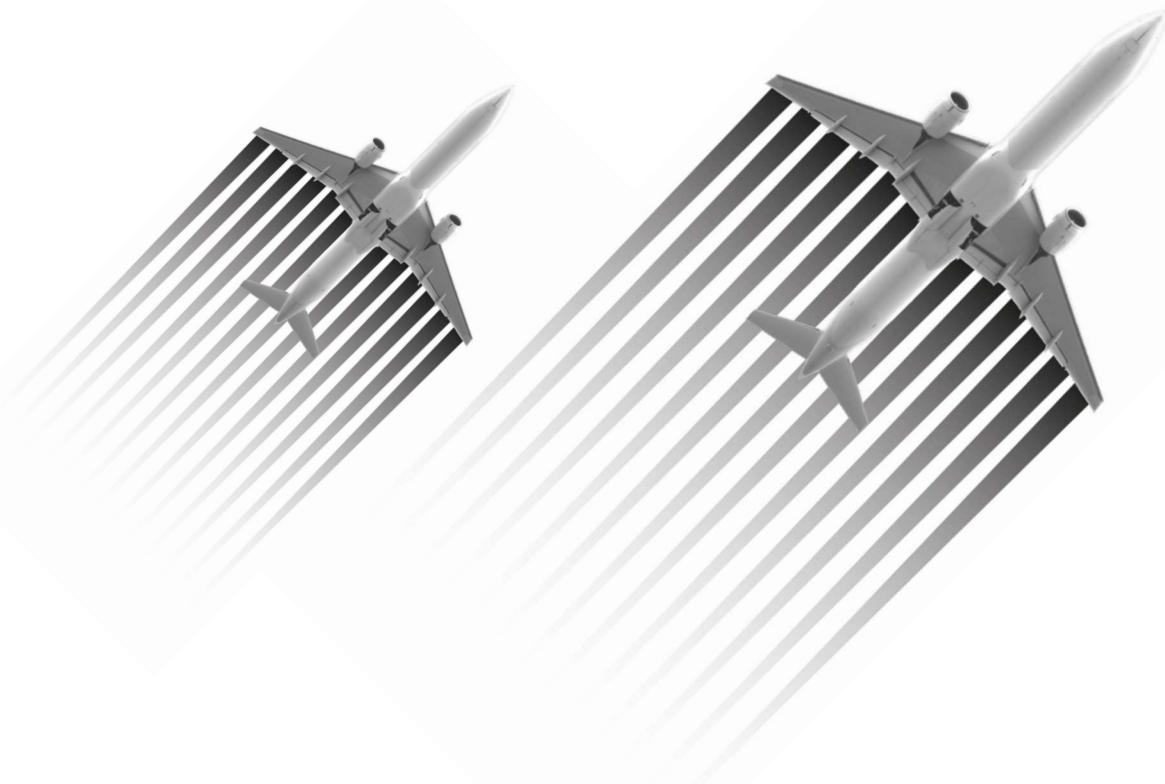




OAG SSM & ASM

Data Transfer to OAG using SSM & ASM updates





Using SSM and ASM messages for your data transmission to OAG

The Standard Schedule Message SSM and the Ad Hoc Schedules message ASM are the Industry preferred methods of distributing changes only. These formats are documented in the IATA SSIM Manual, an Industry Standard that has been in place for over 30 years and adopted by airlines worldwide of various size.

The use of SSM allows the transmission of permanent changes to an airline's basic, (i.e. regularly operated) schedules, whereas ASM is intended to transmit deviation from the basic schedule for single days.

For all airlines, the effectiveness of flight data exchange whether to their scheduling and operational systems, ARS or to data distributors; the timing and immediacy of schedule distribution is critical. By changing to this method of supply to OAG you can vastly speed up the transmission of your data into the GDS distribution chain. By doing this, you increase the synchronisation and visibility of your data with the potential to reduce re-booking fees.

OAG aim is to assist the airline Industry by providing the mechanism to offer real-time updates directly into the distribution chain to the Global GDS. The real-time nature of both OAG and the GDS will allow the true view of your airlines schedules to be reflected. With extensive knowledge of consolidating and processing flight schedule information, OAG will ensure your data is consistent across all distribution channels

Features

- Uses IATA Standard Industry formats that may already be in use within your airline
- Simple one-off set up
- Fast and Accurate allowing immediate transmission directly from your Airlines own reservation or operations system
- OAG use text error messages that are clear, easily readable and can be directed back to a specific address within your airline
- One to one system testing with individual testing plans created for you with a dedicated support group for your airline
- Stringent security allows the submission of hosted data
- Compatible with a full SSIM file and so allows periodic data re-fresh

Benefits

- Increases the speed of your data supply into the GDS distribution chain and offers the opportunity to use OAG as a single distribution point for a GDS recipient
- By creating a more regular and continuous supply of data through OAG to the GDS you can increase the synchronisation of your data and reduce re-booking fees
- Offers the opportunity to use your existing Crew Planning or Slot software that may already have the ability to create SSM or ASM messages
- Stringent data checking procedures based on Industry Standards are used. Errors are sent back to your airline immediately upon OAG processing your messages.
- Allows your data to be more compatible with value added services provided by OAG – such as code share synchronisation

Introduction

This document provides an overview of the OAG SSM inbound message facility, and also provides information regarding the parameters that will need to be set up for OAG to receive your messages.

OAG has the facility to receive flight data changes from customers using IATA Standard SSM and ASM message formats. This facility has been programmed to follow the current IATA SSM/ASM standards found in the current edition of the IATA SSIM Manual.

SSIM Chapter 4 describes SSM formats
SSIM Chapter 5 describes ASM formats

Distribution

Flight data changes received via SSM messages into the OAG database are processed and validated on a daily basis. The changes received are then updated to our on-line system automatically and are ready for distribution. The changes are then available to recipients of OAG data i.e. GDS/ARS (Airlines own Reservation System) in their chosen method of supply.

N.B. Whilst OAG can receive ASM messages we currently only accept them to update our Flight Status Product.

OAG SSM INBOUND

- **Time mode**
OAG accepts SSM messages in both LOCAL & GMT
- **OAG Inbound Action codes**
OAG accepts the following SSM/ASM action codes
 - SSM > SKD, NEW, CNL, RPL, REV, TIM, EQT, CON & ADM
- **Acknowledgement/Rejected messages**
OAG allows the customer the option of receiving or not receiving acknowledgement (ACK) but strongly recommends that reject (NAC) messages are received.
- **Testing Period**
For new SSM customers OAG will not accept SSM's directly onto the live production database, therefore, we require all customers to undergo a test period. The purpose of this is to ensure we can receive and process your messages successfully. The testing period will be dependent on the compatibility and quality of SSM messages.

Once the testing period is complete, OAG and the customer mutually agree a date for when messages can be sent to update the live database.

Customer Parameter Information

The following details are required to enable OAG to accept SSM messages from your system.

SITA address

Please advise the SITA address from which you will be sending your SSM/ASM messages

Airline delivery address	
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In order to receive acknowledgement or reject messages, to which SITA address should we send your ACK/NAC messages?

ACK – Acknowledgement	
NAC – Not Acknowledged (rejected)	

Important note : OAG recommend that you receive reject messages in order to ensure rejected data errors are resolved and do not compromise your data accuracy

Software

Please advise which of the following is being used to create your SSM messages

	Yes	No
Companies own internal software		
Custom bought software package		
Other (eg GDS)		

If the changes are generated from your internal system please advise which system is generating the messages. E.g. operations, reservations, marketing

The System generating the changes	
If Custom bought software package, please specify :	

Generation of messages

Please advise of the frequency that SSM messages will be generated to OAG, and where these messages will be generated from.

	Yes	No
As I make changes into my system messages are generated immediately during the day		
As I make changes into my system messages are retained and batched at intervals		
Please indicate at what interval this will occur :		
Hourly Overnight Other		
Is this system a Test System or Live (Production) System?		
Test Production		
Will you be generating ASM messages		

SSM Message Formats

Please indicate which SSM actions types you will send

	Yes	No
ADM		
CNL		
CON		
EQT		
NEW		
REV		
RPL		
SKD		
TIM		

Please indicate if messages will be sent as separate messages or in a message 'envelope'

	Yes	No
Separate messages		
Several messages in a message 'envelope'		



Data Element Identifier (DEI) Information

For your information and assistance, a complete list of IATA Standard Data Element Identifiers (DEI) that OAG accepts is included in this documentation and can be found at the end of the Customer Parameter Information.

Please review this document and advise what data elements you will be sending in order that we can ensure full testing for these DEI's. Further to this please indicate if you will be sending us Terminal data and Electronic Ticketing information.

Terminals

The OAG database requires terminal details as per IATA SSIM Appendix D. Please advise us if your system will send DEI 98/99

	Yes	No
Arrival Terminal DEI 98		
Departure Terminal DEI 99		

Electronic Ticketing Details

The OAG database requires Electronic Ticketing Default as per IATA SSIM Appendix D. Please advise us if your system will send DEI 505

	Yes	No
DEI 505 / ET		
DEI 505 / EN		

Test Period

OAG SITA address is: **FABWR7X**

Please advise us of a date you would like to send your first SSM transmission

First SSM Transmission date	
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**Data Refresh prior to submission of data**

When testing SSM messages, OAG use a test environment. How would you like us to refresh the OAG test database with your data prior to testing SSM transmissions?

	Yes	No
Cancel all flights on the test database and I will send SSM NEW		
Copy flights from OAG live database to OAG test database prior to my first SSM transmission		
Please advise us of the flight range(s), which you will use during the SSM/ASM testing period All Flight Range		
For Flight Range, please specify flight numbers		

Customer Name	_____
Date	_____