Miscellaneous Document Optional Coupon Detail Record</i> EMD Coupon related detail.
CBT	<i>Batch Trailer</i> Provides designation of batch values and control totals
CAT	<i>Totals per Agent</i>
CIT	<i>Invoice Trailer or Airline Totals</i>
CFT	<i>File Trailer</i> Provides total number of batches in file.

CCSP Invoice (CSP)

IFH	<i>File Header</i>
IIH	<i>Invoice Header</i>
IBH	<i>Batch Header</i>
IBR	<i>Transaction Basic Record</i>
IOR	<i>Transaction Optional Record</i>
IOT	<i>Transaction Optional Tax Record</i>
IAD	<i>Card Authentication Information Record</i>
IAX	3DS Authentication and Additional Card Payment Information
IOX	<i>Transaction Optional Variable Record</i>
IOE	<i>Electronic Miscellaneous Document Optional Coupon Detail Record</i>
IBT	<i>Batch Trailer</i>
IIT	<i>Invoice Trailer</i>
IFT	<i>File Trailer</i>



Appendix C

DISH AMENDMENT FORM

Originator Name, Company and E-mail:		Request Date:
Subject:		
Check as Applicable: New Business Requirement <input type="checkbox"/> Amendment Request <input type="checkbox"/> Code Request <input type="checkbox"/>		
File:	Glossary Entry:	Record:
Business Need/Functionality		
Justification/Dependencies		
Proposal		
Proposed Amendments/Action		
- - - Please forward the Form and all documentation to [DISH@iata.org] - - -		

(See next page for information on completing the Form)



DISH AMENDMENT FORM
[Information required to complete the Form]

Originator Name, Company and E-mail: <i>Name of the Requester with Company name and E-mail address:</i>		Request Date: <i>Date of Request:</i>
Subject: <i>Topic or title.</i>		
Check as Applicable: New Business Requirement <input type="checkbox"/> Amendment Request <input type="checkbox"/> Code Request <input type="checkbox"/>		
File: <i>RET, HOT, CSI, TI, CSP</i>	Glossary Entry: <i>e.g. CUTP, TRNC</i>	Record: <i>e.g. IT02, BKS24</i>
Business Need/Functionality <i>Provide a clear and accurate detailed description of the background to the problem with an explanation of the Business Need/Opportunity and Functionality of the amendment.</i>		
Justification/Dependencies <i>Provide a justification for the amendment. Indicate any dependencies (e.g. elements, systems, business areas) potentially impacted by the amendment.</i>		
Proposal <i>Provide a brief summary describing the proposal.</i>		
Proposed Amendments/Action <i>Full technical details must be provided in attached documentation containing examples, verbiage enhancements and references to related sections of any existing standard. Proposed specific action being requested from the Working Group. For a code request, provide the requested code and description.</i>		
- - - Please forward the Form and all documentation to [DISH@iata.org] - - -		

Appendix D—Travel Agent Service Fees (TASF)

Business Functionality

Agents enter service fees into the GDS system (as a separate transaction), and the GDS reports this transaction on the RET to the BSP for settlement (from the credit card company and to the agent, within normal BSP settlement).

The service fee transaction is separate, electronic/paperless, and may or may not be associated with an airline ticket.

BSP acts as the “ticketing airline” and payment card merchant.

Any required refund has to be done between the agent and client, outside the BSP process.

Also in the case of next-day cancellations anytime within the period, where exceptions exist by Government mandate only. The DPC should just process the cancellations but not generate reversal/RFNC transactions for TASF.

The system involves only GDSs, Agents, and BSPs. No changes to Airline systems or to IATA Resolutions is required.

Technical Procedures

See details in [Section 5.3.1](#) (RET Matrix), and in [Chapter 11](#) Glossary elements TRNC, COAM, CORT, and CSTF.

Also:

- TACN will always be 954.
- CPU1 will always be “F” + 3 blanks.
- Form of payment will normally be credit only, but cash is also accepted.
- STAT should be set as per BSP requirements, if any.
- BSP may require validation that value of TDAM is between an agreed minimum and maximum (parameters).
- Any taxes reported separately from the fare amount (if required by a BSP) will also be treated as 100% commissionable.
- BSP should not calculate any TOCA or generate any ADM for processing charges; these will all be handled by the IATA Central Invoicing System.

Regarding stock issues, TDNR will use special form codes worldwide, with electronic computer-generated numbers. These numbers will be allocated to each GDS similar to ET numbers (but no GDS sub-allocation to each agent required). CDGT validation will be Method 3 as per PSC Recommended Practice 1720a. No TI file to BSP is required. No BSP stock control is required (e.g. replenishment, unreported/gaps, late reported).

All other BSP processing will be normal (CC outputs etc). Only exception is these 954 transactions will not be included in industry figures for airline statistics (e.g. market share).

Agent back office interface could be provided by either GDS or BSP.



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Appendix E—Electronic Miscellaneous Documents

Business Functionality

The essence is to use ticketing data elements where available (for example the itinerary record), create one new record for the RET and two new records for the HOT to map the miscellaneous document specific elements.

The EMD-Standalone (EMDS) may be related to a ticket using the EMD Related Ticket Number data element. This relationship is a way for the validating carrier of the document to tie the charge to a ticket if necessary. At the most granular level, an EMDS may be related to both a ticket number and flight coupon(s), although usage of the EMDS coupon is never associated to the usage of the related flight coupon. Refer to the PSC Resolution 725/g for additional information.

Examples of fees charged on the EMDS would be car hire, hotel accommodation, kennel fees, or simply residual balances from an exchange transaction.

The EMD-Associated (EMDA) is more complex in that it is actually linked within the validating carrier Electronic Ticket Server to flight coupons (using a 'System Update' message which is generated by the Validating Carrier of the EMDA). This is to enable usage to be captured for the service in line with the passenger flight.

Examples of reasons for issuance for this document are Baggage, Unaccompanied Minors, Oxygen, and Meals. This requires it to be physically linked on the HOT on a coupon-to-coupon basis such that correct ticketing, settlement and revenue accounting can be recorded.

EMD Features:

1. Same structure as an electronic ticket in terms of itinerary record, amount fields, and fare calculation area;
2. Requires coupon to coupon linking in order to correctly revenue account for EMDA and settle the document;
3. If available, a coupon value at coupon level (with currency), unless the fee is covering more than one segment;
4. EMD has ticket and coupon relationships which can be as follows:
 - EMDA must be associated to a ticket and flight coupons at the coupon level
 - EMDS may be related to a ticket and flight coupons at the coupon level
 - EMDS may be related to a ticket only with no coupon relationship
 - EMDS may be standalone and unrelated to ticket or flight coupons
5. Requires a reason for issuance code at transaction level;
6. An EMD sub code, fee owner and text translation (remarks) should be provided at the coupon level when available;
7. The ability to report conjunctive coupon details is required as the EMD can have up to 16 coupons on 4 conjunction EMDs;
8. An EMD issued by one plating carrier may be associated or related to a ticket and flight coupons plated by another carrier.



Summary of Reporting Methods for Taxes, Fees, Charges, Surcharges, and Carrier Fees:

	Tax/Fee/Charge	Q Surcharge	YQ/YR (Airline own use only)	Ticketing OB	Additional Services	Fare-Related Optional Services	Baggage
Applied to	Coupon Portion Itinerary Ticket	Transfer Coupon Portion Fare Component Direction Ticket	Coupon Portion	Ticket	Coupon Portion Standalone Ticket	All fare components on the ticket	Portion Direction
Accountable Document	Ticket in Tax entry	Ticket in Fare Calculation Area	Ticket as YQ/YR in Tax entry	Off-ticket Passenger Receipt As OB Carrier Fee	EMD	Off-ticket Passenger Receipt As OC Carrier Fee	EMD
BSP Reporting Method	TMFA/TMFT	FRCA	TMFA/TMFT	TMFA/TMFT	EMD	TMFA/TMFT	EMD
Settlement with Agency	Validating Carrier						
Multilateral Interline Allowed	Yes, for interlineable taxes	Yes	No	No	Yes	No	Yes

The following example illustrates the technical relationships between the fare on an EMD, coupon level service fees collected on an EMD and a carrier fee collected as an 'OB' charge.

Passenger purchases 3 meals on an EMD, which would represent three separate coupons. The meals are sold as:

2F0–Vegetarian Continental Breakfast (EUR10)

3G5–Hot Vegetarian Lunch (EUR20)

4CE–Cold Vegetarian Dinner (EUR20)

There is a carrier fee–OB789–of EUR5 applied to the sale of the EMD which was form of payment type 'CC'. There are no applicable taxes.

EMSC = 2F0, EMCV = 00000001000, EMRM = VEGETARIAN CONTINENTAL BREAKFAST

EMSC = 3G5, EMCV = 00000002000, EMRM = HOT VEGETARIAN LUNCH

EMSC = 4CE, EMCV = 00000002000, EMRM = COLD VEGETARIAN DINNER

TMFT = OB789, TMFA = 00000000500

COBL = 00000005000, CUTP = EUR2

TDAM = FPAM = 000000005500

RFIC = O (Other)

Appendix F—Extended BSP

Extended BSP is an IATA option for airlines to facilitate the billing and settlement of non-document-related airline debit and credit fees or payments through existing BSP systems.

Transaction codes (TRNC) to be used are:

- ADNT—Airline Debit Non-document (e.g. airline fees)
- ACNT—Airline Credit Non-document (e.g. override payments)

These codes will be reported and processed similar to ADMs and ACMs respectively.

Process overview

1. An airline will submit to BSPlink a file containing ADNT and ACNT transactions. The timing of these files is at the discretion of the airline. There must be one file per BSP country. The format of this file will be the same as the current ADM/ACM Massuploader file with the exception of the new TRNC codes. ADM/ACM transactions and ADNT/ACNT could be included in the same file.
2. The Agent will be provided with the opportunity to dispute these transactions prior to billing as per current ADM dispute period.
3. ADNT/ACNT transactions will be processed through the standard BSP billing process and all ADNT/ACNT transactions will appear on the standard BSP billing outputs and HOTS.
4. Assumptions:
 - document-related Carrier Service Fees and Charges are still to be captured through GDSs using OB/OC.
 - Participation in Extended BSP is optional, and limited to BSP participating airlines and IATA accredited agents.
 - The airline is responsible for advising the agents of the applicable fees and signing appropriate agreements with the agents where applicable.
 - These transactions are not covered by the IATA Passenger Sales Agency Agreement.



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Appendix G— Card Authentication Information

1. Introduction

1.1 The intention is to add card authentication and Additional Card Payment data elements for EMV and 3D-Secure standards to the DISH files: RET, HOT, CSI, CSP. The scope includes the following:

- EMV (“card-present”, e.g. chip & PIN) data elements:
EMV (Europay/MasterCard/VISA) are joint sponsors of the global standard for electronic financial transactions using Chip Card (i.e., “smart card”) technology. EMV is only applicable for Card-Present transactions. The other card schemes (e.g. American Express) have adopted this standard for Chip Card.
- 3DS (“card-not-present”, e.g. via internet) processing results:
(3-D Secure) is an XML-based protocol designed to be an additional security layer for online payment card transactions. 3DS is only applicable for Card-Not-Present transactions.
- POS/Point of Sale qualification:
adding different authentication technologies requires related POS qualification elements such as capacity, transaction conditions, unattended/attended, etc.

The EMV and 3DS data elements are the same across every payment network.

Concerning EMV, the requirements for mandatory or optional field may vary. The EMV field's content will differ depending on chip brand and version. But the fields ID and global length and format are defined by EMV standards and are therefore the same.

For 3DS, only the cryptogram may differ in length from a payment network to another but does not need to be carried through IATA's system.

As for the POS qualification, each network has its own semantics. Even within a network the information is not represented the same way in authorization and clearing.

To identify the required data elements, the following steps have been taken for each Network:

- Identify the required data element in the network clearing file
- Match the clearing data elements with authorization data elements
- Deduct the list of authorization data elements to be added in the DISH.

1.2 As per best practice in other card authentication implementations, a generic approach is used, to provide for maximum flexibility and ease of changes (i.e. DISH does not have to change for each change of payment data elements by Card Schemes).

- 3DS data may be presented in fixed ASCII data elements as shown in [Section 2](#), or in TLV (Tag-Length-Value) format as shown in [Section 3](#).
- EMV authentication data must be presented in TLV format as shown in [Section 3](#).

1.3 The authentication mechanisms of EMV and 3DS are built to be end-to-end controls with data elements only useful to the acquirer and the issuer. The authentication data to be extracted from the card schemes' messages and reported on the RET will not need to be validated by the Reporting Systems whether elements are present or not.

1.4 IATA would coordinate updates to the TLV Tables as follows:

- IATA would engage the card schemes for updates (initially AX, CA, VI), and provide one consolidated update for the Reporting Systems.
- update frequency would be approximately every 6 months, as aligned with relevant changes for BSP reporting from the card schemes.
- updates would be published on www.iata.org/dish, as well as the BDISG website (with a mass email to all BDISG members).
- the document would have track changes to highlight all changes since the previous version.
- the file would be PDF format, with filename “TLV_tables_yyyymmdd.PDF”; where yyyymmdd = update date.

2. 3DS Authentication and Additional Card Payment Data

3DS Authentication and Additional Card Payment data may be presented in fixed ASCII data elements by the Reporting Systems (data element TDSD) in which case data contained within TDSD will flow through the entire BSP process in the same ASCII format.

Note

In case at least one of the elements included in the reference tables below described is available, TDSD element must be reported.

The contents of TDSD will vary by Card Scheme, as shown below in Sections [2.1](#), [2.2](#), [2.3](#), [2.4](#) and [2.5](#).

2.1 “CA” MasterCard–3DS and Additional Card Payment Information Reference Table (TDSD)

⊗

Element Description	Attribute	Start
Point-of-Service Entry Mode	3 N	1
Card Sequence Number	3 N	4
Electronic Commerce Indicators	3 N	7
POS Terminal Attendance	1 N	10
POS Terminal Location	1 N	11
POS Cardholder Presence	1 AN	12
POS Card Presence	1 N	13
POS Card Capture Capabilities	1 N	14
POS Transaction Status	1 N	15
POS Transaction Security	1 N	16
Cardholder-Activated Terminal Level	1 N	17
POS Card Data Terminal Input Capability Indicator	1 N	18
POS Authorisation Lifecycle	2 N	19
Universal Cardholder Authentication Field (UCAF)	32 AN	21
Program Protocol	1 AN	53
Directory Server Transaction ID	36 AN	54
Filler	10 AN	90

△
△
△

Note

For MasterCard Transactions, the “POS Card Data Terminal Input Capability Indicator” element has to be reported for all transactions (and not only for 3DS transactions).

⊗ **2.2 “VI” Visa–3DS and Additional Card Payment Information Reference Table (TDSD)**

Element Description	Attribute	Start
Point-of-Service Entry Mode Code	2 N	1
Card Sequence Number	3 N	3
Point-of-Service Entry Condition Code	2 N	6
Response Code	2 AN	8
△ Additional POS Information		
Terminal Type	1 N	10
Terminal Entry Capability	1 N	11
Chip Condition Code	1 N	12
Special Condition Indicator	1 N	13
Merchant Group Indicator	2 N	14
Chip Transaction Indicator	1 N	16
Chip Card Authentication Reliability Indicator	1 N	17
Mail/Phone/Electronic Commerce and Payment Indicator	2 N	18
Cardholder ID Method Indicator	1 N	20
Additional Authorization Indicator	1 N	21
Authorisation Characteristics Indicator	1 AN	22
Filler	77 AN	23

⊗ **2.3 “AX” American Express–3DS and Additional Card Payment Information Reference Table (TDSD)**

Element Description	Attribute	Start
△ Point-of-Service Data Code		
Card Data Input Capability	1 AN	1
Cardholder Authentication Capability	1 AN	2
Card Capture Capability	1 AN	3
Operating Environment	1 AN	4
Cardholder Present	1 AN	5
Card Present	1 AN	6
Card Data Input Mode	1 AN	7
Card Member Authentication Method	1 AN	8
Card Member Authentication Entity	1 AN	9
Card Data Output Capability	1 AN	10
Terminal Output Capability	1 AN	11
PIN Capture Capability	1 AN	12
Electronic Commerce Indicator	2 AN	13
Filler	85 AN	15

△ 2.4 “DC” Diners–3DS and Additional Card Payment Information Reference Table (TDSD)

⊗

Element Description	Attribute	Start
Point-of-Sale (POS) Entry Mode	2 AN	1
Additional Authentication Data	42 N	3
Additional Data (CAVV Validation Result Code)	2 N	45
POS Cardholder Presence Indicator	1 N	47
POS Card Presence Indicator	1 N	48
E-commerce Transaction Indicator	1 N	49
POS Card Data Terminal Input Capability Indicator	1 N	50
Filler	49 AN	51

⊗ 2.5 “JC” JCB–3DS and Additional Card Payment Information Reference Table (TDSD)

⊗

Element Description	Attribute	Start
Point-of-Sale (POS) Entry Mode	2 N	1
Electronic Commerce Indicator	1 N	3
Cardholder Authentication Verification Value	20 N	4
Point of Service Condition Code	1 N	24
Card Sequence Number	2 N	25
Point of Service Information	6 AN	27
Filler	67 AN	33

3. TLV Data

A TLV (Tag-Length-Value) format is used for data representation. A TLV record allows for new message elements and variable data elements length. The TLV elements can also be placed in any order inside the record. Moreover, the TLV elements can be listed as a reference table outside the DISH, so that adding a new one would not impact the DISH itself.

To avoid any negative impact to stakeholder systems using fixed-length structured records like DISH, binary format elements must be converted to printable hexadecimal format.

EMV authentication data must be presented in TLV format.

If using TLV format, the Reporting Systems need to do the following, based on a DISH TLV Reference Table for each Card Scheme. See examples in Sections 3.2, 3.3, 3.4, 3.5 below; to be maintained on www.iata.org/dish.


- (a) identify which TLV data elements (not necessarily all) to extract from the messages and ensure they are included on the RET file (CATI element).
- (b) identify which data elements are in binary format, and convert them to printable hexadecimal format.
- (c) build the RET record with the TLV elements; including assigning the proper DISH Tag value for each element, and calculating the data lengths.
- (d) no other validation of the TLV data is required.

3.1 TLV Data Structure


The CATI data may be spread over several records if the total data length requires it.

Example of multiple records CATI data element structure:

First Record:

Glossary ID	Data length (fixed)	Card payment information TLV Data elements
AN 2	N 4	

Second Record:

Card payment information TLV Data elements	Pad
	Spaces

If the length exceeds the size of the CATI element on the record, a second record is required. In this case the first record will still contain the total data length. Then the remaining bytes over the first record CATI max length will go on the second record. (Note: truncation at end of first record may occur anywhere).

The receiver needs to concatenate both records before storing or interpreting the TLV elements, or including them on other DISH file outputs (HOT, CSI, CSP).

The estimated maximum total length varies depending on the card scheme; e.g.:

- for VISA is 367 bytes
- for MasterCard is 387 bytes
- for Amex is 241 bytes

Example (RET file); total data length = 300 bytes:

- First IT0D record:
 - CATI bytes 1-2: 'VI'
 - CATI bytes 3-6 : data length ("0300")
 - CATI bytes 7-245: TLV data elements (the last data element may be truncated)
- Second IT0D record:
 - CATI bytes 1-61: Continuation of the TLV data elements, up to the data length given in first record.

Glossary ID:

The Glossary ID is identifying the glossary to use for this transaction; e.g.:

- VI: VISA TLV Reference Table (see example in [Sections 3.2](#) below)
- CA: MasterCard TLV Reference Table (see example in [Sections 3.3](#) below)
- AX: AMEX TLV Reference Table (see example in [Sections 3.4](#) below)
- DC: DINERS TLV Reference Table (see example in [Sections 3.5](#) below)
- JC: JCB TLV Reference Table (see example in [Sections 3.6](#) below)

Data length:

The data length gives the number of bytes used in the payment data elements structure (excluding the 2-character Glossary ID and the 4-digit data length itself).

TLV Data elements:

This part contains the TLV payment data elements. See description of each element in the TLV Reference Tables (to be maintained on www.iata.org/dish), for details on format and representation.

TLV representation:

- Tag
The tag value is 6 bytes (fixed).
Some tag values as example: 95bbbb, 9F02bb, X02200, X06101, etc.
- Length
The length is 2 bytes (fixed). It is coded in decimal, and gives the value length in bytes.
- Value
This is the actual data element value, in printable characters.

If the original value of the TLV data element is in binary format, the value must be converted to printable hexadecimal format (characters 0-9, A-F) in the TLV, as identified in the TLV Reference Tables. Also the original tag length must be multiplied by 2.

For numeric or alphanumeric value, the systems providing the TLV may use different character set (usually depending on the system architecture), the value has to keep the same semantic.

For example: if a currency code is 840 (code for US Dollar) in the system formatting the TLV, the value should still be 840 in the DISH File (with ASCII character set).

Naming convention for TAGs:

To easily identify EMV tags vs. other tags, a different prefix system will be used:

- EMV tags will be right padded with blanks; e.g.:
EMV 95 becomes 95bbbb
EMV 9F02 becomes 9F02bb
- Other tags will be named based on the authorization field reference, with the prefix “X”; as per the following convention:
Xbbbss; where bbb is the field id in ISO8583, and ss is the subfield ID.
ss=00 is the default, meaning “the full field”. For example, X00300 means the entire processing code: subfields 1, 2 and 3.

Examples of TAGS:

EMV tags => left justify and right pad with blanks

VISA Data field 22 subfield 1 => X02201

VISA Data field 126 subfield 18 => X12618

MasterCard DE22 => X02200

MasterCard DE61 subfield 1 => X06101

AMEX Data field 61 Subfield ECI => X02200

DINERS EMV Data field 55 => 5F34

Example of CATI Element:

```
VI01679F10BB3201120A8000220000B86F000000000009F26BB16192E242EBEA022
6C9F36BB0410679F37BB083267FD6795BBB100000000009ABB06140606X02201
0203X025000205X126180512345X126200212
```

Interpretation:

```
VI
0167
9F10    32  01120A8000220000B86F000000000000
9F26    16  192E242EBEA0226C
9F36    04  1067
9F37    08  3267FD67
95      10  0000000000
9A      06  140606
X02201  02  03
X02500  02  05
X12618  05  12345
X12620  02  12
```

3.2 “VI” VISA—TLV Reference Table (CATI)—Example

⊗

TAG	Description	Source Auth message or response 0100/0110	Convert to printable hex?
82	Application Interchange Profile	F55 Tag 82 or F138	Y
95	Terminal Verification Results	F55 Tag 95 or F131	Y
9A	Terminal Transaction Date	F55 Tag 9A or F146	Y
9C	Transaction Type	F55 Tag 9C or F144	Y
9F02	Cryptogram Amount	F55 Tag 9F02 or F147	Y
9F10	Issuer Application Data	F55 Tag 9F10 or F134 extended	Y
9F1A	Terminal Country Code	F55 Tag 9F1A or F145	Y
9F26	Application Cryptogram	F55 Tag 9F26 or F136	Y
9F33	Terminal Capability Profile	F55 Tag 9F33 or F130	Y
9F36	Application Transaction Counter	F55 Tag 9F36 or F137	Y
9F37	Unpredictable Number	F55 Tag 9F37 or F132	Y
9F5B	Issuer Script Results	F55 Tag 9F5B or F143	Y
9F6E	Form Factor Indicator	F55 Tag 9F6E	Y
X02201	Point-of-Service Entry Mode Code	F22-1	
X02300	Card Sequence Number	F23	
X02500	Point-of-Service Condition Code	F25	
X03900	Response Code	F39	
X06000	Additional POS Information	F60	
X06201	Authorisation Characteristics Indicator	F62-1	
X12618	Agent Unique Account Result	126-18	
X12620	Additional Authentication Method	126-20	
X12621	Additional Authentication Reason Code	126-21	

3.3 “CA” MasterCard—TLV Reference Table (CATI)—Example



TAG	Description	Source Auth message or response 0100/0110	Convert to printable hex?
82	Application Interchange Profile (AIP)	DE55 Tag 82	Y
95	Terminal Verification Results (TVR)	DE55 Tag 95	Y
9A	Terminal Transaction Date (YYMMDD)	DE55 Tag 9A	Y
9C	Transaction Type	DE55 Tag 9C	Y
9F02	Amount, authorized	DE55 Tag 9F02	Y
9F10	Issuer Application Data (IAD)	DE55 Tag 9F10	Y
9F1A	Terminal Country Code	DE55 Tag 9F1A	Y
9F1E	Interface Device (IFD) Serial Number	DE55 Tag 9F1E	
9F26	Application Cryptogram	DE55 Tag 9F26	Y
9F27	Cryptogram Information Data	DE55 Tag 9F27	Y
9F33	Terminal Capabilities	DE55 Tag 9F33	Y
9F34	Cardholder Verification Method (CVM) Result	DE55 Tag 9F34	Y
9F36	Application Transaction Counter (ATC)	DE55 Tag 9F36	Y
9F37	Unpredictable Number	DE55 Tag 9F37	Y
X02200	Point-of-Service Entry Mode	DE 22	
X02300	Card Sequence Number	DE 23	
X04842	Electronic Commerce Indicators	DE 48 subfield 42	
X04843	Universal Cardholder Authentication Field (UCAF)	DE48 SE43	
X06101	POS Terminal Attendance	DE 61 Subfield 1	
X06103	POS Terminal Location	DE 61 Subfield 3	
X06104	POS Cardholder Presence	DE 61 Subfield 4	
X06105	POS Card Presence	DE 61 Subfield 5	
X06106	POS Card Capture Capabilities	DE 61 Subfield 6	
X06107	POS Transaction Status	DE 61 Subfield 7	
X06108	POS Transaction Security	DE 61 Subfield 8	
X06110	Cardholder-Activated Terminal Level	DE 61 Subfield 10	
X06111	POS Card Data Terminal Input Capability Indicator	DE 61 Subfield 11	
X06112	POS Authorization Lifecycle	DE 61 Subfield 12	
X06601	Program Protocol	DE48 SE66 SF1	
X06602	Directory Server Transaction ID	DE48 SE66 SF2	

3.4 “AX” American Express—TLV Reference Table (CATI)—Example

⊗

TAG	Description	Source Auth message or response 0100/0110	Convert to printable hex?
82	Application Interchange Profile	DF55 Tag 82	Y
95	Terminal Verification Results	DF55 Tag 95	Y
9A	Terminal Transaction Date	DF55 Tag 9A	Y
9C	Transaction Type	DF55 Tag 9C	Y
5F2A	Authorisation Currency Code	DF55 Tag 5F2A	Y
5F34	Application PAN Sequence Number	DF55 Tag 5F34	Y
9F02	Amount Authorized	DF55 Tag 9F02	Y
9F03	Amount, other	DF55 Tag 9F03	Y
9F10	Issuer Application Data	DF55 Tag 9F10	Y
9F1A	Terminal Country Code	DF55 Tag 9F1A	Y
9F26	Application Cryptogram	DF55 Tag 9F26	Y
9F27	Cryptogram Information Data	DE55 Tag 9F27	Y
9F36	Application Transaction Counter	DF55 Tag 9F36	Y
9F37	Unpredictable Number	DF55 Tag 9F37	Y
X02200	Point-of-Service Data Code	Data Field 22	
X06101	Electronic Commerce Indicator	Data 61 Subfield ECI	

△ 3.5 “DC” DINERS—TLV Reference Table (CATI)—Example

⊗

TAG	Description	Source Auth message or response 0100/0110	Convert to printable hex?
5F34	Application PAN Sequence Number	EMV Field 55	Y
9F06	Application Identifier Terminal	EMV Field 55	Y
82	Application Interchange Profile (AIP)	EMV Field 55	Y
9F36	Application Transaction Counter (ATC)	EMV Field 55	Y
9F26	Application Cryptogram (AC)	EMV Field 55	Y
9F07	Application Usage Control (AUC)	EMV Field 55	Y
9F02	Amount Authorized (Fixed Numeric with no decimal places)	EMV Field 55	Y
9F03	Amount Other (Fixed Numeric with no decimal places)	EMV Field 55	Y
9F27	Cryptogram Information Data (CID)	EMV Field 55	Y
9F34	Cardholder Verification Results (CVM) Results	EMV Field 55	Y
84	Dedicated File (DF) Name	EMV Field 55	Y
9F1E	Interface Device (IFD) Serial Number	EMV Field 55	Y
9F10	Issuer Application Data	EMV Field 55	Y
91	Issuer Authentication Data (IAD)	EMV Field 55	Y
9F5B	Issuer Script Results	EMV Field 55	Y
9F1A	Terminal Country Code	EMV Field 55	Y
9F0B	Terminal Application Version Number	EMV Field 55	Y
9F33	Terminal Capabilities	EMV Field 55	Y
9F35	Terminal Type	EMV Field 55	Y
95	Terminal Verification Results (TVR)	EMV Field 55	Y
9A	Transaction Date	EMV Field 55	Y
9C	Transaction Type	EMV Field 55	Y
5F2A	Transaction Currency Code	EMV Field 55	Y
9F37	Unpredictable Number (UN)	EMV Field 55	Y
X02206	Point-of-Sale (POS) Entry Mode	DE 22 position 6	
X04406	Additional Data (CAVV Validation Result Code)	DE 44 position 6-7	
X02205	POS Cardholder Presence Indicator	DE 22 position 5	
X02206	POS Card Presence Indicator	DE 22 position 6	
X12202	E-commerce Transaction Indicator	DE 122 position 2	
X02201	POS Card Data Terminal Input Capability Indicator	DE 22 position 1	
X12200	Additional Authentication Data	DE 122	



3.6 “JC” JCB—TLV Reference Table (CATI)—Example



TAG	Description	Source Auth message or response 0100/0110	Convert to printable hex?
X02200	Point-of-Sale (POS) Entry Mode	DE22	
X04801	Electronic Commerce Indicator	DE48 Tag02 Sub Field ECI	
X04802	Cardholder Authentication Verification Value	DE48 Tag02 Sub Field CAVV	
X02500	Point of service condition code	DE25	
X02300	Card sequence number	DE23	
X06100	Point of Service Information	DE61	

Appendix H— IATA EasyPay

IATA EasyPay (PSC Resolution 728—Section 7.3 “IEP”) is a closed-loop, private and proprietary payment instrument owned by the Airlines through IATA. An agent can set up and pre-load an EasyPay wallet/account with funds, and then report transactions against these funds.

EasyPay is a risk free Form of Payment for the airlines as it is based on a “Pay-as-Go system”:

- Funds must be available in the agent's IATA EasyPay account prior to ticket issuance.
- Ticket issuance irrevocably blocks the funds for payment of transaction.
- If the agent does not have sufficient funds in the EasyPay account, the authorization request is denied and the ticket is not issued.
- No chargebacks are accepted.

Instead of a one-size-fits-all and all agents having unlimited credit in the BSP, an agent's risk profile determines its credit conditions. Dynamic credit management mitigates the risk exposure and agencies choose the accreditation model relevant to their business.

EasyPay is an additional Form of Payment available for all IATA accredited Travel Agents. It does not replace any of the existing payment methods and is voluntary to use by agents.

Once any agent with a Cash Facility reaches its Remittance Holding Capacity, access to Cash sales is restricted. The agent will be able to continue issuing tickets exclusively via EasyPay and Payment Card.

In terms of BSP processing, the authorisation, RET reporting and DPC calculations are similar to Payment Card; including Conditional reporting of APLC, AUTA, CSTF, CVVR, EXDA, EXPC, FPTI, and SAPP. However no card authentication information (EMV/3DS) is reported.

EasyPay amounts are settled by BSP directly to the airline.

IATA EasyPay solution is based on an IATA EasyPay number, which is following the same structure standard as payment cards Primary Account Numbers, including Luhn check. The number is provided privately labelled by one or several card schemes (one per country), with a separate bin range, and is reported in the FPAC element. The IATA EasyPay number is generated by the IATA EasyPay system; either as a static number (multiple use), or dynamic number (single use), depending on the option chosen by the Travel Agent.



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Appendix I—Extended Payment Plan (EPP)

The Extended Payment Plan process is an existing functionality used in selected BSPs.

Business Functionality

Extended Payment Plan (EPP) transactions are credit card payments where the total amount is paid over a number of months in pre-specified amounts applying an airline financing plan instead of a credit entity one.

The airline finances the sale, thus receiving the instalments, at the same time that the credit entity does, contrary to an extended payment where airline receives the whole of the sale value and the credit entity manages the reception of the instalments from the customer. This way, the airline needs to receive additional information on how the payment has to be made.

When issuing an EPP Transaction, there can be a 'Down payment' which will be paid with the first instalment.

The Extended Payment Code element (EXPC), currently included in DISH 23, is used to report extended payments managed by the Credit Card company.

When two or more documents are paid with the same credit card in the same EPP transaction (one approval code for the whole payments), it is referred as the EPP Group.

Functional workflow of EPP Transactions:

A. Agents

When issuing a document, the Agent includes the required EPP information (Instalments quantity, Instalment amount, etc) in the ticketing entry.

B. GDS (Global Distribution Systems)

The GDS reports this information to the DPC through **RET file** (*IT08 Record*) as per the following detail:

EPP Payments use two blocks of payment, where:

1st. FFTP Block

- FFTP = 'CCeennnn'
- FPAM = (Instalment Amount **or** Down Payment Amount) + Taxes
- FPAC = Credit Card Number
- All other fields must be filled as per normal DISH requirements.

2nd. FFTP Block (used to report specific EPP information)

- FFTP = 'MSCC' (Fixed)
- FPAM = Remaining amount (TDAM–FPAM1)
- FPAC = EPP payments string (see below)

EPP payments string:

With no Down Payment: PLQXPPPPPPXAAAAAA

With Down Payment*: PLEQXPPPPPPXAAAAAA

PL – Fixed information



E – Information to indicate that the amount in FPAM1 means Down Payment + Taxes

QQ – Quote quantity – Number of instalments

X – Fixed – Field Separator

PPPPPP – Airline Plan Code

X – Fixed – Field Separator

AAAAAAA – Instalment Amount

C. DPC

C.1 RET Processing

DPC system allows the airline to configure EPP Plans. When processing the information received in the RET file, DPC performs validations on the 'EPP Payment String' based on the EPP Plans already configured.

C.2 Airline Report

DPC reports CC payment to the Airlines through the **HOT file** (BKP84 record).

Only one BKP84 record, made as the combination of CC and MSCC FPTPs in the RET file, is received in the HOT file as per the following detail:

- FPTP = 'MSCC' (Fixed)
- FPAC = Credit Card Number (CC block in RET)
Note: FPAC where 'EPP payments string' is reported in RET file, is not reported in HOT file.
- FPAM = FPAM (CC block in RET) + FPAM (MSCC block in RET)

C.3 Acquirer Report

DPC reports the EPP information to the Acquirers in the **CSI file** (CEP record).

CEP record definition is shown in [Section 7.6.14](#).

Including CEP optional record in the CSI file can be set as a parameter as per Airline requirement at 'BSP/Airline/Acquirer' level.

Example Case 1 (Without Down Payment)

Fare: 1000.00, Taxes: 200.00, Total Amount: 1200.00

EPP no Down Payment – 4 Instalments of 250.00 each

Plan code: IA01 (Correct plan code is informed by each airline)

1st FPTP block

FPTP = CCXX1234

FPAM = 450.00 (250.00 Instalment Amount + 200.00 Taxes)

FPAC = 1234123412341234

2nd FPTP block

FPTP = MSCC

FPAM = 750.00 (1200.00 – 450.00)

FPAC = PL4XIA01X25000

Total CC Payment 1200 (4 payments of 250 + 200 Taxes)

- Instalments Quantity = 4
- Instalment Amount = 250.00
- Plan code = IA01

The customer will receive the following credit card billings:

- First credit card billing: 250.00 + 200.00 (Instalment 1/4 + Taxes)
- Second credit card billing: 250.00 (Instalment 2/4)
- Third credit card billing: 250.00 (Instalment 3/4)
- Fourth credit card billing: 250.00 (Instalment 3/4)

Example Case 2 (With Down Payment)

Fare: 1000.00, Taxes: 200.00, Total Amount: 1200.00

EPP with Down Payment – 3 Instalment of 300.00 each And Down Payment of 100.00

Plan code: IA02 (Correct plan code is informed by each airline)

1st FPTP block

FPTP = CCXX1234

FPAM = 300.00 (100.00 Down Payment + 200.00 Taxes)

FPAC = 1234123412341234

2nd FPTP block

FPTP = MSCC

FPAM = 900.00 (1200.00 Total Amount – 300.00 FPAM1)

FPAC = PLE3XIA02X30000

Total CC Payment 1200 (3 payments of 300,00 + Down Payment of 100.00 + 200 Taxes)

- Instalments Quantity = 3
- Instalment Amount = 300.00
- Plan code = IA02
- Down Payment = 100.00 (FPAM1 – Taxes)

The customer will receive the following credit card billings:

- First credit card billing: 300.00 + 200.00 + 100.00 (Instalment 1/3 + Taxes + Down Payment)
- Second credit card billing: 300.00 (Instalment 2/3)
- Third credit card billing: 300.00 (Instalment 3/3)

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