Galileo TPF MIR Specification

Machineable Interface Record (MIR)

December 2006

Copyright

©2006 Galileo International. All rights reserved.
Information in this document is subject to change without notice. The software described in this document is furnished under a license agreement or nondisclosure agreement. The software may be used or copied only in accordance with the terms of those agreements. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or any means electronic or mechanical, including photocopying and recording for any purpose other than the purchaser's personal use without the written permission of Galileo International.

Trademarks

Galileo International may have patents or pending patent applications, trademarks, copyrights, or other intellectual property rights covering subject matter in this document. The furnishing of this document does not give you any license to these patents, trademarks, copyrights, or other intellectual property rights except as expressly provided in any written license agreement from Galileo.
All other companies and product names are trademarks or registered trademarks of their respective holders.

Table of Contents

GENERAL CONTENT AND USAGE 12

1. ROLE IN SYSTEM 13
2. PHILOSOPHY 13
3. TYPE OF DATA 13
4. PROGRAMMING ASPECTS 14
5. STORAGE FACTORS 15
6. MIR TYPES CURRENTLY SUPPORTED 16
7. PROGRAMMATIC REMARKS AUTO GENERATED TO A14 SECTION BACK OFFICE/TICKET REMARKS SECTION 16
8. MIR OPTIONS AND TYPE TABLES 18
DESCRIPTION OF CONTENTS 23
HEADER SECTION 24

DATA SECTIONS 42

CUSTOMER REMARK SECTION 43
CORPORATE/GROUP NAME SECTION 44
PASSENGER DATA SECTION 44
FREQUENT FLYER SECTION 49
AIRLINE DATA SECTION 50
AMTRAK/RAIL SECTION 58
WAITLISTED SEGMENT/OTHER AIR SEGMENT SECTION 61
APOLLO SEAT DATA SECTION 64
FARE VALUE SECTION 66
FARE BASIS SECTION 71
FARE CONSTRUCTION SECTION 73
TICKET EXCHANGE SECTION 76
NEW TICKET EXCHANGE SECTION 79
FORM OF PAYMENT DATA 85
PHONE DATA 88
ADDRESS DATA 89
BACK OFFICE/TICKET REMARKS 90
ASSOCIATED/UNASSOCIATED REMARKS 91
AUXILIARY SEGMENTS - SECTION A16 92
LEISURESHOPPER DATA 126

ETDN INFORMATION 143

MISCELLANEOUS DOCUMENT INFORMATION 144

SSR/OSI Data **146**

NET REMIT **148**

SEAT DATA SECTION - GALILEO **149**

REFUND SECTION **151**

OTHER FARE CONSTRUCTION **159**

INTEGRATED CONTENT **162**

APPENDIX A **173**

LINKAGE / RETRANSMISSION **173**

APPENDIX B **174**

APPENDIX C **177**

DEFINITION AND USE OF THE MIR MODIFIERS *177*
INTRODUCTION *177*
OVERVIEW OF THE 'D' MODIFIERS *177*
DUAL MIR *178*
NON - TICKETING MIR *182*
NON-FARING MIR - APO ONLY *185*
QUEUE TICKETING ENTRIES *186*

APPENDIX D **188**

APPENDIX E **192**

REFUND/VOID MIR FUNCTIONS *192*
VOID MIR *193*

DOCUMENT VERSION CHANGES

Document Reference	Document Date	Revisions Status
spec15.doc (Revision 3)	01/09/1995	Pre-product release on GCS document.
spec16.doc (Revision 4)	01/04/1996	Release on GCS document. Changed data elements: section 22: new field A22PAS, A22SEN increased to 6 bytes. All other changes editorial.
Spec17.doc (Revision 5)	01/03/1997	Revision includes Refund and Void MIR functionalities for GCS; new data elements in A11; new feature in A21, post delivery corrections. Revision includes Spoil, Void and Unvoid MIR functionality for APO; new label in A02.
Spec17c.doc(Revision 6)	27/03/2001	Removal of PFC tax labels, added Penalty label and other editorial changes. A02, A07, A10, A23.
Spec17d.doc (Revision 7)	12/2002	New (A19) section added for misc. documents – MCOs and Service Fees New system generated A14 remark added for Corporate ID Tracking (CIDT-).
Spec2006.doc	8/12/2006	New specification document now owned by Langley office. Complete reformat into new style document. The changes are too numerous to highlight. The following changes are highlighted in the document body. Includes new A03 fields for "Cross Accrual". – Implementation 11th January 2007. Includes new section A26 for Content Integrator – See also Glossary for more information. – Programs will be loaded and the revised MMOD screen will be visible from 10th December 2006. However, until the release of the GTA integration during March 2007 there will be no data to feed into the new section which means that the section will not be sent even if it is switched on in MMOD.

When any changes are made to the MIR a new copy of the specification will be issued. The changes will be highlighted as well as being listed above.

GALILEO MACHINEABLE INTERFACE RECORD SPECIFICATION NOTICE

Galileo Central System (GCS) only:

In accordance with Article 10 of Council Regulation (EEC) No 3089/93 merged with Council Regulation (EEC) No 2299/89 this specification is freely provided to interested parties for evaluation purposes only.

In the event that, having performed your evaluation, you wish to implement software which will create an interface to the GCS system for the reception of MIRs, Galileo requires that you enter into a Galileo Interface Agreement with itself. Two copies of the agreement are enclosed. if you wish to enter into an agreement with Galileo, please complete and sign both copies of the agreement, extract them from this manual and send them to your local Galileo office. We suggest that you make a copy of the agreement for your own reference pending return of one original signed on behalf of Galileo by Travelport.

IN THE EVENT THAT YOU IMPLEMENT AN INTERFACE WITHOUT SUCH AGREEMENT, THERE IS A DANGER THAT, IN THE EVENT THAT GALILEO CHANGES THE SPECIFICATION IN THE FUTURE, YOUR INTERFACE WILL NOT FUNCTION CORRECTLY.

Galileo accepts no liability in the event that your interface ceases to work correctly following implementation of a changed MIR specification. Galileo does, however, undertake to give to all holders of Galileo Interface Agreements, reasonable notice of such changes.

GALILEO MACHINEABLE INTERFACE RECORD SPECIFICATION NOTICE

Apollo (APO) only:

In the event that, you wish to implement software which will create an interface to the APO system for the reception of MIRs, Galileo requires that you enter into a Galileo Interface Agreement with itself. If you wish to enter into an agreement with Galileo, please contact Galileo by Travelport (see last page of document) or your local Galileo office.

IN THE EVENT THAT YOU IMPLEMENT AN INTERFACE WITHOUT SUCH AGREEMENT, THERE IS A DANGER THAT, IN THE EVENT THAT GALILEO CHANGES THE SPECIFICATION IN THE FUTURE, YOUR INTERFACE WILL NOT FUNCTION CORRECTLY.

Galileo accepts no liability in the event that your interface ceases to work correctly following implementation of a changed MIR specification. Galileo does, however, undertake to give to all holders of Galileo Interface Agreements, reasonable notice of such changes.

Glossary

Term	Definition
ARC	Airline settlement in USA by the Airline Reporting Corporation.
BSP	Airline settlement in each other country by the IATA Billing Settlement Plan.
APO	Abbreviation used to refer to the Apollo CRS.
GCS	Abbreviation used to refer to the Galileo Central System CRS.
Central Reservation System (CRS)	Airline and Auxiliary (Car Hotel and Tour/Cruise) Segment booking and Ticketing system.
GDS	Global Distribution System. A later version of a CRS.
Agency Management Systems	Business Systems marketed by CRSs and other software companies to travel agencies.
Point of Sale	Access by travel agent to the CRS and other databases.
Front Office	Functionality for booking records, passenger details, services booked, client documents and payments.
Middle Office	Information on clients, suppliers and the analysis of costs and service information, sales returns and daily reports, MIS reports.
Back Office	Accounting records, MIS reports, reconciliation, cash flow management and regulatory accounting. Term used mainly in North America.
Agency Management Systems	As above but includes point of sale, and middle office in addition. Term used mainly in Europe.
Third Party Agency Management Systems	Third Party Agency Management Systems is the CRS term for Agency Management Systems supplied by non-CRS companies.
Data Hand-off/Interfaces	The term applies to CRS derived hand-offs for accounting and MIS data used by travel agent's systems.
MIR Products	The term applies to Galileo data hand-offs for accounting and MIS data used by travel agent's systems which access Apollo and Galileo.
MIR	The data hand-off product from the Apollo and Galileo CRSs.
GMIR	The data hand-off product from the Galileo CRS which MIR replaces.
Global MIR	The application and mechanism which gives the ability to transmit MIRs between the Federation CRSs: Apollo and Galileo.

Glossary continued

Term	Definition
XML MIR	A handoff similar to MIR using the XML (Extended Mark-up Language) has been implemented in the Galileo rail environment for SBB/DB/SNCF only.
TAT Ticketing.	Most ticketing supported by Galileo results in tickets being reported to a BSP for settlement. However, it is possible to configure agencies to issue tickets of an airline in such a way that reporting and billing occurs between the agency and airline with no BSP in between. In the paper environment the ticket type used is a TAT (Transitional Automated Ticket – a form of the red carbon multi part ticket). Where an electronic version of this process is used Galileo refer to it as E-TAT. Where TAT or E-TAT is in use only one airline may be included in each AAT.
Refund MIR	The term applies to the data hand-off of Refund data when a ticket has been issued and reported to BSP, in which the passenger is now claiming money back for all or part of an unused ticket.
Void/Spoiled MIR	The term applies to the data hand-off of void data when a ticket has been issued (plated or un-plated) which is cancelled within a period of time specified by BSP. The ticket may or may not have been reported to BSP depending on the BSP RET hand-off cycle. To undo the void transaction, the term “un-void” is used. When an unused ticket or stock number has caused a void due to printer jam or electronic ticket failure, the term “spoiled” is used.
Electronic ticket	The term applies to the passenger purchase business process by which a ticket is issued electronically by an airline and is not paper printed.
Paper ticket	The term applies to the passenger purchase business process by which a ticket is issued and printed by an airline or GDS on an actual piece of paper
Virtual ticketing	The commercial name for the Galileo International electronic ticketing process made available to participating carriers.
Section	A set of data elements beginning with a Section ID, ending in two carriage returns.
Item	A set of data elements beginning with a Section ID, ending in a single carriage return. An item may repeat with different values.
Line	A set of data elements between carriage returns. A line can be of indeterminate length.

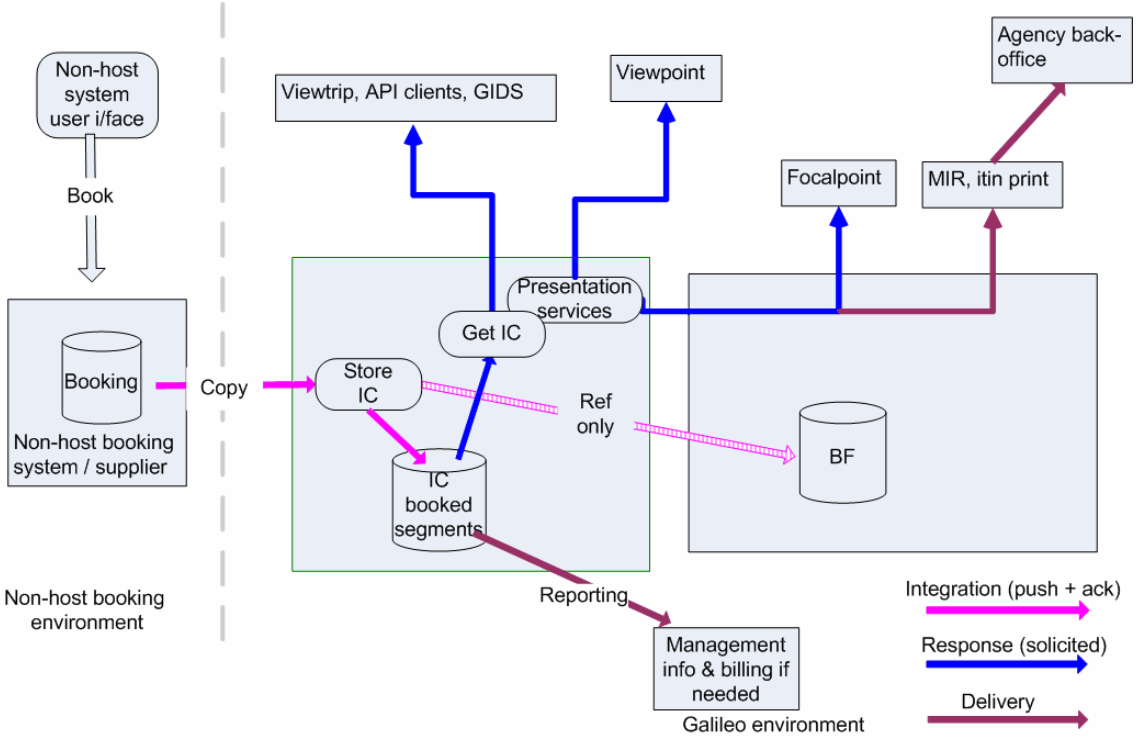
Content Integrator

Content Integrator will deliver an industry leading, scalable solution that provides a strategic platform for the integration of Third Party bookings into the Galileo environment. This new environment will gradually replace the 'tactical' integration methodologies currently deployed.

The first implementation of the new Content Integrator functionality will be with GTA. Content Integrator does not change any of the 'front end' booking methods (Galileo Leisure) it only changes the 'back end' integration.

Bookings will continue to be made using the existing functionality of the Third Party (e.g. the existing GTA web site through Galileo Leisure). On completion of the booking process the agent will be offered the opportunity to integrate the Third Party booking into a Galileo Booking File. The Third Party will then send a message to Galileo who will store the data in such a way that when the agent retrieves the Galileo Booking File it will contain a copy of the Third Party booking. Any changes to the Third Party booking will be made using the existing functionality of the Third Party who will then send a further update to Galileo allowing complete synchronisation between the Third party and Galileo. The data held in the Galileo environment will be included/displayed through specific Access products, MIR, GIDS, Itinerary/Invoice and Viewtrip.

The following diagram provides a high level overview of the architecture (diagram for Travelport internal use only).



The Content Integrator project includes the following high level changes (detailed descriptions of changes will follow as part of specific product sections):

- Integration of Third party (GTA) bookings at time of create, modification and cancellation in the GTA system
- Changes to Galileo Booking Files to handle 'integrated content'.
    - New 'integrated content' field.
    - Changes to 'End Transact' and Name Field processing.
    - Concept of 'empty' Booking Files.
- Changes to the following access products:
    - Focalpoint – standalone and within 'Galileo Desktop'.
        - Booking File display as above.
    - Viewpoint – v2.5 and above
    - Viewtrip
- Changes to the following document production and hand-off products:
    - Itinerary print
    - MIR handoff
    - GIDS
- New services for API clients – XML Select, Desktop API and Galileo Web Services

The rollout of the service for GTA (Galileo Leisure and selected customers) will be **country based** and communicated through an additional Galileo Leisure 60 day advisory.

GENERAL CONTENT AND USAGE

Galileo International's vision of a single dataset of accounting and management information universally available to travel agents takes one step nearer with the advent of a new Galileo Central System hosted machineable interface record.

Our consultation with our National Distribution Companies in Europe, Middle East, Africa, Australia and South East Asia, third party systems and software suppliers and foremost our travel agency customers has determined our product direction.

Since 1996, the opportunity exists for IT suppliers to the travel agency market to take data from the new GCS hosted product. The MIR92 product available since 1993 in North America introduced a new design concept for travel agents: the ability through the MIR Options Table to select data by section by pseudo city; comprehensive tax breakdown; full information on air, car, hotel, tour and cruise.

Drawing on the principles and success of MIR92, the MIR is designed for universal use. We have met our objective of an universally available data set. Where differences exist, these reflect regional business variations hence host variations. We have included additional data fields and sections, to provide data critical for the wider market in Europe and elsewhere.

A selection of these data fields and sections may be added to the APO product, where useful, under a separate effort. Through this document, we identify functionality that is specific to one host or the other (APO or GCS). Where unique functionality is not specified, it should be assumed that the systems operate the same way.

1. ROLE IN SYSTEM

This record is transmitted from the Galileo International hosts, APO (Apollo), or GCS (Galileo), to third party (also known as Back Office System or BOS) subscribers with interfaced computers or other data collection devices. It contains all the data necessary for subscribers to print tickets, and/or itinerary/invoice documents, as well as update accounting records, statement files, and produce internal, corporate, and travel & expense reports.

2. PHILOSOPHY

MIR is designed to enable interfaced computer systems to eliminate dependence on "fixed" data fields, and to allow for adding additional fields to the end of sections as necessary. Therefore, the Third Party Back Office System should not assume that fields, sections or carriage returns will always exist in a fixed location. Generally, MIR is updated with the addition of new Optional Data Fields placed at the end of the most logical section (or with the creation of entirely new sections). Most often these items are enabled, at the subscribers' discretion, through a switch in the MIR Options and Type Tables. (See here and here for details).

3. TYPE OF DATA

Header

The header is currently a **343** character fixed length section which consists of the following items and sections:

1) Record ID = T5
2) Transmitting Carrier = 1V or 1G
3) IATA Assigned Code = 5880 or 7733
4) MIR Type = 92
5) Record Size
6) Message Sequence Number
7) MIR Creation Date and Time
8) Issuing Airline Code, Number and Name
9) Date of First Travel
10) Input and Output GTIDs
11) Booking and Ticketing Pseudo City Codes
12) IATA (ARC/BSP) Number
13) PNR/Booking File Record Locator, including a Record Locator from another CRS or Airline Reservation System
14) Booking and Ticketing Agent Sign and Duty Code
15) PNR/Booking File Creation Date and Elapsed PNR/Booking File Handling Time
16) Date of Last Change to PNR/Booking File and Number of Changes
17) Fares and Taxes, including Currency and Tax Codes
18) Commission Amount or Rate
19) Tour Code
20) 16 Indicators, most of which are Y/N (Yes/No)
21) Expanded Airline Code
22) ISO Country Code
23) Pseudo City, MIR Sequence Number and Output GTID for the associated MIR produced by the Dual MIR Command.
24) Host and Home Pseudo City codes for two and three way split ticketing.
25) A counter indicating the number of items in each basic section of the MIR.

Data Area

The data area consists of up to 23 sections, some of which are host specific:

1) Customer Remark (APO)
2) Corporate/Group Name
3) Passenger Data
4) Frequent Flyer Data
5) Airline/Amtrak Data
6) Waitlist/Other Air Data
7) Apollo Seat Data (APO)
8) Fare Value Data
9) Fare Basis Data
10) Fare Construction Data
11) Exchange Ticket Information
12) Form of Payment Data
13) Phone Data
14) Address Data
15) Back Office System/Ticket Remarks
16) Associated/Un-associated Remarks (RMA/RMU or RI).
17) Auxiliary Data (Cars, Hotels, Tours)
18) LeisureShopper Data
19) ETDN (Electronic Ticket Delivery Network) Information (APO)
20) Net Remit Data (CGS)
21) Galileo Seat Data (GCS)
22) Refund Data (GCS)
23) Integrated Content

Individual sections, if present, occur in the sequence indicated. Space is not reserved for sections which are not present. Each section may consist of one or more items. Individual fields or sections, (depending upon type), can be variable in length or fixed length. Sections are repeated when multiple items exist for that section.

4. PROGRAMMING ASPECTS

Programming Areas:

This record is created for and transmitted from APO or GCS to Third Party Back Office System Subscribers with interfaced computers for use in the following areas:

1) Printing Itinerary or Invoice documents
2) Updating accounting records and statement files
3) Producing Internal, Corporate and Travel & Expense Reports

Programming Techniques and Uses:

Everything in the record is in character format. The presence of a specific section in the Data Area is identified by the three character section code (Axx) preceding the data present in the section. The number of items in a section is determined from the item count field in the Header. Most data is located by using the counter method based on these fields. Optional fields are preceded with a data field ID.

The MIR is designed to enable interfaced computer systems to eliminate their dependence on "fixed" data fields, and to allow for appending additional fields to the end of sections as they become necessary. Therefore, the Third Party Back Office System should not assume that optional data fields, sections or carriage returns will always exist in a fixed location.

Generally, the MIR is updated with the addition of new Optional Data Fields placed at the end of the most logical section (or with the creation of entirely new sections).

Most often these items are enabled, at the subscriber's discretion, through a switch in the MIR Options Table.

The terms “section”, “item” and “line” are used in the document. A section is a set of data elements beginning with a Section ID, ending in two carriage returns. A section may repeat with different values. An item is a set of data elements beginning with a Section ID, ending in a single carriage return. An item may repeat with difference values. A line is a set of data elements between carriage returns. A line can be indeterminate length.

Unless otherwise specified, if data for a field is not transmitted in the MIR, the following values will apply: (indicates right or left justification of a data populated field):

* Alpha fields are blank filled (left justified)
* Numeric fields are zero filled (right justified)
* Alpha/Numeric fields are blank filled (left justified)
* Currency amounts in the header are zero filled
* Currency amounts in the body of the MIR are generally right justified with decimal places for the currency the MIR was issued in. If not transmitted, they are blank filled, or may be omitted.
* Date fields are alpha numeric DDMMMYY format

The MIR shown as an example in the exchanges section also shows a HEX representation which may assist in understanding the use of carriage return, line feed and other control characters.

5. STORAGE FACTORS

Record Size:

Based on the following assumptions, the average size for a MIR Record is 2600 characters:

1) Two passengers
2) Three flight segments
3) One hotel segment
4) One car segment
5) Two additional auxiliary segments
6) One form of payment item
7) One address item
8) Two frequent flyer data items
9) Three BOS (Ticket) Remarks
10) Associated Fare Construction

The maximum MIR size on APO is 50,000 characters. The maximum MIR size on GCS is 32,767 characters. Any attempt to transmit a record larger than specified will error with screen message in APO and system error in GCS.

1) The record is not accessed by the host except for creation and transmission.
2) The record is not permanently stored on the host.

6. MIR TYPES CURRENTLY SUPPORTED MIR or MIR92

Apollo(APO):

Only MIR 92 is available.

Galileo(GCS):

Only MIR 92 is available.

7. PROGRAMMATIC REMARKS AUTO GENERATED TO A14 SECTION BACK OFFICE/TICKET REMARKS SECTION

CODE - APO: DESCRIPTION

EB-	Endorsement Box Identifier (Can have up to three EB entries). These remarks are created based on the fare for the ticket, and can also be manually entered by the agent.
FB-	Free Ticket - Fare Basis - Related to ticketing entry made by the agent.
GF-	Free Ticket (generic modifier) - Related to the ticketing entry made by the agent.
IN-	Itinerary Only (no invoice number from TINS table, itinerary sequence number is transmitted as invoice number) - no dollar amount prints on the invoice. Transmitted when the agent uses the HB:GIN format.
PT-	PTA Ticket Number - Exists for United Airlines, British Airways (and other carriers as designated in the agencies AAT profile) Prepaid Tickets, and can also be entered by the agent.
P2-	Non-Refundable - Exists for United Airlines, British Airways (and other carriers as designated in the agencies AAT profile) Prepaid Tickets, and can also be entered by the agent.
OI-	Amtrak Remark - Exists when an Amtrak ticket is issued.
CI-	Credit card reference number currently appears in section A14 for Back Office Remarks.
CIDT-	Corporate ID Tracking

CODE - GCS: DESCRIPTION

GCS permits the entry of Freeform remarks, with DI. Entries. For Refunds, freetext is programmatically generated in A14, with leading characters of RF-.

AC: Agency Account Code and Branch Details up to 42 characters, output as SA- (prints on itinerary)

AR: Replace original sign-on code with another, output as SA- (up to 10 characters, prints on itinerary)

CA- Branch office and account number, output as CA- (not printed on itinerary)

CR- Canned remarks, output as CR- (prints on itinerary)

DYO- DYO remarks, output as DYO- (prints on itinerary)

FP- Free-text to 45 characters, output as FP- (repeatable, prints on itinerary)

FS: Fare Save, output as DS- (prints on itinerary)

FT- Free-text up to 45 characters, output as FT- (repeatable, not printed on itinerary)

NP- Waived PTA fee amount, output as NP (not printed on itinerary)

PF- PTA fee amount, output as PF- (not printed on itinerary)

RF- Refund screen free-text, out put as RF- (not printed on itinerary)

TK- Add manual ticket number for printing on itinerary/invoice, output as TK- (prints on itinerary)

U1- Free-text to 20 characters (not repeatable), output as U1- (prints on itinerary)

U2- Free-text to 20 characters (not repeatable), output as U2- (prints on itinerary)

VL- System generated only - Vendor locators, output as VL- with string as follows: (not printed)

3 characters VL-
4 characters HHMM (time)
5 characters DDMMM (date)
3 characters city code
2 characters office designator
2 characters message originators vendor ID
then, variable to maximum of 35 characters for vendor locator.
If Vendor Locators are needed for manual tickets, use DI.FT.

For non-system generated vendor locators, the input of DI.FTVL- could be used.

X* Freeform text to 68 characters (not printed on itinerary).

CIDT- Corporate ID Tracking

8. MIR OPTIONS AND TYPE TABLES

MIR Options Table

The MIR provides a MIR Options Table at the individual agency level. Each agency location can choose to receive or not receive specific sections of the MIR. This reduces MIR transmission time and the number of characters present in the MIR, saving the Back Office System processing time for data elements they may not need. The MIR Options Table is controlled by setting indicators in the table, at the agency level. The entry to display the MIR Options table is MMOD. To change a field tab to the field, change the letter from Y to N (or vice versa) and enter. See below for more data on who can make the entry.

The display Apollo Subscribers see:

```
>MMOU               MIR OPTIONS TABLE -  XXX    04FEB

CUSTOMER REMARKS  - Y FREQUENT FLYER   - Y WAITLIST INFO    - Y
SEAT DATA         - Y FARE CONST       - Y REMARKS UN/ASSOC - Y
LEISURE SHOPPER   - Y MIR 12HOUR CLOCK - Y ETDN INFO        - N
REFUND DATA       - N
```

(XXXX = The Agency Pseudo City Code)

All Pseudo Cities are initialized with all fields (except ETDN INFO) set to "Y". This provides MIRs with all data sections included. (As new sections are added to the MIR Options Table, they will be set to "N", so that Back Office Systems do not receive new data before they are ready to store it).

The display Galileo Central System Subscribers see:

```
>MMOU               MIR OPTIONS TABLE -  XXX    06SEP

CUSTOMER REMARKS  -·N FREQUENT FLYER   -·Y WAITLIST/OTH AIR -·Y
SEAT DATA(APOLLO) -·N FARE CONST       -·Y PHONE DATA       -·Y
ADDRESS DATA      -·Y REMARKS UN/ASSOC -·Y AUXILIARY DATA   -·Y
LEISURE SHOPPER   -·Y MIR 12HOUR CLOCK -·N ETDN INFO        -·N
MISCELLANEOUS DOC -·Y SSR/OSI DATA     -·N NET REMIT        -·Y
SEAT DATA(GALILEO)-·Y REFUND DATA      -·Y OTHER FARE CONSTR-·N
>
```

On GCS, the MIR 12 Hour Clock field will be defaulted to “N” to provide Time data in a 24 hour clock format, Customer Remarks is N, Seat Data (Apollo) is N, EDTN is N, International and VAT are N. (As new sections are added to the MIR Options Table, they will be set to "N", so that Back Office Systems do not receive new data before they are ready to store it).

With the load of Integrated Content and the A26 section (early 2007) the format of this screen will change to:

```
>MMOU               MIR OPTIONS TABLE -  XT5    11AUG

CUSTOMER REMARKS  -íN FREQUENT FLYER   -íY WAITLIST/OTH AIR -íY
SEAT DATA(APOLLO) -íN FARE CONST       -íY PHONE DATA       -íY
ADDRESS DATA      -íY REMARKS UN/ASSOC -íY AUXILIARY DATA   -íY
LEISURE SHOPPER   -íY MIR 12HOUR CLOCK -íN SPARE            -íN
MISCELLANEOUS DOC -íN SSR/OSI DATA     -íN NET REMIT        -íY
SEAT DATA(GALILEO)-íY REFUND DATA      -íN OTHER FARE CONSTR-íN
CONTENT INTEGRATOR-íY
```

Commands:

APO only:

Any Subscriber can display the MIR Options Table for their pseudo city code by typing: ***MMOD***

Subscribers not signed into a specific pseudo city code must emulate a specific pseudo city first (SEM/XXX/AG or SEM/XXXX/AG) then display the MIR Options Table for a specific pseudo city code by typing: ***MMOD***

(XXX or XXXX = the pseudo city code).

To update the MIR Options Table, the user sign on must be at least a "Secondary Authorizer". (Usually the agency manager or supervisor has this authority). The subscriber accesses the MIR Options Table display using the ***MMOD*** command and tabs to the field(s) they would like to change. The only valid selections for changing a field are "Y" or "N". The agent can then enter after the last field has been changed. If changing more than one field, it is recommended that the agent tabs to the space after the last field on the screen, and enters, to ensure that all selections made are stored.

Any MIR Type can display and/or update the MIR Options Table, however, the selections made will only be active for MIR users. (Updates made for any other MIR Type will be ignored at the time of MIR Transmission).

GCS only:

The MIR Options Table has equivalent functionality to APO however it is updatable by the Galileo National Distribution Company and is not generally available to Subscribers.

MIR Type Table

The MIR Type table allows the agency to choose the type of MIR wanted. This table has the same characteristics as the MIR Options table.

Using the MIR Type Table

Commands:

To display the table the agent enters MMTD. This table will default to “N” except for TKT. The table is expected to be configured once for an agency.

For APO markets, the table will be updatable by the travel agent. For GCS markets, the table is updatable by the NDC with the same security restrictions as for MIR. TKT is identical to HMLMxxxxxxDA, default for all ticketing and non-ticketing MIRs.

The display Subscribers see:

```
>MMTU                MIR TYPES       -  0AF9          06SEP

TKT         -·Y      REFUND        -·N      VOID          -·N

UNVOID      -·N      SPOILED       -·N      MPD           -·Y
>
```

Enabling a field in the MIR *Type* table allows MIRs to be generated when a certain transaction occurs. For instance if “TKT” is set to Y a MIR will be delivered in response to an entry beginning TKP. To obtain a MIR when an MCO is issued using either TKPMCO or MCOP the “MPD” field has to be enabled. Once the type of MIRs required have been selected the next step is to choose the sections using the MIR *Options* table.

9. FIELDS IN THE MIR OPTIONS TABLE

CUSTOMER REMARKS (APO only)

This field represents the C- Customer Remark entered in the PNR generally used for Selective Access. If this indicator is set as "Y", the Customer Remark is transmitted in the MIR, when a Customer Remark is present in the PNR.

FREQUENT FLYER

This field represents the Frequent Flyer Section. If this indicator is set to "Y", the Frequent Flyer Section is transmitted in the MIR, when Frequent Flyer data is present in the PNR/Booking File.

WAITLIST/OTHER AIR

This field represents the Waitlist/Non-ticketed Section. If this indicator is set to "Y", the Waitlist Section is included in the MIR, when Waitlisted/Non-ticketed Segments are present in the PNR/Booking File. The precise operation of wailist/other air varies between Apollo and Galileo – see A04 section notes for details.

SEAT DATA (APOLLO) (APO only)

This field represents the Seat Data Section for APO. If this indicator is set to "Y", the Apollo Seat Data Section is transmitted in the MIR , when Seats are present in the PNR.

FARE CONST.

This field represents the Fare Construction Section. If this indicator is set to "Y", the Fare Construction Section (as printed on the coupons of the ticket visible to the passenger) is transmitted in the MIR. (Unless a Non-Faring MIR is requested - DJD on APO or DAD prior to ticketing).

PHONE DATA

This field represents the Phone Data Section. If this indicator is set to “Y", the Phone Data Section is transmitted in the MIR.

ADDRESS DATA

This field represents the Address Data Section. If this indicator is set to "Y", the Address Data Section is transmitted in the MIR, when Address data is present in the PNR/Booking File.

REMARKS UN/ASSOC

This field represents the Associated and Unassociated Remarks Section. If this indicator is set to "Y", the Associated and Unassociated Remarks Section of the MIR are transmitted, when Associated or Unassociated Remarks are present in the PNR/Booking File.

AUXILIARY DATA

This field represents the Auxiliary Data Section (Cars, Hotels and Tours). If this indicator is set to "Y", the Auxiliary Data Section of the MIR is transmitted, when Auxiliary Data is present in the PNR/Booking File.

LEISURESHOPPER

This field represents the LeisureShopper Section. If this indicator is set to "Y", the LeisureShopper Section is transmitted in the MIR, when LeisureShopper segments are present in the Booking File/PNR.

MIR 12 HOUR CLOCK

This field provides the agency the ability to transmit MIRs in either 12 or 24 Hour clock. If this field is set to "Y", *all* of the *times* in the MIR are transmitted using a 12 Hour Clock.

EDTN INFO (APO only)

This field represents the use of Electronic Ticket Delivery Networks (ETDN) and enables the agency to receive the ETDN's Vendor Code and IATA Number when the indicator is set to "Y" and an ETDN transaction is transmitted. ETDNs have all been shut down and, in due course this field will be removed or replaced.

MISCELLANEOUS DOC

This field represents the MCO data.

SSR/OSI DATA

This field represents the SSR/OSI data. When set to Y not all SSR and OSI are sent only some. This may very by market.

NET REMIT (GCS only).

This field represents the Net Remit Section for Galileo. If this indicator is set to "Y", the Net Remit data is transmitted in the MIR , when present in the Booking File.

SEAT DATA (GALILEO) (GCS only)

This field represents the Seat Data Section for GCS. If this indicator is set to "Y", the Galileo Seat Data Section is transmitted in the MIR , when Seats are present in the Booking File.

REFUND DATA (GCS only)

This field represents the Refund Data Section. If this indicator is set to "Y", the Galileo Refund Data Section is transmitted in the MIR , when a Refund occurs.

OTHER FARE CONSTR (GCS only)

This field controls the sending of fare construction data. The fare construction data sent in this section only exists when an IT or BT ticket modifier exists. When these modifiers are used the “FARE CONST” section contains the construction as printed on the coupons the passenger sees (where the fare is hidden using M/IT). The fare construction sent in the section controlled by the field contains the fare construction which will have printed on the agent/audit coupons and will contain the fare values.

CONTENT INTEGRATOR

This field carries data from the Content Integrator function. Content Integrator allows a 3rd party to push booking data to a Galileo store. The data is then visible via the Galileo Booking File and is included in the MIR. The data held in the Galileo store and displayed in the booking file and MIR is “passive” meaning all changes are undertaken in the 3rd party system which then pushes data to Galileo. The data within the A26 section is in XML format and may include characters not normally encountered in a MIR.

DESCRIPTION OF CONTENTS

NOTE :-

The "HEX" (Hexadecimal, Base 16) and "DEC" (Decimal, Base 10) information is provided where logical. The MIR is created so that certain "Optional" data fields are only transmitted when there is data present to fill them. This approach decreases the size of the MIR, and therefore, reduces processing and transmission time.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	T50BID	2	B	BASIC ID (All MIRs begin with T5).

Level — Indicates whether this data element is the main level, or a sublevel to a main data set.

HEX — Hexadecimal, Base 16 data element displacement.

DEC — Decimal, Base 10 data element displacement.

Label — Is the name which is used to identify the data element for programming and support purposes.

Bytes — Identify the number of characters in this data element. Unless specificed , the field length is the same for both APO and GCS hosts. Where the data element length is different the leading digits are APO and the digits following the “/” character are GCS. eg: 11/30 where 11 = APO and 30 = GCS.

Type — Identifies the type of characters that may be expected in this data element.

Description — Includes a description of the data element. Notes are included which clarify functionality.

The following sections of this document describe the individual data elements of the Machineable Interface Record (MIR).

HEADER SECTION

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	T50BID	2	B	BASIC ID All MIRs begin with T5. This cannot be assumed to be the only occurrence of T5 in a MIR.
1	02	02	T50TRC	2	B	TRANSMITTING SYSTEM Identifies the CRS transmitting the MIR. 1V = APO, 1G = GCS
1	04	04	T50SPC	4	N	IATA ASSIGNED NUMERIC ACCOUNTING CODE AND CHECK DIGIT APOLLO(APO) = 5880 GALILEO(GCS) = 7733 If a Back Office System is producing tickets from this MIR, the System Provider Code printed on the tickets should be the code assigned to that ticketing system by the Airline Transport Association ATA or International Air Transport Association IATA. With the move to 100% E Ticketing it is anticipated that any back office systems still producing paper tickets will stop.
1	08	08	T50MIR	2	N	MIR TYPE INDICATOR This is controlled by a setting within the “type line” of the Agency’s AAT Table. The field is currently populated with “92”.
1	0A	10	T50SZE	5	N	TOTAL RECORD SIZE Total number of bytes transmitted in this MIR. The largest record that may be transmitted in APO is 50,000 characters, in GCS 32,767 characters, then systems error.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	0F	15	T50SEQ	5	N	RECORD/MESSAGE SEQUENCE NUMBER A file/retransmission number assigned by APO or GCS at the time of issuance. Also known as the MIR Sequence number. The GCS range is 1 to 33,000. On retransmission the number is not incremented. It is important to understand the difference between “retransmission” and the TKPDAD functions. “Retransmission” relates to finding a previously sent MIR and sending it again. In this case the whole MIR (including the sequence number and date/time) are identical to the original. TKPDAD creates a new MIR with a new sequence number and a new date/time stamp. Sequence numbers are unique for each MIR per Pseudo City Code. To display the sequence number, type: HQB/ACC/DS and HQB/MD to locate the record you are looking for, then HQT in APO or HQNN in GCS to retransmit. (Details on this functionality are at the end of this Document).
1	14	20	T50CRE	12	I	MIR CREATION DATE AND TIME
2	14	20	T50DTE	7	B	DATE OF MIR CREATION(Format: DDMMMYY). This is CRT date.
2	1B	27	T50TME	5	B	TIME OF MIR CREATION For APO, time is Agency local time, and is based on the MIR Options Table setting 12 or 24 Hour Clock. For GCS, date and time is GMT/UTC. If 24 hour clock, time is left justified.
1	20	32	T50ISS	29	I	ISSUING / VALIDATING AIRLINE DATA
2	20	32	T50ISC	2	B	AIRLINE CODE Code of the issuing / validating carrier. If the Airline Code is 3 characters the Airline Code appears in label T50PCC. If both a 2 character and 3 character code is held in the database both labels will be filled. If Non-Air MIR, this field will be blank filled. APO: blank filled for non-air and MIRs created bypassing 360 FARES. GCS: blank filled for non-air and when 360 FARES is bypassed or /C is not used with a TKP or TMU entry.
2	22	34	T50ISA	3	N	AIRLINE NUMBER Numeric code of issuing/validating carrier. (If Non-Air or bypass of 360 FARES or no /C used with TMU/TKP entry, this field will be zero filled).

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
2	25	37	T50ISN	24	A	OFFICIAL AIRLINE NAME This is the Plating Carrier name as Stored in APO or GCS. This is the airline name in the form in which it is printed on the ticket. If a Non-Air MIR is sent or bypass of 360 FARES or no /C used with TMU/TKP entry or there is no filed fare in the booking file/PNR, this field will be blank filled.
1	3D	61	T50DFT	7	B	DATE OF FIRST TRAVEL (Format: DDMMMYY). Date of the first segment in the ticketed itinerary. For Refunds and Open Tickets (tickets issued without creating a PNR/Booking File) and Non-Air PNRs/Booking Files this data element will be populated with blanks.
1	44	68	T50LNI	12	I	GTIDS FOLLOW
2	44	68	T50INP	6	B	INPUT CRT LNIATA/GTID LNIATA/GTID of the CRT which initiated the ticketing command: "HB" or "TKP". If Refund/Void will show CRT which input Refund/Void entry.
2	4A	74	T50OUT	6	B	OUTPUT DEVICE GTID GTID of the MIR device receiving the MIR. DJD, DND and DXD commands reflect this GTID in the input entry.
1	50	80	T50CO1	1	S	CARRIAGE RETURN
* *						

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	51	81	T50BPC	4	B	BOOKING AGENCY ACCOUNT CODE Pseudo city code of agency booking the PNR/Booking File. If the PNR/Booking File is booked and ticketed in the same pseudo city, both the Ticketing Agency Account Code and the Booking Agency Account Code are the same. Supports US, NL, CH, AT. If Refund/Void/Spoiled: blank filled.
1	55	85	T50TPC	4	B	ISSUING/TICKETING AGENCY ACCOUNT CODE Pseudo city code of the agency issuing the tickets and/or MIRs using the command: "HB" or “TKP”. For NL to support current Ticket Delivery Office (TDO) requirement, this field contains the Pseudo city Code of the Ticket Delivery Office. If Refund/Void MIR, this is the PCC of agency initiating Refund/Void.
1	59	89	T50AAN	9	A	AGENCY ACCOUNT NUMBER ARC/IATA-BSP number for Ticketing Pseudo city. This is the IATA number that prints on the ticket. GCS: when TKPDAD is input, the IATA number of the agency requesting the MIR occurs, not the IATA number on the ticket. For Switzerland and Austria this is the printing location IATA number. For NL TDO this is the IATA number of the originating agent (HAGT).
1	62	98	T50RCL	6	B	RECORD LOCATOR This record ID is assigned by APO or GCS and stays with the PNR/Booking File until the PNR/Booking File expires after usage. Where there is no Booking File or PNR this field contains ZZZZZZ. For example: where an open ticket has been issued or a refund/void/spoiled MIR.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	68	104	T50ORL	6	B	RECORD LOCATOR FROM ORIGINATING (Owning) CRS/Airline APO only, blank on GCS.
1	6E	110	T50OCC	2	B	OTHER CRS/AIRLINE CODE APO only, blank on GCS.
1	70	112	T50OAM	1	A	AUTOMATIC / MANUAL INDICATOR (Indicator setting identifying whether the other CRS/Airline Record Locator was manually entered or received. APO: Blank = APO booked or captured, M = Manually entered using the GRL command: HBGRLXXXXXX*AA). GCS: this manual entry functionality does not exist and is blank filled.
1	71	113	T50AGS	6	B	BOOKING AGENT SIGN This is the sign of the agent who created the Booking File or Refund
NOTE:-	**The Booking Agent Sign now consists of either the 4 character Booking Pseudo city Code and the 2 character "RSPR" code, which is generally the first two characters of an agent's sign (EX: 0W0PSM). In APO in a Service Bureau sign on situation, the exact sign on the agent typed initially starting with the character "D" (EX: DRMSM). This field has a maximum of 6 characters, but may contain blanks. It is left justified. In GCS "D" does not appear.**					
1	77	119	T50SBI	1	A	SERVICE BUREAU INDICATOR Y = Service Bureau Sign Used N = Regular Agency Sign Used APO: This indicator identifies whether the agent signed on to a Service Bureau set using a Service Bureau Sign On Code. A Service Bureau sign on enables the agent to emulate designated pseudo cities to update PNR/Booking Files, and/or issue tickets for another location. GCS: always a N.
1	78	120	T50AGT	4	I	ISSUING AGENT DATA
2	78	120	T50SIN	2	B	TICKETING AGENT SIGN This field is picked up from the STD profile and is the RSPR code that is set up when the agent's STD profile is created. This is the Agent Sign of the agent who issued the ticket and/or the MIR.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
2	7A	122	T50DTY	2	A	AGENT DUTY CODE Duty Codes are: AG = Agent TA = Training (GCS) OU = Outside User MA = Meshing Agent (Used during conversion to APO & GCS) SU = GI/NDC user (GCS)
1	7C	124	T50PNR	7	B	PNR/BOOKING FILE CREATION DATE Date of initial creation of the PNR/Booking File. (Example: 10DEC96). If Refund/Void blank filled.
1	83	131	T50EHT	3	N	ELAPSED PNR/BOOKING FILE HANDLING TIME This field identifies the number of days between the PNR/Booking File Creation Date and the MIR Creation Date. Contains "000" if MIR and PNR/Booking File creation dates are the same. Based on CRT date. For a Refund this defaults to 000. APO: The "time" used to calculate this date is based on the RESO CITY indicated in the agency's AAT Table. RESO CITY is the APO servicing city for the agency.
1	86	134	T50DTL	7	B	DATE OF LAST CHANGE TO PNR/BOOKING FILE (Example: 20MAR96) The date in which the last "R:" or “R.” was entered for this PNR/Booking File. If there are no changes, the default is the MIR creation date. This is local CRT date. If Refund/Void blank filled.
1	8D	141	T50NMC	3	N	NUMBER OF CHANGES TO PNR/BOOKING FILE Number of times the PNR/Booking File is manually Received with the "R:" or “R.” entry. Open Tickets default to 001 when TKPN or HB-entries used. Defaults to 000 for Refund. If Refund/Void blank filled.
1	90	144	T50C02	1	S	CARRIAGE RETURN
* *						

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	91	145	T50CUR	3	A	CURRENCY CODE Applies to Party Fare. Non-Air MIRs contain blanks. In APO the currency is by value of CRT location. In GCS this is the currency held in the filed fare. If there is no filed fare, it is blank filled. If an e-ticket refund this is the currency code of the ticket being refunded.
1	94	148	T50FAR	12	N	PARTY FARE APO: Base Fare for all ticketed passengers. GCS: Base Fare for all ticketed passengers or for all passengers in the filed fare.
1	A0	160	T50DML	1	N	NUMBER OF DECIMAL PLACES IN CURRENCY Reflects the number of decimals designated by the base currency code of the MIR. This is blank filled when no currency code. This is zero filled when no decimal in the currency.
1	A1	161	T50CUR2	3	A	CURRENCY CODE The Currency Code here applies to all Taxes and Commission. This is the currency code of the CRT location.
1	A3	164	T501TX	8	B	FIRST TAX AMOUNT GCS: zero fills. GCS tax data is in the A07 section.
1	AC	172	T501TC	2	A	FIRST TAX CODE Identifies the Country or type of tax. If no tax amount precedes, then this field is blank filled. GCS: blank fills.
1	AE	174	T502TX	8	B	SECOND TAX AMOUNT GCS: zero fills.
1	B6	182	T502TC	2	A	SECOND TAX CODE Identifies the Country or type of tax. If no tax amount precedes, then this field is blank filled. GCS: blank fills.
1	B8	184	T503TX	8	B	THIRD TAX AMOUNT GCS: zero fills.
1	C0	192	T503TC	2	A	THIRD TAX CODE Identifies the Country or type of tax. If no tax amount precedes, then this field is blank filled. GCS: blank fills.
1	C2	194	T504TX	8	B	FOURTH TAX AMOUNT GCS: zero fills
1	CA	202	T504TC	2	A	FOURTH TAX CODE Identifies the Country or type or tax. If no tax amount precedes, then this field is blank filled.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	CC	204	T505TX	8	B	FIFTH TAX AMOUNT GCS: zero fills.
1	D4	212	T505TC	2	A	FIFTH TAX CODE Identifies the Country or type of tax. If no tax amount precedes, then this field is blank filled.
NOTE:- Currently, in the United States, only the first two tax amounts are used. In Canada, the first three tax amounts are used. The U.S. will expand to three tax amounts after the Ticket Exchange Enhancement is completed. Taxes four and five are provided for future expansion.						
1	D6	214	T50CMM	12	I	PASSENGER COMMISSION DATA
2	D6	214	T50COM	8	N	COMMISSION AMOUNT** Commission amount designated or assumed in the ticket issuance or refund. If not applicable, field contains zeros.
2	DE	222	T50RTE	4	N	COMMISSION RATE** (COST FACTOR) The commission percentage designated or assumed in the ticket issuance or refund. If not applicable, field contains zeros.
** **NOTE:- Will receive either amount or rate, not both. A decimal place is not transmitted. Systems are advised to allow for the possibility that both commission fields will be used, not just the percentage.**						
1	E2	226	T50ITC	15	B	TOUR CODE APO: IT number is entered at fare quote or time of ticketing: ITUA123456789. The MIR only shows the data following the "IT" characters. If not applicable, field is blank. GCS: the first 14 characters are the Tour Code with the first character as the Tour Code Type. The Tour Code Type ‘I’ (IT) or ‘B’ (BT) as entered by the agent. I = Inclusive Tour B = Bulk Tour In some cases data printed in the tour code box is actually a Carrier Agreement Reference number (entered using the AI- modifier) or Value Code (VC- modifier). See A21 section for detail.
1	F1	241	T50C03	1	S	CARRIAGE RETURN
* *						

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	F2	242	T50IND	23	I	INDICATOR BYTES
NOTE:-	**The following indicators are Yes/No (Y/N) unless otherwise noted.**					
2	F2	242	T50IN1	1	A	Y = RETRANSMISSION Applies to the retransmission of a MIR only. APO only: HQB/ACC/11111, HQT does not apply to the retransmission of a ticket or invoice - using HQNN. N = An actual document issuance command created this MIR. (Either an HB or TKP ticketing command or a MIR issuance command such as DAD, DXD, etc.). Refund/void MIR shows “Y” for retransmission.
2	F3	243	T50IN2	1	A	MANUAL PRICING Y = CONSTRUCTED WITH FILL-IN-FORMAT USING FBC or HHPR. N = No pricing record exist. When a Refund/Void shows “N”.
2	F4	244	T50IN3	1	A	360 FARES PRICING Y = Priced by 360 Fares N = Manual priced by agent. In Refund/Void MIR, when TRA entry “Y” default, otherwise “N”. GCS: shows “N”, except when a refund for an electronic ticket.
2	F5	245	T50IN4	1	A	Y = 1 FARE BASIS SECTION FOR ALL PASSENGERS All passengers in the MIR are booked and ticketed at the same Fare. N = A different fare exists for at least one of the passengers in the MIR. If Refund/Void default to “Y”.
2	F6	246	T50IN5	1	A	Y = STP TICKET ISSUED Ticket generated to a printer at an alternate location. Where TDO this shows Y on TKP. N = Ticket issued locally. If Refund/Void, default to “N”.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
2	F7	247	T50IN6	1	N	ATB INDICATOR (Type of ATB Coupons issued). 0 = NON ATB (TAT, OPTAT) 1 = ATB (ATB1,OPTAT2) 2 = REPRINTED ATB HQNN(APO) 3 = MINI-ITIN (APO) 4 = BOARDING PASS ONLY (ATB OR OPTAT) 5 = ELECTRONIC TICKETING (Electronic Ticketing, not ETDN) 6 = COUPON PRINT FOR A ELECTRONIC TICKET (APO) 7 = ATB2 8 = OTHER Indicator 5 for electronic ticketing will be the only means by which BOS can identify transactions for printing appropriate wording on accountable documents so that the passenger understands it is an electronic ticket.
2	F8	248	T50IN7	1	A	EXCHANGE TICKET INFORMATION Y = A ticket exchange was issued through APO or GCS (HBFEX or TKPFEX command), and a Ticket Exchange Section (A10) is present in the MIR. N = No Ticket Exchange information exists. If Refund/Void default to “N”.
2	F9	249	T50IN8	1	A	CONJUNCTION NUMBER REQUIRED Y = More than four air segments (Including Surface Segments) are present in the MIR and a conjuncted ticket number is required. N = Four or less air segments exist in the MIR and a conjuncted ticket number is not required. For Refund/Void MIR if more than one ticket shows “Y”, otherwise “N”.
2	FA	250	T50IN9	1	A	FARE CONSTRUCTION DATA PRESENT Y = Fare Construction Section (A09) is contained in this MIR. N = Fare Construction Section (A09) is not contained in this MIR. For refund/void MIR = “N” except for an electronic ticket.
2	FB	251	T50IN10	1	A	SEAT DATA INFORMATION

NOTE :- **In Refund/Void MIR, defaults to “A”.**
APO:

The Seat Data Information applies to OPTAT Ticket Types 16 and 18, as well as ATB Ticket Type 69,79,80,90. The stock for these ticket types include boarding passes. OPTAT Ticket Types 15 & 17 do not include boarding passes.

GCS:

The Seat Data information applies to OPTAT Ticket Types 16, 18, 20, 22, and 23. TAT and OPTAT types 7, 9, 11, 13, 15, 17, 19, 21 do not include boarding passes. No boarding pass seat data with ATB2 currently.

If producing tickets from the Back Office System using this MIR, the seat data information included in this field may be helpful.

A = No Seat Data Exists in the PNR/Booking File - "VOID" prints on the boarding pass. GCS will not issue a Boarding Pass if there is no seat data.

B = Seat Data Exists in the PNR/Booking File, but no boarding pass is issued. This indicator is received for Ticket Types 15 and 17, where boarding pass stock is not included. Where Boarding Pass stock is not included or for segments where Seat Data is present, but the date is outside the date allowance for issuing boarding passes. GCS will not issue a Boarding Pass if it is outside the date of allowance and/or not in the carrier list. GCS Ticket Types 7, 9, 11, 13, 15, 17, 19, 21. (APO only).

C = Seat Data Exists - Seat Numbers print on boarding pass only. "VOID" prints on ticket. This occurs when only a boarding pass is requested using the HB9P command. Applies only to Ticket Types 16, 18 and 69,79,80,90 (APO only).

D = Seat Data Exists - Seat Numbers print on ticket and boarding pass as appropriate for each segment. HB9B command used or 9B assumed by APO when the ticket is issued. (APO only).

A description of Ticket Types can be found on pages 72 and 73.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
2	FC	252	T50IN11	1	A	TINS DATA PRESENT Ticket Invoice Numbering System Based on the AAT Table setting for TKTN and INVN (equal to "Y"). Y = TINS agency transmission (Option 6). The CRT is linked to ticket and/or itinerary and MIR devices. APO and GCS issues the ticket and/or invoice and sends the MIR to the Back Office System. If a ticket and an invoice are issued, the ticket and invoice numbers are present in the Passenger Data Section (A02) of the MIR. N = Non-TINS agency transmission (Option 5). The CRT is linked to a MIR device only and the Back Office System issues the ticket. For refund/void MIR = "Y".
2	FD	253	T50IN12	1	A	TICKETING COMMAND USED (See description below and over).

X = DUAL MIR TRANSMITTED (DXD Command Used) The DXD command has the ability to generate a ticket, itinerary and two MIRs to two different MIR devices.

N = NON-TICKETING MIR (DND Command Used) The DND command transmits a MIR only to the MIR device targeted in the command. This MIR does not enter the fraud package and may or may not contain ticketing information (Ticket and Invoice Numbers).

J = NON-FARING MIR (DJD Command Used) The DJD command transmits a MIR only to the MIR device targeted in the command. This MIR does not enter the fraud package and does NOT contain ANY Fare information. (APO only)

A = NON-ACCOUNTING MIR (DAD Command Used) The DAD command transmits a MIR only, to the MIR device the CRT is linked to. APO: This MIR does not enter the fraud package and does not contain Ticket and Invoices numbers unless entered in the BOS Ticket Remark section (A14) .

B = ACCOUNTING MIR (DBD Command Used) The DBD command transmits a MIR only, to the device the CRT is linked to. This MIR does enter the fraud package and should be used when ticketing from the Back Office accounting System. (APO only).

H = REGULAR MIR (HB or TKP Ticketing Command Used) This MIR is transmitted to the MIR device the CRT is linked to when the HB Ticketing command is used. This ticketing command does enter the fraud package and the MIR contains ticket and invoice numbers as they apply to the format entered and the devices the CRT is linked to.

E = ELECTRONIC TICKET DELIVERY NETWORK (ETDN) Ticket Issued (DED Command Used). The DED command drives a ticketing message to an ETDN vendor, prints the Agents and Auditors coupons at the agency ticket printer, issues an Itinerary/Invoice at the agency and sends a MIR to the agency back office system. When an "E" appears in this field, it identifies that an ETDN section will appear in the MIR, provided that the ETDN INFO field is set to "Y" in the MIR Options Table. All ETDN Networks have been shut. This function will be removed from the MIR and Apollo in due course. (APO only).

L = Electronic Ticket (DLD Command Used in APO) Identifies that a Electronic Ticket (no flight coupons printed from the Ticket printer) was issued with this PNR. (APO only).

G = Global MIR. This issues a Ticket and Itinerary on the CRS the agent is using, a MIR to the MIR device the agent is linked to, and a MIR to the MIR device that the Booking File/PNR has been borrowed from. (DGD Command Used).

C = Cancelled Refund MIR. This shows the issue of a MIR when TRNC is used. (GCS only).

R = Refund MIR. This shows the issue of a MIR with A23 section when on GCS the TRA, TRNE or TRN entries are used. (GCS only).

S = Spoiled MIR. This shows the issue of a MIR for a spoiled transaction, when RRSP is used on APO and TKV is used on GCS. It shows when a MIR is generated automatically when an electronic ticket fails. In this situation, a spoiled MIR may be generated if an agent chooses to proceed with a paper ticket. If this occurs, then a spoiled MIR will be generated, followed by a ticketing MIR with H indicator.

U = Unvoid MIR. This shows the issue of a MIR for an unvoided transaction, when RRVU is used on APO and TRU is used on GCS.

V= Void MIR. This shows the issue of a MIR for a void transaction, when RRVO is used on APO and TRV is used on GCS. It shows when a MIR is generated automatically by HQNN entry. In this case, a void MIR and a ticketing MIR will be generated.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
2	FE	254	T50IN13	1	N	SITI/SOTO INDICATOR SITI/SOTO is no longer an IATA requirement. This field is always blank. This field is always blank.
2	FF	255	T50IN14	1	A	TRAVEL ADVISORY INDICATOR APO: When a Travel Advisory exists, the advisory detail remark will be present in an Associated Remark (Section A15). Y = A Travel Advisory is displayed in the PNR/Booking File. For information regarding travel advisories see the APO Profile TD*DS/ADVIS). N = A Travel Advisory does not apply to this itinerary. GCS: “N” filled. If a Refund/Void default to “N”.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
2	100	256	T50IN15	1	A	GROUP MANAGER DATA PRESENT APO: Y = At least one segment on this itinerary is booked through a GroupManager PNR/BOOKING FILE. The related air segments have additional fields present in the Airline Data Section (A04). N = None of the issued segments are booked through a GroupManager PNR/BOOKING FILE. GCS: “N” filled. If a Refund/Void default to “N”.
2	101	257	T50IN16	1	A	DIRECT BOOKED INDICATOR Y = The PNR/Booking File was created through a direct booking application. N = The PNR/Booking File was not created using a direct booking application. If a Refund/Void default to “N”.
2	102	258	T50IN17	1	A	DOMESTIC / INTERNATIONAL INDICATOR (This indicator applies to the entire itinerary and matches the Domestic/ International indicator printed on the ticket, as determined by the IATA handbook rules, which uses the Arrival City to decide the setting for this indicator). X = INTERNATIONAL ITINERARY blank = DOMESTIC ITINERARY For refund MIR shows X or blank. For void MIR blank filled.
2	103	259	T50PCC	3	B	PLATING CARRIER CODE When the Issuing/Plating Carrier has a three character code, the Carrier code will exist in this field. APO: “N” filled.
2	106	262	T50ISO	3	A	ISO COUNTRY CODE OF AGENCY Identifies the Country Code of the agency location. APO: “N” filled.

NOTE:- **IF A DUAL MIR COMMAND IS USED AND AN "X" APPEARS IN LABEL T50IN12, THE FOLLOWING FIELDS (labels T50DMI, T50DST, T50DPC, T50DSQ, T50DLN) ARE INCLUDED IN THE HEADER, OTHERWISE BLANKS ARE SENT.**

If this is the "Sender's" MIR, then the information contained in this section relates to the Target MIR. If this is the "Target" MIR, then the information contained in this section relates to the Sender's MIR.

Both MIR devices must be UP in order for all information to appear in the MIR. If the Target Pseudo MIR device is down, then the following information will be missing: Sender's MIR will not have the Dual MIR sequence number and Target MIR will not have the Sender's MIR information.

A Dual MIR command sends two identical MIRs to two different MIR GTIDs. The following example should help to clarify the differences:

	SENDER	TARGET
PSEUDO CITY CODE	W0P	GK4
MIR GTID	2D8303	2D8109
MIR SEQUENCE NBR	00045	00376

DUAL MIR COMMAND BY SENDER: In APO: HBDXD or in GCS: TKPDXD +2D8109+GK4

	MIR 1 /SENDER'S MIR	MIR 2 /TARGET MIR
T50SEQ	00045	00376
T50OUT	2D8303	2D8109
T50TPC	W0P	GK4
T50DST	T	S
T50DPC	GK4	W0P
T50DSQ	00376	00045
T50DLN	2D8109	2D8303

When a Dual MIR issuance is sent within the same pseudo city the only difference between the Sender's MIR and the Target's MIR is the GTID. For example in APO: HB:DXD+2D8109+W0P or in GCS: TKPDXD + 2D8109 + WOP.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	109	265	T50DMI	2	A/S	DUAL MIR IDENTIFIER "D:" (Indicates that Dual MIR data exists for this record and the Dual MIR fields follow).
1	10B	267	T50DST	1	A	SENDER / TARGET INDICATOR S = Sender's MIR information follows. The Sender's MIR contains information relating to the Target MIR. T = Target MIR information follows. The Target MIR contains information relating to the Sender's MIR.
1	10C	268	T50DPC	4	B	PSEUDO CITY CODE (Pseudo city Code related to the DXD command).
1	110	272	T50DSQ	5	N	DUAL MIR SEQUENCE NUMBER (Sequence number assigned by APO/GCS related to the pseudo city code designated in the DXD command).
1	115	277	T50DLN	6	B	DUAL MIR GTID The GTID that the second MIR is directed to. If this is the Target MIR, this field will identify the GTID where the original MIR was sent. If this is the Sending MIR, this field will contain the Target GTID entered in the DXD command.
NOTE:-	**IF AN STP TICKET IS ISSUED, AND MIR LABEL T50IN5 IS SET TO "Y", THEN THE FOLLOWING INFORMATION IS INCLUDED IN THE HEADER. OTHERWISE BLANKS ARE SENT.**					
1	11B	283	T50SMI	2	A/S	STP IDENTIFIER "S:"
1	11D	285	T50SPC	4	B	HOST PSEUDO CITY CODE (Used for Two Way Split Ticketing). In two way split ticketing, the STP printer prints the passenger coupons, boarding passes and pocket itinerary. The Host printer prints the agents, auditors and charge form coupons.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	121	289	T50SHP	4	B	HOME PSEUDO CITY CODE APO: used for Three Way Split Ticketing. GCS: blank filled. In three way split ticketing, the STP printer prints the passenger coupons, boarding passes and pocket itinerary. The Host printer prints the agents coupon, and the Home printer prints the auditors coupon and the charge form.
1	125	293	T50C04	1	S	CARRIAGE RETURN
* *						
1	126	294	T50CNT	48	I	ITEM COUNT (NNN = NUMBER OF ITEMS IN SECTION).
2	126	294	T50CRN	3	N	NUMBER OF CUSTOMER REMARKS APO: One 43 character, "C-" Customer Remark, is allowed per PNR/BOOKING FILE). GCS: zero filled.
2	129	297	T50CPN	3	N	NUMBER OF CORPORATE NAMES This section is populated when a "C/ or G/" PNR/BOOKING FILE is created.
2	12C	300	T50PGN	3	N	NUMBER OF PASSENGER ITEMS Relates to the number of passengers transmitted in this MIR.
2	12F	303	T50FFN	3	N	NUMBER OF FREQUENT FLYER ITEMS This pertains to the number of Frequent Flyer numbers entered in this PNR/BOOKING FILE.
2	132	306	T50ARN	3	N	NUMBER OF TICKETED/PRICED AIRLINE SEGMENTS
2	135	309	T50WLN	3	N	NUMBER OF WAITLISTED / NON-PRICED/TICKETED SEGMENTS This is the number of segments Waitlisted, Not Ticketed, or not included in the Filed Fare.
2	138	312	T50SDN	3	N	NUMBER OF SEAT DATA ITEMS
2	13B	315	T50FBN	3	N	NUMBER OF FARE SECTIONS This field reflects the number of fare types in this MIR.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**The fare information is broken into three different sections: Fare Value, Fare Basis and Fare Construction. The Fare Value section (A07) contains all fare and tax information associated to this specific fare item and this section appears only once per fare type. The Fare Basis section (A08) contains fare/segment related information (i.e. segment value, fare basis code, etc.)..etc.). and appears once per segment per fare type. The Fare Calculation section (A09) contains the Linear Fare Calculation printed on the ticket, and is sent only once per fare type, unless a manual linear fare is completed and the calculation is different for each passenger.** **Example: A 3 segment itinerary for two passengers travelling on the same fare contains 1 Fare Value Section, 3 Fare Basis Items and 1 Fare Calculation Section.** **The MIR Options Table selection "FARE CALC." provides the ability to receive or not receive the (A09) Fare Calculation section.**					
2	13E	318	T50EXC	3	N	NUMBER OF TICKET EXCHANGE ITEMS
2	141	321	T50PYN	3	N	NUMBER OF FORM-OF-PAYMENT ITEMS
2	144	324	T50PHN	3	N	NUMBER OF PHONE ITEMS
2	147	327	T50ADN	3	N	NUMBER OF PASSENGER ADDRESS ITEMS Includes W- and/or D- Addresses.
2	14A	330	T50MSN	3	N	NUMBER OF BACKOFFICE/TICKET REMARKS
2	14D	333	T50RRN	3	N	NUMBER OF ASSOCIATED/UNASSOCIATED REMARKS These remarks are associated or unassociated to Airline or Auxiliary segments. The Number of RMA/RMU or RI. Remarks.
2	150	336	T50AXN	3	N	NUMBER OF AUXILIARY SEGMENTS Auxiliary segments include Car, Hotel and Tour Segments).
2	153	339	T50LSN	3	N	NUMBER OF LEISURESHOPPER ITEMS
1	156	342	T50C05	1	S	CARRIAGE RETURN
1	157	343	T50C06	1	S	CARRIAGE RETURN - END OF HEADER
* *						

DATA SECTIONS

NOTE :- THE DATA AREA IS DIVIDED INTO SECTIONS CONSISTING OF ONE OR MORE ITEMS WITH A TRAILING CARRIAGE RETURN. EACH SECTION IS PRECEDED WITH A SECTION IDENTIFIER "Axx". EACH SECTION ALSO HAS AN ADDITIONAL CARRIAGE RETURN TO IDENTIFY THE END OF THE SECTION. IF DATA IS NOT TRANSMITTED, THE SECTION IS NOT INCLUDED IN THE MIR.

THERE IS NO FIXED LENGTH ASSIGNED TO ANY SECTION OTHER THAN THE HEADER

The sections are as follows:

IDENTIFIER	SECTION NAME
A00	CUSTOMER REMARK (APO)
A01	CORPORATE NAME
A02	PASSENGER DATA
A03	FREQUENT FLYER DATA
A04	AIRLINE / AMTRAK DATA
A05	WAITLIST/OTHER AIR DATA
A06	APOLLO SEAT DATA (APO)
A07	FARE VALUE DATA
A08	FARE BASIS DATA
A09	FARE CONSTRUCTION DATA
A10	EXCHANGE TICKET INFORMATION
A11	FORM OF PAYMENT DATA
A12	PHONE DATA
A13	ADDRESS DATA
A14	BOS/TICKET REMARKS
A15	ASSOCIATED/UNASSOCIATED REMARKS
A16	AUXILIARY DATA (CARS,HOTELS, TOURS etc.)
A17	LEISURESHOPPER DATA
A18	ETDN INFORMATION (See Notes in section description)
A19	MISCELLANEOUS DOCUMENTS (MCO)
A20	SSR/OSI DATA
A21	NET REMIT (GCS)
A22	GALILEO SEAT DATA (GCS)
A23	REFUND DATA (GCS)
A24	OTHER FARE CONSTRUCTION (GCS)
A26	NON HOST CONTENT DATA (GCS)

CUSTOMER REMARK SECTION

NOTE:- This section is not available in GCS
In APO the MIR Options table can be used to determine whether this section is sent, or not.

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A00SEC	3	B	SECTION LABEL "**A00**"
1	03	03	A00CUS	43	B	CUSTOMER REMARK This remark is entered using the C- or C. This remark is designed for Selective Access Users. This is an open field as long as the Agency **DOES NOT** utilize Selective Access., Only one C-/C. Customer Remark may be entered per PNR. **VARIABLE LENGTH FIELD.**
1	2E	46	A00C01	1	S	CARRIAGE RETURN
1	2F	47	A00C02	1	S	CARRIAGE RETURN - END OF SECTION
* *						

CORPORATE/GROUP NAME SECTION

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A01SEC	3	B	SECTION LABEL "**A01**"
1	03	03	A01CPI	33	B	CORPORATE NAME Created when using a C/ In APO or G/ in GCS for the PNR/BOOKING FILE.
1	24	36	A01C01	1	S	CARRIAGE RETURN
1	25	37	A01C02	1	S	CARRIAGE RETURN - END OF SECTION
* *						

PASSENGER DATA SECTION

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A02SEC	3	B	SECTION LABEL "**A02**"
1	03	03	A02NME	33	A	PASSENGER NAME For airline document issuance, each passenger is issued an individual ticket. If this is a multiple passenger PNR/Booking File and all tickets are issued in one entry, there is a separate line of data for each passenger. Electronic ticketing only: if ET fails and a spoiled MIR is generated, then this field is blank filled. APO: In an Amtrak ticket, more than one name may appear in the Passenger Name Section, because only one Amtrak ticket is issued for the entire party.
1	24	36	A02TRN	11	N	TRANSACTION NUMBER (TCN Number) This is an assigned number which is unique to this transaction. If the agency uses OPTAT Ticket Stock, the TCN number also appears on the extreme lower left hand corner of the ticket. Zero or blank filled when data not available for Refund/Void MIR. TCN does not appear in MIR generated using TKPDAD.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**TCN CALCULATION :** **Example: 249 034685 0 2** **249 = (First Three Characters) Julian Date** **034685 = (Next Six Characters) APO or GCS Ticket Sequence Number** **0 = Pricing Code** **2 = Check Digit (Calculated by dividing the CRS code and its check digit code plus TCN Number - Total 14 numbers - by 7).** **Pricing Codes:** **0 = Auto Priced by APO or GCS** **1 = Manual pricing GCS** **3 = Auto Priced by APO - Z override (non FIC)** **5 = Manually Priced by Fill-In-Format (Pricing Record) APO** **6 = Agent Designated Pricing (FIC Pricing) APO** **7 = Rules Override (FIC that failed rules) APO** **8 = Manually Priced by Fill-In-Format APO** **9 = Agent Designated Pricing (FIC) - Commission (Z) Override APO** **It should be noted that Option 5 ticket printing in the USA uses this data. In Europe it is not used for non-core ticketing. When using TKPDAD the data is generated for APO but not for GCS.**						
1	2F	47	A02TIN	22	I	TICKET/INVOICE NUMBERS
2	2F	47	A02YIN	1	N	YEAR INDICATOR Last digit of the year that the ticket was issued. (i.e. "6")
2	30	48	A02TKT	10	N	TICKET NUMBER Where there is more than one ticket number, this field shows the first ticket number. GCS: if filed fare is already ticketed, using TKPDAD will include ticket number. Electronic ticketing only: if an ET fails in a multi-ticket situation, then only one spoiled MIR is sent with the first ticket number. Zero filed for spoiled MIR.
2	3A	58	A02NBK	2	N	NUMBER OF TICKET BOOKS Zero filled unless it's a Non-Air PNR/BOOKING FILE, then it is blank filled. Electronic ticketing only: if an ET fails in a multi-ticket situation, then this field shows the number of books spoiled.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
2	3C	60	A02INV	9	B	INVOICE NUMBER The invoice number is assigned by the APO/GCS TINS package or system generated. If missing (not linked to Itinerary Device or issued using one of the "D" modifiers, i.e. DAD, DBD, DND, or DJD), field is blank. GCS: As above, but the SG ticket modifier will assign a system generated number to an itinerary/invoice, (not from TINs).
1	45	69	A02PIC	6	B	PASSENGER IDENTIFICATION CODE/DESCRIPTION - * PIC or *PD These codes are used to store special fare information applicable to each individual passenger. The * PIC/*PD codes may vary from time to time. A current list can be displayed in the HELP MOD* Profile found in APO, or H/P in GCS help. A copy of a previous list is also included as Appendix B in this document.
1	4B	75	A02FIN	2	N	ASSOCIATED FARE ITEM NUMBER FOR PASSENGER This number identifies which fare is associated with which passenger. The same number will also appear in the following sections as the Fare Section Indicator: A07 - FARE VALUE SECTION as the Fare Section Indicator A08 - FARE BASIS SECTION as the Fare Section ID A09 - FARE CONSTRUCTION SECTION as the Fare Section ID When one fare basis and one fare exists for all passengers, this number may be "01" for all passengers. Blanks are sent in this field if fare data does not exist.
1	4D	77	A02EIN	2	N	ASSOCIATED EXCHANGE ITEM NUMBER FOR PASSENGER If a Ticket Exchange is performed in this transaction "HBFEX/TKPFEX", the Ticket Exchange Section (A10) item for this passenger is contained in this field and is associated to the related Exchange item in section A10. If Exchange data does not exist, this field is left blank.
1			A02FFN	1	A	MUTIPLE FILED FARES IINDICATOR 1G only: Y/N indicator N – indicates either that this is the last MIR in the sequence or this is the only MIR. Y – indicates that further MIRs with the same booking file reference sent in the same input. This refers to making the entry TKP when more than one unticketed filed fare exists. A separate MIR is generated for each filed fare.
1	4F	79	A02C01	1	S	CARRIAGE RETURN
* *						

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE :-	**THE FOLLOWING FIELDS ARE ONLY SENT IF DATA EXISTS FOR THEM. IF NO DATA EXISTS, THEN AN END OF ITEM INDICATOR (CARRIAGE RETURN) IS SENT AND THE NEXT PASSENGER ITEM FOLLOWS.** ****OPTIONAL DATA** "HEX" and "DEC" are not provided. Maximum field sizes are given. It is suggested that you look for specific identifiers to locate desired information.** **Name Related Information is generally entered in the LeisureShopper booking process, however, it may also be entered in PNR/BOOKING FILEs that do not contain LeisureShopper segments. To enter this information into any PNR use the format: "NI1-1" (Name Related Information for name one, passenger one). Then "T:" for Title, "A:" for Age, "G:" for Gender, "S:" for Smoking preference, "C:" for Country Code, and "P:" for Passport Number and Validity Date (a space before the age is mandatory). In GCS, the use of PI.D and N.P1 entries apply. In GCS, freetext of 25 characters using PI.D is excluded.** **Example in APO: NI1-1T:TECHNICIAN/A:29/G:M/S:N/C:US/P:M071864SLM A-18JUL03** **Example in GCS: N.P1@*FREETEXT**					
1			A02PN1	3	A/S	NAME FIELD REMARKS IDENTIFIER "**NR:**"
1			A02PNR	33	B	NAME FIELD REMARKS Name Field Remarks are added to the PNR/Booking File by following the Passenger Name with an "*****" character and a maximum of 33 characters of information. The information following the "*****" is contained in this field. Example: APO: N**:**MORGAN/SHARI*COVNV-C098475 GCS: N.MORGAN/SHARI@*COVNV-C098475 It is now possible (November 2006) to include a Passenger Type Code (PTC) in the name field remark. When the user makes the entry FQ the system will read the PTC in the name field remark saving the user from adding the PTC to the FQ entry (although adding it to the FQ entry will override the data in the name remark). The data entered in the name remark will appear in this field in addition to any other data the user may include.
1			A02PT1	2	A/S	PASSENGER TITLE IDENTIFIER "**T**:"
1			A02PTL	13	A	PASSENGER TITLE
1			A02PA1	2	A/S	PASSENGER AGE IDENTIFIER "**A:**"
1			A02PA2	3	N	PASSENGER AGE
1			A02PG1	2	A/S	PASSENGER GENDER IDENTIFIER "**G:**"

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A02PG2	1	A	PASSENGER GENDER F = FEMALE & M = MALE
1			A02PS1	2	A/S	PASSENGER SMOKING PREFERENCE IDENTIFIER “**S:**”
1			A02PSP	1	A	PASSENGER SMOKING PREFERENCE Y = PREFERS SMOKING N = PREFERS NON-SMOKING
1			A02PC1	2	A/S	PASSENGER COUNTRY OF CITIZENSHIP IDENTIFIER “**C:**”
1			A02PCC	2	A	PASSENGER COUNTRY CODE OF CITIZENSHIP
1			A02PP1	2	A/S	PASSENGER PASSPORT NUMBER IDENTIFIER “**P:**’
1			A02PPN	33	B	PASSENGER PASSPORT NUMBER
1			A02PD1	2	A/S	PASSENGER PASSPORT EXPIRATION DATE IDENTIFIER “**D:**”
1			A02PDE	7	B	PASSENGER PASSPORT EXPIRATION DATE Format: DDMMMYY
NOTE:-	**This Optional Data Item will only appear for ATB and certain other markets ticketing, when issued. The item repeats. (This Data is only in Void/UnVoid/Spoiled MIRs on APO).**					
1			A02SCI	3	A/S	STOCK CONTROL NUMBER IDENTIFIER “SC:”
1			A02SCD	2	N	NUMBER OF DOCUMENTS ISSUED, ASSOCIATED TO THIS TICKET Blank filled on APO.
1			A02SCN	11	N	STOCK CONTROL NUMBER For ATB and some OPTAT market Tickets, the Stock Control Number is the number entered in the TINS Table.
1			A02SCA	4	N	NUMBER OF DOCUMENTS ISSUED, ASSOCIATED TO THIS TICKET. This is the number of accountable cards printed, including Agents and Auditors coupons, etc.. GCS: Where documents are issued at an STP only the coupons issued at the host site are reported in these fields.
1			A02C02	1	S	CARRIAGE RETURN
NOTE:-	**Carriage Return "A02C02" is a floating carriage return related to the Optional Data fields. This carriage return is located after the last Optional Data field present in this Passenger Item, or is omitted, if no Optional Data fields exist for this passenger.**					
1			A02C03	1	S	CARRIAGE RETURN - This carriage return indicates the end of the Passenger Data Section and follows the last Passenger Item.
* *						

FREQUENT FLYER SECTION

In APO and GCS the MIR Options table can be used to determine whether this section is sent, or not.

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A03SEC	3	B	SECTION LABEL "**A03**"
1	03	03	A03FFP	21	A	FREQUENT FLYER PASSENGER NAME The passenger name appears only once for each passenger.
1	18	24	A03FCC	2	B	FREQUENT FLYER CARRIER CODE
1	1A	26	A03FSP	1	I	BLANK (SPACE) / SEPARATOR
1	1B	27	A03FFN	20	B	FREQUENT FLYER NUMBER - Right Justified.
1	2F	47	A03CAI	1	I	CROSS ACCRUAL INDICATOR If Y indicates Cross Accrual Data is present If N indicates no Cross Accrusal Data is present. Note that Cross Accrual has to be “switched on” by Galileo on a pseudo city by pseudo city basis by amending field CATV in the agency AAT. This may not occur in all agencies in all markets. This field is used in GCS only. In APL always set to N
1	30	48	A03CAA	30	B	CROSS ACCRUAL CARRIER LIST Up to 10 carrier codes may be listed. A slash will occur between each code. Blank filled if all 10 not present. If one of these carriers exists in the PNR/Booking File accrue miles to the carrier/card account in A03FFC and A03FFN GCS Only
1	4E	78	A03C01	1	S	CARRIAGE RETURN
NOTE:-	**All Frequent Flyer information entered in the PNR/BOOKING FILE is transmitted in the MIR. All Frequent Flyer Data for the first passenger is grouped together before data appears for the next passenger.**					
1			A03C02	1	S	CARRIAGE RETURN This carriage return indicates the end of the Frequent Flyer Data Section and follows the last Frequent Flyer Item.
* *						

AIRLINE DATA SECTION

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION

NOTE:- In APO the Air Data Section contains information on PNR segments where the status is Confirmed, Sold, Open, and Waitlisted. The section contains ticketed segments.
In GCS the Air Data Section contains information on segments contained in the Filed Fare, irrespective of segment status. The section may contain ticketed and non-ticketed segments. Where a Booking File has a Passenger with no filed fares, all segments will appear.
For ARNK segments:
APO: ignores ARNK segments
GCS:
a) No filed fare, ARNK appears in A04 section. For example:
A0401KL074KLM ROYAL DU etc.
A0402 ARNK

b) With filed fare, all segments included in the filed fare, including ARNK, appear in A04 section. For example:
A0401KL074KLM ROYAL DU etc.
A0402 ARNK
A0403KL074KLM ROYAL DU etc.

c) With filed fare, segment selected (e.g. FQS3), and ARNK not part of the segment select, appears in A05 section. For example:
A0403LK074KLM ROYAL DU etc.
A0501KL074KLM ROYAL DU etc.
A0502 ARNK

d) With filed fare, segment selected (e.g. FQS1.2), and ARNK part of the segment select, appears in A04 section. For example:
A0401KL074KLM ROYAL DU etc.
A0402 ARNK
A0403LM074KLM ROYAL DU etc.

A0504BD235BRITISH MIDL etc.

For Air Taxi segments the only fields transmitted are the Section Label (A04SEC), the Itinerary Index (A04ITN). An "*" appears in the Airline Code field (A04CDE) on APO, GCS populates with the airline code when available.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A04SEC	3	B	SECTION LABEL "**A04**"
1	03	03	A04ITN	2	N	ITINERARY INDEX NUMBER (Segment Number) This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. The sequence will not be consecutive in the airline data section if auxiliary segments exist in the PNR/Booking FILE.
1	05	05	A04CDE	2	B	AIRLINE CODE
1	07	07	A04NUM	3	N	AIRLINE NUMBER
1	0A	10	A04NME	12	B	AIRLINE NAME
1	16	22	A04FLT	4	N	FLIGHT NUMBER
1	1A	26	A04CLS	2	B	CLASS OF SERVICE This is the booked class of service.
1	1C	28	A04STS	2	A	STATUS Status Codes transmitted in the MIR: HK = Holding Confirmed HL = Holding Waitlist BK = Passive Sold Segment, or Booked outside BL = Booked outside and Waitlisted BN = Booked outside and Requested AK = Confirmed outside AL = Waitlist outside AN = Requested outside GK = Passive Sold Segment NO = Open Segment PB = Holding Waitlist ** This is not a complete list but an example of possible codes.
1	1E	30	A04DTE	5	B	DEPARTURE DATE (Format: DDMMM)

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	23	35	A04TME	5	B	DEPARTURE TIME When 24 hour clock is used, time is left justified.
1	28	40	A04ARV	5	B	ARRIVAL TIME When 24 hour clock is used, time is left justified. Blank filled when electronic ticket.
1	2D	45	A04IND	1	N	NEXT DAY ARRIVAL INDICATOR Indicates when the flight will arrive at the destination city. 1 = PREVIOUS DAY ARRIVAL 2 = SAME DAY ARRIVAL 3 = NEXT DAY ARRIVAL 4 = 2 DAYS LATER ARRIVAL Blank filled when electronic ticket.
1	2E	46	A04OCI	16	I	ORIGIN CITY INFORMATION
2	2E	46	A04OCC	3	A	ORIGIN CITY CODE
2	31	49	A04OCN	13	A	ORIGIN CITY NAME
1	3E	62	A04DCI	16	I	DESTINATION CITY INFORMATION
2	3E	62	A04DCC	3	A	DESTINATION CITY CODE
2	41	65	A04DCN	13	A	DESTINATION CITY NAME
1	4E	78	A04DOM	1	A	DOMESTIC/INTERNATIONAL INDICATOR D = DOMESTIC CRT, Origin City and Destination City are all in the same country. I = INTERNATIONAL Either the CRT, Origin City or Destination City is in a different country.
NOTE:-	**In APO, this indicator compares the Country Code for Board and Off Cities to the CRT Location. (This indicator does not necessarily match the indicator on the ticket). In GCS, the boarding point determines if Domestic or International.**					

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	4F	79	A04SET	1	A	SEAT INDICATOR N = Do Not Print Seat Data on the Boarding Pass if Header label T50IN10 is "A" or "B". Y = Print Seat Data on the Boarding Pass if Header label T50IN10 is "C" or "D". GCS: will always show “N”. APO: will show “N” only with Void MIR.
1	50	80	A04SVC	4	A	MEAL CODES A = Audio (APO) B = Breakfast C = Alcohol no cost D = Dinner F = Food Available for Purchase H = Hot meal K = Continental breakfast L = Lunch M = Meal O = Cold meal P = Alcohol to purchase R = Refreshment S = Snack or Brunch ** This is not a complete list but an example of possible codes.
1	54	84	A04STP	1	A	STOPOVER INDICATORS X = (Connection) No Stopover O = Stopover
NOTE:-	**In APO, regardless of how the fare is calculated and shown in the Linear Fare Construction area of the ticket (MIR Section A09), the X/O indicators shown preceding the To/From cities on the ticket are calculated based solely on the four hour connection rule (i.e. less than or equal to four hours = connection, more than four hours = stopover). In GCS, the indicator matches the ticket to indicate whether a stopover at the arrival point is permitted.**					
1	55	85	A04STO	1	N	NUMBER OF STOPS

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	56	86	A04BAG	3	B	BAGGAGE ALLOWANCE (Example: 2PC or 70K) This data is programmatically entered by APO/GCS based on fare quote information stored per flight segment. Baggage Allowance information may also be entered by the agent, using the format: APO: T:$BGBG3PC or 70K. GCS: FBUBG/30K. This data is only present when a fare is also present in the PNR/Booking File.
1	59	89	A04AIR	4	B	TYPE OF AIRCRAFT This is the airimp code.
1	5D	93	A04DTR	3	B	DEPARTURE TERMINAL GCS: blank filled however see preamble to A15 section for equivalent functionality.
1	60	96	A04MIL	5	N	NAUTICAL MILES APO: These miles are based on Longitude and Latitude lines and calculations. They do not represent Frequent Flyer miles, although they may be close to the number of miles awarded in Frequent Flyer programs. GCS: blank filled.
1	65	101	A04FCI	1	A	FLIGHT COUPON INDICATOR This indicator identifies how this segment applies to the ticket coupon that is printed or used. F = AIR TRANSPORTATION BLANK = COUPON NOT USED (SURFACE/ARNK) Currently APO/GCS only sends actual flight segments in the MIR, so only "F" should appear in this field.
1	66	102	A04SIC	1	N	SEGMENT IDENTIFIER APO: This identifier indicates the coupon number used in the ticket book. Each Ticket Book has a maximum of four coupons. The only numbers you will see in this field are 1,2,3,4. GCS: Blank filled.

NOTE:-	THE FOLLOWING FIELDS ARE ONLY SENT IF DATA EXISTS FOR THEM. IF NO DATA EXISTS, THEN AN END OF ITEM INDICATOR (CARRIAGE RETURN) IS SENT AND THE NEXT AIRLINE DATA ITEM WILL FOLLOW. **OPTIONAL DATA** "HEX" and "DEC" are not provided. Maximum field sizes are given. It is suggested that you look for specific identifiers to locate desired information.					
LEVEL	**HEX**	**DEC**	**LABEL**	**BYTES**	**TYPE**	**DESCRIPTION**
1			A04COG	4	A/S	CHANGE OF GAUGE ID "**COG:**" A Change of Gauge Flight exists when a flight makes a stop at a city prior to the final destination and changes the aircraft equipment, but not the flight number, before continuing on to the final destination. (Example: UA flight 918 from Denver to London. The flight makes a stop in Washington D.C. at the Dulles airport. The equipment used from Denver to Dulles is a DC10, the equipment used for the Dulles to London portion of the flight is a 747).
1			A04CGC	3	A	INTERMEDIATE CITY CODE This is the city code of the downline cities in the schedule for this flight. (In the above example, IAD would appear here for Dulles and LHR would appear for London).
1			A04CGN	13	A	INTERMEDIATE CITY NAME
1			A04CGD	1	N	NEXT DAY ARRIVAL INDICATOR Indicates when the flight will arrive at the downline city. 1 = PREVIOUS DAY ARRIVAL 2 = SAME DAY ARRIVAL 3 = NEXT DAY ARRIVAL 4 = 2 DAYS LATER ARRIVAL
1			A04CGT	5	B	DEPARTURE TIME FROM INTERMEDIATE CITY When 24 hour clock is used, time is left justified. Otherwise shows AM and PM.
NOTE:-	**THE CHANGE OF GAUGE FIELDS ARE REPEATABLE FOR ALL DOWNLINE FLIGHTS AND WILL ALWAYS APPEAR AT LEAST TWICE. (i.e. In the Denver to London example, the information for the Dulles departure will appear first, followed by the information for the arrival in London. See example below).** **EXAMPLE:** **COG:IADWASH/DULLES 21228PLHRLONDON/HEATHR3**					
1			A04GCR	4	A/S	GROUP CONTROL RECORD ID "**GCR:**" APO only: This identifier indicates flight was booked using the GroupManager product.

1			A04GRR	6	B	GROUP CONTROL RECORD LOCATOR This is the record locator for the GCR that exists in GroupManager for this flight.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A04AFC	3	A/S	AFFILIATED CARRIER ID "**AC:**" This identifier indicates that an associated airline actually operates this flight. (i.e. A flight scheduled as United Airlines that is actually flown by Air Wisconsin or British Midland).
1			A04ACC	12	A	AFFILIATED CARRIER NAME
1			A04FFI	3	A/S	FREQUENT FLYER MILES ID "**FF:**"
1			A04FFM	5	N	FREQUENT FLYER MILES
NOTE:-	**Frequent Flyer Miles information is not available from the airlines today. We are anticipating that it will be available sometime in the near future and will fill these fields at that time.**					
1			A04TKI	3	A/S	TICKETED INDICATOR ID "**TK:**" GCS only.
1			A04TKT	1	B	TICKETED INDICATOR Indicates if the segment has been ticketed. Y = Ticketed. N = Not ticketed
1			A04JTI	3	A/S	JOURNEY TIME INDICATOR ID "**JT**": GCS only.
1			A04JTM	5	N	TOTAL DURATION OF JOURNEY TIME BY SEGMENT This is a 5 character numeric field, zero filled, indicating the total duration of the flight segment. The data sent in the MIR is in the same format as held in the Time Table display with the addition of a dot between the hours and minutes characters ie nn.nn eg the Time Table display will show 1030; the MIR will send 10.30.
1			A04C01	1	S	CARRIAGE RETURN
NOTE:-	**Carriage Return "A04C01" is a floating carriage return related to the Airline Data Item. This carriage return is located after the last Optional Data field present in this Airline Item.**					
1			A04C02	1	S	CARRIAGE RETURN This carriage return indicates the end of the Airline Data Section and follows the last Airline Item.
* *						

AMTRAK/RAIL SECTION

***NOTE* This section is not used in GCS**

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A04SEC	3	A/S	SECTION LABEL "A04"
1	03	03	A04ITN	2	N	ITINERARY INDEX NUMBER (Segment Number) This is the numeric sequence (from first to last) of the passenger's air, rail and auxiliary segment itinerary. The sequence will not be consecutive in the Rail data section if auxiliary segments exist in the PNR/BOOKING FILE.
1	05	05	A04CDE	2	B	AMTRAK / RAIL CODE
1	07	07	A04NUM	3	N	AMTRAK / RAIL NUMBER (Zero filled)
1	0A	10	A04NME	12	B	AMTRAK / RAIL NAME (As stored in APO).
1	16	22	A04FLT	4	N	TRAIN NUMBER
1	1A	26	A04CLS	2	B	CLASS OF SERVICE Affiliated Carrier Information, if it exists, is found in this field. i.e. TW = Trailways Bus.
1	1C	28	A04STS	2	A	STATUS Status Codes transmitted in the MIR: HK = Holding Confirmed
1	1E	30	A04DTE	5	B	DEPARTURE DATE (Format: DDMMM).
1	23	35	A04TME	5	B	DEPARTURE TIME When 24 hour clock is used, time is left justified.
1	28	40	A04ARV	5	B	ARRIVAL TIME When 24 hour clock is used, time is left justified.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	2D	45	A04IND	1	N	NEXT DAY ARRIVAL INDICATOR Indicates when the train will arrive at the destination city. 1 = PREVIOUS DAY ARRIVAL 2 = SAME DAY ARRIVAL 3 = NEXT DAY ARRIVAL 4 = 2 DAYS LATER ARRIVAL
1	2E	46	A04OCI	16	I	ORIGIN CITY INFORMATION
2	2E	46	A04OCC	3	A	CITY CODE
2	31	49	A04OCN	13	A	CITY NAME
1	3E	62	A04DCI	16	I	DESTINATION CITY INFORMATION
2	3E	62	A04DCC	3	A	CITY CODE
2	41	65	A04DCN	13	A	CITY NAME
1	4E	78	A04DOM	1	A	DOMESTIC/INTERNATIONAL INDICATOR D = DOMESTIC (CRT, Origin City and Destination City are all in the same country. I = INTERNATIONAL (Either the CRT, Origin City or Destination City is in a different country.
NOTE:- This indicator compares the Country Code for Board and Off Cities to the CRT Location.						
1	4F	79	A04NNN	1	I	INDICATOR RESERVED FOR FUTURE USE
1	50	80	A04BLK	4	I	BLANKS
1	54	84	A04STP	1	A	STOPOVER INDICATORS X ,O These indicators identify special rail pricing, not stopovers.
1	55	85	A04STO	1	N	NUMBER OF STOPS
1	56	86	A04BNK	10	I	BLANKS

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	60	96	A04MIL	5	N	NAUTICAL MILES These miles are based on Longitude and Latitude lines and calculations. They do not represent Frequent Flyer miles, although they may be close to the number of miles awarded in Frequent Flyer programs.
1	65	101	A04FCI	1	A	FLIGHT COUPON INDICATOR This indicator identifies how this segment applies to the ticket coupon that is printed or used. F = AIR TRANSPORTATION V = VOID R = REFUND BLANK = COUPON NOT USED (SURFACE/ARNK) Currently APO only sends actual flight segments in the MIR, so only "F" should appear in this field.
1	66	102	A04SIC	1	N	SEGMENT IDENTIFIER This identifier indicates the coupon number used in the ticket book. Each Ticket Book has a maximum of four coupons. The only numbers you will see in this field are 1,2,3,4.
1			A04C01	1	S	CARRIAGE RETURN
NOTE:-	**Carriage Return "A04C01" is a floating carriage return related to the Amtrak/Rail Data Item. This carriage return is located after the last Data field present in this Amtrak/Rail Item.**					
1			A04C02	1	S	CARRIAGE RETURN This carriage return indicates the end of the Amtrak/Rail Data Section and follows the last Amtrak/Rail Item.
* *						

WAITLISTED SEGMENT/OTHER AIR SEGMENT SECTION

In APO and GCS the MIR Options table can be used to determine whether this section is sent, or not.

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE :-	In APO, this section contains information on PNR segments where the status is waitlisted, but not included in the fared/ticketed itinerary. For ARNK segments: APO: ignores ARNK segments GCS: a) No filed fare, ARNK appears in A04 section. For example: A0401KL074KLM ROYAL DU etc. A0402 ARNK b) With filed fare, all segments including ARNK appears in A04 section. For example: A0401KL074KLM ROYAL DU etc. A0502 ARNK A0403KL074KLM ROYAL DU etc. c) With filed fare, segment selected, and ARNK not part of the segment select, appears in A05 section. For example: A0403LK074KLM ROYAL DU etc. A0501KL074KLM ROYAL DU etc. A0502 ARNK d) With filed fare, segment selected, and ARNK part of the segment select, appears in A04 section. For example: A0401KL074KLM ROYAL DU etc. A0402 ARNK A0403LM074KLM ROYAL DU etc. A0504BD235BRITISH MIDL etc.					

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A05SEC	3	B	SECTION LABEL **"A05"**
1	03	03	A05ITN	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. The sequence will not be consecutive in the Waitlisted Segment data section if auxiliary segments exist in the PNR/BOOKING FILE.
1	05	05	A05CDE	2	B	AIRLINE CODE
1	07	07	A05NUM	3	N	AIRLINE NUMBER
1	0A	10	A05NME	12	B	AIRLINE NAME (As stored in APO/GCS).
1	16	22	A05FLT	4	N	FLIGHT NUMBER
1	1A	26	A05CLS	2	B	CLASS OF SERVICE
1	1C	28	A05STS	2	A	STATUS APO: Status Codes transmitted in the MIR RQ = Waitlisted Segment GCS: Status of each air segment in the Booking File but not in the Filed Fare: HK = Holding Confirmed HL = Holding Waitlist BK = Passive Sold Segment BL = Booked outside and Waitlisted BN = Booked outside and Requested AK = Confirmed outside AL = Waitlist outside AN = Requested outside NO = Open Segment ***** This is not a complete list but an example of possible codes.***
1	1E	30	A05DTE	5	B	DEPARTURE DATE (Format: DDMMM).
1	23	35	A05TME	5	B	DEPARTURE TIME When 24 hour clock is used, time is left justified.
1	28	40	A05ARV	5	B	ARRIVAL TIME When 24 hour clock is used, time is left justified.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	2D	45	A05IND	1	N	NEXT DAY ARRIVAL INDICATOR Indicates when the flight will arrive at the destination city. 1 = PREVIOUS DAY ARRIVAL 2 = SAME DAY ARRIVAL 3 = NEXT DAY ARRIVAL 4 = 2 DAYS LATER ARRIVAL
1	2E	46	A05OCI	16	I	ORIGIN CITY INFORMATION
2	2E	46	A05OCC	3	A	ORIGIN CITY CODE
2	31	49	A05OCN	13	A	ORIGIN CITY NAME
1	3E	62	A05DCI	16	I	DESTINATION CITY INFORMATION
2	3E	62	A05DCC	3	A	DESTINATION CITY CODE
2	41	65	A05DCN	13	A	DESTINATION CITY NAME
1	50	78	A05SVC	4	A	MEAL CODES A = Audio (APO) B = Breakfast C = Alcohol no cost D = Dinner F = Food Available for Purchase H = Hot meal K = Continental breakfast L = Lunch M = Meal O = Cold meal P = Alcohol to purchase R = Refreshment S = Snack or Brunch
1	54	82	A05STP	1	A	STOPOVER INDICATORS X = (Connection) No Stopover & O = Stopover
1			A05C01	1	S	CARRIAGE RETURN
NOTE:-	**Carriage Return "A05C01" is a floating carriage return related to the Waitlisted/Other Air Segment Data Item. This carriage return is located after the last data field present in this waitlisted segment.**					
1			A05C02	1	S	CARRIAGE RETURN - This carriage return indicates the end of the Waitlisted/Other Air Segment Data Section and follows the last Waitlisted/Other Air Segment Item.
* *						

APOLLO SEAT DATA SECTION

In APO the MIR Options table can be used to determine whether this section is sent, or not.

NOTE:- This section is not used in GCS

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A06SEC	3	B	SECTION LABEL "**A06**"
1	03	03	A06SEG	2	N	ITINERARY INDEX NUMBER (Segment Number) This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. The sequence relates the seat assignment to the Air Segment and is not consecutive in the Seat Data Section if auxiliary segments exist in the PNR/BOOKING FILE.
1	05	05	A06SEN	3	B	SEAT NUMBER
1	08	08	A06SMK	1	A	SMOKING INDICATOR N = NON-SMOKING - "NO" prints on the boarding pass. Y = SMOKING - "YES" prints on the boarding pass. U = UNKNOWN - Boarding Indicator Blank.
NOTE:-	**The Seat Number and Smoking Indicator is repeated for each passenger until there are no more passengers.**					
1			A06C01	1	S	CARRIAGE RETURN
NOTE:-	**Carriage Return "A06C01" is a floating carriage return related to the Seat Data Item. It will follow the last seat assignment for the each individual airline segment**					

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**THE FOLLOWING FIELDS ARE ONLY SENT IF DATA EXISTS FOR THEM. IF NO DATA EXISTS, THEN AN END OF ITEM INDICATOR (CARRIAGE RETURN) IS BE SENT AND THE NEXT SEAT DATA ITEM FOLLOWS.** ****OPTIONAL DATA** "HEX" and "DEC" are not provided. Maximum field sizes are given. It is suggested that you look for specific identifiers to locate desired information.**					
1			A06COG	4	A/S	CHANGE OF GAUGE ID "**COG:**"
1			A06SEN	3	B	SEAT NUMBER
1			A06BLK	1	I	BLANK
NOTE:-	**A Change of Gauge Flight exists when a flight makes a stop at a city prior to the final destination and changes the aircraft equipment, but not the flight number, before continuing on to the final destination.** **(Example: UA flight 918 from Denver to London. The flight makes a stop in Washington D.C. at the Dulles airport. The equipment used from Denver to Dulles is a DC10, the equipment used for the Dulles to London portion of the flight is a 747).** **This Optional Data Item will only appear if the Airline Data Section contains the labels A04COG, A04CGC, A04CGN, A04CGD, and A04CGT as optional data fields.** **The Seat Number is repeated for each passenger until there are no more passengers. A maximum of 1 Change of Gauge seat assignment is transmitted for each airline segment. Change of Gauge Seat Information will not be sent for the downline segment, if seat data is not available for the original segment. (i.e. Denver to Dulles)**					
1			A06C02	1	S	CARRIAGE RETURN
NOTE:-	**Carriage Return "A06C02" is a floating carriage return related to the Change of Gauge Seat Information in the Seat Data Item. This carriage return is located after the last Change of Gauge Seat Number for each airline segment. If no Change of Gauge Seat information exists, this carriage return is omitted.**					
1			A06C03	1	S	CARRIAGE RETURN This carriage return indicates the end of the last Seat Data Section and follows the last seat item in this record.
* *						

FARE VALUE SECTION

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE :-	**All Fare Values are blank filled, right justified, with the appropriate decimal place. Also, only one Fare Value Section is transmitted for each fare type.**					
1	00	00	A07SEC	3	B	SECTION LABEL "**A07**"
1	03	03	A07FSI	2	N	FARE SECTION INDICATOR This indicator identifies which fare is associated with which passenger. This number should match the related passenger number found in the "Associated Fare Item Number for Passenger," (label A02FIN) in the Passenger Data Section (A02). GCS: Where the data relates to an MCO if this field is 00 (zero zero) the values shown relate to the value of the whole MCO. This will be followed by a further A07 section numbered 01 which contains the per person values.
1	05	05	A07CRB	3	A	CURRENCY CODE FOR BASE FARE
1	08	08	A07TBF	12	N/S	BASE FARE AMOUNT
1	14	20	A07CRT	3	A	CURRENCY CODE FOR TOTAL AMOUNT
1	17	23	A07TTA	12	N/S	TOTAL AMOUNT
1	23	35	A07CRE	3	A	CURRENCY CODE FOR EQUIVALENT AMOUNT
1	26	38	A07EQV	12	N/S	EQUIVALENT AMOUNT This is the Base Fare equivalent amount as calculated from the Currency and Amount in the Base Fare Field.
NOTE:-	**OPTIONAL DATA** "HEX" and "DEC" are not provided. Maximum field sizes are given. It is suggested that you look for specific identifiers to locate desired information.**					
1			A07NRI	3	A/S	NET REMIT ID CODE "**NR:**" APO only.
1			A07NRT	8	N/S	NET REMIT AMOUNT APO only.
NOTE:-	**In APO, this field is created through a special ticketing command (NR$XXXXXXXX), and should be considered as optional data. In GCS, NET REMIT data can be found in section A21.**					

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**THE NUMBER OF TAXES ALLOWED IN THE FARE VALUE SECTION HAVE INCREASED TO A MAXIMUM OF 5 IN APO. HOWEVER, ONLY THE TAXES USED ARE SENT IN THE MIR. EACH TAX IS PRECEDED BY A TAX IDENTIFIER: T1:, T2:, T3:, T4:, and T5:. IF NO TAXES APPLY TO THE PNR/BOOKING FILE, THE ENTIRE TAX PORTION OF THIS SECTION IS OMITTED. IN GCS, THREE TAX BOXES ARE SUPPORTED. IF AN "XT" TAX CODE APPEARS IN ANY OF THE ABOVE TAX BOXES, AN ADDITIONAL INDIVIDUAL TAX SECTION WITH A MAXIMUM OF 20 TAXES IS PROVIDED. AN XT TAX IS AN ACCUMULATION OF ALL TAX OVER AND ABOVE THAT WHICH APPEARS IN THE PREVIOUS TAX BOXES DEPENDING ON THE TICKET TYPE. AN EXCEPTION IS THE ITALIAN BSP WHICH USES TAX BOX 3 FOR VAT.**					
The presence of an Exempt tax will transmit the word "EXEMPT" in the tax value field, with the appropriate tax code in the tax code field.						
1			A07CUR	3	A	CURRENCY FOR TAXES
1			A07TI1	3	B/S	TAX 1 IDENTIFIER "**T1:**"
1			A07TT1	8	B/S	TAX 1
1			A07TC1	2	A	TAX 1 TAX CODE
1			A07TI2	3	B/S	TAX 2 IDENTIFIER "**T2:**"
1			A07TT2	8	B/S	TAX 2
1			A07TC2	2	A	TAX 2 TAX CODE
1			A07TI3	3	B/S	TAX 3 IDENTIFIER "**T3:**"
1			A07TT3	8	B/S	TAX 3
1			A07TC3	2	A	TAX 3 TAX CODE
1			A07TI4	3	B/S	TAX 4 IDENTIFIER "**T4:**" This is never generated by GCS.
1			A07TT4	8	B/S	TAX 4 This is never generated by GCS.
1			A07TC4	2	A	TAX 4 TAX CODE This is never generated by GCS.
1			A07TI5	3	B/S	TAX 5 IDENTIFIER "**T5:**" This is never generated by GCS.
1			A07TT5	8	B/S	TAX 5 This is never generated by GCS.
1			A07TC5	2	A	TAX 5 TAX CODE This is never transmitted by GCS.
1			A07CO1	1	S	CARRIAGE RETURN
* *						

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**Carriage Return "A07C01" is a floating carriage return related to the Fare Value Information in the Fare Value Item. This carriage return are located after the Net Remit Item or the last Tax Item (either General Taxes or PFCs, if they exist) . If no Net Remit or Tax Information exists, this carriage return follows the Equivalent Amount field (A07EQV).**					
1			A07ITT	3	A/S	INDIVIDUAL TAX IDENTIFIER "**IT:**"
1			A07IT1	8	B/S	INDIVIDUAL TAX 1
1			A07IT1C	2	A	INDIVIDUAL TAX 1 TAX CODE
1			A07IT2	8	B/S	INDIVIDUAL TAX 2
1			A07IT2C	2	A	INDIVIDUAL TAX 2 TAX CODE
1			A07IT3	8	B/S	INDIVIDUAL TAX 3
1			A07IT3C	2	A	INDIVIDUAL TAX 3 TAX CODE
1			A07IT4	8	B/S	INDIVIDUAL TAX 4
1			A07IT4C	2	A	INDIVIDUAL TAX 4 TAX CODE
1			A07IT5	8	B/S	INDIVIDUAL TAX 5
1			A07IT5C	2	A	INDIVIDUAL TAX 5 TAX CODE
1			A07IT6	8	B/S	INDIVIDUAL TAX 6
1			A07IT6C	2	A	INDIVIDUAL TAX 6 TAX CODE
1			A07IT7	8	B/S	INDIVIDUAL TAX 7

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A07IT7C	2	A	INDIVIDUAL TAX 7 TAX CODE
1			A07IT8	8	B/S	INDIVIDUAL TAX 8
1			A07IT8C	2	A	INDIVIDUAL TAX 8 TAX CODE
1			A07IT9	8	B/S	INDIVIDUAL TAX 9
1			A07IT9C	2	A	INDIVIDUAL TAX 9 TAX CODE
1			A07IT10	8	B/S	INDIVIDUAL TAX 10
1			A07IT10C	2	A	INDIVIDUAL TAX 10 TAX CODE
1			A07IT11	8	B/S	INDIVIDUAL TAX 11
1			A07IT11C	2	A	INDIVIDUAL TAX 11 TAX CODE
1			A07IT12	8	B/S	INDIVIDUAL TAX 12
1			A07IT12C	2	A	INDIVIDUAL TAX 12 TAX CODE
1			A07IT13	8	B/S	INDIVIDUAL TAX 13
1			A07IT13C	2	A	INDIVIDUAL TAX 13 TAX CODE
1			A07IT14	8	B/S	INDIVIDUAL TAX 14
1			A07IT14C	2	A	INDIVIDUAL TAX 14 TAX CODE
1			A07IT15	8	B/S	INDIVIDUAL TAX 15

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A07IT15C	2	A	INDIVIDUAL TAX 15 TAX CODE
1			A07IT16	8	B/S	INDIVIDUAL TAX 16
1			A07IT16C	2	A	INDIVIDUAL TAX 16 TAX CODE
1			A07IT17	8	B/S	INDIVIDUAL TAX 17
1			A07IT17C	2	A	INDIVIDUAL TAX 17 TAX CODE
1			A07IT18	8	B/S	INDIVIDUAL TAX 18
1			A07IT18C	2	A	INDIVIDUAL TAX 18 TAX CODE
1			A07IT19	8	B/S	INDIVIDUAL TAX 19
1			A07IT19C	2	A	INDIVIDUAL TAX 19 TAX CODE
1			A07IT20	8	B/S	INDIVIDUAL TAX 20
1			A07IT20C	2	A	INDIVIDUAL TAX 20 TAX CODE
1			A07C02	1	S	CARRIAGE RETURN
NOTE:-	**Carriage Return "A07C02" is a floating carriage return related to the Individual Tax Information in the Fare Value Section. This carriage return is located after the last Individual Tax field for the section. If no Individual Tax information exists, this carriage return is omitted.**					
1			A07C03	1	S	CARRIAGE RETURN This carriage return indicates the end of the Fare Value Section and follows the last field in this section, whether it is the Equivalent Fare field, or a tax field.
* *						

FARE BASIS SECTION

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**This section will always be generated in Refund/Void MIR. For electronic tickets, the data available will populate the fields. For paper tickets all fields will be blank filled.**					
1	00	00	A08SEC	3	B	SECTION LABEL "A08"
1	03	03	A08FSI	2	N	FARE SECTION ID This indicator identifies which fare is associated with which passenger. This number should match the related passenger number found in the "Associated Fare Item Number for Passenger" (label A02FIN) found in the Passenger Data Section A02.
1	05	05	A08ITN	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. The sequence will not be consecutive in the airline data section if auxiliary segments exist in the PNR/BOOKING FILE.
1	07	07	A08FBC	8	B	FARE BASIS CODE (For Amtrak MIRs - this data are the (8) characters placed in the applicable Fare Basis/TKT Designator Box of an OPTAT Ticket issued by APO).
1	0F	15	A08VAL	8	N/S	SEGMENT VALUE GCS: zero filled APO: zero filled for some international fares GCS/APO: While US domestic fares are calculated on a segment basis, which makes it possible to fill this field, international fares can be computed on a mileage basis. This results in one fare applying to more than one segment making it impossible to provide a segment by segment value.
1	17	23	A08NVBC	7	B	NOT VALID BEFORE DATE
1	1E	30	A08NVAC	7	B	NOT VALID AFTER DATE

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	25	37	A08TDGC	6	B	SEGMENT TICKET DESIGNATOR For Amtrak MIRs - this data are the next (6) characters placed in the applicable Fare Basis/TKT Designator Box of an OPTAT Ticket issued by APO. GCS: blank filled.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	****OPTIONAL DATA** "HEX" and "DEC" are not provided. Maximum field sizes are given. It is suggested that you look for specific identifiers to locate desired information. If more than 1 endorsement, the 30th and 31st character will be "E:" followed by up to 29 characters for the second endorsement.**					
1			A08CFI	2	B	COMPLETE FARE BASIS CODE ID "F:"
1			A08CFB	15	B	COMPLETE FARE BASIS CODE The first 8 character of the fare basis have already been sent in A08FBC. This field will contain those characters again plus any other characters contained in the fare basis up to the maximum of 15 that can be accommodated on a ticket. A fare basis may contain letters numbers and other characters such as slash (/).
1			A08ENDI	2	B	ENDORSEMENT ID "E:" GCS only.
1			A08END	60	B	ENDORSEMENT This is the endorsement text per ticket. Some ATB tickets may show endorsements of up to 147 characters. In these circumstances occurs truncation will occur. GCS only.
1			A08C01	1	S	CARRIAGE RETURN This carriage return follows the last field for each segment in this section.
NOTE:-	**Carriage Return "A08C01" is a floating carriage return related to Fare Basis Section. This carriage return is located after the last Fare Basis item in the section.**					
1			A08C02	1	S	CARRIAGE RETURN This carriage return indicates the end of the Fare Basis Section and follows the last Fare Basis Item.
* *						

FARE CONSTRUCTION SECTION

In APO and GCS the MIR Options table can be used to determine whether this section is sent, or not.

DESCRIPTION OF SECTION

NOTE:- This section will always be generated in Refund/Void MIR. For electronic tickets, the data available will populate the fields. For paper tickets all fields will be blank filled.

TICKET TYPE	DESCRIPTION	FORMAT
13	Corporate/Commercial (APO)	4 lines at 31 characters each
14	SATO Transitional (APO)	4 lines at 30 characters each
15 to 18	OPTAT (APO)	4 lines at 61 characters each
69/80	ATB1 (APO)	5 lines at 51 characters each
79/90	ATB2/3 tax boxes(APO)	5 lines at 51 characters each
7	TAT/System Generated/2 tax boxes (GCS)	244 characters, 4 lines at 61 characters each.
9	TAT/System Generated/3 tax boxes (GCS)	244 characters, 4 lines at 61 characters each.
11	TAT/Preprinted/2 tax boxes (GCS)	244 characters, 4 lines at 61 characters each.
13	TAT/Preprinted/3 tax boxes (GCS)	244 characters, 4 lines at 61 characters each.
15	OPTAT/Preprinted/2 tax boxes (GCS)	244 characters, 4 lines at 61 characters each.
17	OPTAT/Preprinted/3 tax boxes (GCS)	244 characters, 4 lines at 61 characters each.
19	OPTAT/System generated/2 tax boxes (GCS)	244 characters, 4 lines at 61 characters each.
21	OPTAT/System generated/3 tax boxes (GCS)	244 characters, 4 lines at 61 characters each.
31	ATB1 with Credit Card Charge Forms (GCS)	4 lines at 61 character
33	ATB2 with Credit Card Charge Forms (GCS)	4 lines at 61 characters
41	Electronic Ticket (Agency/BSP and Airline/TAT)	Variable by airline. Minimum 244 characters, 4 lines at 61 characters each.
51	Italian 2 tax boxes (GCS)	244 characters, 4 lines at 61 characters each.
53	Italian 3 tax boxes (GCS)	244 characters, 4 lines at 61 characters each.
71	Spanish Domestic Ticketing (GCS)	244 characters, 4 lines at 61 characters each.

NOTE:- Refer page 29 for Seat Data information for Boarding Pass label T50IN10.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A09SEC	3	B	SECTION LABEL "**A09**"
1	03	03	A09FSI	2	N	FARE SECTION ID This indicator identifies which fare is associated with which passenger. This number should match the related passenger number found in the "Associated Fare Item Number for Passenger" (label A02FIN) found in the Passenger Data Section A02.
1	05	05	A09TY5	1	N	TYPE = 5 (APO) = 1 (ATB) (GCS) = 0 (OPTAT) (GCS)
1	06	06	A09L51	61*	B	FIRST LINE OF FARE CONSTRUCTION
*** Above denotes the maximum number of characters in this line. It can be less, based on the ticket type.**						
1			A09C01	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A09C01" is a floating carriage return related to the first line for the Linear Calculation. This carriage return is located after the last character in this line.						
1			A09L52	61*	B	SECOND LINE OF FARE CONSTRUCTION
*** Above denotes the maximum number of characters in this line. It can be less, based on the ticket type.**						
1			A09C02	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A09C02" is a floating carriage return related to the second line for the Linear Calculation. This carriage return is located after the last character in this line. If less than two lines of Linear Fare Calculation data exist, this carriage return is omitted.						
1			A09L53	61*	B	THIRD LINE OF FARE CONSTRUCTION
*** Above denotes the maximum number of characters in this line. It can be less, based on the ticket type.**						
1			A09C03	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A09C03" is a floating carriage return related to the third line for the Linear Calculation. This carriage return is located after the last character in this line. If less than three lines of Linear Fare Calculation data exist, this carriage return is omitted.						

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A09L54	61*	B	FOURTH LINE OF FARE CONSTRUCTION
*** Above denotes the maximum number of characters in this line. It can be less, based on the ticket type.**						
1			A09C04	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A09C04" is a floating carriage return related to the fourth line for the Linear Calculation. This carriage return is located after the last character in this line. If less than four lines of Linear Calculation data exist, this carriage return is omitted.						
1			A09L55	51*	B	FIFTH LINE OF FARE CONSTRUCTION
*** Above denotes the maximum number of characters in this line. It can be less, based on the ticket type.**						
1			A09C05	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A09C05" is a floating carriage return related to the fifth line for the Linear Calculation. This carriage return is located after the last character in this line. If less than five lines of Linear Fare Calculation data exist, this carriage return is omitted.						
NOTE:- GCS: The following data is only sent where present, and is an optional line without an indicator						
1			A09VAT	61*	B	VAT AMOUNT MESSAGE FOR TICKETING GCS only: This contains the VAT amount as printed on the ticket for ATB2,restricted use.
NOTE:- Carriage Return "A09C06" is a floating carriage return related to the last line for the Linear Calculation. This carriage return is located after the last character in this line. If less than six lines of Linear Fare Calculation data exist, this carriage return is omitted.						
1			A09CO6	1	S	CARRIAGE RETURN GCS only
1			A09C07	1	S	CARRIAGE RETURN This carriage return indicates the end of the Fare Calculation Section and follows the last line of the Linear Fare Calculation.
* *						

TICKET EXCHANGE SECTION

***NOTE* This section is for use in APO only. It is not used in GCS**

NOTE:- THE TICKET EXCHANGE SECTION WILL BE SENT UNTIL THE TICKET EXCHANGE PROJECT IS COMPLETE (TBA). FOLLOWING THAT ENHANCEMENT, DATA WILL BE AVAILABLE IN THE NEW FORMAT AND MAY BE ACCESSED BY A NEW FIELD IN THE MIR OPTIONS TABLE. DATA WILL BE AVAILABLE IN THE CURRENT FORMAT UNTIL ALL SUBSCRIBERS HAVE MADE THE CHANGE. ALL AMOUNT FIELDS IN THE TICKET EXCHANGE SECTION ARE ZERO FILLED WITH DECIMAL PLACES.

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A10SEC	3	B	SECTION LABEL "**A10**"
1	03	03	A10EXI	2	N	TICKET EXCHANGE PASSENGER NO. This field is related to the Passenger Section field (Associated Exchange Item Number For Passenger, label A02EIN).
1	05	05	A10OTN	13	N	ORIGINAL TICKET NUMBER The first three characters in this field identify the original validating carrier. The last ten characters contain the original ticket number.
1	12	18	A10BLK	1	I	BLANK
1	13	19	A10ONB	2	N	ORIGINAL NUMBER OF TICKET BOOKS Currently this field defaults to 01.
1	15	21	A10OCI	4	B	ORIGINAL COUPON INFORMATION This field is currently blank filled.
1	19	25	A10OIN	9	B	ORIGINAL INVOICE NUMBER
1	22	34	A10TYP	1	A	TYPE OF EXCHANGE TICKET A = ADD COLLECT R = REFUND E = EVEN EXCHANGE
1	23	35	A10CUR	3	A	CURRENCY FOR ORIGINAL BASE FARE
1	26	38	A10OTF	12	N/S	ORIGINAL TICKET - BASE FARE
1	32	50	A10PEN	9	N/S	PENALTY/CHANGE FEE

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A10SCC	9	N/S	COMMISSION ON PENALTY
1	3A	58	A10C01	1	S	CARRIAGE RETURN
* *						
NOTE:- THE NUMBER OF TAXES ALLOWED IN THE EXCHANGE DATA SECTION HAVE INCREASED TO A MAXIMUM OF 5. HOWEVER, ONLY THE TAXES USED ARE SENT IN THE MIR. EACH TAX IS PRECEDED BY A TAX IDENTIFIER: T1:, T2:, T3:, T4:, and T5:. IF NO TAXES APPLY TO THE TICKET EXCHANGE, THE ENTIRE TAX PORTION OF THIS SECTION IS OMITTED. **THE CURRENT TICKET EXCHANGE SCREEN DOES NOT PROVIDE A PLACE TO ENTER THE TAX CODE FOR AN EXCHANGED TICKET, THEREFORE, TAX CODES ARE *NOT* PROVIDED.**						
1	3B	59	A10CUR	3	A	CURRENCY FOR TAXES GCS: blank filled.
1	3E	62	A10TI1	3	B/S	TAX 1 IDENTIFIER "**T1:**"
1	41	65	A10TT1	8	B/S	ORIGINAL TAX 1
1	49	73	A10TC1	2	A	ORIGINAL TAX 1 TAX CODE
****OPTIONAL DATA** "HEX" and "DEC" are not provided. Maximum field sizes are given. It is suggested that you look for specific identifiers, to locate desired information.**						
1			A10TI2	3	B/S	TAX 2 IDENTIFIER "**T2:**"
1			A10TT2	8	B/S	ORIGINAL TAX 2
1			A10TC2	2	A	ORIGINAL TAX 2 TAX CODE
1			A10TI3	3	B/S	TAX 3 IDENTIFIER "**T3:**"
1			A10TT3	8	B/S	ORIGINAL TAX 3
1			A10TC3	2	A	ORIGINAL TAX 3 TAX CODE
NOTE:- If three tax fields are entered in the $EX screen, the second and third tax values are added and the total is sent in A10TT2 and the tax code for A10TC2 is "XT".						

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A10TI4	3	B/S	TAX 4 IDENTIFIER "**T4:**"
1			A10TT4	8	B/S	ORIGINAL TAX 4
1			A10TC4	2	A	ORIGINAL TAX 4 TAX CODE
1			A10TI5	3	B/S	TAX 5 IDENTIFIER "**T5:**"
1			A10TT5	8	B/S	ORIGINAL TAX 5
1			A10TC5	2	A	ORIGINAL TAX 5 TAX CODE
1			A10C02	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A10C02" is a floating carriage return related to the general tax items for the Ticket Exchange section. This carriage return is located after the last exchanged tax in this transaction. If no taxes are exchanged, this carriage return is omitted.**					
1			A10OTA	12	N/S	ORIGINAL TICKET - AMOUNT TOTAL
1			A10OCM	9	N/S	ORIGINAL COMMISSION AMOUNT
1			A10POI	6	B	PLACE OF ISSUE
1			A10DOI	7	B	DATE OF ORIGINAL ISSUE - (Format: DDMMMYY)
1			A10FOP	19	B	ORIGINAL FORM OF PAYMENT
1			A10RAC	12	N/S	REFUND OR ADD COLLECT AMOUNT Difference between the fare of the new ticket issued and the original ticket amount manually entered in the Exchange Fill-In screen. This is an Optional Field, and will not be present if an Even Exchange transaction is performed.
1			A10DOC	14	B	DOCUMENT NUMBER FOR ADD COLLECT PAYMENT This field is currently not being used.
1			A10C03	1	S	CARRIAGE RETURN - This carriage return indicates the end of the Ticket Exchange Section and follows the last field in the section.
* *						

NEW TICKET EXCHANGE SECTION

NOTE:- THIS SECTION IS USED BY GCS.

IN APO, THE TICKET EXCHANGE SECTION WILL BE SENT UNTIL THE TICKET EXCHANGE PROJECT IS COMPLETE (TBA). FOLLOWING THAT ENHANCEMENT, DATA WILL BE AVAILABLE IN THE NEW FORMAT AND MAY BE ACCESSED BY A NEW FIELD IN THE MIR OPTIONS TABLE IN APO.

NOTE:-ALL AMOUNT FIELDS IN THE TICKET EXCHANGE SECTION ARE BLANK FILLED WITH DECIMAL PLACES. WHEN AN EXCHANGE TICKET SECTION OCCURS, T50CUR1 IS ZERO FILLED. THE EXCHANGE TICKET IS THE TICKET PRESENTED TO THE TRAVEL AGENT.IT MAY BE THE TICKET ORIGINALLY ISSUED OR IT MAY BE A PREVIOUSLY EXCHANGED TICKET.WHEN A MIR CONTAINS AN EXCHANGE SECTION, SECTION A07 CONTAINS DATA OF THE NEW FILED FARE.

IN GCS, WHEN AN EXCHANGE TICKET REQUIRES MONEY TO BE REFUNDED THE AGENT ISSUING THE NEW TICKET ISSUES AN MCO FOR THE REFUND VALUE. THE MCO IS THEN REFUNDED AS A SEPARATE TRANSACTION BY THE AGENCY THAT ISSUED THE ORIGINAL TICKET. THIS RESULTS IN 3 MIRS (1) WHEN THE NEW TICKET IS ISSUED (2) WHEN THE MCO CARRYING THE REFUND VALUE IS ISSUED – AT THIS POINT EVEN THOUGH THE MCO CARRIES A POSITIVE REFUND VALUE FOR ACCOUNTING PURPOSES IT WILL HAVE ZERO COLLECTION (3) WHEN THE MCO IS REFUNDED.

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A10SEC	3	B	SECTION LABEL "**A10**"
1	03	03	A10EXI	2	N	TICKET EXCHANGE PASSENGER NUMBER This field is related to the Passenger Section Field (label A02EIN).
1	05	05	A10DOI	7	B	DATE OF ORIGINAL ISSUE (Format: DDMMMYY)
1	12	12	A10POI	8	N	PLACE OF ORIGINAL ISSUE IATA number of the original issuing agent.
1	14	20	A10CDEP	4	B	CITY CODE OF PLACE OF ISSUE
1	18	24	A10OCM	9	N/S	EXCHANGE TICKET COMMISSION AMOUNT GCS: Blank filled.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	21	33	A10OIN	9	B	EXCHANGE TICKET INVOICE NUMBER GCS: blank filled.
1	2A	42	A10FOP	19	B	EXCHANGE TICKET FORM OF PAYMENT
1	3D	61	A10PEN	9	N/S	SERVICE CHARGE AMOUNT Exchange Fee or Penalty amount. GCS: blank filled.
1	46	70	A10SCC	9	N/S	SERVICE CHARGE COMMISSION GCS: blank filled.
1	4F	79	A10TYP	1	A	TYPE OF EXCHANGE TICKET A = ADD COLLECT R = REFUND E = EVEN EXCHANGE
1	50	80	A10C01	1	S	CARRIAGE RETURN
* *						
****OPTIONAL DATA** "HEX" and "DEC" are not provided. Maximum field sizes are given. It is suggested that you look for specific identifiers, to locate desired information. The item can be repeated up to 4 times. The ticket number consists of 13 numerics and 1 check digit. If more than one ticket is being exchanged, then the check digit of the first ticket being exchanged appears. The check digits for the following tickets will be blank. It is possible for the first ticket to have a "P" character appearing in the check digit position.**						
1			A10TII	3	A/S	COUPON INFORMATION IDENTIFIER "**TI:**"
1			A10TIT	14	N	TICKET NUMBER BEING PARTIALLY EXCHANGED
1			A10TIN	4	N	EXCHANGE TICKET COUPON INFORMATION Will appear as 1, 2, 3, or 4. Any combination of these numbers are acceptable, but they will always appear in ascending order.
1			A10C02	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A10C02" is a floating carriage return related to the Ticket Coupon Information. This carriage return is located after the last field in this item. It is repeated for each ticket book exchanged.						

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**This section may be repeated a maximum of 16 times, to record all coupon numbers associated to conjuncted tickets as entered in the TKT1, TKT2, TKT3 and TKT4 fields on the $EX and $EXA Ticket Exchange Screens.**					
1			A10CUR	3	A	CURRENCY FOR EXCHANGE TICKET BASE FARE
1			A10OTF	12	N/S	EXCHANGE TICKET BASE FARE
NOTE:-	**THE NUMBER OF TAXES ALLOWED IN THE FARE VALUE SECTION HAVE INCREASED TO A MAXIMUM OF 5. HOWEVER, ONLY THE TAXES USED ARE SENT IN THE MIR. EACH TAX IS PRECEDED BY A TAX IDENTIFIER: T1:, T2:, T3:, T4:, and T5:. IF NO TAXES APPLY TO THE PNR/BOOKING FILE, THE ENTIRE TAX PORTION OF THIS SECTION IS OMITTED. IN GCS, THREE TAX BOXES ARE SUPPORTED, AND UP TO 8 INDIVIDUAL TAXES** **IF AN "XT" TAX CODE APPEARS IN ANY OF THE ABOVE TAX BOXES, AN ADDITIONAL INDIVIDUAL TAX SECTION WITH A MAXIMUM OF 20 TAXES IS PROVIDED. AN XT TAX IS AN ACCUMULATION OF ALL TAX OVER AND ABOVE THAT WHICH APPEARS IN THE PREVIOUS TAX BOXES DEPENDING ON THE TICKET TYPE. AN EXCEPTION IS ITALIAN BSP WHICH REQUIRES TAX BOX 3 FOR VAT ALONE.** **The presence of an Exempt tax will transmit the word "EXEMPT" in the tax value field, with the appropriate tax code in the tax code field.**						
1			A10CUR	3	A	CURRENCY FOR TAXES GCS: blank filled.
1			A10TI1	3	B/S	TAX 1 IDENTIFIER "**T1:**"
1			A10TT1	8	B/S	EXCHANGE TICKET TAX 1
1			A10TC1	2	A	EXCHANGE TICKET 1 TAX CODE
1			A10TI2	3	B/S	TAX 2 IDENTIFIER "**T2:**"

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A10TT2	8	B/S	EXCHANGE TICKET TAX 2
1			A10TC2	2	A	EXCHANGE TICKET TAX 2 TAX CODE
1			A10TI3	3	B/S	TAX 3 IDENTIFIER "**T3:**"
1			A10TT3	8	B/S	EXCHANGE TICKET TAX 3
1			A10TC3	2	A	EXCHANGE TICKET TAX 3 TAX CODE
1			A10TI4	3	B/S	TAX 4 IDENTIFIER "**T4:**" GSC: blank filled.
1			A10TT4	8	B/S	EXCHANGE TICKET TAX 4 GCS: blank filled.
1			A10TC4	2	A	EXCHANGE TICKET TAX 4 TAX CODE GCS: blank filled.
1			A10TI5	3	B/S	TAX 5 IDENTIFIER "**T5:**" GCS: blank filled.
1			A10TT5	8	B/S	EXCHANGE TICKET TAX 5 GCS: blank filled.
1			A10TC5	2	A	EXCHANGE TICKET TAX 5 TAX CODE GCS: blank filled.
1			A10OTA	12	N/S	EXCHANGE TICKET TOTAL AMOUNT This is the base fare plus taxes.
1			A10RAC	12	N/S	REFUND OR ADD COLLECT AMOUNT Difference between the fare of the new ticket issued and the exchange ticket amount manually entered in the Exchange Fill-In screen. This is an Optional Field, and will not be present if an Even Exchange transaction is performed. GCS: zero filled.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A10C03	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A10C03" is a floating carriage return related to the Tax and Amount fields. The carriage return is located after the last field in this item.**					
NOTE:-	**The following fields are only transmitted if this is the second (or greater) time that this ticket is being exchanged, and the ORIG IATA NBR and ORIG TKT fields on the $EX or FEX Ticket Exchange screen have been completed by the agent.**					
1			A10OII	3	A/S	ORIGINAL INFORMATION IDENTIFIER "**OI:**'
1			A10OIN	9	B	ORIGINAL IATA NUMBER
1			A10OTN	19	N	ORIGINAL TICKET NUMBER
1			A10C04	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A10C05" is a floating carriage return related to the Original Ticket Information. This carriage return is located after the last field in this item. If Original Ticket Information is not included in the exchange transaction, the carriage return is omitted.**					
1			A10ITT	3	A/S	INDIVIDUAL TAX IDENTIFIER "**IT:**"
1			A10IT1	8	B/S	INDIVIDUAL TAX 1
1			A10IT1C	2	A	INDIVIDUAL TAX 1 TAX CODE
1			A10IT2	8	B/S	INDIVIDUAL TAX 2
1			A10IT2C	2	A	INDIVIDUAL TAX 2 TAX CODE
1			A10IT3	8	B/S	INDIVIDUAL TAX 3
1			A10IT3C	2	A	INDIVIDUAL TAX 3 TAX CODE
1			A10IT4	8	B/S	INDIVIDUAL TAX 4
1			A10IT4C	2	A	INDIVIDUAL TAX 4 TAX CODE
1			A10IT5	8	B/S	INDIVIDUAL TAX 5
1			A10IT5C	2	A	INDIVIDUAL TAX 5 TAX CODE
1			A10IT6	8	B/S	INDIVIDUAL TAX 6
1			A10IT6C	2	A	INDIVIDUAL TAX 6 TAX CODE
1			A10IT7	8	B/S	INDIVIDUAL TAX 7
1			A10IT7C	2	A	INDIVIDUAL TAX 7 TAX CODE

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A10IT8	8	B/S	INDIVIDUAL TAX 8
1			A10IT8C	2	A	INDIVIDUAL TAX 8 TAX CODE
NOTE:-GCS: blank fills Tax 9 to Tax 20.						
1			A10IT9	8	B/S	INDIVIDUAL TAX 9
1			A10IT9C	2	A	INDIVIDUAL TAX 9 TAX CODE
1			A10IT10	8	B/S	INDIVIDUAL TAX 10
1			A10IT10C	2	A	INDIVIDUAL TAX 10 TAX CODE
1			A10IT11	8	B/S	INDIVIDUAL TAX 11
1			A10IT11C	2	A	INDIVIDUAL TAX 11 TAX CODE
1			A10IT12	8	B/S	INDIVIDUAL TAX 12
1			A10IT12C	2	A	INDIVIDUAL TAX 12 TAX CODE
1			A10IT13	8	B/S	INDIVIDUAL TAX 13
1			A10IT13C	2	A	INDIVIDUAL TAX 13 TAX CODE
1			A10IT14	8	B/S	INDIVIDUAL TAX 14
1			A10IT14C	2	A	INDIVIDUAL TAX 14 TAX CODE
1			A10IT15	8	B/S	INDIVIDUAL TAX 15
1			A10IT15C	2	A	INDIVIDUAL TAX 15 TAX CODE
1			A10IT16	8	B/S	INDIVIDUAL TAX 16
1			A10IT16C	2	A	INDIVIDUAL TAX 16 TAX CODE
1			A10IT17	8	B/S	INDIVIDUAL TAX 17
1			A10IT17C	2	A	INDIVIDUAL TAX 17 TAX CODE
1			A10IT18	8	B/S	INDIVIDUAL TAX 18
1			A10IT18C	2	A	INDIVIDUAL TAX 18 TAX CODE
1			A10IT19	8	B/S	INDIVIDUAL TAX 19
1			A10IT19C	2	A	INDIVIDUAL TAX 19 TAX CODE
1			A10IT20	8	B/S	INDIVIDUAL TAX 20
1			A10IT20C	2	A	INDIVIDUAL TAX 20 TAX CODE
1			A10C06	1	S	CARRIAGE RETURN
NOTE:- Carriage Return "A10C06" is a floating carriage return related to the Individual Tax Information in the Exchange Ticket Section. This carriage return is located after the last Individual Tax field for the section. If no Individual Tax information exists, this is omitted.						
1			A10C07	1	S	CARRIAGE RETURN - This carriage return indicates the end of the Exchange Ticket Section and follows the last item in this section.
* *						

FORM OF PAYMENT DATA

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION	
1	00	00	A11SEC	3	B	SECTION LABEL "A11"	
1	03	03	A11TYP	2	A	FORM OF PAYMENT TYPE APO: S = CASH CK = CHECK CC = CREDIT CARD X = CHECK OVERRIDE EX = EXCHANGE MS = MISCELLANEOUS GCS: S = CASH These lists are subject to change without notice.	FORM OF PAYMENT TYPE GCS: S = CASH CK = CHEQUE CC = CREDIT CARD EX = EXCHANGE MS - MISCELLANEOUS IN = INVOICE NO = NON REFUNDABLE MR = MULTIPLE FR = FREE These lists are subject to change without notice.
1	05	05	A11AMT	12	N/S	PARTY AMOUNT ACTUALLY COLLECTED OR REFUNDED. This field is zero filled when an Even Exchange Ticket is issued.	
1	11	17	A11REF	1	A	REFUND INDICATOR (APO only) Y = REFUND N = NOT A REFUND This identifies the previous amount to be a refunded amount in an exchange transaction (not refund transaction) GCS: default to “N”.	
1	12	18	A11CCC	2	A	CREDIT CARD CODE "GR" appears in this field for Government Forms of Payment.	

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	14	20	A11CCN	20	B	CREDIT CARD NUMBER APO: Freeform information appears in this field for the "X" Payment Type. If a check number is entered for Form of Payment Type "CK", it appears here. The "GR" document number appears in this field for Government Forms of Payment. GCS: the number only appears when F., TKP or TMU are used.
1	28	40	A11EXP	4	N	CREDIT CARD EXPIRATION DATE - (Format: MMYY) Refund/Void MIR: blank filled.
1	2C	44	A11APP	8	I	CREDIT CARD APPROVAL CODE
2	2C	44	A11BLK	1	A	BLANK
2	2D	45	A11MAN	1	A	APPROVAL CODE INDICATOR APO: M = MANUALLY ENTERED BLANK = LINK GENERATED GCS: blank filled.
2	2E	46	A11APC	6/8	B	ACTUAL CREDIT CARD - APPROVAL CODE Will only occur in MIR if it appears in the form of payment entered in the Booking File. Refund/Void MIR: blank filled.
2	34	52	A11PPO	3	B	PAYMENT PLAN OPTIONS Extended Payment for the American Express Credit Card.
NOTE:- THE FOLLOWING FIELDS ARE ONLY SENT IF DATA EXISTS FOR THEM. IF NO DATA EXISTS, THEN AN END OF SECTION INDICATOR (CARRIAGE RETURN) IS SENT AND THE NEXT FORM OF PAYMENT (OR FOLLOWING) SECTION FOLLOWS. ****OPTIONAL DATA** "HEX" and "DEC" are not provided. Maximum field sizes are given. It is suggested that you look for specific identifiers, to locate desired information.**						
1			A11AVI	2	A/S	ADDRESS VERIFICATION IDENTIFIER - "**A:**" APO only. Address Verification is a product offered in the USA that allows an agent to check the billing address for a credit card, against the credit card vendors database. It assists in eliminating credit card fraud.
1			A11AVS	1	A	ADDRESS VERIFICATION INDICATOR A = ADDRESS VERIFICATION USED Currently it is not possible to identify when an Address Verification is completed, so this field will not be active until it is possible to do so.
1			A11CVI	2	A/S	CHECK VERIFICATION IDENTIFIER - "**C:**" APO only.
1			A11CVS	1	A	CHECK VERIFICATION INDICATOR - V = CHECK VERIFICATION USED

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A11PGRI	2	A/S	PASSENGER IDENTIFIER “**P**:” GCS only.
1			A11PGR	2	B	PASSENGER NUMBER Relates form of payment to the passenger, blank filled if more than one passenger in the Booking File.
1			A11FTXI	2	A/S	FREETEXT IDENTIFIER “**F**:” GCS only.
1			A11FTXT	41	B	FREE TEXT DATA Contains Optional or Mandatory Free Text entered in the Form of Payment field.
1			A11CCHI	2	A/S	CUSTOMER FILE REFERENCE IDENTIFIER “**H**:” GCS only.
1			A11CCH	30	B	CUSTOMER FILE REFERENCE Contains the name of the customer file reference which may be the cardholder input with *C.
			A11ONOI	2	A/S	CREDIT CARD ORDER NUMBER IDENTIFIER “**O:**” GCS only.
			A11ONO	3	B	CREDIT CARD CUSTOMER ORDER NUMBER Contains the credit card customer order number which may be entered with TMU or F.
1			A11C01	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A11C01" is a floating carriage return related to the Form Of Payment Data section. This carriage return is located after the last field in this item.**					
1			A11C02	1	S	CARRIAGE RETURN This carriage return indicates the end of the Form Of Payment Section.
* *						

PHONE DATA

In GCS the MIR Options table can be used to determine whether this section is sent, or not.

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A12SEC	3	B	SECTION LABEL "**A12**"
1	03	03	A12CTY	3	A	CITY CODE
1	06	06	A12LOC	2	A	LOCATION TYPE APO: AS = TRAVEL AGENCY R = RESIDENCE B = BUSINESS H = HOTEL F = FAX GCS: T = TRAVEL AGENCY H = HOME B = BUSINESS A = ACCOMODATION/HOTEL N = NO CONTACT P = PHONE NUMBER NOT KNOWN This is a variable length field. It is either one or two characters. Phone fields using the Location Type "N" are not transmitted in the MIR.
1	46	70	A12PHN	64	B/S	FREEFORM PHONE DATA This field generally begins with a "/" or *" character, but it may not. This field has a variable length, per phone entry.
1			A12C01	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A12C01" is a floating return related to the Phone Data information. It follows the last character in each phone item.						
1			A12C02	1	S	CARRIAGE RETURN This carriage return indicates the end of the Phone Data section.
* *						

ADDRESS DATA

In GCS the MIR Options table can be used to determine whether this section is sent, or not.

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A13SEC	3	B	SECTION LABEL "**A13**"
1	03	03	A13ADT	2	A/S	ADDRESS TYPE W- = MAILING ADDRESS D- = DELIVERY ADDRESS GCS: R-= SUPPLEMENTAL ADDRESSES repeats up to 10 times.
1	05	05	A13DTA	223	B/S	FREEFORM ADDRESS DATA (This is a variable length field per address entered). APO: [] "Pillow" Characters used in the entry format are transmitted as " - quote mark characters. GCS: * character appears.
1	46	70	A13C01	1	S	CARRIAGE RETURN This carriage return indicates the end of the Address item.
* *						
NOTE:-	**Carriage Return "A13C01" is a floating return related to the Address Data information. It follows the last character in each address item.**					
1			A13C02	1	S	CARRIAGE RETURN This carriage return indicates the end of the Address Data section and follows the last Address Item.
* *						

BACK OFFICE/TICKET REMARKS

DESCRIPTION OF SECTION

The purpose of the A14 section is primarily to allow the transfer of data required by a back office system that is not otherwise present in the MIR. For instance; if the back office system requires a cost centre this could be entered in the CRS using T- (APO) or DI. (GCS) entries which would result in the data appearing in the A14 section. The precise format of the entry can be designed by the back office system to meet their individual requirements. Continuing with our example of a cost centre one back office system may chose to enter a cost centre of XY2 in the Galileo system using the entry DI.FT-CC/XY2 while another may choose the entry DI.FT-COST*XY2

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A14SEC	3	B	SECTION LABEL "**A14**"
1	03	03	A14RMK	64	B/S	FREEFORM REMARKS T- ENTRIES (APO) DI. ENTRIES (GCS) See item 7 above “Programmatic Auto Generated to A14 Section Back Office/Ticket Remarks Section” for system generated remarks. In GCS: this is variable length up to 90 characters. T-SA- will be used in Void MIR on APO.
1	43	67	A14C01	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A14C01" is a floating carriage return related to the BOS Ticket Remark. It follows the last character in each Ticket Remark.**					
1			A14C02	1	S	CARRIAGE RETURN This carriage return indicates the end of the Back Office/Ticket Remarks section.
* *						

ASSOCIATED/UNASSOCIATED REMARKS

In APO and GCS the MIR Options table can be used to determine whether this section is sent, or not.

DESCRIPTION OF SECTION

NOTE:- In APO, the Travel Advisory Detail will also appear in this section, as an item, if it exists for the itinerary. This will be identified by the Header field T50IN14.

NOTE:- The Freeform Remarks available for Itinerary Invoice printing are input with RMA. or RUU. in APO, or RI. etc. in GCS. In APO, A15RMK is a fixed length of 70 characters, in GCS it is a variable length field up to 88 characters. In GCS, RI.S(N)/DT is used for departure terminal. Likewise AT is used for arrival terminal and CT for check in time.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A15SEC	3	B	SECTION LABEL "**A15**"
1	03	03	A15SEG	2	N	SEGMENT NUMBER REMARK IS ASSOCIATED TO. (If this is an Unassociated Remark, the segment number is "00").
1	05	05	A15RMK	70/88	B/S	FREEFORM REMARK APO: Travel Advisory Detail will also appear in this field, if it exists for the Itinerary. This will be identified by the Header field T50IN14. This is a fixed length of 70 characters. GCS: This is a variable length field to a maximum of 88 characters.
1	4B	75	A15C01	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A15C01" is a floating carriage return related to the Associated/Unassociated Remark. It will follow the last character in each Remark.						
1			A15C02	1	S	CARRIAGE RETURN This carriage return indicates the end of the Associated/Unassociated Remark section.
* *						

AUXILIARY SEGMENTS - SECTION A16

In GCS the MIR Options table can be used to determine whether this section is sent, or not.

DESCRIPTION OF SECTION

NOTE:- The hierarchy for data varies slightly between APO and GCS. All Auxiliary Segments are identified by the same section identifier A16. The order is:

APO:		GCS:	
First	RoomMaster hotel then Passive hotels	First	RoomMaster then Non RoomMaster hotels
Second	CarMaster cars then Passive cars	Second	CarMaster then Non CarMaster cars
Third	Tour Segments (passive)	Third	Tour, Air Taxi and Surface segments
		Fourth	Unassociated Dues, Paids and Text segments

Where there is more than one type of segment, they appear in the order of the PNR/Booking File segment number. Optional data elements before a carriage return are variable in length.

IN APO - For example: SAMPLE BOOKING FILE

```
6LE41A/SM HDQTL C098642  AG 14618262  18JUL
1.1MEDINA/RICHARD
 1  AA 247Y 20JAN ORDSFO BK1  1200N  227P                  WE
 2  HHL WI HK1 SFO 20JAN-22JAN  2NT    43  WESTIN SFO AIRPORT
1A1KRAC  -1/RT-USD150.00/ADV  6PM/AGT14618262/ITUA3728872/SI-TEST BOOKING DISREGARD/CF-144SLM
 3  CCR  ZI HK1 SFO  20JAN-22JAN  EDAR/BS-14618262/SI-REQUESTS RED
CAR/NM-MEDINA RICHARD/CF-10775926USO  *
 4  UA 1703Y 22JAN SFOLAX HK1   830A   958A  *             FR
 5  HTL ZZ BK1   LAX  22JAN-OUT25JAN **LE DUFY HOTEL DELUXE**DUE500.00**
 6  HTL ZZ BK1   LAX  22JAN-**YOUR ROOM INCLUDES ALL AMENITIES**
 7  HTL ZZ BK1   LAX  22JAN-**HAVE A PLEASANT STAY/CF-ABC172883**
 8  HTL ZZ BK1   LAX  22JAN-/W-LE DUFY HOTEL DELUXE@1000 WESTMOUNT
DRIVE@WEST HOLLYWOOD@CA@90069**DEPOSIT MADE**PAID100.00/ACCOUNT 2006**
 9  CAR ZZ BK1   LAX  22JAN-25JAN CCAR/BS14618262**ALAMO RENTAL SPECIAL
**/CF-37727
10 CAR ZZ BK1   LAX  22JAN-25JAN CCAR/BS-14618262**ONE TIME SPECIAL
RATE**DUE50.00**
11  TUR ZZ BK1   LAX  22JAN-**ALL DAY TOUR OF HOLLYWOOD**PAID49.95**
12  TUR ZZ BK1   LAX  22JAN-**NIGHT ON THE TOWN**DUE75.00**
FONE-CHIRN/
TKTG-T/
ACKN-UA 6LE41A   18JUL  1654
```

For example in APO

AUXILIARY PORTION OF MIR RELATING TO SAMPLE BOOKING FILE

```
A16A0220JAN94000043WISFO NHK22JAN002WESTIN SFO AIRPORT  415 692-3500
415 692-3500     D1AKRAC1
OD-/ADV 6PM/AGT14618262/ITUA3728872/SI-TEST BOOKING DISREGARD/RT-USD000015000

CF:02144SLM
W-:021 BAYSHORE HWY"MILLBRAE"CA"94030"US"

A1670522JAN94ZZLAX BK25JAN003LE DUFY HOTEL DELUXE1

FF:06*YOUR ROOM INCLUDES ALL AMENITIES
FF:07*HAVE A PLEASANT STAY/CF-ABC172883
DP:05*                          USD              500.00  LE DUFY HOTEL DELUXE
DP:08*ACCOUNT2006 USD               100.00-DEPOSIT MADE
W-:08LE DUFY HOTEL DELUXE"1000 WESTMONT DRIVE"WEST HOLLYWOOD"CA"90069

A16B0320JAN94AVIS        HK22JAN002SFO ZIEDAR1SAN FRANCISCO INTL APO

OD-/BS-14618262/SI-REQUESTS RED CAR/NM-MEDINA RICHARD

A1680922JAN94            BK25JAN003LAX ZZCCAR1

OD-/BS14618262

FF:09*ALAMO RENTAL SPECIAL
CF:0937727
DP:10*            USD        50.00 ONE TIME SPECIAL RATE

A1661122JAN94TZZLAX BK        1

DP:11*            USD        49.95-ALL DAY TOUR OF HOLLYWOOD
DP:12*            USD        75.00 NIGHT ON THE TOWN
```

IN GCS - For example: SAMPLE BOOKING FILE

```
2W62SG/42 XDBKR 0007420 AG 99999992 15AUG
   1.1MEDINA/RICHARD
  1. AA  247 Y  20JAN ORDSFO BK1  1200   1427             SA
  2. HHL WI HK1  SFO 20JAN-22JAN  2NT    43 WESTIN SFO AIRPORT
       1A1KRAC -1/RT-USD150.00/AGT14618262/ITUA3728872/SI-TEST BO
     OKING DISREGARD/NM-MEDINA RICHARD/CF-144SLM*
  3. CCR ZI HK1  SFO 20JAN-22JAN EDAR/BS-14618262/SI-REQUESTS RED
      CAR/DT-1200/NM-MEDINA RICHARD/CF-10775926USO*
  4. UA 1703 Y  22JAN SFOLAX BK1  0830   0958             MO
  5. HTL UA BK1  LAX 22JAN-OUT25JAN SGLB LE DUFY HOTEL DELUXE/CF-
     ABC172883/W-1000 WESTMOUNT DRIVE WEST HOLLYWOOD CA 90069
  6. H  **  PAID **  22JAN-**DEPOSIT MADE ACCOUNT 2006**PAID GBP1
     00.00**
  7. H  **  DUE  **  22JAN-****DUE GBP500.00**
  8. H  **  TEXT **  22JAN-**YOUR ROOM INCLUDES ALL AMENITIES**
  9. H  **  TEXT **  22JAN-**HAVE A PLEASANT STAY**
 10. CAR UA BK1  LAX 22JAN-25JAN CCAR/BS14618262 ALAMO RENTAL SPE
     CIAL/CF-37727
 11. C  **  DUE  **  22JAN-**ONE TIME SPECIAL RATE**DUE GBP50.00*
     *
 12. TUR UA BK1  LAX 22JAN-ALL DAY TOUR OF HOLLYWOOD
 13. T  **  PAID **  22JAN-****PAID GBP49.95**
 14. TUR UA BK1  LAX 22JAN-NIGHT ON THE TOWN
 15. T  **  DUE  **  22JAN-****DUE GBP75.00**
FONE-LONB*01793 888830 NICHOJ GALILEO SWI
TKTG-T*
```

For example in GCS:

AUXILIARY PORTION OF MIR RELATING TO SAMPLE BOOKING FILE

```
A16A0220JAN96000043WISFO NHK22JAN002WESTIN SFO AIRPORT 415 692-3500
415 692-3500   D1AKRAC1
OD-/ADV 6PM/AGT14618262/ITUA3728872/SI-TEST BOOKING DISREGARD/RT-USD000015000
CF:02144SLM
W/:021 BAYSHORE HWY*MILLBRAE*CA*94030*US

A1670522JAN96UALAX BK25JAN003
OD-/SGLB LE DUFY HOTEL DELUXE
FF:08YOUR ROOM INCLUDES ALL AMENITIES
FF:09HAVE A PLEASANT STAY
CF:05ABC172883
DP:06  GBP100.00-DEPOSIT MADE ACCOUNT 2006
DP:07  GBP500.00
W-:051000 WESTMOUNT DRIVE WEST HOLLYWOOD CA 90069

A16B0320JAN96AVIS   HK22JAN002SFO ZIEDAR1SAN FRANCISCO INTL APO
OD-/BS-14618262/SI-REQUESTS RED CAR/NM-MEDINA RICHARD

A1681022JAN94            BK25JAN003LAXUA
OD-CCAR/BS14618262 ALAMO RENTAL SPECIAL
CF:1037727
DP:11  GBP50.00 ONE TIME SPECIAL RATE

A1661222JAN96TUA                                LAX BK        1
OD-ALL DAY TOUR OF HOLLYWOOD
DP:13  GBP49.95-

A1661422JAN96TUA                                LAX BK        1
OD-NIGHT ON THE TOWN
DP:15  GBP75.00
```

The organisation of due/paid/text items in the Galileo MIR depends on how the entry is made. Consider the following Booking File. Note that segment 3 begins with a T. This means that it was entered as RD.T/22JAN*TEST*50.00. The item appears in the extract from the MIR as the very last item.

```
 1. BA  302 J  22JAN LHRCDG PN1  0620   0825             MO
 2. HHL RT HK1  PAR 22JAN-23JAN  1NT 51269  SUITEHOTEL PARIS RO
      1S1DASW -1/RG-EUR79.00/AGT99999992/NM-TEST A/CF-3336HAL500
    *
    APPROXIMATE TOTAL RATE - EUR79.00
 3. T  **  DUE  **  22JAN-**TEST**DUE HRK50.00**
 4. AF 7662 Y  23JAN CDGMRS PN1  1025   1150             TU
 5. HHL RT HK1  MRS 23JAN-24JAN  1NT 28766  NOVOTEL PTE MARSEIL
      1ROHPCS -1/RG-EUR105.00/AGT99999992/NM-TEST A/CF-0442HAM50
    0*
    APPROXIMATE TOTAL RATE - EUR105.00
 6. H  **  PAID **  23JAN-** PAID**PAID HRK10.00**
 7. H  **  TEXT **  23JAN-**MORE TEXT**
>
```

Now consider the resulting MIR and note the position of the Due item.:

```
A16A0222JAN07051269RTPAR NHK23JAN001SUITEHOTEL PARIS RO 33 1-343
OD-/AGT99999992/NM-TEST A/RG-EUR79.00
O1-/AT-EUR7900
CF:023336HAL500
W-:027 ALLEE DES VERGERS@ROISSY EN FRANCE@95700@FR@
A16A0523JAN07028766RTMRS NHK24JAN001NOVOTEL PTE MARSEIL 33 4-428
OD-/AGT99999992/NM-TEST A/RG-EUR105.00
O1-/AT-EUR10500
FF:07 MORE TEXT
CF:050442HAM500
DP:06             HRK       10.00- PAID
W-:0524 RUE DE MADRID@VITROLLES@13127@FR@ZI LES  ESTROUBLANS@
A16UZ:03T22JANHRK       50.00 TEST
```

Now look at segment 3 in the following Booking File. In fact, this is the same Booking file the difference is simply that segment 3 was deleted and replaced with RD.H/22JAN*TEST*50.00. The data has moved from the very last line of the MIR where it appeared as a separate A16 item to the 5th line (beginning DP:03) of the first A16 item.

```
 1. BA  302 J  22JAN LHRCDG PN1  0620   0825             MO
 2. HHL RT HK1  PAR 22JAN-23JAN  1NT 51269  SUITEHOTEL PARIS RO
      1S1DASW -1/RG-EUR79.00/AGT99999992/NM-TEST A/CF-3336HAL500
```

```
    *
    APPROXIMATE TOTAL RATE - EUR79.00
 3. H  **  DUE  **  22JAN-**TEST**DUE HRK50.00**
 4. AF 7662 Y  23JAN CDGMRS PN1  1025   1150             TU
 5. HHL RT HK1  MRS 23JAN-24JAN  1NT 28766  NOVOTEL PTE MARSEIL
      1ROHPCS -1/RG-EUR105.00/AGT99999992/NM-TEST A/CF-0442HAM50
    0*
    APPROXIMATE TOTAL RATE - EUR105.00
 6. H  **  PAID **  23JAN-** PAID**PAID HRK10.00**
 7. H  **  TEXT **  23JAN-**MORE TEXT**
>
A16A0222JAN07051269RTPAR NHK23JAN001SUITEHOTEL PARIS RO 33 1-343
OD-/AGT99999992/NM-TEST A/RG-EUR79.00
O1-/AT-EUR7900
CF:023336HAL500
DP:03             HRK       50.00 TEST
W-:027 ALLEE DES VERGERS@ROISSY EN FRANCE@95700@FR@
A16A0523JAN07028766RTMRS NHK24JAN001NOVOTEL PTE MARSEIL 33 4-428
OD-/AGT99999992/NM-TEST A/RG-EUR105.00
O1-/AT-EUR10500
FF:07 MORE TEXT
CF:050442HAM500
DP:06             HRK       10.00- PAID
W-:0524 RUE DE MADRID@VITROLLES@13127@FR@ZI LES  ESTROUBLANS@
```

The data from a due/paid/text item will be inserted in the associated A16 item if:

1) The segment type is the same (e.g. RD.H for an HHL segment)
2) The date of travel is the same

If either is different a separate A16 item will be sent.

For example: highlighting the differences between APO and GCS - refer to previous examples.

AUXILIARY PORTION OF MIR RELATING TO SAMPLE BOOKING FILE

```
A16A0220JAN96000043WISFO NHK22JAN002WESTIN SFO AIRPORT 415 692-3500
415 692-3500   D1AKRAC1
OD-/ADV 6PM/AGT14618262/ITUA3728872/SI-TEST BOOKING DISREGARD/RT-USD000015000
CF:02144SLM
W/:021 BAYSHORE HWY*MILLBRAE*CA*94030*US

A1670522JAN96UALAX BK25JAN003
OD-/SGLB LE DUFY HOTEL DELUXE
FF:08YOUR ROOM INCLUDES ALL AMENITIES
FF:09HAVE A PLEASANT STAY
CF:05ABC172883
DP:06  GBP100.00-DEPOSIT MADE ACCOUNT 2006
DP:07  GBP500.00
W-:051000 WESTMOUNT DRIVE WEST HOLLYWOOD CA 90069

A16B0320JAN96AVIS   HK22JAN002SFO ZIEDAR1SAN FRANCISCO INTL APO
OD-/BS-14618262/SI-REQUESTS RED CAR/NM-MEDINA RICHARD

A1681022JAN94            BK25JAN003LAXUA
OD-CCAR/BS14618262 ALAMO RENTAL SPECIAL
CF:1037727
DP:11  GBP50.00 ONE TIME SPECIAL RATE

A1661222JAN96TUA                                LAX BK
OD-ALL DAY TOUR OF HOLLYWOOD
DP:13  GBP49.95-

A1661422JAN96TUA                                LAX BK        1
OD-NIGHT ON THE TOWN
DP:15  GBP75.00
```

A - HHL - ROOMMASTER HOTEL

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A16SEC	3	B	SECTION LABEL "A16"
1	03	03	A16TYP	1	B	SEGMENT TYPE CODE "A" - HHL Hotel booked through RoomMaster.
1	04	04	A16NUM	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary.
1	06	06	A16DTE	7	B	ARRIVAL DATE (Format: DDMMMYY). Scheduled arrival date for the hotel reservation.
1	0D	13	A16PRP	6	N	PROPERTY NUMBER Zero filled. The specific property number assigned in the RoomMaster system. Note: a change of chain does not change the Property Number.
1	13	19	A16HCC	2	A	HOTEL CHAIN CODE
1	15	21	A16CTY	4	B	ALPHA CITY CODE Usually the city code of the hotel property, but a Pseudo city Code used by agency consortiums can also be used in this field.
1	19	25	A16MUL	1	A	MULTI LEVEL RATE INDICATOR This indicator identifies whether the booking was priced through RoomMaster or if a special rate was used based on an agreement between the agency and the hotel vendor. Y = Multi Level Rate used N = Priced Through RoomMaster
1	1A	26	A16STT	2	A	HOTEL ACTION/STATUS CODE HK = Confirmed Reservation UC = Unconfirmed Reservation
1	1C	28	A16OUT	5	B	DEPARTURE DATE (Format: DDMMM). Scheduled departure date from the hotel.
1	21	33	A16DAY	3	N	NUMBER OF NIGHTS Length of hotel stay.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	24	36	A16NME	20	B	HOTEL NAME The hotel name is taken directly from RoomMaster database, which is entered by the hotel vendor. If more than 20 characters it is truncated.
1	38	56	A16FON	17	B	TELEPHONE NUMBER Hotel phone number.
1	49	73	A16FAX	17	B	HOTEL FAX NUMBER
1	5A	90	A16RTT	1	A	RATE TYPE D = Daily W = Weekly M = Monthly
1	5B	91	A16RMS	8	B	X = NUMBER OF ROOMS XXX = ROOM TYPE XXX = RATE TYPE X = NUMBER OF PEOPLE
1	63	99	A16LOC	20	B	HOTEL LOCATION RoomMaster generated location information. Usually the street address of hotel or location information immediately following the hotel name found in the description of the property.
1	77	119	A16C01	1	S	CARRIAGE RETURN
* *						
***NOTE* Carriage Return "A16C01" directly follows the last fixed data field in the auxiliary section of the MIR.**						
****OPTIONAL DATA** "HEX" and "DEC" are not provided. Maximum field sizes are given. It is suggested that you look for specific identifiers, to locate desired information. GCS: outside the US, agents are not obliged to enter data in the format shown. Where data is marked with an "*" if the vendor returns this data it will appear in Optional data.**						
1			A16ODN	223	I	OPTIONAL DATA SECTION
2			A16ODI	3	A/S	OPTIONAL DATA IDENTIFIER "**OD-**"
2			A16ODD	220	B/S	OPTIONAL DATA Any or all of the optional data fields can exist in the optional data section with a maximum of 220 characters. These fields appear in the same order as those listed over.

OPTIONAL DATA FIELD	MAX FIELD SIZE	ENTRY
/ADV ADVISED GUARANTEE	7	ROOM GUARANTEE - Latest time room will be held until for late arrival.
/AGT BOOKING SOURCE	8	PROGRAMMATIC RESPONSE: /AGT14618262
/RR- RATE REQUESTED	7	01A1K1/RR-WEEKEND
/G- GUARANTEE LATE ARRIVAL	69	01A1K1/G-DEPOSIT /G-AX373223791111013EXP0196
/RA- ROLLAWAY - ADULT	9	01A1K1/RA-1
/RC- ROLLAWAY - CHILD	9	01A1K1/RC-2
/CR- CRIB CHARGE	9	01A1K1/CR-1
/EX- EXTRA ADULT CHARGE	9	01A1K1/EX-10
/EC- EXTRA CHILD CHARGE	9	01A1K1/EC-2
/IT TOUR NUMBER	17	01A1K1/ITUAE1234567
/L TOUR ROOM LOCATION	2	01A1K1/LBF BF = BEACH FRONT MV = MOUNTAIN VIEW OF = OCEAN FRONT PS = POOL SIDE SV = SEA VIEW GC = GOLF COURSE VIEW* BV = BAY VIEW* GV = GARDEN VIEW* LV = LAKE VIEW* RV = RIVER VIEW* CV = COURTYARD VIEW* DO = DOWN AND OUT* *APO only.
/M TOUR MEAL PLAN	2	01A1K1/MCB AP = AMERICAN PLAN BP = BERMUDA PLAN CB = CARIBBEAN PLAN CP = CONTINENTAL PLAN FP = FAMILY PLAN MA = MODIFIED AMERICAN PLAN
* /CD- CORPORATE DISCOUNT	15	01A1K1/CD-736245

OPTIONAL DATA FIELD	MAX FIELD SIZE	ENTRY
/FG- FREQUENT GUEST	25	01A1K1/FG-3462175
/FT-FREQUENT AIR TRAVELER NUMBER	25	01A1K1/FT-UA00101269310
/ID-FREQUENT DRIVER	25	01A1K1/ID-1234567981123
* /SI- SPECIAL INFORMATION	135	01A1K1/SI-DSRS 1ST FLOOR
* /NM- NAME ROOM HELD UNDER	25	01A1K1/NM-SHARI MORGAN
/RQ-RATE QUOTED	12	(VENDOR RESPONSE) 01A1K1/RQ-12500
/RG-RATE GUARANTEED	12	(VENDOR RESPONSE) 01A1K1/RG-USD12500
*/RT-RATE	12	(AGENT OVERRIDE and VENDOR RESPONSE) 01A1K1/RT-6500

NOTE:- "*" INDICATES THIS DATA MAY BE RETURNED BY THE VENDOR, OR INPUT BY THE AGENT.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A16C02	1	S	CARRIAGE RETURN

* *

NOTE:- Carriage Return "A16C02" is a floating carriage return that applies to the Optional Data Item transmitted in each Auxiliary Segment. It directly follows the last Optional Data field transmitted and may be omitted if no Optional Data exists for this segment.

1			A16FFN	66	I	FREEFORM DATA SECTION
2			A16FFI	3	A/S	FREEFORM DATA IDENTIFIER **"FF:"**
2			A16FIP	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the HHL or HTL segment associated to the hotel reservation that the Freeform Data is contained in.
2			A16FTI	1	S	INDICATOR - APO: [] or * indicator. This indicator identifies which format the agent used to enter the following data. [] = Data does not print on itinerary * = Data does print on itinerary. GCS: RT. entry otherwise blank filled.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
2			A16FFD	60	B/S	FREEFORM DATA - GCS: data may be truncated from 68 characters.
1			A16C03	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A16C03" is a floating carriage return that applies to the Freeform Data Item transmitted in each Auxiliary Segment. It directly follows the last Freeform Data field transmitted and may be omitted if no Freeform Data exists for this segment.**					
1			A16CFN	35	I	CONFIRMATION NUMBER SECTION
2			A16CFI	3	A/S	CONFIRMATION NUMBER IDENTIFIER "**CF:**"
2			A16CIP	2		ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the HHL or HTL segment associated to the hotel reservation that the Confirmation Number is contained in.
2			A16CFD	30	B	CONFIRMATION NUMBER The confirmation number is displayed in the PNR/Booking File as optional data preceded by /CF-.
1			A16C04	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A16C04" is a floating carriage return that applies to the Confirmation Number Item transmitted in each Auxiliary Segment. It directly follows the last Confirmation Number field transmitted and may be omitted if no Confirmation Number exists for this segment.**					
1			A16DPN	94	I	DUE/PAID SECTION
2			A16DPI	3	A/S	DUE/PAID IDENTIFIER "**DP:**"
2			A16DPP	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the HHL or HTL segment associated to the hotel reservation that the Due/Paid Data is contained in.
2			A16DTI	1	S	INDICATOR - APO: [] or * indicator. This indicator identifies which format the agent used to enter the following data. [] = Data does not print on itinerary * = Data does print on itinerary GCS only: Dues, Paids, Text data is input by RD. and RP. Otherwise is blank filled.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
2			A16DAD	12	B/S	ACCOUNTING DATA APO: the data is picked up from the DUE/PAID segments of the itinerary using the format: **DUE200.00/10SALE** where "/10SALE" is considered accounting data. The accounting data information does not print on the itinerary. Individual Back Office Systems design their own use of this field. GCS: blank filled.
2			A16DCR	3	A	CURRENCY CODE FOR DUE/PAID DATA
2			A16DPD	12	N/S	DUE/PAID AMOUNT
2			A16DPA	1	S	DUE OR PAID INDICATOR Indicates whether the amount entered is a Due or Paid amount. Space = Due Amount "-" = Paid Amount
2			A16DPF	60	B/S	FREEFORM DATA GCS: freeform data input after the * character which follows RD. and RP. entries.
1			A16C05	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A16C05" is a floating carriage return that applies to the Due/Paid Item transmitted in each Auxiliary Segment. It directly follows the last Due/Paid field transmitted and may be omitted if no Due/Paid Data exists for this segment.**					
1			A16WAN	105	I	ADDRESS SECTION
2			A16WAI	3	A/S	ADDRESS IDENTIFIER "**W-:**"
2			A16WAP	2	N	ITINERARY INDEX NUMBER (Segment Number) This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the HHL or HTL segment associated to the hotel reservation that the Address Data is contained in.
2			A16WAD	100	B/S	ADDRESS DATA - This is the RoomMaster Address.
1			A16C06	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A16C06" is a floating carriage return that applies to the Address Item transmitted in each Auxiliary Segment. It directly follows the last Address field transmitted and may be omitted if no Address Data exists for this segment.**					
1			A16C07	1	S	CARRIAGE RETURN - This carriage return indicates the end of the Auxiliary Data Section and follows the last Auxiliary Segment in this record.
* *						

7 - HTL - NON-ROOMMASTER HOTEL

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A16SEC	3	B	SECTION LABEL "**A16**"
1	03	03	A16TYP	1	B	SEGMENT TYPE CODE ("**7**" - HTL Non-RoomMaster hotel).
1	04	04	A16NUM	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary.
1	06	06	A16DTE	7	B	ARRIVAL DATE - (Format: DDMMMYY). Scheduled arrival date for the hotel reservation.
1	0D	13	A16HCC	2	A	HOTEL CHAIN CODE GCS: blank filled. May appear in Optional Data if within the Airimp message.
1	0F	15	A16CTY	4	B	ALPHA CITY CODE Usually the city code of the hotel property, but a Pseudo city Code used by agency consortiums can also be used in this field.
1	13	19	A16STT	2	A	HOTEL ACTION/STATUS CODE HK = Confirmed Reservation BK = Segment Manually entered into APO GCS: status is per Booking File.
1	15	21	A16OUT	5	B	DEPARTURE DATE - (Format: DDMMM) APO: scheduled departure date from the hotel. If not entered by agent, field will be blank. GCS: always filled.
1	1A	26	A16DAY	3	N	NUMBER OF NIGHTS Length of hotel stay. If Departure Date is not entered by the agent, field is blank.
1	1D	29	A16NME	20	B	HOTEL NAME Filled from W- first subfield which may be an address, otherwise blank filled.
1	31	49	A16RMS	1	N	NUMBER OF ROOMS
1	32	50	A16C01	1	S	CARRIAGE RETURN

* *

NOTE:- Carriage Return "A16C01" directly follows the last fixed data field in the auxiliary section of the MIR.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
****OPTIONAL DATA** "HEX" and "DEC" are not provided. Maximum field sizes are given. It is suggested that you look for specific identifiers, to locate desired information. GCS: outside the US, agents are not obliged to enter data in the format shown. Where data is marked with an "*" if the vendor returns this data it will appear in Optional data.**						
1			A16ODN	223	I	OPTIONAL DATA SECTION
1			A16ODI	3	A/S	OPTIONAL DATA IDENTIFIER "**OD-**"
1			A16ODD	220	B/S	OPTIONAL DATA Any or all of the optional data fields can exist in the optional data section with a maximum of 220 characters. These fields appear in the same order as those listed below.

OPTIONAL DATA FIELD	MAX FIELD SIZE	ENTRY 0HTLZZBK1SFO15JUN-20JUN
/G- GUARANTEE LATE ARRIVAL	69	/G-DEPOSIT /G-AX373223791111013EXP0196
/RA- ROLLAWAY - ADULT	9	/RA-1
/RC- ROLLAWAY - CHILD	9	/RC-2
/CR- CRIB CHARGE	9	/CR-1
/EX- EXTRA ADULT CHARGE	9	/EX-10
/IT TOUR NUMBER	17	/ITUAE1234567
/CD- CORPORATE DISCOUNT	15	/CD-736245
/SI- SPECIAL INFORMATION	135	/SI-DSRS 1ST FLOOR

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A16C02	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A16C02" is a floating carriage return that applies to the Optional Data Item transmitted in each Auxiliary Segment. It directly follows the last Optional Data field transmitted and may be omitted if no Optional Data exists for this segment.						
1			A16FFN	66	I	FREEFORM DATA SECTION
2			A16FFI	3	A/S	FREEFORM DATA IDENTIFIER "**FF:**"

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
2			A16FIP	2	N	ITINERARY INDEX NUMBER (Segment Number) This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the HTL segment associated to the hotel reservation that the Freeform Data is contained in.
2			A16FTI	1	S	INDICATOR APO: [] or * This indicator identifies which format the agent used to enter the following data. [] = Data does not print on itinerary * = Data does print on itinerary. GCS: blank filled.
2			A16FFD	60	B/S	FREEFORM DATA GCS: data may be truncated from 68 characters.
1			A16C03	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A16C03" is a floating carriage return that applies to the Freeform Data Item transmitted in each Auxiliary Segment. It directly follows the last Freeform Data field transmitted and may be omitted if no Freeform Data exists for this segment.**					
1			A16CFN	35	I	CONFIRMATION NUMBER SECTION
2			A16CFI	3	A/S	CONFIRMATION NUMBER IDENTIFIER **"CF:"**
2			A16CIP	2		ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the HTL segment associated to the hotel reservation that the Confirmation Number is contained in.
2			A16CFD	30	B	CONFIRMATION NUMBER
1			A16C04	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A16C04" is a floating carriage return that applies to the Confirmation Number Item transmitted in each Auxiliary Segment. It directly follows the last Confirmation Number field transmitted and may be omitted if no Confirmation Number exists for this segment.**					

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A16DPN	94	I	DUE/PAID SECTION
2			A16DPI	3	A/S	DUE/PAID IDENTIFIER **"DP:"**
2			A16DPP	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the HTL segment associated to the hotel reservation that the Due/Paid Data is contained in.
2			A16DTI	1	S	INDICATOR APO: [] or * This indicator identifies which format the agent used to enter the following data. [] = Data does not print on itinerary * = Data does print on itinerary. GCS: Dues, Paids, Text data is input by RD. and RP. Otherwise this is blank filled.
2			A16DAD	12	B/S	ACCOUNTING DATA APO: the data is picked up from the DUE/PAID segments of the itinerary using the format **DUE200.00/10SALE** where "/10SALE" is considered accounting data. The accounting data information does not print on the itinerary. (APO only). GCS: blank filled. Individual Back Office Systems design their own use of this field.
2			A16DCR	3	A	CURRENCY CODE FOR DUE/PAID DATA
2			A16DPD	12	N/S	DUE/PAID AMOUNT
2			A16DPA	1	S	DUE OR PAID INDICATOR Indicates whether the amount entered is a Due or Paid amount. Space = Due Amount "**-**" = Paid Amount
2			A16DPF	60	B/S	FREEFORM DATA GCS: freeform data input after the * character which follows RD. and RP. entries.
1			A16C05	1	S	CARRIAGE RETURN
* *						

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**Carriage Return "A16C05" is a floating carriage return that applies to the Due/Paid Item transmitted in each Auxiliary Segment. It directly follows the last Due/Paid field transmitted and may be omitted if no Due/Paid Data exists for this segment.**					
1			A16WAN	105	I	ADDRESS SECTION
2			A16WAI	3	A/S	ADDRESS IDENTIFIER "**W-:**"
2			A16WAP	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the HTL segment associated to the hotel reservation that the Address Data is contained in.
2			A16WAD	100	B/S	ADDRESS & PHONE DATA This is the address entered by the agent in the /W- format.
1			A16C06	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A16C06" is a floating carriage return that applies to the Address Item transmitted in each Auxiliary Segment. It directly follows the last Address field transmitted and may be omitted if no Address Data exists for this segment.**					
1			A16C07	1	S	CARRIAGE RETURN This carriage return indicates the end of the Auxiliary Data Section and follows the last Auxiliary Segment in this record.
* *						

B - CCR - CARMASTER and 8 - CAR NON-CARMASTER (Active and Passive)

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A16SEC	3	B	SECTION LABEL "A16"
1	03	03	A16TYP	1	B	SEGMENT TYPE CODE ("B" - CCR Car booked through CarMaster). ("8" - CAR - Non-CARMASTER or passive entered car).
1	04	04	A16NUM	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary.
1	06	06	A16DTE	7	B	PICK-UP DATE (Format: DDMMMYY). Scheduled pick-up date for the car reservation.
1	0D	13	A16CAR	12	A	CAR RENTAL COMPANY This is determined by the two character vendor code entered for the Car Rental. If the agent manually enters "ZZ" this field is left blank. GCS: Non-CarMaster, blank filled, data may appear in A16CCT.
1	19	25	A16STA	2	A	CAR ACTION/STATUS CODE APO: HK = Confirmed Reservation BK = Passive entered data UC = Unconfirmed Reservation GCS: shown as per Booking File status.
1	1B	27	A16CDT	5	B	CAR RETURN DATE (Format: DDMMM). Scheduled drop off date for the car. If not entered by the agent, this field is blank for Type "8" cars. GCS: Non-CarMaster, blank filled, data may appear in A16CCT.
1	20	32	A16DAY	3	N	NUMBER OF DAYS Length of car rental. This field compares the Pick-up Date to the Return Date. If this date is the same, this field is zero filled. If Return Date is not entered, this field blank. GCS: Non-CarMaster, blank filled, data may appear in A16CCT.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	23	35	A16CCC	4	B	CAR CITY CODE GCS: Non-CarMaster, blank filled, data may appear in A16CCT.
1	27	39	A16CVC	2	A	CAR VENDOR CODE APO: Car Vendor Code appears. GCS: Airline Vendor Code appears.
1	29	41	A16CCT	4	A	CAR TYPE
1	2D	45	A16CNI	1	N	NUMBER OF CARS
1	2E	46	A16PUP	26	B	CAR PICK-UP LOCATION
1	48	72	A16DOL	26	B	CAR DROP OFF LOCATION Drop off location of car if it is different from the pick-up location. GCS: Non-CarMaster, blank filled, data may appear in A16CCT.
1	62	98	A16PHN	40	B/S	TELEPHONE NUMBER FOR CAR PICK-UP LOCATION This field is transmitted from the CarMaster Database. GCS: Non-CarMaster, blank filled, data may appear in A16CCT.
1	8A	138	A16C01	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A16C01" directly follows the last fixed data field in the auxiliary section of the MIR.						
****OPTIONAL DATA** "HEX" and "DEC" are not provided. Maximum field sizes are given. It is suggested that you look for specific identifiers, to locate desired information.** **GCS: outside the US, agents are not obliged to enter data in the format shown. Where data is marked with an "*" if the vendor returns this data it will appear in Optional data.**						
1			A16ODN	223	I	OPTIONAL DATA SECTION
1			A16ODI	3	A/S	OPTIONAL DATA IDENTIFIER "**OD-**"
1			A16ODD	220	B/S	OPTIONAL DATA Any or all of the optional data fields can exist in the optional data section with a maximum of 220 characters. These fields appear in the same order as those listed below.

OPTIONAL DATA FIELD	MAX FIELD SIZE	ENTRY 01A2 = CARMASTER or 0CARZZBK1SFO05JUN-10JUNICAR/
/ARR-ARRIVAL TIME	12	01A2/ARR-UA708 01A2/ARR-12P 01A2/ARR-830A-UA223
/BS- BOOKING SOURCE	19	01A2/BS-843920
/CD- CORPORATE ID NUMBER	24	01A2/CD-Y736245
/ID-CUSTOMER ID NUMBER	25	01A2/ID-DJ567981123. Some vendors may send this as masked data in which case only the first three characters will be sent – the remainder will be replaced by X characters – e.g. /ID-DJ5XXXXXXXX. -- This function is controlled by vendors.
/DL- DRIVERS LICENSE NUMBER	30	01A2/DL-M625-7926-2760
* /DC- DROP-OFF CHARGE	13	01A2/DC-USD50.00
/DO- DROP OFF LOCATION	25	01A2/DO-LAXT98
/DT- DROP OFF TIME	9	01A2/DT-2P
/FT- FREQUENT AIR TRAVELER NUMBER	25	01A2/FT-UA00101269310
/NM- NAME FIELD	30	01A2/NM-MEDINA RICH
/G- PAYMENT GUARANTEE	25	01A2/G-AX373223791111013EXP0196
/PUP- PICK –UP	6	01A2/PUP-LASR29
/PR-PREPAYMENT INFORMATION	25	01A2/PR-$50.00
/RC- RATE CODE IDENTIFICATION	14	01A2/RC-ACD123
/IT TOUR NUMBER	20	01A2/ITUAE1234567
/RT- RATE /RQ- RATE QUOTED /RG-RATE GUARANTEED	55	(AGENT OVERRIDE-CAR) 01A2/RT-USD29.95 EXAMPLE: RQ-USD229.95WY-.31 MI 100MI XD43.95 .31MI USD = CURRENCY CODE 229.95 = AMOUNT WY = RATE TYPE (DY, WE, WY, MY, MO, BR, WK, WD, AD, SP, D1, D2, D3, D4, D5, D6, D7, D8, D9 = rate types usually entered by the vendor). - = SEPARATOR .31 MI = MILEAGE CHARGE 100MI = NUMBER OF MILES FREE XD43.95 = EXTRA DAY CHARGE .31MI = EXTRA MILEAGE CHARGE
/SQ- SPECIAL EQUIPMENT REQUEST	20	01A2/SQ-SKI RACK
* /SI- SPECIAL INFORMATION	30	01A2/SI-DSRS 2 DOOR

NOTE:-	"*" INDICATES THIS DATA MAY BE RETURNED BY THE VENDOR, OR INPUT BY THE AGENT.					
LEVEL	**HEX**	**DEC**	**LABEL**	**BYTES**	**TYPE**	**DESCRIPTION**
1			A16C02	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A16C02" is a floating carriage return that applies to the Optional Data Item transmitted in each Auxiliary Segment. It directly follows the last Optional Data field transmitted and may be omitted if no Optional Data exists for this segment.**					
1			A16FFN	66	I	FREEFORM DATA SECTION
2			A16FFI	3	A/S	FREEFORM DATA IDENTIFIER "**FF:**"
2			A16FIP	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the CCR or CAR segment associated to the car reservation that the Freeform Data is contained.
2			A16FTI	1	S	INDICATOR APO only: [] or * This indicator identifies which format the agent used to enter the following data. [] = Data does not print on itinerary * = Data does print on itinerary GCS: RT. entry otherwise blank filled.
2			A16FFD	60	B/S	FREEFORM DATA GCS: data may be truncated from 68 characters.
1			A16C03	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A16C03" is a floating carriage return that applies to the Freeform Data Item transmitted in each Auxiliary Segment. It directly follows the last Freeform Data field transmitted and may be omitted if no Freeform Data exists for this segment.**					
1			A16CFN	35	I	CONFIRMATION NUMBER SECTION
2			A16CFI	3	A/S	CONFIRMATION NUMBER IDENTIFIER "**CF:**"

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
2			A16CIP	2		ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the CCR or CAR segment associated to the car reservation that the Confirmation Number is contained in.
2			A16CFD	30	B	CONFIRMATION NUMBER.
1			A16C04	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A16C04" is a floating carriage return that applies to the Confirmation Number Item transmitted in each Auxiliary Segment. It directly follows the last Confirmation Number field transmitted and may be omitted if no Confirmation Number exists for this segment.						

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A16DPN	94	I	DUE/PAID SECTION
2			A16DPI	3	A/S	DUE/PAID IDENTIFIER "**DP:**"
2			A16DPP	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the HHL or HTL segment associated to the hotel reservation that the Due/Paid Data is contained in.
2			A16DTI	1	S	INDICATOR APO: [] or * This indicator identifies which format the agent used to enter the following data. [] = Data does not print on itinerary * = Data does print on itinerary. GCS: Dues, Paids, Text data is input by RD. and RP. Otherwise this is blank filled.
2			A16DAD	12	B/S	ACCOUNTING DATA APO: the data is picked up from the DUE/PAID segments of the itinerary using the format: **DUE200.00/10SALE** where "/10SALE" is considered accounting data. The accounting data information does not print on the itinerary. Individual Back Office Systems design their own use of this field. GCS: blank filled.
2			A16DCR	3	A	CURRENCY CODE FOR DUE/PAID DATA
2			A16DPD	12	N/S	DUE/PAID AMOUNT
2			A16DPA	1	S	DUE OR PAID INDICATOR Indicates whether the amount entered is a Due or Paid amount. Space = Due Amount "**-**" = Paid Amount
2			A16DPF	60	B/S	FREEFORM DATA GCS: freeform data input after the * character which follows RD. and RP. entries.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A16C05	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A16C05" is a floating carriage return that applies to the Due/Paid Item transmitted in each Auxiliary Segment. It directly follows the last Due/Paid field transmitted and may be omitted if no Due/Paid Data exists for this segment.						
1			A16WAN	105	I	ADDRESS SECTION
2			A16WAI	3	A/S	ADDRESS IDENTIFIER **"W-:"**
2			A16WAP	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the CCR or CAR segment associated to the car reservation that the Address Data is contained in.
2			A16WAD	100	B/S	ADDRESS DATA This is the Address entered by the agent using the /W- format.
1			A16C06	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A16C06" is a floating carriage return that applies to the Address Item transmitted in each Auxiliary Segment. It directly follows the last Address field transmitted and may be omitted if no Address Data exists for this segment.						
1			A16C07	1	S	CARRIAGE RETURN This carriage return indicates the end of the Auxiliary Data Section and follows the last Auxiliary Segment in this record.
* *						

6 - TUR - PASSIVE APOLLO TOUR OR ACTIVE GALILEO TOUR AND SURFACE AND 5 - AIR TAXI

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A16SEC	3	B	SECTION LABEL "A16"
1	03	03	A16TYP	1	B	SEGMENT TYPE CODE "6" - TUR Non-APO Tour “6” - TUR or SUR (GCS) “5” - Air Taxi (GCS)
1	04	04	A16NUM	2	N	ITINERARY INDEX NUMBER - (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary.
1	06	06	A16DTE	7	B	ARRIVAL DATE - (Format: DDMMMYY). Scheduled arrival date for the tour.
1	0D	13	A16TTY	1	A	TOUR TYPE ID APO: Entry: 0TURZBHK2SFO15JUN- B = BUS C = CRUISE D = Land F = FORMS G = GROUP I = Insure K = Ticket L = Limo N = Include O = OTHER P = PACKAGE R = RAIL S = Service T = TOUR U = Supply V = Leisure W =Software GCS: A= Air taxi (ATX entry) T= Tour (TUR entry) S= Surface (SUR entry)

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	0E	14	A16VEN	2	B	VENDOR CODES A list of Apollo Travel Service vendors follows. GCS will show the carrier code from which the segment has been requested. A3 = AMTRAK AD = ADVANCE RESERVATIONS AL = ASTOR LIMOUSINE AS = ASPEN SKI BK = BENCHMARK TOURS CC = CAREY LIMOUSINE DP = DEAK PERERA EC = MARTEC EV = ALLTICKET GROUP FT = FAM-TRIPS UNLIMITED GG = GLOBUS-GATEWAY TOURS GM = GROUPMANAGER GR = GREYHOUND/TRAILWAYS HA = HOLLAND AMERICA HW = HOLLAND AMERICA CRUISES JO = JAPAN ORIENT TOURS JS = JACK STOVAL LV = THEATRE SVC AMERICANA MN = MANHATTAN INTL LIMO SVC MO = MUTUAL OF OMAHA NA = NORTH AMERICA TOUR NC = AAA NATIONAL CRUISE PC = PERCIVAL TOURS QT = QUICKTRIPS RN = RUNAWAY TOURS SU = SUN VALLEY TOURS TA = MEMBERSHIP CLUB TG = INTL TRAVEL GUIDE TI = TRAVELERS INSURANCE TK = THEATRE SERVICE AMER TT = TAUCK TOURS UP = UNITED TOUR PRODUCTS US = UNITED SUPPLIES UV = UNITED VACATIONS WC = WEST COACH BUS. SYS WF = WESTERN FOLDER WT = CITICORP * Other vendors may exist.
1	10	16	A16VNN	32	A	VENDOR NAME GCS: if manually entered will appear in A16ODI.
1	30	48	A16CCC	4	B	ALPHA CITY CODE Usually the city code of where the tour begins, but a Pseudo city Code used by agency consortiums can also be used in this field. In GCS, this is the city/airport code from where the segment is requested.
1	34	52	A16STT	2	A	ACTION/STATUS CODE HK = Confirmed Reservation BK = Passive entered Segments GCS: as per booking file status.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	36	54	A16CDT	5	B	RETURN DATE - (Format: DDMMM) Scheduled end of tour date. If not entered by the agent, this field is blank. GCS: if manually entered will appear in A16ODI.
1	3B	59	A16DAY	3	N	NUMBER OF DAYS/NIGHTS Length of tour. If the return date is not entered by the agent, this field is blank. GCS: if manually entered will appear in A16ODI.
1	3E	62	A16CNI	1	N	NUMBER OF UNITS
1	3F	63	A16C01	1	S	CARRIAGE RETURN

* *

NOTE:- Carriage Return "A16C01" directly follows the last fixed data field in the auxiliary section of the MIR.

****OPTIONAL DATA** "HEX" and "DEC" are not provided. Maximum field sizes are given. It is suggested that you look for specific identifiers, to locate desired information.**
GCS: outside the US, agents are not obliged to enter data in the format shown. Where data is marked with an "*" if the vendor returns this data it will appear in Optional data.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A16ODN	223	I	OPTIONAL DATA SECTION
1			A16ODI	3	A/S	OPTIONAL DATA IDENTIFIER "**OD-**"
1			A16ODD	220	B/S	OPTIONAL DATA Any or all of the optional data fields can exist in the optional data section with a maximum of 220 characters. These fields appear in the same order as those listed over.

OPTIONAL DATA FIELD	MAX FIELD SIZE	ENTRY 0TURZZBK1SFO18JUL-20JUL-**
/ARR-ARRIVAL TIME	12	/ARR-UA708 /ARR-12P /ARR-830A-UA223
/BS BOOKING SOURCE	19	/BS843920
/CD- CORPORATE ID NUMBER	24	/CD-Y736245
/ID-CUSTOMER ID NUMBER	25	/ID-DJ567981123
/DL- DRIVERS LICENSE NUMBER	30	/DL-M625-7926-2760

OPTIONAL DATA FIELD	MAX FIELD SIZE	ENTRY 0TURZZBK1SFO18JUL-20JUL-**
* /DC- DROP-OFF CHARGE	13	/DC-USD50.00
/DO- DROP OFF LOCATION	25	/DO-LAXT98
/DT- DROP OFF TIME	9	/DT-2P
/FT- FREQUENT AIR TRAVELER NUMBER	25	/FT-UA00101269310
/NM- NAME FIELD	30	/NM-MEDINA RICH
/G- PAYMENT GUARANTEE	25	/G-AX373223791111013EXP0196
/PUP- PICK -UP	6	/PUP-LASR29
/PR-PREPAYMENT INFORMATION	25	/PR-$50.00
/RC- RATE CODE IDENTIFICATION	14	/RC-ACD123
/IT TOUR NUMBER	20	/ITUAE1234567
/RT-RATE /RQ- RATE QUOTED /RG- RATE GUARANTEED	55	/RT-USD29.95 /RQ-USD29.95 /RG-CAD29.95
/SQ- SPECIAL EQUIPMENT REQUEST	20	/SQ-SKI RACK
/SI- SPECIAL INFORMATION	30	/SI-DSRS 2 DOOR
/CO- COMMISSION	9	/CO-10.00
/AGT- BOOKING SOURCE	7	/AGT-14618262
/RR- RATE REQUESTED	7	/RR-WEEKEND
/RA- ROLLAWAY - ADULT	9	/RA-1
/CR- CRIB CHARGE	9	/CR-1

OPTIONAL DATA FIELD	MAX FIELD SIZE	ENTRY 0TURZZBK1SFO18JUL-20JUL-**
/EX- EXTRA ADULT CHARGE	9	/EX-10.00
/EC- EXTRA CHILD CHARGE	9	/EC-5.00
/L TOUR ROOM LOCATION	2	/LBF BF = BEACH FRONT MV = MOUNTAIN VIEW OF = OCEAN FRONT PS = POOL SIDE SV = SEA VUEW GC = GOLF COURSE VIEW* BV = BAY VIEW* GV = GARDEN VIEW* LV = LAKE VIEW* RV = RIVER VIEW* CV = COURTYARD VIEW* DO = DOWN AND OUT* * APO only
/M TOUR MEAL PLAN	2	/MCB AP = AMERICAN PLAN BP = BERMUDA PLAN CB = CARIBBEAN PLAN CP = CONTINENTAL PLAN FP = FAMILY PLAN MA = MODIFIED AMERICAN PLAN

NOTE:- "*" INDICATES THIS DATA MAY BE RETURNED BY THE VENDOR, OR INPUT BY THE AGENT.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A16C02	1	S	CARRIAGE RETURN

* *

NOTE:- Carriage Return "A16C02" is a floating carriage return that applies to the Optional Data Item transmitted in each Auxiliary Segment. It directly follows the last Optional Data field transmitted and may be omitted if no Optional Data exists for this segment.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A16FFN	66	I	FREEFORM DATA SECTION
2			A16FFI	3	A/S	FREEFORM DATA IDENTIFIER "**FF:**"
2			A16FIP	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the TUR segment associated to the tour reservation that the Freeform Data is contained in APO.
2			A16FTI	1	S	INDICATOR APO only: [] or * This indicator identifies which format the agent used to enter the following data. [] = Data does not print on itinerary * = Data does print on itinerary. GCS: RT. entry otherwise blank filled.
2			A16FFD	60	B/S	FREEFORM DATA GCS: data may be truncated from 68 characters.
1			A16C03	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A16C03" is a floating carriage return that applies to the Freeform Data Item transmitted in each Auxiliary Segment. It directly follows the last Freeform Data field transmitted and may be omitted if no Freeform Data exists for this segment.						
1			A16CFN	35	I	CONFIRMATION NUMBER SECTION
2			A16CFI	3	A/S	CONFIRMATION NUMBER IDENTIFIER "**CF:**"
2			A16CIP	2		ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the TUR segment associated to the tour reservation that the Confirmation Number is contained in.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
2			A16CFD	30	B	CONFIRMATION NUMBER
1			A16C04	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A16C04" is a floating carriage return that applies to the Confirmation Number Item transmitted in each Auxiliary Segment. It directly follows the last Confirmation Number field transmitted and may be omitted if no Confirmation Number exists for this segment.**					
1			A16DPN	94	I	DUE/PAID SECTION
2			A16DPI	3	A/S	DUE/PAID IDENTIFIER "**DP:**"
2			A16DPP	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the TUR segment associated to the tour reservation that the Due/Paid Data is contained in.
2			A16DTI	1	S	INDICATOR APO: [] or * This indicator identifies which format the agent used to enter the following data. [] = Data does not print on itinerary * = Data does print on itinerary. GCS: Dues, Paids, Text data is input by RD. and RP. Otherwise this is blank filled.
2			A16DAD	12	B/S	ACCOUNTING DATA APO: the data is picked up from the DUE/PAID segments of the itinerary using the format **DUE200.00/10SALE** where "/10SALE" is considered accounting data. The accounting data information does not print on the itinerary. (APO only). GCS: blank filled. Individual Back Office Systems design their own use of this field.
2			A16DCR	3	A	CURRENCY CODE FOR DUE/PAID DATA
2			A16DPD	12	N/S	DUE/PAID AMOUNT

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
2			A16DPA	1	S	DUE OR PAID INDICATOR Indicates whether the amount entered is a Due or Paid amount. Space = Due Amount "**-**" = Paid Amount
2			A16DPF	60	B/S	FREEFORM DATA GCS: freeform data input after the * character which follows RD. and RP. entries.
1			A16C05	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A16C05" is a floating carriage return that applies to the Due/Paid Item transmitted in each Auxiliary Segment. It directly follows the last Due/Paid field transmitted and may be omitted if no Due/Paid Data exists for this segment.**					
1			A16WAN	105	I	ADDRESS SECTION
2			A16WAI	3	A/S	ADDRESS IDENTIFIER **"W-:"**
2			A16WAP	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. In this case, it is the TUR segment associated to the tour reservation that the Address Data is contained in.
2			A16WAD	100	B/S	ADDRESS DATA This is the address entered by the agent in the /W- format.
1			A16C06	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A16C06" is a floating carriage return that applies to the Address Item transmitted in each Auxiliary Segment. It directly follows the last Address field transmitted and may be omitted if no Address Data exists for this segment.**					

E. UNASSOCIATED DUES, PAIDS AND TEXT (GCS ONLY)

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**GCS: Where an RT. is not segment specific, the RP., RD. and RP. unassociated data appears here.**					
1			A16SEC	3	B	SECTION LABEL "A16"
1			A16DPI	3	A/S	UNASSOCIATED DUES, PAIDS AND TEXT IDENTIFIER "**UZ**:"
1			A16DPP	2	N	ITINERARY INDEX NUMBER This is the numeric sequence from first to last of the passenger's air, auxiliary, LeisureShopper itinerary for Unassociated Dues, Paids and Text.
1			A16DIN	1	A/S	TYPE OF DUE/PAID/TEXT SEGMENT This is the indicator shown in the segment for H,C,T,A,S Unassociated Due Paid and Text segment
1			A16DTE	5	B	SEGMENT DATE (DDMMM).
1			A16DCR	3	B	CURRENCY CODE FOR DUE/PAID DATA
1			A16DPD	12	N	DUE/PAID AMOUNT GCS only.
1			A16DPA	1	A/S	DUE OR PAID INDICATOR Blank = Due Amount '-' = Paid Amount
1			A16DPF	60	B	FREEFORM DATA GCS: freeform data input after the * character which follows RD. and RP. entries.
1			A16C07	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A16C07" is a floating carriage return that applies to the Unassociated Dues and Paids Item transmitted in each Auxiliary Segment. It directly follows the last Unassociated Dues and Paids Item field transmitted and may be omitted if no data exists for this segment.**					
1			A16C08	1	S	CARRIAGE RETURN This carriage return indicates the end of the Auxiliary Data Section and follows the last Auxiliary Segment in this record.
* *						

LEISURESHOPPER DATA

In APO and GCS the MIR Options table can be used to determine whether this section is sent, or not.

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**NOT ALL VENDORS PROVIDE DATA FOR ALL FIELDS. ALSO, SOME OF THESE FIELDS ARE TOUR OR CRUISE SPECIFIC, MEANING THAT THE DATA ENTERED WILL ONLY APPLY TO CRUISES OR TOURS - NOT BOTH. THE FIELDS LISTED BELOW, ARE THE MAXIMUM THAT MAY BE POPULATED BY A VENDOR.**					
1	00	00	A17SEC	3	B	SECTION LABEL "**A17**"
1	03	03	A17SEG	2	N	ITINERARY INDEX NUMBER (LeisureShopper Segment Number). This is the numeric sequence (from first to last) of the passenger's air, auxiliary and LeisureShopper segment itinerary. In this case, it is the LeisureShopper segment.
1	05	05	A17CTI	1	A	CRUISE/TOUR INDICATOR C = CRUISE BOOKING T = TOUR BOOKING
1	06	06	A17STT	2	A	STATUS HK = Holding Confirmed UC = Unconfirmed Segment
1	08	08	A17TSD	7	B	TRAVEL START DATE (Format: DDMMMYY). Pre-package Start Date.
1	0F	15	A17NUM	2	2	NUMBER IN PARTY
1	11	17	A17TVC	3	B	CRUISE OR TOUR VENDOR ID
1	14	20	A17PSE	1	A	PRE-STOP INDICATOR A pre-stop identifies a stop prior to the main Cruise or Tour package. Y = Pre-Stop exists N = Pre-Stop does not exist
1	15	21	A17PST	1	A	POST STOP INDICATOR A post stop identifies a stop following the main Cruise or Tour package. Y = Post Stop exists N = Post Stop does not exist

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	16	22	A17PSD	7	B	PACKAGE START DATE (Format: DDMMMYY). This also includes the Sailing Date for cruises.
1	1D	29	A17NTS	3	N	NUMBER OF NIGHTS This field indicates the number of nights included in the Tour or the length of a Cruise package.
1	20	32	A17PED	7	B	PACKAGE END DATE (Format: DDMMMYY). This is the end date of the entire itinerary.
1	27	39	A17TGW	5	A	TOUR GATEWAY Passenger Departure City
1	2C	44	A17DEP	5	A	DEPARTURE CITY This is the city the tour departs from, or the embarkation port (ISO Port Code) for cruises.
1	31	49	A17RET	5	A	RETURN CITY This is the city the tour returns to, or the disembarkation port (ISO Port Code) for cruises.
1	36	54	A17CUR	3	B	PRICING CATEGORY CODE This is used by the vendors to describe their packages. It can contain information such as ECO for Economy or DLX for Deluxe.
1	39	57	A17PKD	30	B	PACKAGE DESCRIPTION (General Destination for cruises).
1	57	87	A17BKD	7	B	BOOKING DATE (Format: DDMMMYY). This is the date that the cruise or tour was booked.
1	5E	94	A17C01	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A17C01" directly follows the last fixed data field in the LeisureShopper section of the MIR.						
NOTE:- The following sections include data related to the main LeisureShopper booking. Not all of the following sections are present for each LeisureShopper segment. Several sections may be repeated to include all appropriate data.						
****OPTIONAL DATA** "HEX" and "DEC" are not provided. Maximum field sizes are given. It is suggested that you look for specific identifiers, to locate desired information.**						

FARE INFORMATION FOR TOURS

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A17FTR	3	A/S	TOUR FARE IDENTIFIER "FT:"
1			A17CCD	3	A	CURRENCY CODE
1			A17BSP	12	N/S	BASE PRICE
1			A17OPP	12	N/S	OPTION PRICE
1			A17TX1	8	N/S	TAX 1
1			A17TX2	8	N/S	TAX 2
1			A17TX3	8	N/S	TAX 3
1			A17TTL	12	N/S	TOTAL AMOUNT
1			A17COM	8	N/S	AGENCY COMMISSION
1			A17CXL	12	N/S	CANCELLATION FEE
1			A17DDD	7	B	DATE DEPOSIT DUE (Format: DDMMMYY).
1			A17DPD	12	N/S	DEPOSIT AMOUNT DUE
1			A17DDR	7	B	DATE DEPOSIT RECEIVED (Format: DDMMMYY).
1			A17DBD	7	B	DATE BALANCE DUE (Format: DDMMMYY).
1			A17CFN	16	B	CONFIRMATION NUMBER
1			A17SGL	2	N	NUMBER OF SINGLE ROOMS
1			A17DBL	2	N	NUMBER OF DOUBLE ROOMS
1			A17TPL	2	N	NUMBER OF TRIPLE ROOMS
1			A17QDL	2	N	NUMBER OF QUAD ROOMS
1			A17OTH	2	N	NUMBER OF OTHER ROOMS
1			A17VEN	30	A	VENDOR NAME
1			A17C02	1	S	CARRIAGE RETURN

* *

NOTE:- Carriage Return "A17C02" is a floating carriage return that is related to the Fare Information for Tours Item. It directly follows the last field in this item. If no Fare Information for Tours exists, this carriage return is omitted.

FARE INFORMATION FOR CRUISES

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A17FCN	3	A/S	CRUISE FARE IDENTIFIER "FC:"
1			A17CCD	3	A	CURRENCY CODE
1			A17RAT	8	B	RATE CODE
1			A17BSP	12	N/S	BASE PRICE
1			A17OPP	12	N/S	OPTIONS PRICE
1			A17PCT	8	N/S	TAX 1 AMOUNT (or Port Charges).
1			A17DS1	8	N/S	DISCOUNT 1 AMOUNT
1			A17D2L	13	B	DISCOUNT 2 LABEL
1			A17DS2	8	N/S	DISCOUNT 2 AMOUNT
1			A17AIR	8	N/S	AIR CHARGES
1			A17WIC	8	N/S	WAIVER / INSURANCE CHARGES
1			A17PEN	8	N/S	PENALTIES
1			A17TTL	12	N/S	TOTAL AMOUNT
1			A17COM	8	N/S	AGENCY COMMISSION
1			A17OCL	13	B	OTHER COMMISSION LABEL
1			A17OCM	8	N/S	OTHER COMMISSION AMOUNT
1			A17FEL	13	B	TRAVEL AGENT FEE LABEL
1			A17FEE	8	N/S	TRAVEL AGENT FEE AMOUNT
1			A17NET	12	N/S	NET FARE This is the amount the agency owes the vendor.
1			A17DDD	7	B	DATE DEPOSIT 1 DUE (Format: DDMMMYY).
1			A17DPD	12	N/S	DEPOSIT 1 AMOUNT

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A17DDR	7	B	DATE DEPOSIT 1 RECEIVED (Format: DDMMMYY). Deposit received by vendor.
1			A17DD2	7	B	DATE DEPOSIT 2 DUE (Format: DDMMMYY).
1			A17DP2	12	N/S	DEPOSIT 2 AMOUNT
1			A17DR2	7	B	DATE DEPOSIT 2 RECEIVED (Format: DDMMMYY). Deposit received by vendor.
1			A17CCB	12	N/S	CREDIT CARD BALANCE DUE
1			A17CBD	12	N/S	CHECK BALANCE DUE
1			A17DBD	7	B	DATE BALANCE DUE
1			A17CFN	16	B	CONFIRMATION NUMBER
1			A17VEN	30	A	VENDOR NAME
1			A17CSN	25	B	SHIP NAME
1			A17C03	1	S	CARRIAGE RETURN

* *

NOTE:- **Carriage Return "A17C03" is a floating carriage return that is related to the Fare Information for Cruises Item. It directly follows the last field in this item. If no Fare Information for Cruises exists, this carriage return is omitted.**

TRANSPORTATION ITEM

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A17TRP	3	A/S	TRANSPORTATION IDENTIFIER "TR:"
1			A17SEG	2	N	LEISURESHOPPER SEGMENT NUMBER This is the numeric sequence (from first to last) of the passenger's air, auxiliary and LeisureShopper segment itinerary. In this case, it is the LeisureShopper segment associated to the Cruise or Tour booking.
1			A17ISD	7	B	TRANSPORTATION START DATE (Format: DDMMMYY).
1			A17QTY	3	N	NUMBER OF PASSENGERS
1			A17DCI	1	N	DATE CHANGE INDICATOR Indicates when the transportation will arrive at the destination city. 1 = Previous Day Arrival 2 = Same Day Arrival 3 = Next Day Arrival 4 = 2 Days Later Arrival
1			A17DPC	5	A	DEPARTURE CITY
1			A17ARC	5	A	ARRIVAL CITY
1			A17TYP	1	A	TRANSPORTATION TYPE B = Bus C = Scheduled Charter Air D = Unscheduled Charter Air F = Ferry R = Rail S = Scheduled Air
1			A17ACC	3	B	CARRIER CODE
1			A17TPN	5	B	TRANSPORTATION NUMBER (Flight/Train/Bus Numbers).
1			A17CLS	2	B	CLASS OF SERVICE
1			A17EQP	4	B	EQUIPMENT CODE

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A17MEL	1	A	MEAL CODE B = Breakfast D = Dinner F = Food available for purchase L = Lunch S = Snack
1			A17NOS			NUMBER OF STOPS
1			A17DPT	5	B	DEPARTURE TIME When 24 hour clock is used, time is left justified.
1			A17ART	5	B	ARRIVAL TIME When 24 hour clock is used, time is left justified.
1			A17C04	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A17C04" is a floating carriage return that is related to the Transportation Item. It directly follows the last field in this item. If no Transportation Items exist, this carriage return is omitted.**					
1			A17APN	3	A/S	ASSOCIATED PASSENGER NAMES ITEM "**PN:**"
1			A17PNI	20	A	FIRST PASSENGER ASSOCIATED WITH THIS TRANSPORTATION ITEM
1			A17C05	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A17C05" is a floating carriage return that is related to the Associated Passenger Names Item. It directly follows the last field in this item. If no Associated Passenger Name Items exist, this carriage return is omitted.**					
NOTE:-	**The Associated Passenger Names Item is provided for CRUISE bookings ONLY, when multiple passengers are departing from the same city on different flights/dates. If all passengers are travelling together, this item is omitted.** **This item may be repeated a maximum of five times.**					

STOPS ITEM

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**THE STOPS SECTION ONLY APPLIES TO TOUR BOOKINGS AND IS NOT RECEIVED FOR CRUISE BOOKINGS.**					
1			A17LST	3	A/S	LEISURESHOPPER STOP IDENTIFIER "**ST:**"
1			A17SEG	2	N	LEISURESHOPPER SEGMENT NUMBER This is the numeric sequence (from first to last) of the passenger's air, auxiliary and LeisureShopper segment itinerary. In this case, it is the LeisureShopper segment associated to the Cruise or Tour booking.
1			A17SDT	7	B	STOP DATE (Format: DDMMMYY).
1			A17LSN	2	N	LEISURESHOPPER STOP NUMBER
1			A17DUR	2	N	STOP DURATION Number of days/nights.
1			A17NAM	15	B	STOP NAME
1			A17LSI	1	N	STOP INDICATORS 0 = Post Tour Stop Over 1 = Post Tour Stop 2 = Pre Tour Stop 3 = Normal Tour Stop (Stop included as part of the Tour). 4 = Pre Stop Over
1			A17C06	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A17C06" is a floating carriage return that is related to the Stops Item. It directly follows the last field in this item. If no Stops Items exist, this carriage return is omitted.**					

PORTS OF CALL

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**THE PORTS OF CALL SECTION ONLY APPLIES TO CRUISE BOOKINGS AND IS NOT RECEIVED FOR TOUR BOOKINGS. ALL PORTS ARE PROVIDED, INCLUDING THE PORTS OF EMBARKATION AND DISEMBARKATION.**					
1			A17PCI	3	A/S	PORTS OF CALL IDENTIFIER "**PC:**"
1			A17SEG	2	N	LEISURESHOPPER SEGMENT NUMBER This is the numeric sequence (from first to last) of the passenger's air, auxiliary and LeisureShopper segment itinerary. In this case, it is the LeisureShopper segment associated to the Cruise or Tour booking.
1			A17PRT	20	A	PORT NAME
1			A17PAD	7	B	PORT ARRIVAL DATE (Format: DDMMMYY).
1			A17PDD	7	B	PORT DEPARTURE DATE (Format: DDMMMYY).
1			A17PAT	5	B	PORT ARRIVAL TIME (The Port of Embarkation does not contain an Arrival Time). When 24 hour clock is used, time is left justified.
1			A17PST	5	B	PORT SAILING TIME (The Port of Disembarkation does not contain a Departure Time). When 24 hour clock is used, time is left justified.
1			A17C07	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A17C07" is a floating carriage return that is related to the Ports of Call Item. It directly follows the last field in this item. If no Ports of Call Items exist, this carriage return is omitted.**					

FEATURES & OPTIONS ITEM

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A17FOS	3	A/S	FEATURES & OPTIONS IDENTIFIER "**FO:**"
1			A17SEG	2	N	LEISURESHOPPER SEGMENT NUMBER This is the numeric sequence (from first to last) of the passenger's air, auxiliary and LeisureShopper segment itinerary. In this case, it is the LeisureShopper segment associated to the Cruise or Tour booking.
1			A17ISD	7	B	ITEM START DATE (Format: DDMMMYY)
1			A17QTT	3	N	NUMBER OF TRAVELERS
1			A17DOD	7	B	DROP-OFF DATE (Format: DDMMMYY).
1			A17ADD	12	N/S	ADDITIONAL RATE (Options Price).
1			A17PUL	30	B	PICK-UP LOCATION
1			A17DOL	30	B	DROP-OFF LOCATION
1			A17PUT	5	B	PICK-UP TIME When 24 hour clock is used, time is left justified.
1			A17DOT	5	B	DROP-OFF TIME When 24 hour clock is used, time is left justified.
1			A17FON	20	B	FEATURES & OPTIONS SET NAME For Pre/Post Cruise packages accommodations information is contained here.
1			A17FOD	25	B	FEATURES & OPTIONS DESCRIPTION For Pre/Post Cruise packages accommodations information is contained here.
1			A17C08	1	S	CARRIAGE RETURN

* *

NOTE:- Carriage Return "A17C08" is a floating carriage return that is related to the Features & Options Item. It directly follows the last field in this item. If no Features & Options Items exist, this carriage return is omitted.

ACCOMMODATIONS

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**THE ACCOMMODATIONS SECTION ONLY APPLIES TO TOUR BOOKINGS AND IS NOT RECEIVED FOR CRUISE BOOKINGS.**					
1			A17ACP	3	A/S	ACCOMMODATIONS IDENTIFIER "**AC:**"
1			A17SEG	2	N	LEISURESHOPPER SEGMENT NUMBER This is the numeric sequence (from first to last) of the passenger's air, auxiliary and LeisureShopper segment itinerary. In this case, it is the LeisureShopper segment associated to the Cruise or Tour booking.
1			A17ISD	7	B	ITEM START DATE (Format: DDMMMYY).
1			A17ACN	20	B	NAME OF ACCOMMODATIONS
1			A17AQT	3	N	QUANTITY OF ACCOMMODATIONS
1			A17NNN	3	N	NUMBER OF NIGHTS
1			A17C09	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A17C09" is a floating carriage return that is related to the Accommodations Item. It directly follows the last field in this item. If no Accommodations Items exist, this carriage return is omitted.**					

UNIT DESCRIPTION ITEM

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**THE UNIT DESCRIPTION SECTION APPLIES TO TOUR BOOKINGS ONLY AND IS NOT RECEIVED FOR CRUISE BOOKINGS.**					
1			A17UDP	3	A/S	UNIT DESCRIPTION IDENTIFIER "**UD:**"
1			A17SEG	2	N	LEISURESHOPPER SEGMENT NUMBER This is the numeric sequence (from first to last) of the passenger's air, auxiliary and LeisureShopper segment itinerary. In this case, it is the LeisureShopper segment associated to the Cruise or Tour booking.
1			A17ISD	7	B	ITEM START DATE (Format: DDMMMYY).
1			A17UDS	15	B	UNIT DESCRIPTION
1			A17NUT	3	N	NUMBER OF UNITS
1			A17UCP	1	A	UNIT CAPACITY S = Single D = Double T = Triple Q = Quadruple O = Other
1			A17UTY	10	B	UNIT TYPE
1			A17C10	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A17C10" is a floating carriage return that is related to the Unit Description Item. It directly follows the last field in this item. If no Unit Description Items exist, this carriage return is omitted.**					

CABIN INFORMATION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-			**THE CABIN INFORMATION SECTION ONLY APPLIES TO CRUISE BOOKINGS AND IS NOT RECEIVED FOR TOUR BOOKINGS.**			
1			A17CII	3	A/S	CABIN INFORMATION IDENTIFIER **"CI:"**
1			A17SEG	2	N	LEISURESHOPPER SEGMENT NUMBER This is the numeric sequence (from first to last) of the passenger's air, auxiliary and LeisureShopper segment itinerary. In this case, it is the LeisureShopper segment associated to the Cruise or Tour booking.
1			A17CAT	3	B	CABIN CATEGORY
1			A17CNM	5	B	CABIN NUMBER
1			A17IOS	1	A	INSIDE/OUTSIDE INDICATOR I = Inside O = Outside
1			A17CBP	12	B	CABIN POSITION
1			A17DEK	15	B	DECK NAME
1			A17CFG	10	B	CABIN BED CONFIGURATION
1			A17DNS	1	N	DINING SEATING INDICATOR 1 = First Seating 2 = Second Seating 3 = Third Seating
1			A17DST	2	A	DINING STATUS LL = Waitlist HK = Confirmed
1			A17DSM	1	A	DINING SMOKING INDICATOR Y = Smoking N = Non-Smoking
1			A17DTS	2	N	DINING TABLE SIZE
1			A17TAG	12	A	TRAVEL AGENT NAME
1			A17TVC	1	A	TRAVELING WITH ANOTHER CABIN INDICATOR Y = Multiple cabin sales exist in separate PNR/BOOKING FILEs. N = Single cabin sale only.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A17BCR	10	B	IATA NUMBER FOR BOOKING CREDIT
1			A17LCC	16	B	CONFIRMATION NUMBER FOR A CONSECUTIVE CRUISE
1			A17C11	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A17C11" is a floating carriage return that is related to the Cabin Information Item. It directly follows the last field in this item. If no Cabin Information Items exist, this carriage return is omitted.**					
1			A17PPI	3	A/S	PAST PASSENGER IDENTIFIER "**PP:**"
1			A17PPN	10	B	PAST PASSENGER NUMBER
1			A17C12	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A17C12" is a floating carriage return that is related to the Past Passenger Item. It directly follows the last field in this item. If no Past Passenger Items exist, this carriage return is omitted.**					
NOTE:-	**This Past Passenger Number Item may be repeated a maximum of 5 times, once for each passenger booked in this cabin.**					

PAYMENT ITEM

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**THIS SECTION CONTAINS INFORMATION ABOUT PAYMENTS MADE BY THE TRAVEL AGENCY TO THE VENDOR.**					
1			A17FCP	3	A/S	PAYMENT ITEM ID "**PS:**"
1			A17SEG	2	N	LEISURESHOPPER SEGMENT NUMBER This is the numeric sequence (from first to last) of the passenger's air, auxiliary and LeisureShopper segment itinerary. In this case, it is the LeisureShopper segment associated to the Cruise or Tour booking.
1			A17CCU	3	A	CURRENCY CODE FOR PAYMENT
1			A17CCA	12	N/S	AMOUNT OF PAYMENT
1			A17CCT	2	A	CREDIT CARD TYPE
1			A17CCN	16	N	CREDIT CARD NUMBER
1			A17CCE	7	B	CREDIT CARD EXPIRATION DATE (Format: DDMMMYY).
1			A17CNP	27	A	NAME OF CREDIT CARD OWNER
1			A17PID	7	B	PAYMENT ISSUANCE DATE (Format: DDMMMYY).
1			A17OFP	19	B	ORIGINAL FORM OF PAYMENT
1			A17OPT	22	B	OTHER PAYMENT TYPE NUMBER
1			A17C13	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A17C13" is a floating carriage return that is related to the Payment Item. It directly follows the last field in this item. If no Payment Items exist, this carriage return is omitted.**					

NOTE:- THE FOLLOWING SECTIONS ARE TRANSMITTED ONLY WHEN PASSIVE "TUR" SEGMENTS ARE CREATED FOR A LEISURESHOPPER BOOKING. THESE SEGMENTS CAN BE CREATED TO HAND OFF ADDITIONAL (FREEFORM) INFORMATION TO AN ITINERARY OR MIR.

These segments are entered in the PNR/BOOKING FILE following the Tour/Cruise Segment they apply to, and the information is automatically associated to the previous LeisureShopper booking, when the vendor code is "LS"..

FREEFORM DATA SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A17FFN	66	I	FREEFORM DATA SECTION
2			A17FFI	3	A/S	FREEFORM DATA IDENTIFIER **"FF:"**
2			A17FIP	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air, auxiliary and LeisureShopper segment itinerary. In this case, it is the TUR segment associated to the LeisureShopper reservation that the Freeform Data is contained in.
2			A17FTI	1	S	[] or * INDICATOR This indicator identifies which format the agent used to enter the following data. [] = Data does not print on itinerary * = Data does print on itinerary.
2			A17FFD	60	B/S	FREEFORM DATA
1			A17C14	1	S	CARRIAGE RETURN

* *

NOTE:- Carriage Return "A17C14" is a floating carriage return that applies to the Freeform Data Item transmitted in each LeisureShopper Segment. It directly follows the last Freeform Data field transmitted and may be omitted if no Freeform Data exists for this segment.

DUE/PAID INFORMATION SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**When Due/Paid Information is present in a Passive "TUR" Segment (versus: Freeform Information only), only the Due/Paid Section is entered, rather than providing both the Freeform and Due/Paid Sections.**					
1			A17DPN	94	I	DUE/PAID SECTION
2			A17DPI	3	A/S	DUE/PAID IDENTIFIER - "**DP:**"
2			A17DPP	2	N	ITINERARY INDEX NUMBER - (Segment Number). This is the numeric sequence (from first to last) of the passenger's air, auxiliary and LeisureShopper segment itinerary. In this case, it is the TUR segment associated to the LeisureShopper reservation that the Due/Paid Data is contained in.
2			A17DTI	1	S	[] or * INDICATOR This indicator identifies which format the agent used to enter the following data. [] = Data does not print on itinerary * = Data does print on itinerary. GCS: blank filled.
2			A17DAD	12	B/S	ACCOUNTING DATA The data is picked up from the DUE/PAID segments of the itinerary using the format **DUE200.00/10SALE** where "/10SALE" is considered accounting data. The accounting data information does not print on the itinerary. (APO only). Individual Back Office Systems design their own use of this field.
2			A17DCR	3	A	CURRENCY CODE FOR DUE/PAID DATA
2			A17DPD	12	N/S	DUE/PAID AMOUNT
2			A17DPA	1	S	DUE OR PAID INDICATOR Indicates whether the amount entered is a Due or Paid amount. Space = Due Amount "**-**" = Paid Amount
2			A17DPF	60	B/S	FREEFORM DATA
1			A17C15	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A17C15" is a floating carriage return that applies to the Due/Paid Item transmitted in each LeisureShopper Segment. It directly follows the last Due/Paid field transmitted and may be omitted if no Due/Paid Data exists for this segment.**					
1			A17C16	1	S	CARRIAGE RETURN - This carriage return indicates the end of the LeisureShopper Section and follows the last LeisureShopper item in this record.
* *						

ETDN INFORMATION

In APO and GCS the MIR Options table can be used to determine whether this section is sent, or not.

***NOTE* All ETDN Networks have been closed. This section is therefore obsolete and will be removed in due course. This section was never and is not used in GCS**

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:- IF AN ETDN (Electronic Ticket Delivery Network) TICKET IS ISSUED AND AN "E" APPEARS IN LABEL T50IN12, THEN THE FOLLOWING INFORMATION IS INCLUDED IN SECTION A18 OF THE MIR, OTHERWISE THIS SECTION IS NOT PRESENT.						
1	00	00	A18SEC	3	A/S	SECTION LABEL "**A18**"
1	03	03	A18ETV	3	B	ETDN VENDOR CODE
1	06	06	A18ETA	8	B	ETDN ARC/IATA NUMBER
1	0E	14	A18C01	1	S	CARRIAGE RETURN
* *						
1			A18C02	1	S	CARRIAGE RETURN This carriage return indicates the end of the ETDN Section.
* *						

MISCELLANEOUS DOCUMENT INFORMATION

In GCS the MIR Options table can be used to determine whether this section is sent, or not.

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:- This section is completed based on data input by users when the entries referred to in A19MPD are used. Many of the fields are free text and will reflect any errors made by the user on input. Fare and tax values are shown in the same sections as ticket fare/taxes. Also note that T50IN6 will be 7 reflecting the fact that these documents are issued on ATB stock and that T50IN12 will be H. As well as MCO data this section may also contain data from a TASF document.						
1	00	00	A19SEC	3	A/S	SECTION LABEL "**A19**"
1	03	03	A19MPD	3	B	MPD/MD TYPE Reflects the entry made by the user: APO – HHMCO = MCO MMSF$ = SF GAL – TKPnMCOPTA = PTA TKPnMCOTOD = TOD TKPnMCOOTH = MCO MCOP = MCO
1	06	06	A19MTO	40	B	PAYABLE TO
1			A19MAT	15	B	PAYABLE AT
1			A19C01	1	S	CARRIAGE RETURN
1			A19MSI	3	B	SERVICE TYPE ID – ST:
1			A19MST	52	B	SERVICE TYPE DATA
1			A19C02	1	S	CARRIAGE RETURN
1			A19MEI	3	B	ENDORSEMENT BOX ID – EB:
1			A19MEB	54	B	ENDORSEMENT BOX DATA
1			A19CO3	1	S	CARRIAGE RETURN
1			A19M1I	3	B	REMARK ID – R1:
1			A19MR1	46	B	REMARK 1 DATA
1			A19C04	1	S	CARRIAGE RETURN

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A19M2I	3	B	REMARK ID – R2:
1			A19MR2	54	B	REMARK DATA
1			A19C05	1	S	CARRIAGE RETURN
1			A19M3I	3	B	REMARK 3 ID – R3:
1			A19MR3	106	B	REMARK 3 DATA
1			A19CO6	1	S	CARRIAGE RETURN
1			A19MTI	3	B	RELATED TICKET NUMBER ID – TN:
1			A19MTN	13	B	RELATED TICKET NUMBER
1			A19MBI	3	B	BSP ID – ER:
1			A19MBS	13	B	BSR DATA
1			A19MRI	3	B	REASON FOR ISSUANCE ID – RI:
1			A19MRE	1	B	REASON FOR ISSUANCE CODE As input by the user in accordance with IATA resolution 722c – Attachment ‘C’ Reference 1E and airline instructions. At time of writing (October 2006) list is: A - Air transportation / B- -Surface transportation C - Bag shipped as cargo / D - Land arrangements for incl. tour E - Car hire / F - Sleeper/berth G - Up-grading / H - Under collections I - Taxes/fees/chargers / J - Deposits/down payments K - Refundable balances/Agents Refund Voucher / L - Hotel accommodations M - Sundry charges / N - Cancellation fee O - Other / P - Rebooking Fee Domestic Q - Rebooking Fee Interntl. / R - Lost Ticket Fee S - Unaccompanied Minor Fee Dom. / T - Unaccompanied Minor Fee Intl. U - Excess Baggage / V to Z - For individual airline use 1 - Prepaid Ticket Advice/Ticket on Departure 2 thru 9 - Reserved for future industry use 0 (zero) is not used.
1			A19C07	1	S	CARRIAGE RETURN
* *						
1			A19C08	1	S	CARRIAGE RETURN This carriage return indicates the end of the MCO/MD Section.
* *						

SSR/OSI Data

In GCS the MIR Options table can be used to determine whether this section is sent, or not.

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:- This section has limited applicability. Not all SSRs and OSIs are sent. In some cases (e.g. SSR CKIN) the functionality is related to a specific market or fare type (in this case Residents Fares in Spain).						
1	00	00	A20SEC	3	A/S	SECTION LABEL "**A20**"
1	03	03	A20SEG	2	N	SEGMENT NUMBER Can be 00 when the item applies to all segments or the segment number has not been specified.
1	05	05	A20PAX	2	N	PASSENGER NUMBER Can be 00 when the item applies to all passengers or the passenger number has not been specified.
1			A20IND	3	A	SSR OR OSI INDICATOR At this time can only be SSR
			A20CDE	4	A	SSR TYPE CKIN – Check in data FOID – Form of identification FQTV – Frequent Flyer Number – Most frequent flyer account numbers will be found in the A03 section. Other codes may be added without prior warning.
			A20STS	2	A	STATUS HK – Confirmed NS – Pending Other codes may be added without prior warning.
			A20TXI	3	B	FREE TEXT INDICATOR – FT:
			A20TXT	180	B	FREE TEXT
			A20CO1	1	S	CARRIAGE RETURN
			A20CO2	1	S	CARRIAGE RETURN – END OF SECTION

Example of a MIR containing A20 data. Adult with an infant, note that the infant detail is included in the CKIN item for the adult:

```
T51G773392012140087603DEC041655 IB075IBERIA AIRLINES OF SPAIN29JUN05C5BC5AC7CD23
 DU7 DU799999992 QHZ4TK          N0216N16AG03DEC0400003DEC04002
EUR0000000208002EUR00000000  00000000  00000000  00000000  00000000  000000000300
NNNNN7NNYAYH1NNN    ES
00000000200000100000000200000100100000100000000000

A02MEJIA/MIREYA                     338503016004990024294401000000886AD    01  N
SC:0302340884624
A02INFNAT/INF                       338503017034990024294501000000886IN    02  N
SC:0302340884627

A0401IB075IBERIA AIRLI 760Y HK29JUN0900 1015 2MADMADRID       PMIPALMA MALLORCDNG   O020KM88 T2      F TK:YJT:01.15

A0701EUR      189.00EUR      194.28              EURT1:    1.33QVT2:    3.95RS
A0702EUR       19.00EUR       24.28              EURT1:    1.33QVT2:    3.95RS

A080101YD      00000000
A080201YD      00000000

A09011MAD IB PMI 189.00YD EUR189.00END
A09021MAD IB PMI 19.00YD EUR19.00END

A11S       218.56N

A12BCNT *93 2388081 GALILEO MIREYA/TEST

A14VL-165303DECMUCRM1AYIK39W

A200101SSRCKINNS
FT:RESIDENT BPDN/50893392G/070027/SF12.00 INBPMR/50893392G/070027/5848484/SF12.00
```

NET REMIT

In GCS the MIR Options table can be used to determine whether this section is sent, or not.

***NOTE* This section is in GCS but not as yet used in APO. This information is not passenger selectable. One filed fare may have multiple passengers. The data is input with the net remit modifiers.**
Back Office systems are strongly recommended to ensure they understand the difference between the different methods of entering net fares. These vary by market and details can be obtained from local BSP Managers. Some markets support more than one method. Not all methods require use of the A21 section. The use of "Tour Codes" in particular can create significant issues because, as noted below (see A21NAI and A21NVC), not all data printed in the tour code box is actually a tour code.

DESCRIPTION OF SECTION

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
	00	00	A21SEC	3	B	NET REMIT SECTION LABEL 'A21'
1	03	03	A21NFC	3	A	NET FARE/NET REMIT CURRENCY CODE
1	06	06	A21NRT	12	N	NET FARE/NET REMIT AMOUNT Contains the value input by an agent, excluding taxes, which an airline will receive. Input: NF followed by currency code then amount.
1	12	18	A21NAI	20	B	COMMERCIAL AGREEMENT REFERENCE (CAR) Contains a reference for the agreement between specific airlines and agents input with AI- modifier on TKP and/or TMU entries. Printed in the Tour Code box of ticket
1	26	38	A21NVC	20	B	VALUE CODE - Contains code for type of supplementary commission or amount input with VC- modifier. Printed in the Tour Code box of the ticket.
1	3A	58	A21ITC	12	N	ACTUAL SELLING FARE - Contains the value input with ASF followed by the actual amount when reported to BSP and with IF when followed by the actual amount for invoicing purposes and not reported to BSP. These are mutually exclusive.
1	46	70	A21NFR	3	B	NET FARE REGION CODE Contains net fare region code input with *NN after NF entry.
* *						
1	49	73	A21C01		S	CARRIAGE RETURN
* *						
1			A21C02	1	S	CARRIAGE RETURN - Carriage return indicates the end of the Net Remit Section.
* *						

SEAT DATA SECTION - GALILEO

In GCS the MIR Options table can be used to determine whether this section is sent, or not.

NOTE:- This section is not available in APO

DESCRIPTION OF SECTION

NOTE:- The data repeats for each passenger beginning with passenger 1, then 2 etc.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A22SEC	3	B	SECTION LABEL "**A22**"
1	03	03	A22SEG	2	N	ITINERARY INDEX NUMBER (Segment Number). This is the numeric sequence (from first to last) of the passenger's air and auxiliary segment itinerary. The sequence relates the seat assignment to the Air Segment and is not consecutive in the Seat Data Section if auxiliary segments exist in the PNR/BOOKING FILE.
1	05	05	A22PAS	2	N	PASSENGER NUMBER
1	07	07	A22STT	1	B	BOARDING PASS STATUS CODE blank filled.
1	08	08	A22SEN	6	B	SEAT NUMBER nnnn = seat number confirmed, followed by status: KK = confirmed PN = pending NO = not agreed by vendor. For change of gauge flights the first segment seat number only occurs.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	0C	12	A22SCHX	20	A	SEAT CHARACTERISTICS The indicators are positional and default to N. Y = characteristic exists For all - N = None/Not Applicable 1st chr. Y = Aisle (A) 2nd chr. Y = Bulkhead (B) 3rd chr. Y = Cradle (C) 4th chr. Y = Upper Deck (D) 5th chr. Y = Exit (E) 6th chr. Y = No film view (F) 7th chr. Y = Non-smoking window (G) 8th chr. Y = Infant not allowed (I) 9th chr. Y = Child not allowed (J) 10th chr. Y = Kennel position (K) 11th chr. Y = Extra leg space (L) 12th chr. Y = Non-smoking (N) 13th chr. Y = Overwing (O) 14th chr. Y = Smoking (S) 15th chr. Y = Window (W) 16th chr. Spare 17th chr. Spare 18th chr. Spare 19th chr. Spare 20th chr. Spare
NOTE:-	**The Seat Number and Smoking Indicator is repeated for each passenger until there are no more passengers. If Seat Map functionality is used and no request for seat on reservation, this field will be blank filled.**					
1			A22C01	1	S	CARRIAGE RETURN
* *						
1			A22C02	1	S	CARRIAGE RETURN This carriage return indicates the end of the last Seat Data Section and follows the last seat item .
* *						

REFUND SECTION

In APO and GCS the MIR Options table can be used to determine whether this section is sent, or not.

DESCRIPTION OF SECTION

NOTE:- This section is only available in APO to Automated Refund and Exchange (ARNE) Subscribers.
The Refund Section contains data specific to the refund transaction. Other data relating to the transaction being refunded can appear in other sections of the MIR. In GCS, the following fields which occur in the input screen do not appear in A23 but do appear in other sections of the MIR are: STP IATA, AIRLINE CODE, DOM/INT, TOUR CODE, NET, NET FARE AMOUNT and DATE OF REFUND.
The section description details the names of the fields in the Automated Refund FIF screen in capitals.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A23SEC	3	B	SECTION LABEL “A23”
1	03	03	A23TKT	14	N	REFUND TICKET NUMBER Contains the ticket number as input in the Refund screen. The first 3 characters are the carrier code followed by the ticket number and check digit. Where there is no check digit, the last character will be blank filled. Input in DOCUMENT NUMBER.
1	11	17	A23CON	1	S	CONSTANT “-”
1	12	18	A23RTK	14	N	REFUND TICKET NUMBER RANGE Contains the refund ticket number from the Refund screen. The first 3 characters are the carrier code followed by the ticket number and check digit. Where there is no check digit, the last character will be blank filled. Input in THRU DOCUMENT, always appears.
1	20	32	A23DOI	7	B	ISSUE DATE OF REFUNDED DOCUMENT Contains the Issue Date of the document to be refunded in DDMMMYY format. Input in ISSUE DATE OF REFUNDED DOCUMENT.
1	27	39	A23INV	9	B	ITINERARY/INVOICE NUMBER - Contains the itinerary/invoice number if available, otherwise blank filled. System retrieved if available.
1	30	48	A23NME	33	A	PASSENGER NAME Contains the Passenger Name up to 33 leading characters, blank filled where less than 33 characters. Where more than 33 characters is truncated. Input in PASSENGER NAME
	58	88	A23CDI	1	A	CRS DERIVED INDICATOR - Contains indicator for source of refund information. C = all data retrieved from CRS when an electronic ticket B = base data retrieved from CRS, when a paper ticket, user modified

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
						U = user input only, no data retrieved from CRS.
1	52	82	A23C01	1	S	CARRIAGE RETURN
* *						
NOTE Carriage return "A23C01" directly follows the last fixed data field in the Refund section of the MIR. The following fields are only sent if data exists for them. If no data exists, then A23CO2 is the end of section indicator.						
1	55	85	A23CTI	3	A/S	COUPON IDENTIFIER "TI:"
1	72	114	A23CPN	29	N/S	COUPONS BEING REFUNDED, Contains coupon information, with booklets separated by "/". This is variable length. Where data appears as "N" on screen, is blank in MIR. Input in UNUSED COUP0NS FOR DOC 1 to DOC 6.
1	73	115	A23C02	1	S	CARRIAGE RETURN
* *						
NOTE:- **OPTIONAL DATA "HEX" and "DEC" are not provided. Maximum field sizes are given. It is suggested that you look for specific identifiers, to locate desired information.**						
NOTE:- The ORIGINAL DOCUMENT information related to GCS only where the original ticket has been exchanged and it is the exchanged ticket which is being refunded.						
1			A23ODI	3	A/S	ORIGINAL DOCUMENT ID CODE "OD:"
1			A23OID	14	N	ORIGINAL ISSUE DOCUMENT NUMBER Contains the ticket number originally issued. Input in ORIGINAL ISSUE.
1			A23OPI	4	A	ORIGINAL PLACE OF ISSUE Contains the place of issue on the ticket. Input in PLACE OF ISSUE
1			A23OIC	7	B	ORIGINAL DATE OF ISSUE Contains the date printed on the ticket. Input in DATE ISSUED
1			A23OAN	9	B	ORIGINAL IATA NUMBER Contains the IATA number printed on the ticket. Input in IATA.
1			A23C03	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A23C03" is a floating carriage return related to the Original Document Data section. This carriage return is located						

	after the last field in this item.					
LEVEL	**HEX**	**DEC**	**LABEL**	**BYTES**	**TYPE**	**DESCRIPTION**
1			A23BFI	3	A/S	BASE FARE OR EQUIVALENT FARE ID CODE “BF:”
1			A23CRB	3	A	CURRENCY CODE FOR BASE FARE OR EQUIVALENT FARE AND TAXES Contains the currency code of the amount collected previously.
1			A23TBF	8	N/S	BASE FARE AMOUNT OF ORIGINAL ISSUE Contains the Base Fare Amount of Original Issue if available, otherwise zero filled.
NOTE:-	**Tax Amounts represent the tax amounts being refunded. Refund Taxes are the taxes of the refund only in the currency code of the base or equivalent amount in A23 CRB. Only the taxes being refunded are sent in the MIR. Each tax is preceded by a tax identifier: T1:, T2:; and T3:. In GCS, the third tax will usually be blank. When data in input into the tax fields of the Automated Refund screen, there is no validation on the ordering of the data. Therefore it cannot be assumed that Tax 1 is tax 1 and so on. Up to 8 tax fields exist in the Automated Refund screen. Tax fields 9 and 10 are blank in GCS. Where only 3 taxes are input, the Tax 1, 2 and 3 will be filled and the individual taxes not sent.**					
1			A23TI1	3	B/S	TAX 1 ID “T1:”
1			A23TT1	8	N/S	TAX 1 Contains Tax 1 amount. Input in TAX 1
1			A23TC1	2	A	TAX 1 TAX CODE
1			A23TI2	3	B/S	TAX 2 ID “T2:”
1			A23TT2	8	N/S	TAX 2 Contains Tax 2 amount. Input in TAX 2
1			A23TC2	2	A	TAX 2 TAX CODE
1			A23TI3	3	B/S	TAX 3 ID “T3:”
1			A23TT3	8	N/S	TAX 3 Contains Tax 3 amount. Input in TAX 3, when only 3 taxes. Otherwise blank filled.
1			A23TC3	2	A	TAX 3 TAX CODE
1			A23C04	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return “A23C04” is a floating carriage return related to the Base Fare and Taxes Data of the Refund Data section. This carriage return is located after the last field in this item.**					
* *						
NOTE:-	**Carriage Return “A23C05” is a floating carriage return related to the PFC Taxes of the Refund Data section. This carriage return is located after the last field in this item.**					

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A23ITT	3	A/S	INDIVIDUAL TAX ID “IT:”
1			A23IT1	8	N/S	TAX 1 Contains the first of the individual taxes. Input in TAX 3.
1			A23IT1C	2	A	TAX 1 CODE
1			A23IT2	8	N/S	TAX 2 Contains the 4th individual tax. Input in TAX 4.
1			A23IT2C	2	A	TAX 2 CODE
1			A23IT3	8	N/S	TAX 3 Contain the 5th individual tax. Input in TAX 5.
1			A23IT3C	2	A	TAX 3 CODE
1			A23IT4	8	N/S	TAX 4 Contains the 6th individual tax. Input in TAX 6.
1			A23IT4C	2	A	TAX 4 CODE
1			A23IT5	8	N/S	TAX 5 Contains the 7th individual tax. Input in TAX 7.
1			A23IT5C	2	A	TAX 5 CODE
1			A23IT6	8	N/S	TAX 6 Contains the 8th individual tax. Input in TAX 8.
1			A23IT6C	2	A	TAX 6 CODE
1			A23IT7	8	N/S	TAX 7 GCS: blank filled.
1			A23IT7C	2	A	TAX 7 CODE GCS: blank filled.
1			A23IT8	8	N/S	TAX 8 GCS: blank filled.
1			A23IT8C	2	A	TAX 8 CODE GCS: blank filled.
1			A23C06	1	S	CARRIAGE RETURN
* *						

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
NOTE:-	**Carriage Return "A23C06" is a floating carriage return related to the Individual Taxes of the Refund Data section. This carriage return is located after the last field in this item.**					
1			A23ARI	3	A/S	AUTHORITY ID "AU:"
1			A23ARA	30	A/N	AIRLINE REFUND AUTHORITY Contains the airline authority reference. Input in A/L AUTHORITY or system generated if electronic ticket.
1			A23C07	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A23C07" is a floating carriage return related to the Airline Authority for the Refund. This carriage return is located after the last field in this item.**					
1			A23CRI	3	A/S	COMMISSION RETURN ID "CR:"
1			A23CRR	5	N	COMMISSION RATE Contains the commission rate, zero filled if Commission Amount Returned field is filled. Input in ORIGINAL COMM RATE as nn.nn, output as 00.00.
1			A23CRA	8	N	COMMISSION AMOUNT RETURNED Contains the commission amount returned. This is zero filled for future use.
1			A23C08	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A23C08" is a floating carriage return related to the Commission Amount and Rate. This carriage return is located after the last field in this item.**					
1			A23PFI	3	A/S	PENALTY FEE ID "PF:"
1			A23PFA	8	B/S	PENALTY FEE AMOUNT The penalty fee or cancellation charge is the airline charge. Input in CANCELLATION CHARGE
1			A23PCI	3	A/S	PENALTY FEE COMMISSION ID "PC:"
1			A23CPC	5	N	COMMISSION PERCENT ON PENALTY FEE Contains the Commission percentage on penalty fee, format nn.nn, zero filled. Input in COMMISSION PERCENT
NOTE:-	**Refund Amounts are in the same currency code of the base or equivalent amount in A23 CRB.**					
1			A23PCA	8	N	COMMISSION AMOUNT ON PENALTY FEE Contains the Commission Amount on Penalty Fee. Input in /AMOUNT ON CANCELLATION CHARGE
1			A23C09	1	S	CARRIAGE RETURN
* *						

NOTE:-	Carriage Return "A23C08" is a floating carriage return related to the Commission on Penalty Fee. This carriage return is located after the last field in this item.					
LEVEL	**HEX**	**DEC**	**LABEL**	**BYTES**	**TYPE**	**DESCRIPTION**
1			A23RAI	3	A/S	REFUND AMOUNT ID "RA:"
1			A23CAU	8	N	AMOUNT OF CASH FARE USED Contains the cash amount used, zero filled. Input in CASH AMOUNT USED
1			A23CFR	8	N	AMOUNT OF CASH FARE REFUNDABLE Contains the total cash refund due, zero filled. Input in TOTAL CASH REFUND DUE
1			A23CSAU	8	N	AMOUNT OF CREDIT FARE USED Contains the amount of credit fare used, zero filled. Input in CREDIT AMOUNT USED
1			A23SFR	8	N	AMOUNT OF CREDIT FARE REFUNDABLE Contains the total credit refund due, zero filled. Input in TOTAL CREDIT REFUND DUE.
1			A23RAC	3	A	CURRENCY CODE OF REFUND AMOUNT Contains the Current Code of the Refund Amount, blank filled. Input in CURRENCY
1			A23RAA	8	N/S	TOTAL REFUND AMOUNT INCLUDING TAXES Contains the total refund amount including the taxes, blank filled. This is system generated.
1			A23CO10	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return "A23C010" is a floating carriage return related to the Refund Amount. This carriage return is located after the last field in this item.**					
1			A23FI1	4	B/S	REFUND FOP ID 1 "FP1:"
			A23CC1	2	A	CREDIT CARD CODE Contains the credit card code, blank filled. Input in CREDIT CARD CODE
1			A23FP1	28	B	CREDIT CARD NUMBER Contains the credit card code, blank filled. Input in CARD NUMBER
1			A23FE1	4	N	EXPIRY DATE Contains the expiry date, blank filled. Input in EXPIRY DATE

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A23BL1	1	A	BLANK
1			A23FA1	8	N	REFUND AMOUNT Contains the refund amount, zero filled. Input in REFUND AMOUNT.
1			A23C011	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return “A23C011” is a floating carriage return related to the first refund form of payment. This carriage return is located after the last field in this item.**					
1			A23FI2	4	B/S	REFUND FOP ID 2 “FP2:”
			A23CC2	2	A	CREDIT CARD CODE Contains the credit card code, blank filled. Input in CREDIT FOP CODE
1			A23FP2	28	B	CREDIT CARD NUMBER Contains the credit card code, blank filled. Input in NUMBER
1			A23FE2	4	N	EXPIRY DATE Contains the expiry date, blank filled. Input in EXPIRY DATE
1			A23BL2	1	A	BLANK
1			A23FA2	8	N/S	REFUND AMOUNT Contains the refund amount, zero filled. Input in REFUND AMOUNT
1			A23C012	1	S	CARRIAGE RETURN
* *						
NOTE:-	**Carriage Return “A23C012” is a floating carriage return related to the second refund form of payment. This carriage return is located after the last field in this item.**					
1			A23FI2	4	B/S	REFUND FOP ID 2 “FP3:”
			A23CC3	2	A	CREDIT CARD CODE Contains the credit card code, blank filled. Input in CREDIT CARD CODE (third screen)
1			A23FP3	28	B	CREDIT CARD NUMBER Contains the credit card code, blank filled. Input in CARD NUMBER (third screen).

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A23FE3	4	N	EXPIRY DATE Contains the expiry date, blank filled. Input in EXPIRY DATE (third screen).
1			A23BL3	1	A	BLANK
1			A23FA3	8	N/S	REFUND AMOUNT Contains the refund amount, zero filled. Input in REFUND AMOUNT.
1			A23CO13	1	S	CARRIAGE RETURN
NOTE:-	**Carriage Return “A23C013” is a floating carriage return related to the third refund form of payment. This carriage return is located after the last field in this item.**					
* *						
1			A23C014	1	S	CARRIAGE RETURN indicates the end of the Refund Section.
* *						

OTHER FARE CONSTRUCTION

In GCS the MIR Options table can be used to determine whether this section is sent, or not.

DESCRIPTION OF SECTION

NOTE:- This section is not available in APO.
The "Other Fare Construction" section occurs when two conditions exist: (1) The "OTHER FARE CONSTR" field in the MMOD table must be set to "Y" (2) An IT or BT ticket has been issued. When this occurs the fare construction shown in A09 will contain the fare construction as printed on the ticket. This will be in the form LON BA PAR M/IT while A24 will contain the fare construction including values in the form LON BA PAR M100.00. At the time of writing (October 2006) this function has not been provided in all markets. All other formatting is identical to A09.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	00	A24SEC	3	B	SECTION LABEL "**A24**"
1	03	03	A24FSI	2	N	FARE SECTION ID This indicator identifies which fare is associated with which passenger. This number should match the related passenger number found in the "Associated Fare Item Number for Passenger" (label A02FIN) found in the Passenger Data Section A02.
1	05	05	A24TY5	1	N	TYPE = 5 (APO) = 1 (ATB) (GCS) = 0 (OPTAT) (GCS)
1	06	06	A24L51	61*	B	FIRST LINE OF FARE CONSTRUCTION
*** Above denotes the maximum number of characters in this line. It can be less, based on the ticket type.**						
1			A24C01	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A24C01" is a floating carriage return related to the first line for the Linear Calculation. This carriage return is located after the last character in this line.						
1			A24L52	61*	B	SECOND LINE OF FARE CONSTRUCTION
*** Above denotes the maximum number of characters in this line. It can be less, based on the ticket type.**						

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1			A24C02	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A24C02" is a floating carriage return related to the second line for the Linear Calculation. This carriage return is located after the last character in this line. If less than two lines of Linear Fare Calculation data exist, this carriage return is omitted.						
1			A24L53	61*	B	THIRD LINE OF FARE CONSTRUCTION
*** Above denotes the maximum number of characters in this line. It can be less, based on the ticket type.**						
1			A24C03	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A24C03" is a floating carriage return related to the third line for the Linear Calculation. This carriage return is located after the last character in this line. If less than three lines of Linear Fare Calculation data exist, this carriage return is omitted.						
1			A24L54	61*	B	FOURTH LINE OF FARE CONSTRUCTION
*** Above denotes the maximum number of characters in this line. It can be less, based on the ticket type.**						
1			A24C04	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A24C04" is a floating carriage return related to the fourth line for the Linear Calculation. This carriage return is located after the last character in this line. If less than four lines of Linear Calculation data exist, this carriage return is omitted.						
1			A24L55	51*	B	FIFTH LINE OF FARE CONSTRUCTION
*** Above denotes the maximum number of characters in this line. It can be less, based on the ticket type.**						
1			A24C05	1	S	CARRIAGE RETURN
* *						
NOTE:- Carriage Return "A24C05" is a floating carriage return related to the fifth line for the Linear Calculation. This carriage return is located after the last character in this line. If less than five lines of Linear Fare Calculation data exist, this carriage return is omitted.						
NOTE:- GCS: The following data is only sent where present, and is an optional line without an indicator						
1			A24VAT	61*	B	VAT AMOUNT MESSAGE FOR TICKETING GCS only: This contains the VAT amount as printed on the ticket for ATB2,restricted use.
NOTE:- Carriage Return "A24C06" is a floating carriage return related to the last line for the Linear Calculation. This carriage return is located after the last character in this line. If less than six lines of Linear Fare Calculation data exist, this carriage return is omitted.						
1			A24CO6	1	S	CARRIAGE RETURN GCS only
1			A24C07	1	S	CARRIAGE RETURN This carriage return indicates the end of the Fare Calculation Section and follows the last line of the Linear Fare Calculation.

```
* * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
```

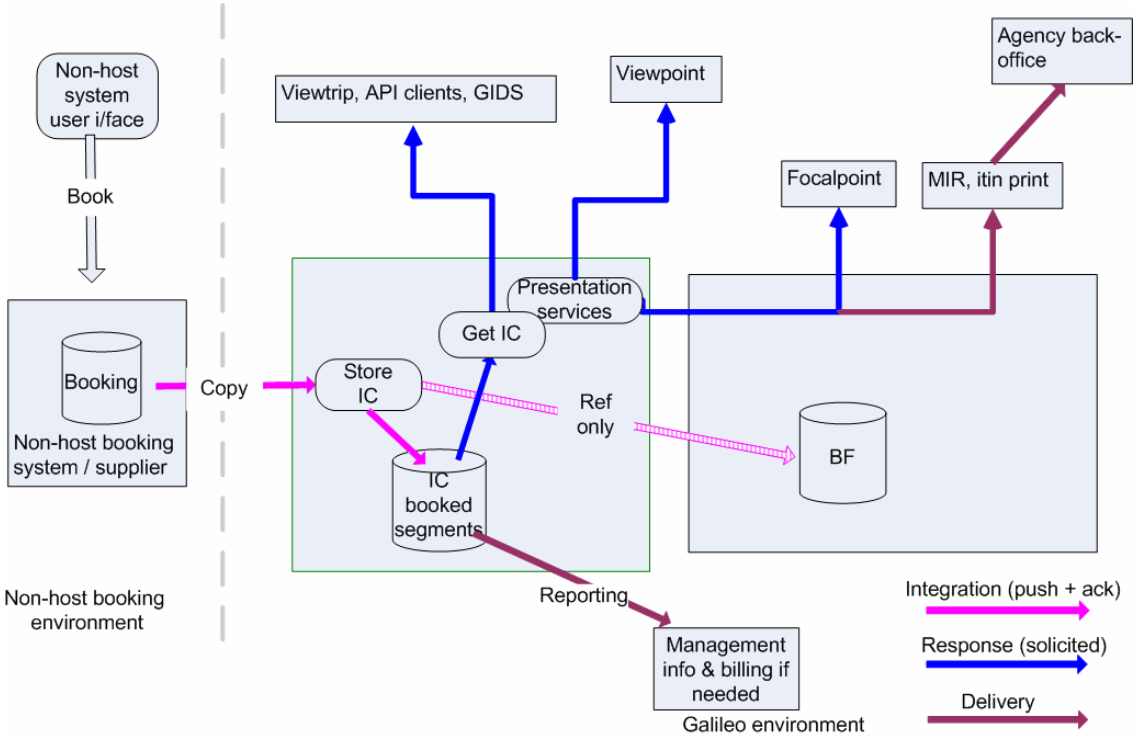
INTEGRATED CONTENT

Content Integrator will deliver an industry leading, scalable solution that provides a strategic platform for the integration of Third Party bookings into the Galileo environment. This new environment will gradually replace the 'tactical' integration methodologies currently deployed.

The first implementation of the new Content Integrator functionality will be with GTA. Content Integrator does not change any of the 'front end' booking methods (Galileo Leisure) it only changes the 'back end' integration.

Bookings will continue to be made using the existing functionality of the Third Party (e.g. the existing GTA web site through Galileo Leisure). On completion of the booking process the agent will be offered the opportunity to integrate the Third Party booking into a Galileo Booking File. The Third Party will then send a message to Galileo who will store the data in such a way that when the agent retrieves the Galileo Booking File it will contain a copy of the Third Party booking. Any changes to the Third Party booking will be made using the existing functionality of the Third Party who will then send a further update to Galileo allowing complete synchronisation between the Third party and Galileo. The data held in the Galileo environment will be included/displayed through specific Access products, MIR, GIDS, Itinerary/Invoice and Viewtrip.

The following diagram provides a high level overview of the architecture.



The Content Integrator project includes the following high level changes (detailed descriptions of changes will follow as part of specific product sections):

- Integration of Third party (GTA) bookings at time of create, modification and cancellation in the GTA system
- Changes to Galileo Booking Files to handle 'integrated content'.
  - New 'integrated content' field.
  - Changes to 'End Transact' and Name Field processing.
  - Concept of 'empty' Booking Files.
- Changes to the following access products:
  - Focalpoint – standalone and within 'Galileo Desktop'.
    - Booking File display as above.
  - Viewpoint – v2.5 and above
  - Viewtrip

- Changes to the following document production and hand-off products:
  - Itinerary print
  - MIR handoff
  - GIDS
- New services for API clients – XML Select, Desktop API and Galileo Web Services

The rollout of the service for GTA (Galileo Leisure and selected customers) will be **country based** and communicated through an additional Galileo Leisure 60 day advisory.

In GCS the MIR Options table can be used to determine whether this section is sent, or not.

DESCRIPTION OF SECTION

NOTE:- This section is controlled through the "CONTENT INTEGRATOR" flag in the MMOD display.

LEVEL	HEX	DEC	LABEL	BYTES	TYPE	DESCRIPTION
1	00	03	A26SEC	3	B	SECTION LABEL "A26"
1	06	06	A26DAT	256	B	DATA
1	106	262	A26C01	1	S	CARRIAGE RETURN
1			A26C02	1	S	CARRIAGE RETURN This carriage return indicates the end of the Integrated Content Section

The data in A26DAT is in XML format and follows OTA guidelines for the most part. The XML message will simply be split into 256 byte blocks. E.g.:

```
A26<tag>12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901
A26234567890123456</tag><newtag>123456789012345678901234567890</newtag><tagagain>12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890
1234567890</tagagain><anoth
A26ertag>123456<\anothertag>
```

In the event that two (or more) integrated bookings exist the XML will simply continue in the same field. In other words, if the first booking requires 257 characters of XML the first A26 field will contain the first 256 characters of that XML with the second A26

containing the 257th character followed immediately by the first 255 characters of the XML relating to the second integrated booking.

The schema for the XML is as follows:

Schema to be advised

If you are unused to OTA schemas etc please go to http://www.opentravel.org/index.cfm and then select the “Specifications” menu. From that menu you should download “OTA Best Practices” and “2005A”. You should also review the licence information provided there.

The following sample is a *very* early test exhibit. While it shows the general principles of the A26 section it is NOT guaranteed to be a wholly valid sample.

```
T51G7733920381329422O6OCT061556 BA125BRITISH AIRWAYS         25JAN07CCCD2DCDCD2D
 XR7 XR799999992 ZZ6CJG         VNHCHCN58AG06OCT0600006OCT06019
GBP0000000487002GBP00000000  00000000  00000000  00000000  00000000  000000000000
NNNYN7NNYAYA NNNX   GB
0000000010000010000000010000000010000010000000000

A02HUNTER/GARY                                  6          00         AD    01  N

A0401BA125BRITISH AIRW 219Y HK25JAN1335 1615 2LHRLONDON/HEATHRDENDENVER       INM   O02PC777 T4      F TK:NJT:09.40

A0701GBP      487.00GBP      574.50               GBPT1:   20.00GBT2:   13.00UBT3:   54.50XT
IT:    7.80US    2.70XA    3.80XY    2.70YC   37.50YQ

A080101Y2      00000000                   F:Y2

A09010LON BA DEN Q5.66 913.17Y2 NUC918.83END ROE0.530018 XT 7.80US2
.70XA3.80XY2.70YC37.50YQ

A12ATLT *

A14VL-153806OCTMUCQY1AYODNBW

A26<BOOKINGS><BOOKING><SUPPLIERBOOKING ADDITIONALSUPPSYSTEMINFO="" BOOKINGFEES="10.00" BOOKINGPRICE="450.50" BOOKINGREFERENCE="016/9908"
BOOKINGSTATUS="C" CURRENCYCODE="GBP" DECIMALPLACES="2" STARTDATE="2006-10-13" SUPPLIERSYSTEM="GTA"><URL/></SUPPLIERBOOKIN
A26G><ITINERARIES><HOTELRESERVATIONS><HOTELRESERVATIONITEM BOOKINGREFERENCE="016/9908" ITEMENDDATE="2006-11-01" ITEMREFERENCE="1"
ITEMSTARTDATE="2006-10-25" ITEMSTATUS="C" PROPERTYCONTEXT="HOTEL" SUPPLIERSYSTEM="GTA"><ROOMSTAYS><ROOMSTAY><ROOMTYPES><ROOMTYPE
A26 NUMBEROFUNITS="1" ROOMTYPECODE="2C"><ROOMDESCRIPTION><TEXT>2 BEDROOM (SLEEPS
6)</TEXT></ROOMDESCRIPTION></ROOMTYPE></ROOMTYPES><BASICPROPERTYINFO HOTELCITYCODE="UTL" HOTELCODE="ELP1" HOTELNAME="EL
PINAR"><ADDRESS><ADDRESSLINE>C/ SIERRA DE GUADARAMA S/N</
A26ADDRESSLINE><ADDRESSLINE>29620 TORREMOLINOS</ADDRESSLINE><ADDRESSLINE>MALAGA,
SPAIN.</ADDRESSLINE><CITYNAME>TORREMOLINOS</CITYNAME></ADDRESS><AWARD RATING="4"/></BASICPROPERTYINFO><RESGUESTRPHS><RESGUESTRPH
RPH="1"/><RESGUESTRPH RPH="2"/><RESGUESTRPH RPH=
A26"3"/></RESGUESTRPHS></ROOMSTAY></ROOMSTAYS><RESGLOBALINFO><GUESTCOUNTS><GUESTCOUNT COUNT="3"/></GUESTCOUNTS><TIMESPAN END="2006-11-01"
START="2006-10-25"/><TOTAL AMOUNTAFTERTAX="83300" CURRENCYCODE="GBP" DECIMALPLACES="2"/></RESGLOBALINFO><HOTELITEMSTATUS
A26 CODE="C">CONFIRMED</HOTELITEMSTATUS></HOTELRESERVATIONITEM><HOTELRESERVATIONITEM BOOKINGREFERENCE="016/9908" ITEMENDDATE="2006-11-01"
ITEMREFERENCE="10" ITEMSTARTDATE="2006-10-25" ITEMSTATUS="C" PROPERTYCONTEXT="APARTMENT" SUPPLIERSYSTEM="GTA"><ROOMSTAYS
A26><ROOMSTAY><ROOMTYPES><ROOMTYPE NUMBEROFUNITS="1" ROOMTYPECODE="2C"><ROOMDESCRIPTION><TEXT>2 BEDROOM (SLEEPS
6)</TEXT></ROOMDESCRIPTION></ROOMTYPE></ROOMTYPES><BASICPROPERTYINFO HOTELCITYCODE="UTL" HOTELCODE="ELP1" HOTELNAME="EL
PINAR"><ADDRESS><ADDRESSLI
A26NE>C/ SIERRA DE GUADARAMA S/N</ADDRESSLINE><ADDRESSLINE>29620 TORREMOLINOS</ADDRESSLINE><ADDRESSLINE>MALAGA,
SPAIN.</ADDRESSLINE><CITYNAME>TORREMOLINOS</CITYNAME></ADDRESS><AWARD RATING="4"/></BASICPROPERTYINFO><RESGUESTRPHS><RESGUESTRPH
RPH="1"/><RESGUES
A26TRPH RPH="2"/><RESGUESTRPH RPH="3"/></RESGUESTRPHS></ROOMSTAY></ROOMSTAYS><RESGLOBALINFO><GUESTCOUNTS><GUESTCOUNT
COUNT="3"/></GUESTCOUNTS><TIMESPAN END="2006-11-01" START="2006-10-25"/><TOTAL AMOUNTAFTERTAX="83300" CURRENCYCODE="GBP"
DECIMALPLACES="2"/><
```

```
A26/RESGLOBALINFO><HOTELITEMSTATUS
CODE="C">CONFIRMED</HOTELITEMSTATUS></HOTELRESERVATIONITEM></HOTELRESERVATIONS></ITINERARIES><CUSTOMERS><CUSTOMER
RPH="1"><PERSONNAME><GIVENNAME>GARY</GIVENNAME><SURNAME>HUNTER</SURNAME></PERSONNAME></CUSTOMER><CUSTOMER RPH
A26="2"><PERSONNAME><GIVENNAME>DIANA</GIVENNAME><SURNAME>CHARLES</SURNAME></PERSONNAME></CUSTOMER><CUSTOMER
RPH="3"><PERSONNAME><GIVENNAME>STEVE</GIVENNAME><SURNAME>WAUGH</SURNAME></PERSONNAME></CUSTOMER><CUSTOMER
RPH="4"><PERSONNAME><GIVENNAME>BRETT</GIVENN
A26AME><SURNAME>LEE</SURNAME></PERSONNAME></CUSTOMER></CUSTOMERS></BOOKING></BOOKINGS>
```

And a Hex representation of the same data:

```
00000000h: 9F 54 35 31 47 37 37 33 33 39 32 30 33 38 31 33 ; ŸT51G77339203813
00000010h: 32 39 34 32 32 30 36 4F 43 54 30 36 31 35 35 36 ; 2942206OCT061556
00000020h: 20 42 41 31 32 35 42 52 49 54 49 53 48 20 41 49 ;  BA125BRITISH AI
00000030h: 52 57 41 59 53 20 20 20 20 20 20 20 20 20 32 35 ; RWAYS         25
00000040h: 4A 41 4E 30 37 43 43 43 44 32 44 43 44 43 44 32 ; JAN07CCCD2DCDCD2
00000050h: 44 0D 0A 20 58 52 37 20 58 52 37 39 39 39 39 39 ; D.. XR7 XR799999
00000060h: 39 39 32 20 5A 5A 36 43 4A 47 20 20 20 20 20 20 ; 992 ZZ6CJG
00000070h: 20 20 20 56 4E 48 43 48 43 4E 35 38 41 47 30 36 ;    VNHCHCN58AG06
00000080h: 4F 43 54 30 36 30 30 30 30 36 4F 43 54 30 36 30 ; OCT0600006OCT060
00000090h: 31 39 0D 0A 47 42 50 30 30 30 30 30 30 30 34 38 ; 19..GBP000000048
000000a0h: 37 30 30 32 47 42 50 30 30 30 30 30 30 30 30 20 ; 7002GBP00000000
000000b0h: 20 30 30 30 30 30 30 30 30 20 20 30 30 30 30 30 ;  00000000  00000
000000c0h: 30 30 30 20 20 30 30 30 30 30 30 30 30 20 20 30 ; 000  00000000  0
000000d0h: 30 30 30 30 30 30 30 20 20 30 30 30 30 30 30 30 ; 0000000  0000000
000000e0h: 30 30 30 30 30 0D 0A 4E 4E 4E 59 4E 37 4E 4E 59 ; 00000..NNNYN7NNY
000000f0h: 41 59 41 20 4E 4E 4E 58 20 20 20 47 42 0D 0A 30 ; AYA NNNX   GB..0
00000100h: 30 30 30 30 30 30 30 31 30 30 30 30 30 30 31 30 ; 0000000100000100
00000110h: 30 30 30 30 30 30 31 30 30 30 30 30 30 30 30 31 ; 0000001000000001
00000120h: 30 30 30 30 30 31 30 30 30 30 30 30 30 30 30 0D ; 000001000000000.
00000130h: 0A 0D 0A 41 30 32 48 55 4E 54 45 52 2F 47 41 52 ; ...A02HUNTER/GAR
00000140h: 59 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 ; Y
00000150h: 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 ;
00000160h: 20 20 36 20 20 20 20 20 20 20 20 20 20 30 30 20 ;   6          00
00000170h: 20 20 20 20 20 20 20 20 41 44 20 20 20 20 30 31 ;         AD    01
00000180h: 20 20 4E 0D 0A 0D 0A 41 30 34 30 31 42 41 31 32 ;   N....A0401BA12
00000190h: 35 42 52 49 54 49 53 48 20 41 49 52 57 20 32 31 ; 5BRITISH AIRW 21
000001a0h: 39 59 20 48 4B 32 35 4A 41 4E 31 33 33 35 20 31 ; 9Y HK25JAN1335 1
000001b0h: 36 31 35 20 32 4C 48 52 4C 4F 4E 44 4F 4E 2F 48 ; 615 2LHRLONDON/H
000001c0h: 45 41 54 48 52 44 45 4E 44 45 4E 56 45 52 20 20 ; EATHRDENDENVER
000001d0h: 20 20 20 20 20 49 4E 4D 20 20 20 4F 30 32 50 43 ;      INM   O02PC
000001e0h: 37 37 37 20 54 34 20 20 20 20 20 20 46 20 54 4B ; 777 T4      F TK
000001f0h: 3A 4E 4A 54 3A 30 39 2E 34 30 0D 0A 0D 0A 41 30 ; :NJT:09.40....A0
00000200h: 37 30 31 47 42 50 20 20 20 20 20 20 34 38 37 2E ; 701GBP      487.
```

```
00000210h: 30 30 47 42 50 20 20 20 20 20 20 35 37 34 2E 35 ; 00GBP      574.5
00000220h: 30 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 ; 0
00000230h: 47 42 50 54 31 3A 20 20 20 32 30 2E 30 30 47 42 ; GBPT1:   20.00GB
00000240h: 54 32 3A 20 20 20 31 33 2E 30 30 55 42 54 33 3A ; T2:   13.00UBT3:
00000250h: 20 20 20 35 34 2E 35 30 58 54 0D 0A 49 54 3A 20 ;    54.50XT..IT:
00000260h: 20 20 20 37 2E 38 30 55 53 20 20 20 20 32 2E 37 ;    7.80US    2.7
00000270h: 30 58 41 20 20 20 20 33 2E 38 30 58 59 20 20 20 ; 0XA    3.80XY
00000280h: 20 32 2E 37 30 59 43 20 20 20 33 37 2E 35 30 59 ;  2.70YC   37.50Y
00000290h: 51 0D 0A 0D 0A 41 30 38 30 31 30 31 59 32 20 20 ; Q....A080101Y2
000002a0h: 20 20 20 20 30 30 30 30 30 30 30 30 20 20 20 20 ;     00000000
000002b0h: 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 ;
000002c0h: 46 3A 59 32 0D 0A 0D 0A 41 30 39 30 31 30 4C 4F ; F:Y2....A09010LO
000002d0h: 4E 20 42 41 20 44 45 4E 20 51 35 2E 36 36 20 39 ; N BA DEN Q5.66 9
000002e0h: 31 33 2E 31 37 59 32 20 4E 55 43 39 31 38 2E 38 ; 13.17Y2 NUC918.8
000002f0h: 33 45 4E 44 20 52 4F 45 30 2E 35 33 30 30 31 38 ; 3END ROE0.530018
00000300h: 20 58 54 20 37 2E 38 30 55 53 32 0D 0A 2E 37 30 ;  XT 7.80US2...70
00000310h: 58 41 33 2E 38 30 58 59 32 2E 37 30 59 43 33 37 ; XA3.80XY2.70YC37
00000320h: 2E 35 30 59 51 0D 0A 0D 0A 41 31 32 41 54 4C 54 ; .50YQ....A12ATLT
00000330h: 20 2A 0D 0A 0D 0A 41 31 34 56 4C 2D 31 35 33 38 ;  *....A14VL-1538
00000340h: 30 36 4F 43 54 4D 55 43 51 59 31 41 59 4F 44 4E ; 06OCTMUCQY1AYODN
00000350h: 42 57 0D 0A 0D 0A 41 32 36 3C 42 4F 4F 4B 49 4E ; BW....A26<BOOKIN
00000360h: 47 53 3E 3C 42 4F 4F 4B 49 4E 47 3E 3C 53 55 50 ; GS><BOOKING><SUP
00000370h: 50 4C 49 45 52 42 4F 4F 4B 49 4E 47 20 41 44 44 ; PLIERBOOKING ADD
00000380h: 49 54 49 4F 4E 41 4C 53 55 50 50 53 59 53 54 45 ; ITIONALSUPPSYSTE
00000390h: 4D 49 4E 46 4F 3D 22 22 20 42 4F 4F 4B 49 4E 47 ; MINFO="" BOOKING
000003a0h: 46 45 45 53 3D 22 31 30 2E 30 30 22 20 42 4F 4F ; FEES="10.00" BOO
000003b0h: 4B 49 4E 47 50 52 49 43 45 3D 22 34 35 30 2E 35 ; KINGPRICE="450.5
000003c0h: 30 22 20 42 4F 4F 4B 49 4E 47 52 45 46 45 52 45 ; 0" BOOKINGREFERE
000003d0h: 4E 43 45 3D 22 30 31 36 2F 39 39 30 38 22 20 42 ; NCE="016/9908" B
000003e0h: 4F 4F 4B 49 4E 47 53 54 41 54 55 53 3D 22 43 22 ; OOKINGSTATUS="C"
000003f0h: 20 43 55 52 52 45 4E 43 59 43 4F 44 45 3D 22 47 ;  CURRENCYCODE="G
00000400h: 42 50 22 20 44 45 43 49 4D 41 4C 50 4C 41 43 45 ; BP" DECIMALPLACE
00000410h: 53 3D 22 32 22 20 53 54 41 52 54 44 41 54 45 3D ; S="2" STARTDATE=
00000420h: 22 32 30 30 36 2D 31 30 2D 31 33 22 20 53 55 50 ; "2006-10-13" SUP
00000430h: 50 4C 49 45 52 53 59 53 54 45 4D 3D 22 47 54 41 ; PLIERSYSTEM="GTA
00000440h: 22 3E 3C 55 52 4C 2F 3E 3C 2F 53 55 50 50 4C 49 ; "><URL/></SUPPLI
00000450h: 45 52 42 4F 4F 4B 49 4E 0D 0A 41 32 36 47 3E 3C ; ERBOOKIN..A26G><
00000460h: 49 54 49 4E 45 52 41 52 49 45 53 3E 3C 48 4F 54 ; ITINERARIES><HOT
00000470h: 45 4C 52 45 53 45 52 56 41 54 49 4F 4E 53 3E 3C ; ELRESERVATIONS><
00000480h: 48 4F 54 45 4C 52 45 53 45 52 56 41 54 49 4F 4E ; HOTELRESERVATION
00000490h: 49 54 45 4D 20 42 4F 4F 4B 49 4E 47 52 45 46 45 ; ITEM BOOKINGREFE
000004a0h: 52 45 4E 43 45 3D 22 30 31 36 2F 39 39 30 38 22 ; RENCE="016/9908"
```

```
000004b0h: 20 49 54 45 4D 45 4E 44 44 41 54 45 3D 22 32 30 ;  ITEMENDDATE="20
000004c0h: 30 36 2D 31 31 2D 30 31 22 20 49 54 45 4D 52 45 ; 06-11-01" ITEMRE
000004d0h: 46 45 52 45 4E 43 45 3D 22 31 22 20 49 54 45 4D ; FERENCE="1" ITEM
000004e0h: 53 54 41 52 54 44 41 54 45 3D 22 32 30 30 36 2D ; STARTDATE="2006-
000004f0h: 31 30 2D 32 35 22 20 49 54 45 4D 53 54 41 54 55 ; 10-25" ITEMSTATU
00000500h: 53 3D 22 43 22 20 50 52 4F 50 45 52 54 59 43 4F ; S="C" PROPERTYCO
00000510h: 4E 54 45 58 54 3D 22 48 4F 54 45 4C 22 20 53 55 ; NTEXT="HOTEL" SU
00000520h: 50 50 4C 49 45 52 53 59 53 54 45 4D 3D 22 47 54 ; PPLIERSYSTEM="GT
00000530h: 41 22 3E 3C 52 4F 4F 4D 53 54 41 59 53 3E 3C 52 ; A"><ROOMSTAYS><R
00000540h: 4F 4F 4D 53 54 41 59 3E 3C 52 4F 4F 4D 54 59 50 ; OOMSTAY><ROOMTYP
00000550h: 45 53 3E 3C 52 4F 4F 4D 54 59 50 45 0D 0A 41 32 ; ES><ROOMTYPE..A2
00000560h: 36 20 4E 55 4D 42 45 52 4F 46 55 4E 49 54 53 3D ; 6 NUMBEROFUNITS=
00000570h: 22 31 22 20 52 4F 4F 4D 54 59 50 45 43 4F 44 45 ; "1" ROOMTYPECODE
00000580h: 3D 22 32 43 22 3E 3C 52 4F 4F 4D 44 45 53 43 52 ; ="2C"><ROOMDESCR
00000590h: 49 50 54 49 4F 4E 3E 3C 54 45 58 54 3E 32 20 42 ; IPTION><TEXT>2 B
000005a0h: 45 44 52 4F 4F 4D 20 28 53 4C 45 45 50 53 20 36 ; EDROOM (SLEEPS 6
000005b0h: 29 3C 2F 54 45 58 54 3E 3C 2F 52 4F 4F 4D 44 45 ; )</TEXT></ROOMDE
000005c0h: 53 43 52 49 50 54 49 4F 4E 3E 3C 2F 52 4F 4F 4D ; SCRIPTION></ROOM
000005d0h: 54 59 50 45 3E 3C 2F 52 4F 4F 4D 54 59 50 45 53 ; TYPE></ROOMTYPES
000005e0h: 3E 3C 42 41 53 49 43 50 52 4F 50 45 52 54 59 49 ; ><BASICPROPERTYI
000005f0h: 4E 46 4F 20 48 4F 54 45 4C 43 49 54 59 43 4F 44 ; NFO HOTELCITYCOD
00000600h: 45 3D 22 55 54 4C 22 20 48 4F 54 45 4C 43 4F 44 ; E="UTL" HOTELCOD
00000610h: 45 3D 22 45 4C 50 31 22 20 48 4F 54 45 4C 4E 41 ; E="ELP1" HOTELNA
00000620h: 4D 45 3D 22 45 4C 20 50 49 4E 41 52 22 3E 3C 41 ; ME="EL PINAR"><A
00000630h: 44 44 52 45 53 53 3E 3C 41 44 44 52 45 53 53 4C ; DDRESS><ADDRESSL
00000640h: 49 4E 45 3E 43 2F 20 53 49 45 52 52 41 20 44 45 ; INE>C/ SIERRA DE
00000650h: 20 47 55 41 44 41 52 41 4D 41 20 53 2F 4E 3C 2F ;  GUADARAMA S/N</
00000660h: 0D 0A 41 32 36 41 44 44 52 45 53 53 4C 49 4E 45 ; ..A26ADDRESSLINE
00000670h: 3E 3C 41 44 44 52 45 53 53 4C 49 4E 45 3E 32 39 ; ><ADDRESSLINE>29
00000680h: 36 32 30 20 54 4F 52 52 45 4D 4F 4C 49 4E 4F 53 ; 620 TORREMOLINOS
00000690h: 3C 2F 41 44 44 52 45 53 53 4C 49 4E 45 3E 3C 41 ; </ADDRESSLINE><A
000006a0h: 44 44 52 45 53 53 4C 49 4E 45 3E 4D 41 4C 41 47 ; DDRESSLINE>MALAG
000006b0h: 41 2C 20 53 50 41 49 4E 2E 3C 2F 41 44 44 52 45 ; A, SPAIN.</ADDRE
000006c0h: 53 53 4C 49 4E 45 3E 3C 43 49 54 59 4E 41 4D 45 ; SSLINE><CITYNAME
000006d0h: 3E 54 4F 52 52 45 4D 4F 4C 49 4E 4F 53 3C 2F 43 ; >TORREMOLINOS</C
000006e0h: 49 54 59 4E 41 4D 45 3E 3C 2F 41 44 44 52 45 53 ; ITYNAME></ADDRES
000006f0h: 53 3E 3C 41 57 41 52 44 20 52 41 54 49 4E 47 3D ; S><AWARD RATING=
00000700h: 22 34 22 2F 3E 3C 2F 42 41 53 49 43 50 52 4F 50 ; "4"/></BASICPROP
00000710h: 45 52 54 59 49 4E 46 4F 3E 3C 52 45 53 47 55 45 ; ERTYINFO><RESGUE
00000720h: 53 54 52 50 48 53 3E 3C 52 45 53 47 55 45 53 54 ; STRPHS><RESGUEST
00000730h: 52 50 48 20 52 50 48 3D 22 31 22 2F 3E 3C 52 45 ; RPH RPH="1"/><RE
00000740h: 53 47 55 45 53 54 52 50 48 20 52 50 48 3D 22 32 ; SGUESTRPH RPH="2
```

```
00000750h: 22 2F 3E 3C 52 45 53 47 55 45 53 54 52 50 48 20 ; "/><RESGUESTRPH
00000760h: 52 50 48 3D 0D 0A 41 32 36 22 33 22 2F 3E 3C 2F ; RPH=..A26"3"/></
00000770h: 52 45 53 47 55 45 53 54 52 50 48 53 3E 3C 2F 52 ; RESGUESTRPHS></R
00000780h: 4F 4F 4D 53 54 41 59 3E 3C 2F 52 4F 4F 4D 53 54 ; OOMSTAY></ROOMST
00000790h: 41 59 53 3E 3C 52 45 53 47 4C 4F 42 41 4C 49 4E ; AYS><RESGLOBALIN
000007a0h: 46 4F 3E 3C 47 55 45 53 54 43 4F 55 4E 54 53 3E ; FO><GUESTCOUNTS>
000007b0h: 3C 47 55 45 53 54 43 4F 55 4E 54 20 43 4F 55 4E ; <GUESTCOUNT COUN
000007c0h: 54 3D 22 33 22 2F 3E 3C 2F 47 55 45 53 54 43 4F ; T="3"/></GUESTCO
000007d0h: 55 4E 54 53 3E 3C 54 49 4D 45 53 50 41 4E 20 45 ; UNTS><TIMESPAN E
000007e0h: 4E 44 3D 22 32 30 30 36 2D 31 31 2D 30 31 22 20 ; ND="2006-11-01"
000007f0h: 53 54 41 52 54 3D 22 32 30 30 36 2D 31 30 2D 32 ; START="2006-10-2
00000800h: 35 22 2F 3E 3C 54 4F 54 41 4C 20 41 4D 4F 55 4E ; 5"/><TOTAL AMOUN
00000810h: 54 41 46 54 45 52 54 41 58 3D 22 38 33 33 30 30 ; TAFTERTAX="83300
00000820h: 22 20 43 55 52 52 45 4E 43 59 43 4F 44 45 3D 22 ; " CURRENCYCODE="
00000830h: 47 42 50 22 20 44 45 43 49 4D 41 4C 50 4C 41 43 ; GBP" DECIMALPLAC
00000840h: 45 53 3D 22 32 22 2F 3E 3C 2F 52 45 53 47 4C 4F ; ES="2"/></RESGLO
00000850h: 42 41 4C 49 4E 46 4F 3E 3C 48 4F 54 45 4C 49 54 ; BALINFO><HOTELIT
00000860h: 45 4D 53 54 41 54 55 53 0D 0A 41 32 36 20 43 4F ; EMSTATUS..A26 CO
00000870h: 44 45 3D 22 43 22 3E 43 4F 4E 46 49 52 4D 45 44 ; DE="C">CONFIRMED
00000880h: 3C 2F 48 4F 54 45 4C 49 54 45 4D 53 54 41 54 55 ; </HOTELITEMSTATU
00000890h: 53 3E 3C 2F 48 4F 54 45 4C 52 45 53 45 52 56 41 ; S></HOTELRESERVA
000008a0h: 54 49 4F 4E 49 54 45 4D 3E 3C 48 4F 54 45 4C 52 ; TIONITEM><HOTELR
000008b0h: 45 53 45 52 56 41 54 49 4F 4E 49 54 45 4D 20 42 ; ESERVATIONITEM B
000008c0h: 4F 4F 4B 49 4E 47 52 45 46 45 52 45 4E 43 45 3D ; OOKINGREFERENCE=
000008d0h: 22 30 31 36 2F 39 39 30 38 22 20 49 54 45 4D 45 ; "016/9908" ITEME
000008e0h: 4E 44 44 41 54 45 3D 22 32 30 30 36 2D 31 31 2D ; NDDATE="2006-11-
000008f0h: 30 31 22 20 49 54 45 4D 52 45 46 45 52 45 4E 43 ; 01" ITEMREFERENC
00000900h: 45 3D 22 31 30 22 20 49 54 45 4D 53 54 41 52 54 ; E="10" ITEMSTART
00000910h: 44 41 54 45 3D 22 32 30 30 36 2D 31 30 2D 32 35 ; DATE="2006-10-25
00000920h: 22 20 49 54 45 4D 53 54 41 54 55 53 3D 22 43 22 ; " ITEMSTATUS="C"
00000930h: 20 50 52 4F 50 45 52 54 59 43 4F 4E 54 45 58 54 ;  PROPERTYCONTEXT
00000940h: 3D 22 41 50 41 52 54 4D 45 4E 54 22 20 53 55 50 ; ="APARTMENT" SUP
00000950h: 50 4C 49 45 52 53 59 53 54 45 4D 3D 22 47 54 41 ; PLIERSYSTEM="GTA
00000960h: 22 3E 3C 52 4F 4F 4D 53 54 41 59 53 0D 0A 41 32 ; "><ROOMSTAYS..A2
00000970h: 36 3E 3C 52 4F 4F 4D 53 54 41 59 3E 3C 52 4F 4F ; 6><ROOMSTAY><ROO
00000980h: 4D 54 59 50 45 53 3E 3C 52 4F 4F 4D 54 59 50 45 ; MTYPES><ROOMTYPE
00000990h: 20 4E 55 4D 42 45 52 4F 46 55 4E 49 54 53 3D 22 ;  NUMBEROFUNITS="
000009a0h: 31 22 20 52 4F 4F 4D 54 59 50 45 43 4F 44 45 3D ; 1" ROOMTYPECODE=
000009b0h: 22 32 43 22 3E 3C 52 4F 4F 4D 44 45 53 43 52 49 ; "2C"><ROOMDESCRI
000009c0h: 50 54 49 4F 4E 3E 3C 54 45 58 54 3E 32 20 42 45 ; PTION><TEXT>2 BE
000009d0h: 44 52 4F 4F 4D 20 28 53 4C 45 45 50 53 20 36 29 ; DROOM (SLEEPS 6)
000009e0h: 3C 2F 54 45 58 54 3E 3C 2F 52 4F 4F 4D 44 45 53 ; </TEXT></ROOMDES
```

```
000009f0h: 43 52 49 50 54 49 4F 4E 3E 3C 2F 52 4F 4F 4D 54 ; CRIPTION></ROOMT
00000a00h: 59 50 45 3E 3C 2F 52 4F 4F 4D 54 59 50 45 53 3E ; YPE></ROOMTYPES>
00000a10h: 3C 42 41 53 49 43 50 52 4F 50 45 52 54 59 49 4E ; <BASICPROPERTYIN
00000a20h: 46 4F 20 48 4F 54 45 4C 43 49 54 59 43 4F 44 45 ; FO HOTELCITYCODE
00000a30h: 3D 22 55 54 4C 22 20 48 4F 54 45 4C 43 4F 44 45 ; ="UTL" HOTELCODE
00000a40h: 3D 22 45 4C 50 31 22 20 48 4F 54 45 4C 4E 41 4D ; ="ELP1" HOTELNAM
00000a50h: 45 3D 22 45 4C 20 50 49 4E 41 52 22 3E 3C 41 44 ; E="EL PINAR"><AD
00000a60h: 44 52 45 53 53 3E 3C 41 44 44 52 45 53 53 4C 49 ; DRESS><ADDRESSLI
00000a70h: 0D 0A 41 32 36 4E 45 3E 43 2F 20 53 49 45 52 52 ; ..A26NE>C/ SIERR
00000a80h: 41 20 44 45 20 47 55 41 44 41 52 41 4D 41 20 53 ; A DE GUADARAMA S
00000a90h: 2F 4E 3C 2F 41 44 44 52 45 53 53 4C 49 4E 45 3E ; /N</ADDRESSLINE>
00000aa0h: 3C 41 44 44 52 45 53 53 4C 49 4E 45 3E 32 39 36 ; <ADDRESSLINE>296
00000ab0h: 32 30 20 54 4F 52 52 45 4D 4F 4C 49 4E 4F 53 3C ; 20 TORREMOLINOS<
00000ac0h: 2F 41 44 44 52 45 53 53 4C 49 4E 45 3E 3C 41 44 ; /ADDRESSLINE><AD
00000ad0h: 44 52 45 53 53 4C 49 4E 45 3E 4D 41 4C 41 47 41 ; DRESSLINE>MALAGA
00000ae0h: 2C 20 53 50 41 49 4E 2E 3C 2F 41 44 44 52 45 53 ; , SPAIN.</ADDRES
00000af0h: 53 4C 49 4E 45 3E 3C 43 49 54 59 4E 41 4D 45 3E ; SLINE><CITYNAME>
00000b00h: 54 4F 52 52 45 4D 4F 4C 49 4E 4F 53 3C 2F 43 49 ; TORREMOLINOS</CI
00000b10h: 54 59 4E 41 4D 45 3E 3C 2F 41 44 44 52 45 53 53 ; TYNAME></ADDRESS
00000b20h: 3E 3C 41 57 41 52 44 20 52 41 54 49 4E 47 3D 22 ; ><AWARD RATING="
00000b30h: 34 22 2F 3E 3C 2F 42 41 53 49 43 50 52 4F 50 45 ; 4"/></BASICPROPE
00000b40h: 52 54 59 49 4E 46 4F 3E 3C 52 45 53 47 55 45 53 ; RTYINFO><RESGUES
00000b50h: 54 52 50 48 53 3E 3C 52 45 53 47 55 45 53 54 52 ; TRPHS><RESGUESTR
00000b60h: 50 48 20 52 50 48 3D 22 31 22 2F 3E 3C 52 45 53 ; PH RPH="1"/><RES
00000b70h: 47 55 45 53 0D 0A 41 32 36 54 52 50 48 20 52 50 ; GUES..A26TRPH RP
00000b80h: 48 3D 22 32 22 2F 3E 3C 52 45 53 47 55 45 53 54 ; H="2"/><RESGUEST
00000b90h: 52 50 48 20 52 50 48 3D 22 33 22 2F 3E 3C 2F 52 ; RPH RPH="3"/></R
00000ba0h: 45 53 47 55 45 53 54 52 50 48 53 3E 3C 2F 52 4F ; ESGUESTRPHS></RO
00000bb0h: 4F 4D 53 54 41 59 3E 3C 2F 52 4F 4F 4D 53 54 41 ; OMSTAY></ROOMSTA
00000bc0h: 59 53 3E 3C 52 45 53 47 4C 4F 42 41 4C 49 4E 46 ; YS><RESGLOBALINF
00000bd0h: 4F 3E 3C 47 55 45 53 54 43 4F 55 4E 54 53 3E 3C ; O><GUESTCOUNTS><
00000be0h: 47 55 45 53 54 43 4F 55 4E 54 20 43 4F 55 4E 54 ; GUESTCOUNT COUNT
00000bf0h: 3D 22 33 22 2F 3E 3C 2F 47 55 45 53 54 43 4F 55 ; ="3"/></GUESTCOU
00000c00h: 4E 54 53 3E 3C 54 49 4D 45 53 50 41 4E 20 45 4E ; NTS><TIMESPAN EN
00000c10h: 44 3D 22 32 30 30 36 2D 31 31 2D 30 31 22 20 53 ; D="2006-11-01" S
00000c20h: 54 41 52 54 3D 22 32 30 30 36 2D 31 30 2D 32 35 ; TART="2006-10-25
00000c30h: 22 2F 3E 3C 54 4F 54 41 4C 20 41 4D 4F 55 4E 54 ; "/><TOTAL AMOUNT
00000c40h: 41 46 54 45 52 54 41 58 3D 22 38 33 33 30 30 22 ; AFTERTAX="83300"
00000c50h: 20 43 55 52 52 45 4E 43 59 43 4F 44 45 3D 22 47 ;  CURRENCYCODE="G
00000c60h: 42 50 22 20 44 45 43 49 4D 41 4C 50 4C 41 43 45 ; BP" DECIMALPLACE
00000c70h: 53 3D 22 32 22 2F 3E 3C 0D 0A 41 32 36 2F 52 45 ; S="2"/><..A26/RE
00000c80h: 53 47 4C 4F 42 41 4C 49 4E 46 4F 3E 3C 48 4F 54 ; SGLOBALINFO><HOT
```

```
00000c90h: 45 4C 49 54 45 4D 53 54 41 54 55 53 20 43 4F 44 ; ELITEMSTATUS COD
00000ca0h: 45 3D 22 43 22 3E 43 4F 4E 46 49 52 4D 45 44 3C ; E="C">CONFIRMED<
00000cb0h: 2F 48 4F 54 45 4C 49 54 45 4D 53 54 41 54 55 53 ; /HOTELITEMSTATUS
00000cc0h: 3E 3C 2F 48 4F 54 45 4C 52 45 53 45 52 56 41 54 ; ></HOTELRESERVAT
00000cd0h: 49 4F 4E 49 54 45 4D 3E 3C 2F 48 4F 54 45 4C 52 ; IONITEM></HOTELR
00000ce0h: 45 53 45 52 56 41 54 49 4F 4E 53 3E 3C 2F 49 54 ; ESERVATIONS></IT
00000cf0h: 49 4E 45 52 41 52 49 45 53 3E 3C 43 55 53 54 4F ; INERARIES><CUSTO
00000d00h: 4D 45 52 53 3E 3C 43 55 53 54 4F 4D 45 52 20 52 ; MERS><CUSTOMER R
00000d10h: 50 48 3D 22 31 22 3E 3C 50 45 52 53 4F 4E 4E 41 ; PH="1"><PERSONNA
00000d20h: 4D 45 3E 3C 47 49 56 45 4E 4E 41 4D 45 3E 47 41 ; ME><GIVENNAME>GA
00000d30h: 52 59 3C 2F 47 49 56 45 4E 4E 41 4D 45 3E 3C 53 ; RY</GIVENNAME><S
00000d40h: 55 52 4E 41 4D 45 3E 48 55 4E 54 45 52 3C 2F 53 ; URNAME>HUNTER</S
00000d50h: 55 52 4E 41 4D 45 3E 3C 2F 50 45 52 53 4F 4E 4E ; URNAME></PERSONN
00000d60h: 41 4D 45 3E 3C 2F 43 55 53 54 4F 4D 45 52 3E 3C ; AME></CUSTOMER><
00000d70h: 43 55 53 54 4F 4D 45 52 20 52 50 48 0D 0A 41 32 ; CUSTOMER RPH..A2
00000d80h: 36 3D 22 32 22 3E 3C 50 45 52 53 4F 4E 4E 41 4D ; 6="2"><PERSONNAM
00000d90h: 45 3E 3C 47 49 56 45 4E 4E 41 4D 45 3E 44 49 41 ; E><GIVENNAME>DIA
00000da0h: 4E 41 3C 2F 47 49 56 45 4E 4E 41 4D 45 3E 3C 53 ; NA</GIVENNAME><S
00000db0h: 55 52 4E 41 4D 45 3E 43 48 41 52 4C 45 53 3C 2F ; URNAME>CHARLES</
00000dc0h: 53 55 52 4E 41 4D 45 3E 3C 2F 50 45 52 53 4F 4E ; SURNAME></PERSON
00000dd0h: 4E 41 4D 45 3E 3C 2F 43 55 53 54 4F 4D 45 52 3E ; NAME></CUSTOMER>
00000de0h: 3C 43 55 53 54 4F 4D 45 52 20 52 50 48 3D 22 33 ; <CUSTOMER RPH="3
00000df0h: 22 3E 3C 50 45 52 53 4F 4E 4E 41 4D 45 3E 3C 47 ; "><PERSONNAME><G
00000e00h: 49 56 45 4E 4E 41 4D 45 3E 53 54 45 56 45 3C 2F ; IVENNAME>STEVE</
00000e10h: 47 49 56 45 4E 4E 41 4D 45 3E 3C 53 55 52 4E 41 ; GIVENNAME><SURNA
00000e20h: 4D 45 3E 57 41 55 47 48 3C 2F 53 55 52 4E 41 4D ; ME>WAUGH</SURNAM
00000e30h: 45 3E 3C 2F 50 45 52 53 4F 4E 4E 41 4D 45 3E 3C ; E></PERSONNAME><
00000e40h: 2F 43 55 53 54 4F 4D 45 52 3E 3C 43 55 53 54 4F ; /CUSTOMER><CUSTO
00000e50h: 4D 45 52 20 52 50 48 3D 22 34 22 3E 3C 50 45 52 ; MER RPH="4"><PER
00000e60h: 53 4F 4E 4E 41 4D 45 3E 3C 47 49 56 45 4E 4E 41 ; SONNAME><GIVENNA
00000e70h: 4D 45 3E 42 52 45 54 54 3C 2F 47 49 56 45 4E 4E ; ME>BRETT</GIVENN
00000e80h: 0D 0A 41 32 36 41 4D 45 3E 3C 53 55 52 4E 41 4D ; ..A26AME><SURNAM
00000e90h: 45 3E 4C 45 45 3C 2F 53 55 52 4E 41 4D 45 3E 3C ; E>LEE</SURNAME><
00000ea0h: 2F 50 45 52 53 4F 4E 4E 41 4D 45 3E 3C 2F 43 55 ; /PERSONNAME></CU
00000eb0h: 53 54 4F 4D 45 52 3E 3C 2F 43 55 53 54 4F 4D 45 ; STOMER></CUSTOME
00000ec0h: 52 53 3E 3C 2F 42 4F 4F 4B 49 4E 47 3E 3C 2F 42 ; RS></BOOKING></B
00000ed0h: 4F 4F 4B 49 4E 47 53 3E 0D 0A 0D 0A 2A 2A 2A 20 ; OOKINGS>....***
```

APPENDIX A

LINKAGE / RETRANSMISSION

The following formats are used to link an APO CRT to the MIR device. A series of dots (.....). within the linkage format represents LNIATA numbers.

Links the CRT to the MIR device:	HMLM.....DA
Delinks the CRT from the MIR device:	HMLM/DELINK/A
Displays CRT linkages and determines device status:	HMLD
Places the device in the Up Status:	HMOM.....-U
Counts the number of MIR messages pending and sent:	HQC
Counts the number of MIR messages in the MIR buffer:	HQC.....
Displays the first message pending in the MIR buffer:	HQD.....
Deletes the first message pending in the MIR buffer:	HQX.....
Restarts the MIR buffer:	HQS.....
Displays the first message in the MIR sent queue:	HQB/ACC/DS
Moves to the next message in the MIR sent queue:	HQB/MD
Scrolls down 5 messages in the HQB display:	HQB/MD5
Scrolls up 5 messages in the HQB display:	HQB/MU5
Retransmits/Resends a single MIR from the HQB display:	HQT (APO)
Retransmits/Resends a single item from a range:	HQT/00125 (APO)
Retransmits/Resends a range of sequence numbers:	HQT/00125-00133 (APO)
Retransmits/Rends a single MIR by passenger:	HQNN/P1 (GCS)

APPENDIX B

PRICING PASSENGER IDENTIFICATION CODES (PICS)

These codes are used to store special fare information that is applicable to each individual passenger. The entry in APO is $B and in GCS is FQ. It should be noted that whilst this list is comprehensive, not all entries will be used by agents. Where a blank is shown, the entry is not available.

DESCRIPTION	APO $B	GCS FQ
DISCOUNT PERCENTAGE SINGLE (ON APO THIS CAN BE FOLLOWED BY THE TICKET DESIGNATOR EG: DP25/GTDUS25)	DPnn	RPnn
AMOUNT OFF BASE FARE BEFORE TAX (ON APO THIS CAN BE FOLLOWED BY THE TICKET DESIGNATOR EG: DF25/GTDSR25)	DFnn	FAnn
FARE AMOUNT REDUCTION AFTER TAX	DFTnn	FTnn
ADULT		AD
AGE		Ann
ABONNEMENT	ABB	AB
PUBLISHED ACCOMPANYING ADULT	ACC	
AGENT DISCOUNT CHILD	ACnn	
AGENT DISCOUNT	ADnn	ADnn
GROUP AFFINITY	AFF	GA
AGENT	AGT	
COMPANION WITH AGE	Ann	CPnn
ADULT STANDBY	ASB	
AIR/SEA FARES	ASF	AS
ATTENDANT	ATD	
BLIND ASSOCIATIONS	BLnn	BLnn
MILITARY CATEGORY A	CAA	MA
CATEGORY A CHILD	CCA	
TRAVELING WITH CELLO	CEL	
FREQUENT FLYER CHILD (AGE)	CFYnn	BCnn
CARGO ATTENDANT	CGA	
CLERGY STANDBY	CGB	CS
GOVERNMENT/COUNTY EMPLOYEE	CGT	
CLERGY	CLG	CL
COMPANION PRIMARY	CMA	CN
COMPANION SECONDARY	CMP	CP
NORMAL/EXCURSION CHILD (AGE)	Cnn	CH
GROUP INCENTIVE	CNT	GI
COUPON	CPN	
MILITARY CATEGORY Z	CTZ	MZ
NORMAL/EXCURSION ADULT	default	AD
GOVERNMENT DISCOUNT	DGnn	DGnn
DEPT OF DEFENSE MILITARY	DMD	
DEPT OF DEFENSE PERSONNEL	DOD	
DIPLOMATS AND DEPENDENTS	DPD	DP
EMIGRANT	EMI	EM
FEMALES TRAVELLING ALONE	FAF	FM
FREQUENT FLYER ADULT	FFY	BP
FAMILY FARE INFANT	FIN	FI
FAMILY FARE HEAD OF FAMILY	FMP	FP
FAMILY FARE (ACCOMPANYING MEMBER NO. 1)	FP1	FP1

DESCRIPTION	APO $B	GCS FQ
FAMILY FARE (ACCOMPANYING MEMBER NO. 2)	FP2	FP2
FAMILY FARE (ACCOMPANYING MEMBER NO. 3)	FP3	FP3
FAMILY FARE CHILD (AGE)	FPCnn	FCnn
FAMILY FARE YOUTH (AGE)	FZnn	FZnn
GROUP ADVANCE PURCHASE	GAP	GX
GOVERNMENT CONTRACT	GCF	
GOVERNMENT CITY/COUNTY TRAVEL	GCT	
GOVERNMENT DEPENDENTS	GDP	
GOVERNMENT EXCHANGE	GEX	
GROUP INFANT	GIN	GB
GROUP INCLUSIVE TOUR	GIT	GV
MILITARY GROUP	GMI	
GROUP CHILD (AGE)	Gnn	GCnn
GOVERNMENT	GOV	DF
GROUP FARES	GRP	GR
GROUP SHIPS CREW	GSC	
GROUP SCHOOL	GSH	
GOVERNMENT STATE EMPLOYEES	GST	DS
GROUP VOCATIONAL	GVC	
GROUP INDEFINED	GVP	
GOVERNMENT TRANSPORTATION ORDERED	GVT	
GOVERNMENT & MILITARY CATZ COMBINED	GZB	ZG
INCLUSIVE TOUR INFANT	IIN	II
INDEPENDENT TOUR	IIT	
INFANT (GCS)/INFANT WITHOUT SEAT (APO)	INF	IN
INDUSTRY DISCOUNT	ID10	
INCLUSIVE TOUR INFANT (AGE)	Inn	ICnn
INFANT WITH SEAT	INS	
INDIVIDUAL SHIP'S CREW	ISC	SC
INCLUSIVE TOURS	ITB	IT
INCLUSIVE TOUR UNDEFINED	ITT	
INDIVIDUAL INCLUSIVE TOUR	ITX	
JOB CORP TRAINEE	JOB	
MILITARY CHARTER	MCR	
MILITARY DEPENDENTS	MDP	
MIL DEPENDENTS/STATIONED INSIDE US	MDU	
MIL DEPENDENTS/STATIONED OUTSIDE US	MDX	
MILITARY FAMILY	MIF	
MILITARY	MIL	MM
MILITARY INFANT	MIN	MI
MILITARY RESERVE	MIR	
MISSIONARY	MIS	MY
MILITARY INCLUSIVE TOUR	MIT	
MILITARY JOB CORPS	MJC	
MILITARY CHILD (AGE)	Mnn	MAnn
MILITARY PARENTS/IN LAWS	MPA	
MILITARY RETIREES	MRE	
MILITARY STANDBY	MSB	
MISSIONARY SPOUSE	MSS	MS
MILITARY PERSONNEL BASED IN US	MUS	
MILITARY PERSONNEL BASED OUTSIDE US	MXS	
GROUP NON AFFINITY	NON	GN
NON RESIDENT	NRS	NR
NATO/SHAPE PERSONNEL	NTO	

DESCRIPTION	APO $B	GCS FQ
ORPHAN	ORF	
GROUP OWN USE	OWN	GO
CHARTER ADULT	PCR	CA
PILGRIM	PIL	PG
CHARTER CHILD (AGE)	Pnn	CCnn
PRESS	PSnn	PSnn
RESIDENT ABONNEMENT	RAB	RA
RESIDENT SENIOR CITIZEN	RCD	RN
RESIDENT CHILD	RCnn	RB
RESIDENT GOVERNMENT	RDG	RO
MILITARY RECRUIT	REC	
REFUGEE	REF	
RESIDENT	RES	RS
RESIDENT GROUP	RGP	RR
RESIDENT INFANT	RIN	RI
RESIDENT FAMILY PLAN CHILD	RPC	RK
RESIDENT FAMILY PLAN YOUTH	RPD	RY
RESIDENT FAMILY PLAN HEAD OF FAMILY	RPH	RH
RESIDENT FAMILY PLAN INFANT	RPI	RF
RESIDENT FAMILY PLAN 2ND ADULT	RPL	RL
RESIDENT STUDENT	RSD	RU
RESIDENT YOUTH	RYZ	RZ
SENIOR CITIZEN (AGE)	SCnn	CDnn
SEAMAN (PUBLISHED)	SEA	SC
SPOUSE HEAD OF FAMILY (IFQ ONLY)	SH	SH
SEAMAN PUBLISHED (IFQ ONLY)	SMnn	SCnn
SPECIAL FARE	SPL	SP
PUBLISHED SPOUSE	SPS	
SPOUSE ACCOMPANYING	STnn	STnn
STUDENT	STU	SD
SWISS JOURNALIST	SWI	
FOREIGN TOURISM DELEGATE	TEnn	TEnn
TEACHER	TTD	DT
TOUR CONDUCTOR	TUR	
ITALIAN AEROSPACE UNION	UGnn	UGnn
CHILD UNACCOMPANIED (AGE)	Unn	CH
VUSA FARE (CHILD)	Vnn	VCnn
VUSA FARE (GROUP)	VUG	
VUSA FARES (ADULT)	VUS	VU
YOUTH CONFIRMED (AGE)	YCnn	ZZnn
CHARTER YOUTH	YCR	CZ
ECONOMY DISCOUNT	YDI	YD
LABOUR	YDL	DL
YOUTH/STUDENT (AGE	YRnn	ZSnn
YOUTH STANDBY (AGE)	YSnn	ZUnn
GOVERNMENT INFANT	ZIN	DI
GOVERNMENT CHILD (AGE)	Znn	DCnn

APPENDIX C

DEFINITION AND USE OF THE MIR MODIFIERS

INTRODUCTION

The Machinable Interface Record is programmatically generated when a ticket is issued and applicable linkage is in place. The data is delivered to the interfaced Third Party Agency Management System.

Galileo International provides the ability to generate PNR/BOOKING FILE information to more than one interfaced computer system by using the Dual MIR. The use of the Dual MIR is to send PNR/BOOKING FILE information to two interfaced systems simultaneously.

Non-Ticketing MIR and/or the Non-Faring MIR (APO only) also provide data to more than one interfaced computer system. Initially, the Non-Ticketing and Non-Faring MIRs were conceived as methods to hand off data to an interfaced computer prior to the actual tickets having been issued. This information is generally used for pre-trip information, passenger manifests, forecasting, and budgeting.

HELPFUL HINTS

Many agents want to feed to a single, central point interface system. Each AAT must then contain the same GTID. It is recommended that the central site is loaded first, then the branches.

MIRs are designed for the real-time environment, so batch mode whilst available is not recommended. It is not recommended to allow MIRs to build up on the buffer as a standard process and this must be considered when designing your interface and instructing your users.

OVERVIEW OF THE 'D' MODIFIERS

Following are the "D" modifiers used by APO/GCS to generate various documents. Where linkage exists, the use of HB in APO and TKP in GCS will generate a ticket and one MIR for each ATFQ/filed fare in the PNR/Booking File.

DBD	Sends an accountable ticketing MIR to the interfaced computer system for agencies that do back room ticketing This modifier adds ticketing information to the ARC Electronic Credit Card Billing System. (APO).
DAD	Sends a non-accountable MIR only to the interfaced computer system that the CRT is physically linked.
DID	Issues an Itinerary only, from the itinerary printer. No MIR or Ticket is sent.
DTD	Issues a ticket only, from the ticket printer. No MIR or Itinerary is sent.
DXD	Issues a Ticket, Itinerary, a MIR - to the MIR device that the CRT is physically linked, and a copy of that MIR - to the MIR Device targeted in the *DXD* command.
DND	Sends a non-accountable MIR to the MIR Device targeted in the *DND* command, for a PNR/BOOKING FILE which may or may not have been ticketed.

DJD — Sends a non-accountable MIR without fare information to the MIR Device targeted in the command. This modifier bypasses the undecodeable airline and city tables. (APO).

DED — Generates a ticketing message to the Electronic Ticket Delivery Network (ETDN) vendor, plus Itinerary and MIR based on linkage. (APO).

DGD — Global MIR

DLD — Generates a Electronic Ticket (electronic ticket) message to the Carrier, plus Itinerary and MIR based on linkage. (APO).

NOTE:

The DXD/DND/DJD entries must be routed to the correct GTID and to the receiving pseudo city code. The AAT for both the sending and the receiving pseudos must contain the same MIR Types.

DUAL MIR

Many travel agents want to feed to a single, central point and also interface to a local agency management system. The Dual MIR meets this need.

The Dual MIR generates two identical MIRs which are sent simultaneously to two different GTIDs (MIR Devices), representing two interfaced computer systems. When using the Dual MIR command, "DXD", APO/GCS is able to issue a Ticket, Itinerary, and a MIR to the MIR device which the CRT is physically linked to and a *copy* of the same MIR to the device targeted in the Dual MIR command.

See also this answer.

Glossary:

Sending Pseudo city/MIR Device (GTID)

This is the pseudo city code/GTID from which the agent is driving the Dual MIR command. This pseudo city/GTID is receiving the *original* MIR, and is also known as the *primary* MIR device.

Target Pseudo city/MIR Device (GTID)

This is the pseudo city code/GTID that is targeted in the Dual MIR command. This pseudo receives a *copy* of the sending pseudo city's MIR, and is also known as the *secondary* MIR device. The target pseudo city code can be the same as the sending pseudo city code, but a different MIR GTID is used.

REQUIREMENTS:

* The Dual MIR command must be directed to a MIR Device (GTID) different than the MIR Device (GTID) the issuing CRT is physically linked to.

* The receiving location's MIR GTID must be present in the *OUTPUT* section of the AAT Table for the transmitting agency for APO and receiving agency in GCS. (If the transmitting agency and the receiving agency are the same, both MIR GTIDs must be present in the AAT Table).

* The Dual MIR command may be directed to the same pseudo city code the agency is currently working in, or another pseudo city.

* The sending and receiving locations must be on the same MIR type. If this is not the case, APO/GCS responds with:

  In APO: **INVLD MIR TYPE**
  In GCS: **INVALID MIR TYPE**

* The sending agency must be linked to a MIR device.

* The sending agency must be set up for TINS (Ticket & Invoice Numbering System) Ticketing if Ticket and Invoice numbers are desired in the MIR. It is not necessary for the receiving agency to set TINS on.

* One CRT at the target agency pseudo must be linked to the MIR Device targeted in the Dual MIR command (APO).

NOTE:

* The MIR device at the Sending Pseudo city needs to be brought to *UP* status (if not left in "UP" status all day long) before the target MIR can be received at the down line pseudo city/GTID. If the primary MIR Device is usually left *DOWN*, then *target* MIRs are held by the primary device, until it is brought *UP*. These target MIRs are not represented in the "Demand Pending" counts for either pseudo city code.

* When Dual MIRs are generated to two different types of back office accounting systems, the T- Ticket Remarks in APO and DI. entries in GCS and other accounting formats must be taken into consideration. Some back office systems require restrictive formats that are not compatible with other back office systems.

LINKAGE:

The TINS settings in the Agency Account Table determine what is included in both MIRs:

1. If both Ticket and Invoice are set to "Y" the ticket number and the invoice number will appear.

2. If only ticket is set at "Y", then only a ticket number will appear.

3. The linkage formats are the same as when sending regular MIRs. To display linkage, type: HMLD.

   APO/GCS RESPONSE:

```
CRT    TKT DEV  ST FM / ITIN DEV  ST FM / MIR DEV  ST FM
2D831B 2D8104D   U  T    2D8103D   U  I   2D8303D   U
```

   If your set is not linked to a MIR Device you can do so by typing:

   HMLM<GTID>DA

4. If the MIR Device at the receiving location is down, the target MIR will buffer. To bring a MIR device up, you can do so by typing:

   HMOM<GTID>-U

5. If the MIR Device at the sending location is down, then both the original MIR and the target MIR will buffer. Both the sending MIR and the target MIR are sent when the MIR device of the sending location is brought UP. In GCS, using HQC only 1 MIR is shown in each of the DXD GTIDs, in HQC/GTID 2 are shown.

FORMAT:

The basic input for issuing a Dual MIR consists of demand input HBDXD or HB:DXD in APO or TKPDXD in GCS, followed by the GTID of the receiving output device (target device) and the Pseudo city Code of the receiving location (target pseudo). In GCS, can be stored in the fare with TMU or the filed fare can be specified with TKP.

In APO, the entries are:

```
HB:          DXD          +<GTID>     + <PSEUDO>
*            *            *                *
*            *            *                *
*            *            *                *
*            *            GTID and Pseudo city Code of the
*            *            Target MIR.  (Where you want the
*            *            second MIR to go).
*            *
*            DXD MODIFIER
*
TICKETING COMMAND
```

When using the *DXD* command, the APO response is:

```
TICKET / ITIN ISSUED
DUAL MIR ISSUED
```

In GCS, the entries are:

```
TKP          DXD          . <GTID>          . <PSEUDO>
*            *            *                 *
*            *            *                 *
*            *            *                 *
*            *            GTID and Pseudo city Code of the
*            *            Target MIR.  (Where you want the
*            *            second MIR to go).
*            *
*            DXD MODIFIER
*
TICKETING COMMAND
```

When using the *DXD* command, the GCS response is described in the screen outputs of Enhanced Document Set.

NOTE:

In APO:

When sending a Dual MIR and one is sent to a pseudo city other than the one driving the command, both MIRs are given unique APO sequence numbers. Therefore, you can retransmit either of the MIRs using the HQT command.
The MIR is retransmitted to the device identified as the *OUTPUT GTID* after typing: HQB/ACC/00000 (Sequence number). To transmit the second MIR you must emulate the target pseudo city (SEM/<PSEUDO>/AG) then HQB/ACC/00000 (Sequence Number).

In GCS:

To resend a Dual-MIR HQNN will transmit both after the HQB entry. It is not possible to retransmit only one.

COMBINABLE MODIFIERS:

The following modifiers can be combined with the *DXD* modifier. All other modifiers are restricted and will generate the error message "INVALID FORMAT/DATA".

F	Allows the Form of Payment to append to this command.
CXX	XX = (Carrier Code) Allows you to add a Carrier Override to the DXD command.
9B/9P in APO DBP in GCS	Allows you to combine Boarding Pass requests with the DXD command. This is not yet available in GCS today but is planned.
ZXX	(XX = Commission Percent/Dollar Amount) Allows you to include a commission amount in this command
Z$XXX.XX in APO	(XX = Commission Percent/Dollar Amount) Allows you to include a commission amount in this command.
DID	Allows the "Itin Only" command to be combined with the DXD modifier. In APO, the format in this case must be: HB:DIDXD+<GTID>+<PSEUDO> In GCS, the format in this case must be: TKPDIDXD . <GTID> . <PSEUDO> Using this format will generate only an Itinerary and two MIRs.

NOTE:

* In GCS, all modifiers can be combined with DXD.

* Because the *DID* command can now be combined with the *DXD* command, you can generate an Itinerary and two MIRs for Non-Air PNR/BOOKING FILEs.

* In APO you cannot combine "N" (Name Select) or "S" (Segment Select) modifiers with the DXD command. However, if the Name and/or Segment Select modifiers are used in an ATFQ field or Pricing Record both modifiers are recognized when the Dual MIR command is used.

  In GCS you can combine “N” (Name Select) and/or “S” (Segment Select) modifiers with the DXD command if the MIR is being generated from a non filed fare Booking File. You can combine “N” (Name Select) modifier with the DXD command if the MIR is being generated from a filed fare and the name is in the filed fare.

  eg TKPP1/S1/FS/Z9/CTP/DIDXD.F101DA.XM3
  TKP1P1/DIDXD.F101DA.XM3

In APO: the screen response is -
NO MIR ISSUED - NEED DEVICE LINKAGE

This unsolicited message is sent if the CRT is not linked to a MIR Device. Check this by typing: HMLD. If there is nothing listed under the / MIR DEV / heading use the following format to link to the MIR Device:

```
HMLM  2D8303DA
 *              *            *
 *              *            *
 *              *            DEVICE TYPE (Demand Accounting *MIR*)
 *              *
 *            MIR GTID
 *
LINKAGE COMMAND
```

In GCS:
If the ticket printer is linked, there is no error message. When combined with DID and no MIR is issued it causes a systems error and no MIRs are issued.

In APO: the screen response is -
INVLD LNIATA - SENDER = TARGET

This message is sent if the GTID used in the DXD command is the same GTID displayed under the / MIR DEV / heading when HMLD is entered. These GTIDs **MUST** be different.

In GCS:
Two MIRs are sent and there is no error message.

In APO: the screen response is -
DXD ERROR - TARGET MIR NOT SENT

This error appears if there is a problem in processing the Dual MIR. The original MIR is sent to the MIR Device the CRT is linked to but the second MIR is not sent. To send the second MIR to the second accounting system you can either retrieve the PNR/BOOKING FILE and use the DND format that sends a Non-Ticketing MIR (which requires that the accounting system ignore the Non-Ticketing MIR Flag) or reissue the MIR using the HB:DXD command.

In GCS:
Two MIRs are sent and there is no error message.

NON - TICKETING MIR

The Non-Ticketing MIR allows you to transmit PNR/BOOKING FILE data from APO/GCS to an interfaced computer system without initiating ticketing.

A one character field in MIRs 62 and 67 identifies either a Ticketing MIR or a Non-Ticketing MIR in APO. APO sets the indicator to "Y" or "N" depending on how the MIR is issued.

MIR contains an indicator in the Header identifying exactly which command is used to drive the MIR. Many Interface vendors choose to ignore the MIR when a Non-Ticketing MIR is received (Non-Ticketing MIR indicator is set to "Y") while other systems have programmed specifically to receive this information.

The Non-Ticketing MIR hands off the last ticket and invoice numbers, from *HT (History TINS) if tickets and/or invoices were issued for this PNR/BOOKING FILE. This type of information is most likely used in a report data base in addition to the uses listed for the Dual MIR.

NOTE:

Special consideration must be given to the capacity of the interfaced computer system. When sending both Non-Ticketing MIRs and MIRs generated with ticketing, that volume is greatly increased to the interfaced computer.

REQUIREMENTS:

* Sending and receiving locations must be on the same MIR level.

* In APO, the interfaced computer system, using MIR 62 or 67, must be programmed to read label T50IN17, for the Non-Ticketing MIR indicator. In GCS, for GMIR the label is T50IN13.
  N = TICKETING MIR
  Y = NON-TICKETING MIR

* If the APO/GCS user intends to include Ticket and Invoice Numbers or Ticket Numbers alone, in the Non-Ticketing MIR TINS must be turned on. In GCS, this is the sending agency.

* The TINS setting in the Agency Account Table determines what is displayed in the Non-Ticketing MIR:
  If both Ticket and Invoice are set to "Y", the ticket and the invoice number appears in the Non-Ticketing MIR.
  If only Ticket is set at "Y", then only a Ticket Number appears in the Non-Ticketing MIR.
  If the table is set to indicate no Ticket or Itinerary, then neither field appears in the Non-Ticketing MIR.

* The receiving MIR GTID must be present as an Output Device in the Agency Account Table of APO agencies and a link must be established with the other location. In GCS, this must be set up for the sending agency.

LINKAGE:

1. Link formats are the same as those used to send MIRs. And similarly, if the link status at the receiving location is down, Non-Ticketing MIRs will buffer.

2. There are differences in the initial set up for the Non-Ticketing MIR:
   * Sending and receiving locations do not need to be linked, and they do not require the same group code.
   * The receiving GTID must be present as an Output Device in the sending location's Agency Account Table in APO. In GCS, this is the receiving agency.

3. Output Device Counts (HQC and HQCGTID) do not differentiate between Ticketing MIRs and Non-Ticketing MIRs. Both are shown together in the Queue Count for ACC.

FORMAT:

The basic input for issuing a Non-Ticketing MIR consists of HBDND in APO and TKPDND or TMU etc. in GCS, then the GTID of the receiving output device (target device) and the Pseudo city Code of the receiving location (target pseudo).

In APO:
The entries are:

```
HB:          DND          +<GTID>       +<PSEUDO>
*            *             *                 *
*            *             *                 *
*            *             *                 *
*            *            GTID and Pseudo city Code of the
*            *            Target MIR.  (Where you want the
*            *            Non-Ticketing MIR to go).
*            *
*            DND MODIFIER
*
TICKETING COMMAND
```

If using the *DND* command, when an ATFQ exists in the PNR, APO's response is:
NON-TICKETING MIR ISSUED - TOT FARE $400.00 - ATFQ NOT UPDATED

When using the *DND* command, the APO response will be:
NON-TICKETING MIR ISSUED - TOT FARE 0.00

In GCS:
The entries are:

TKP	DND	. <GTID>	. <PSEUDO>
*	*	*	*
*	*	*	*
*	*	*	*
*	*	GTID and Pseudo city Code of the	
*	*	Target MIR. (Where you want the	
*	*	second MIR to go).	
*	*		
*	DND MODIFIER		
*			

TICKETING COMMAND

When using the *DND* command, the GCS response, when a Filed Fare exists in the BOOKING FILE, GCS's response is:

NON-TICKETING MIR ISSUED - TTL FARE followed by currency code and amount. RECORD LOCATOR followed by up to 8 numerics including the decimal point.

COMBINABLE MODIFIERS:

The following modifiers can be combined with the *DND* modifier. All other modifiers are restricted and will generate this error message "INVALID FORMAT/DATA".

F	Allows the Form of Payment to append to this command.
CXX	XX = (Carrier Code) Allows you to add a Carrier Override to the DXD command.
9B/9P or DBP	Allows you to combine Boarding Pass requests with the DXD command.
ZXX	(XX = Commission Percent/Dollar Amount) Allows you to include a commission amount in this command.
Z$XXX.XX	(XX = Commission Percent/Dollar Amount) Allows you to include a commission amount in this command. APO only.
DID	Allows the "Itin Only" command to be combined with the DND modifier. In APO, the format in this case must be: HB:DIDND+<GTID>+<PSEUDO> In GCS, the format in this case must be: TKPDIDND . <GTID> . <PSEUDO> Using this format will generate only an Itinerary and Non-ticketing MIR where both contain the same information.

NOTE:

* Because the *DID* command can now be combined with the *DND* command, you can generate an Itinerary and a Non-Ticketing MIR for Non-Air PNR/BOOKING FILEs.

* In APO you cannot combine "N" (Name Select) or "S" (Segment Select) modifiers with the DND command. However, if the Name and/or Segment Select modifiers are used in an ATFQ field or Pricing Record, both modifiers are recognized when the Non-Ticketing MIR command is used.

  In GCS you can combine “N” (Name Select) and/or “S”(Segment Select) modifiers with the DXD command if the MIR is being generated form a non filed fare Booking File. You can combine “N” (Name Select) modifier with the DXD command if the MIR is being generated from a filed fare and the name is in the filed fare.

NON-FARING MIR - APO ONLY

The Non-Faring MIR completely bypasses APOs faring process and is generally used for transmitting group PNR information to an interfaced computer system. Since the Non-Faring MIR does not go through APO's faring process, undecodable airlines and cities are not decoded and a fill-in-format is not offered. No tickets are issued when using the Non-Faring MIR modifier.

REQUIREMENTS:

* Sending and receiving locations must be on the same MIR level.. If this is not the case, APO's response is:

  INVLD MIR TYPE

* The interfaced computer system must be programmed to read label T50IN17, the Non-Ticketing MIR indicator.

  N = TICKETING MIR
  Y = NON-TICKETING MIR

* The receiving MIR GTID must be present as an Output Device in the Agency Account Table , and a link must be established with the receiving location.

* Ticket Numbers are never present in a Non-Faring MIR.

LINKAGE:

1. Link formats are the same as those used to send MIRs. And similarly, if the link status at the receiving location is down, Non-Faring MIRs will buffer.

2. There are differences in the initial set up for the Non-Faring MIR:

   * Sending and receiving locations do not need to be linked, and they do not require the same group code.
   * The receiving GTID must be present as an Output Device in the sending location's Agency Account Table.

3. Output Device Counts (HQC and HQCGTID) do not differentiate between Ticketing MIRs and Non-Ticketing MIRs. Both are shown together in the Queue Count for ACC.

FORMAT:

The basic input for issuing a Non-Faring MIR consists of HBDJD, the GTID of the receiving output device (target device) and the Pseudo city Code of the receiving location (target pseudo)

```
HB          DJD          +<GTID>              +<PSEUDO>
*           *             *                    *
*           *           GTID and Pseudo city Code of the
*           *           Target MIR.  (Where you want the
*           *           Non-Faring MIR to go).
*           *
*           DJD MODIFIER
*
TICKETING COMMAND
```

When using the *DJD* command, the APO response is:
NON-FARED MIR ISSUED - TTL FARE 0.00

Since fare information is not included in the Non-Faring MIR, "HB:" is not allowed. Segment select and name select modifiers can be used. For example:

HBS1+3/N1-1/DJD+<GTID>+<PSEUDO>

COMBINABLE MODIFIERS:

The following modifiers can be combined with the *DJD* modifier. All other modifiers are restricted and will generate the error message "INVALID FORMAT/DATA".

F	Allows the Form of Payment to append to this command.
CXX	(XX = Carrier Code) Allows you to add a Carrier Override to the DJD command.
ZXX	(XX = Commission Percent/Dollar Amount) Allows you to include a commission amount in this command.
Z$XXX.XX	As above.
DID	Allows you to combine the "Itin Only" command with the DJD modifier. The format in this case must be: HBDIDJD+<GTID>+<PSEUDO>. Use of this format generates an Itinerary and a Non-Faring MIR where both contain the same information.
GIF	Allows you to transmit the DJD modifier to the back office accounting system without setting the Non-Ticketing/Faring MIR indicator, label T50IN17 to "Y". (When you combine the GIF modifier with the DIDJD modifiers, you can produce an Itinerary and Non-Faring MIR that contain the same information. i.e. Air Segments without fare, Auxiliary Segments with Due/Paid amounts).

NOTE:

Because the *DID* command can now be combined with the *DJD* command, you generate an Itinerary and a Non-Faring MIR for Non-Air PNR.

QUEUE TICKETING ENTRIES

NON-TICKETING / NON-FARING MIR - APO ONLY

Queue Ticketing capability is available for ticketing modifiers (DND, DJD). Previously, individual entries were required for each individual PNR in order to issue a Non-Ticketing, or Non-Faring MIR. The Queue Ticketing capability allows you to enter one format for each queue.

Examples for Non-Ticketing MIR queue ticketing:

```
HB:          Q/10/   DND          +<GTID>+<PSEUDO>
*             *       *            *             *
*             *       *            *             *
*             *       *          GTID and Pseudo city of the
*             *       *          Target MIR.  (Where you want
*             *       *          Second MIR or Non-Ticketing
*             *       *          MIR to go).
*             *       *
*             *     DND MODIFIER
*             *
*           QUEUE NUMBER
*
TICKETING COMMAND
```

Examples for Non-Faring MIR queue ticketing:

```
HB              Q/10/   DJD          +<GTID>+<PSEUDO>
*                *       *             *             *
*                *       *             *             *
*                *       *          GTID and Pseudo city of the
*                *       *          Target MIR.  (Where you want
*                *       *          Non-Faring MIR to go).
*                *       *
*                *     DJD MODIFIER
*                *
*              QUEUE NUMBER
*
TICKETING COMMAND
```

NOTE:

While this capability provides functionality similar to queue ticketing, you cannot issue Non-Ticketing, Non-Faring or Dual MIRs for all PNRs when you are signed into queue. If issuance is attempted while in queue, the following error response is given:

INVALID FORMAT

In GCS: This is not available and will give an error message:

INVALID FORMAT

APPENDIX D

ENHANCED ITINERARY AND MIR - GCS ONLY

With the introduction of New Document Set on GCS from 1996, new screen responses will appear when the NSET indicator in the AAT of the travel agent is set to YES.

It must be noted that the response has changed with NSET for MIR to show “MIR GENERATED” and not “MIR ISSUED”. Any application which is screen parsing, or using API’s in conjunction with the MIR needs to consider this difference.

The complete new responses are detailed here for information purposes. For the character “í” this represents a tab stop.

Example 1 - Single Filed Fare, Successfully Ticketed

BOOKING FILE

```
3IK7XW/02 XDBKR 0000022 AG 99999992 21DEC
  1.1WARUK/APERSON
 1. SA  234 F  01FEB JNBLHR HK1  2000   #0720
** FILED FARE DATA EXISTS **           >*FFí
** TINS REMARKS EXIST **               >*HTIí
FONE-LONB*
TKTG-T*XDB 21DEC1040Z 02 AG
```

FILED FARE

```
FB1  - S1                                          21DEC90 02/AG
 P1  WARUK/APERSON                  R               GBP  100.00
```

ENTRY

TKP

SCREEN RESPONSE WHEN NSET SET TO “N”

```
TKT GENERATED TTL FARE  GBP   100.00
ITINERARY/INVOICE GENERATED
MIR GENERATED - TTL FARE  GBP   100.00
RECORD LOCATOR: 3IK7XW
-------------------------------------
TICKETING QUEUE STATUS:
3IK7XW FILED FARE 1  SENT TO PRINTER
-------------------------------------
```

SCREEN RESPONSE WHEN NSET SET TO “Y”

```
TKT GENERATED TTL FARE  GBP   100.00
MIR GENERATED - TTL FARE  GBP   100.00
RECORD LOCATOR: 3IK7XW
-------------------------------------
TICKETING QUEUE STATUS:
3IK7XW FILED FARE 1  SENT TO PRINTER
-------------------------------------
ITINERARY/INVOICE GENERATED
```

Example 2 - Multiple Filed Fares - Successfully Ticketed

BOOKING FILE

```
3IK7Y1/02 XDBKR 0000022 AG 99999992 21DEC
  1.3WARUK/ONE/TWO/THREE
 1. SA  234 F  01FEB JNBLHR PN3  2000  #0720
** FILED FARE DATA EXISTS **           >*FFí
FONE-LONB*
TKTG-T*
```

FILED FARE

```
FB1  - S1                                        21DEC90 02/AG
 P1  WARUK/ONE                        B           GBP  100.00

FB2  - S1                                        21DEC90 02/AG
 P2  WARUK/TWO                        B           GBP  200.00

FB3  - S1                                        21DEC90 02/AG
 P3  WARUK/THREE                      B           GBP  200.00
```

NSET RESPONSE

```
1/TKT GENERATED TTL FARE  GBP   100.00
MIR GENERATED - TTL FARE  GBP   100.00
RECORD LOCATOR: 3IK7Y1
-------------------------------------
2/TKT GENERATED TTL FARE  GBP   200.00
MIR GENERATED - TTL FARE  GBP   200.00
RECORD LOCATOR: 3IK7Y1
-------------------------------------
3/TKT GENERATED TTL FARE  GBP   200.00
MIR GENERATED - TTL FARE  GBP   200.00
RECORD LOCATOR: 3IK7Y1
-------------------------------------
TICKETING QUEUE STATUS:
3IK7Y1 FILED FARE 1  SENT TO PRINTER
3IK7Y1 FILED FARE 2  ON PENDING QUEUE - PRINTER BUSY
3IK7Y1 FILED FARE 3  ON PENDING QUEUE - PRINTER BUSY
-------------------------------------
ITINERARY/INVOICE GENERATED
```

Example 3 - Multiple Filed Fares - Validation error

BOOKING FILE

```
3IK7Y1/02 XDBKR 0000022 AG 99999992 21DEC
  1.3WARUK/ONE/TWO/THREE
 1. SA  234 F  01FEB JNBLHR PN3  2000  #0720
** FILED FARE DATA EXISTS **           >*FFí
FONE-LONB*
TKTG-T*
```

FILED FARE

```
FB1  - S1                                        21DEC90 02/AG
 P1  WARUK/ONE                        B            GBP  100.00

FB2  - S1                                        21DEC90 02/AG
 P2  WARUK/TWO                        B            GBP  200.00

FB3  - S1                                        21DEC90 02/AG
 P3  WARUK/THREE                      B            GBP  200.00
```

Filed Fare 3 has had Commission removed

ENTRY

TKP

NSET RESPONSE

```
ERROR HAS OCCURRED ON FILED FARE 3
COMMISSION PERCENTAGE MUST BE ENTERED
MULTIPLE TICKETING ABORTED
RECORD LOCATOR 3IK7Y1
```

Example 4 - Single Filed Fare, Credit Card FOP, Successfully Ticketed

BOOKING FILE

```
3IK7XW/02 XDBKR 0000022 AG 99999992 21DEC
  1.1WARUK/APERSON
 1. SA  234 F  01FEB JNBLHR HK1  2000  #0720
** FILED FARE DATA EXISTS **           >*FFí
** TINS REMARKS EXIST **              >*HTIí
FONE-LONB*
TKTG-T*XDB 21DEC1040Z 02 AG
```

FILED FARE

```
FB1  - S1                                        21DEC90 02/AG
 P1  WARUK/APERSON                    R            GBP  100.00
Credit Card FOP
```

ENTRY

TKP

NSET RESPONSE

```
OK-AX-20
TKT GENERATED TTL FARE  GBP   100.00
MIR GENERATED - TTL FARE  GBP   100.00
RECORD LOCATOR: 3IK7XW
-------------------------------------
TICKETING QUEUE STATUS:
3IK7XW FILED FARE 1  SENT TO PRINTER
-------------------------------------
ITINERARY/INVOICE GENERATED
```

Example 5 - Multiple Filed Fare,FF2 has Credit Card FOP,Validation error

BOOKING FILE

```
3IK7Y1/02 XDBKR 0000022 AG 99999992 21DEC
  1.3WARUK/ONE/TWO/THREE
 1. SA  234 F  01FEB JNBLHR PN3  2000  #0720
** FILED FARE DATA EXISTS **           >*FFí
FONE-LONB*
TKTG-T*
```

FILED FARE

```
FB1  - S1                                        21DEC90 02/AG
 P1  WARUK/ONE                        B           GBP  100.00

FB2  - S1                                        21DEC90 02/AG
 P2  WARUK/TWO                        B           GBP  200.00
Credit Card FOP

FB3  - S1                                        21DEC90 02/AG
 P3  WARUK/THREE                      B           GBP  200.00
```

Filed Fare 3 has had Commission removed

ENTRY

TKP

NSET RESPONSE - Credit card Authorisation not shown (Stored internally)

```
ERROR HAS OCCURRED ON FILED FARE 3
FORM OF PAYMENT REQUIRED
MULTIPLE TICKETING ABORTED
RECORD LOCATOR 3IK7TZ
```

APPENDIX E

REFUND AND VOID MIRs

REFUND/VOID MIR FUNCTIONS

With the introduction of Automated Refund screens in GCS and Void functions for APO and GCS, new entries and screen responses will appear. The product reflects the BSP approval in the market, so the agency management system supplier needs to refer to local BSP rules to understand the functionalities available in the market.

There are 4 main functions:

Refund - only available on GCS, with either a string input or entry into a fill in format mask. The outputs available, such as refund notices from GCS are table controlled and reflect local BSP rules. The data is reported to the BSP.

Void - available for both APO and GCS, with inputs for paper and electronic. Electronic ticket transactions which do not meet systems controls criteria, will result in an automatic “spoiled” MIR generation. The resulting paper ticket transactions will generate MIRs. With electronic tickets when a spoiled transaction occurs, if the paper ticket is ATB, the same ticket number is used and there is no report to BSP. If the paper ticket is OPTAT, a new ticket number is used and there is a report to BSP of “cancelled system generated ticket number”.

Non-BSP Refunds - only available on GCS, where the fill in format mask is used for the manual entry of refund data for agency management systems use only. This is only available in markets where there is no BSP approval for Automated Refunds. The data is not reported to the BSP. If the market is approved for BSP, then functionality may be reduced.

Unvoid - available on APO and GCS, where BSP approval for Unvoids is accepted. The data is reported to BSP.

Overview of the Refund/Void entries

Function	APO	GCS
Void a ticket and generate a MIR	RRVO	TRV
Unvoid a ticket and generate a MIR	RRVU	TRU
Generate a MIR for a refund transaction	n/a	TRA/TRN/ TNRE
Generate a MIR for a cancelled transaction	n/a	TRNC
Generate a MIR for a spoiled ticket	RRSP	TKV

MIR Sections Sent with Refund/Void Entries

MIRs are generated with ticketing entries and modifiers. Refund and Void MIRs are generated with Refund or Void entries or system generated. Data within sections will vary by paper or electronic ticket transactions. A header is always sent. The sections sent for APO or GCS are shown below. Also which will be sent only when there is a paper ticket, and those sent when electronic ticket, otherwise both ticket types sent.

A= Apollo only G = Galileo only B = Sections available for both APO and GCS
P = paper ticket E= electronic ticket

Entry APO	Entry GCS	A00	A02	A04	A07	A08	A09	A11	A14	A18	A21	A23
RRVO	TRV	A	B	B, E	B	B, E	B, E	B	B	A, P	G	n/a
RRVU	TRU	A	B, P	n/a	B, P	n/a	n/a	B, P	B, P	A, P	G, P	n/a
n/a	TRA TRN TRNE	n/a	G	G,E	G	G, E	G, E	G	G	n/a	G	G
n/a	TRNC	n/a	G	G,E	G	G,E	G,E	G	G	n/a	G	G
RRSP	TKV	n/a	B, P	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

VOID MIR

The Void MIR is generated when a void transaction is completed when the agent uses TRV/RRVO. There is the void situation where a ticket is “spoiled” such as when a printer jams or an electronic ticket fails.

A spoiled MIR can be generated resulting from an agent input or automatically when an electronic ticket “fails”. When an electronic ticket fails, the transaction is spoiled for that ticket only. Any previous electronic ticket transactions from the same Booking File filed fare, which have succeeded will result in a MIR being generated. For the ticket which has failed, a spoiled MIR is generated for that ticket only. The agent may be able to generate a paper ticket in place of the electronic ticket. If a paper ticket is subsequently printed after the electronic ticket failure and resulting spoiled MIR, a regular MIR is generated.

REQUIREMENTS:

* The receiving MIR GTID must be present as an Output Device in the Agency Account Table , and a link must be established with the receiving location. The CRT issuing the void command must be linked to a MIR device.

* The MIR Type table indicator is set to “Y” for Void.

Note for configuration in GCS markets: the AUTR field in the AAT is set to values between 1 and 97 for BSP approved markets, and 98 for non-BSP approved markets. If set to zero, then refund functionality is not available.

LINKAGE:

1. Link formats are the same as those used to send MIRs. And similarly, if the link status at the receiving location is down, Void MIRs will buffer.

FORMAT:

The basic input for issuing a Void MIR consists of RRVO in APO, and TRV in GCS. When a ticket has been issued (plated or unplated) which is cancelled within a period of time specified by the BSP, it can be voided. When a request is made to undo the void transaction, this is an Unvoid transaction. When an unused ticket or stock control number due to a printer jam, stock conditions or host allocation checks occurs, this is a Spoiled transaction. The input for an Unvoid transaction is RRVU in APO and TRU in GCS. The input for a Spoiled transaction is RRSP in APO and TKV in GCS.

The type of transaction, hence the MIR generated and sections available requires the agency management system to program for T50IN12 in the header record, which contains indicators for R = refund, V = void, U = unvoid and S = spoiled.

Example of a Void MIRs

```
T51G773392006090069112FEB971115 BA125BRITISH AIRWAYS
CCCCD328E58B
    X7496121255 ZZZZZZ         000742N42AG       000       001
0000000000002AUD00000000  00000000  00000000  00000000  00000000
000000000900
NNNYN0NNYAYV NNN    AU
000000001000000000000001000001000000000000000000
A02GALILEO/DUTCH                    0436222541573330008034O1
                01
A0701               AUD      320.40               AUDT1:   19.40GB
A080101        00000000
A09010!
A11S       320.40N                                    P:0


T51V588092006650002217OCT920234PAA001AMERICAN AIRLINES
13C11413C109
         0GK413713323DZZZZZZ               NC9AG       000
USD0000005793002USD00000600US00002669XT00000000  00000000  00000000
000000000800
NNYYN1NNNAYV1NNN NNNNNN
001000001000000000000001000001000000001000000000
A00GALILEO
A02PATAK/ONE                                    2780541140101
  01
NR:4949494 4949
SC:  011111111610007
A0701USD     5793.00USD     5825.69               USDT1:    6.00UST2:
26.69XT
IT:
A11X 000005825.69N
A14DAR-THIS IS A DAR L
```

Example of a Spoiled MIR

```
T51V588092004460002417OCT920234P  000
13C11413C109
        0GK413741473DZZZZZZ               NC9AG       000
0000000000000   00000000  00000000  00000000  00000000  00000000
000000000000               NNYYN1NNNAYS1NNN NNNNNN
    000000001000000000000000000000000000000000000000
A02                                             2000000000000
 01
SC:  033333333350015
```

REFUND MIR - GCS ONLY

The Refund MIR is generated when a refund transaction is completed. Refunds are input either through string input or the Automated Refund Screen fill in format (FIF) screen.

Where there is BSP approval for refunds, the data input either in string or FIF screen is reported to the BSP and reflects the BSP business process and approval. Where there is no BSP approval, the entry of refund information in the Automated Refund FIF screen is for agency management systems purposes only and termed by Galileo “Non-BSP manual refund”. In this situation, if the BSP subsequently introduces reporting of refunds and approval, it may result in reduced functionality.

REQUIREMENTS:

* The receiving MIR GTID must be present as an Output Device in the Agency Account Table , and a link must be established with the receiving location. The CRT preforming the refund transaction must be linked to a MIR device.

* The MIR Type table indicator is set to “Y” for Refund.

LINKAGE:

1. Link formats are the same as those used to send MIRs. And similarly, if the link status at the receiving location is down, Refund MIRs will buffer.

FORMAT:

The basic input for issuing a Refund MIR consists of TRA/TRN for paper tickets and TRNE for electronic tickets.

For the refund of a complete ticket set, the entries are:

```
TRA          NNN          nnnnnnnnnn          c      /      DDMMM
*            *            *                   *      *      DATE AND MONTH
*            *            *                   *      *      OF TICKET ISSUE
*            *            *                   *      *
*            *            *                   *      SEPARATOR
*            *            *                   *
*            *            *                   CHECK DIGIT
*            *            *
*            *            TICKET NUMBER
*            *
*            NUMERIC CARRIER CODE
*
INPUT CODE
```

For the refund of a paper ticket, the entry is TRN which gives a fill in format screen. For the refund of an electronic ticket, the entry is TRNE which gives a fill in format screen.

See section A23 for details of the input mask as output in Refund MIR.

When using the *TRA,TRN and TRNE input codes*, the GCS response will vary by the forms of payment. An example for cash and credit card is:

```
REFUND COMPLETE
CASH REFUND AMOUNT nnn.nn
CREDIT CARD AA nnnnnnnnnnnnnnn   AMOUNT nnn.nn
CREDIT CARD AA nnnnnnnnnnnnnnn   AMOUNT nnn.nn
```

An example for cash only is:

```
REFUND COMPLETE
CASH REFUND AMOUNT nnn.nn
```

NOTE:

For fuller information see formats guide.

Example of a Refund MIR

```
T51G773392008050000221DEC901148 BA125BRITISH AIRWAYS
CCCCD328E58B
      X7499999992 ZZZZZZ         000742N42AG       000       001
0000000000002GBP00000000  00000000  00000000  00000000  00000000
000000000900
NNNYN0NNYAYR NNNX   GB
00000000100000000000000100000100000000000000000
A02GALILEO/TEST                     3550001301605550008000001
                 01
A0701               GBP      450.50              GBPT1:    3.50DE
A080101        00000000
A09010
A11S       450.50N                                    P:01
A2312555500080005-              21DEC90         GALILEO/TEST
                       B
TI:1/////
BF:GBP  447.00
CR:9.00 00000000
RA:00000000  447.00000000000000000GBP  447.00
```

Some questions and answers

Question	Answer
Where do check in times and terminals appear in the MIR?	In the A15 section provided the data has been entered in the GCS Booking File using the RI.CT, RI.AT etc entries.
I want to send some data that isn't present in Booking File. How do I do it?	Enter the data using a T- (APO) or DI. (GCS) entry and it will appear in the A14 section. These fields provide a free format area and it is the responsibility of the back office system to define the format of the text to be used in this area. Note that the character set is 7 bit ASCII and limited to upper case letter, numbers and a small number of other characters such as -/.(*).
When is the MIR sent?	The MIR is sent automatically provided: 1) A ticket is being issued and 2) The issuing terminal is linked to a MIR device and 3) The sending of a MIR is not countermanded. A MIR can be sent at other times but must be specifically requested, typically using the DAD modifier.
What is the difference between retransmission and a DAD MIR?	Retransmission (using the HQNN entries) involves find the original MIR and then sending that exact MIR again. The Booking File/PNR need not be present for this to occur. A DAD (e.g. issued using TKPDAD) MIR is a new MIR. It will contain a copy of the booking file at the point when it is commanded. MIRs are only held in buffers for a maximum of 24 hours. Once deleted from the buffer the MIR cannot be retransmitted.
How can I tell if the MIR is a DAD MIR or retransmission?	Look at T50IN1 which will be Y for a retransmission. T50IN12 indicates what entry was originally used to create the MIR so a retransmitted DAD MIR will have Y in T50IN1 and A in T50IN12.
How can I send a 2nd copy of a MIR?	There are several answers to this question depending on the precise meaning of the question. As previously noted retransmission will find the original and send an exact copy. Alternatively the DAD modifier causes a new MIR, representing the PNR/Booking File at the moment of request, to be sent. Also see "Dual MIR" and next answer.
How can I send a copy of a MIR to somewhere other than the normal (linked) device?	The MIR product itself has "Dual MIR" capability. This comes in 2 flavours: 1) The entry TKPDND.F101BA.GL2 will cause a MIR to be sent to the MIR device F101BA at pseudo city GL2. No MIR will be sent to the linked (normal) MIR device. 2) The entry TKPDXD.F1012E.AA0 will cause a MIR to be sent to the linked (normal) device *and* to MIR device F1012E at pseudo city AA0. In both cases the actual MIR device and pseudo city will be allocated by Galileo. Galileo also provides a piece of software know as the "Data Collector". The software resides on the Galileo Print Manager PC and only works when MIR to disc is in use. The Data Collector can be configured to create more than one copy of each MIR. It can be configured to create copies of some MIRs and nor others. It can be configured to send copies to different discs and folders.
Does a MIR represent a Booking File or a Filed Fare/ATFQ?	It depends. Until a fare is present the MIR will represent the whole PNR/Booking File. Once a fare is present the MIR will represent the flights related to a filed fare. The precise meaning varies slightly between Galileo and Apollo. See A04 and A05 sections for a full explanation.

An airline is paying commission as an amount instead of percentage, how is this transmitted in the MIR?	Commission percentages are shown in T50RTE and amounts in T50COM. The two fields are mutually exclusive. Apollo and Galileo will only ever transmit one, or the other.
There is no carrier detail present in the T50ISS section of the MIR. Why not?	The user has not entered a plating carrier.
My MIR is truncated or corrupt or has data missing. Why?	1) Serial Where the MIR is being transmitted to a serial device it is necessary for the receiving system to implement XON/XOFF flow control. Where this is not implemented the data flow will be uninterrupted and can fill the memory of the receiving system. Once the memory of the receiving system is full with data it has to process the received data and and further data sent by Galileo during processing will be lost by the receiving system. This method of delivery is no longer recommended. 2) MIR to disc – mapped It is technically possible to configure the MIR to be delivered round a LAN (or even a WAN) to a mapped disc/folder. We have experienced issues with the reliability of the LANs/WANs provided by agencies, in particular character or even block loss. It is therefore recommended that at least one copy of every MIR is written to the same disc as the Galileo Print Manager installation. 3) MIR to disc – local This is the preferred method of delivery. The MIR is delivered to a folder on the same PC that hosts the Galileo Print Manager software. Truncation occurs when the receiving system tries to process the file before Galileo has finished writing it. Once Galileo has written the file we recommend that a copy be taken and the original left in place. The copy can then be processed and, when processing has successfully completed the original can be deleted.
Every MIR has the same file name. Why?	If you look at the folder where Print Manager has been configured to place MIR to disc files you will find that, as well as the MIR to disc files (*.MIR) there is a file called mirfile.txt. Mirfile.txt contains the file name of the next file to be created. If it is not present a new copy is created and the next file name starts again at AAAAAGAL.MIR. It is therefore important, when copying MIR files to only copy MIR files and to ensure mirfile.txt is left alone.
What is “Net Ticketing”? What is “Net Remit”? What is IT or BT ticketing? How are they represented in the MIR?	IT (Inclusive Tour) and BT (Bulk Tour) ticketing started as a reaction to Package Tour holidays. It allowed scheduled airlines to offer tour operators special (lower) fares. Not wanting to disclose these fares to the travelling public airlines chose to print the letters IT or BT in the fare and total boxes in place of the actual fare. Agents were required to have such arrangements approved and, once approved, a “tour code” was issued that had to be shown in the box of that name on the ticket. Arrangements sold using IT and BT fares had to be sold at a price that included the fare, hotel accommodation and transfers between the airport and accommodation. When airlines began selling special fares as a matter of course (without the need for accompanying accommodation or transfers) many airlines simply adapted the IT/BT method. The agency enters the amount due to the airline (known as the net fare), sets the commission at zero and uses IT and BT to

	hide this from the customer on the ticket. The Tour Code box contains data which looks like an actual Tour Code but may have a different meaning to the airline. The sale price is set by the agency and the difference between this and the amount due to the airline is the agency "profit". The sale price is usually not reported to the BSP meaning that if the agent accepts payment by credit card he does so using his own merchant agreement, not the merchant agreement of the airline. Some airlines adopted a different method, sometimes known as "Net Remit". Both Net Remit and IT/BT (sometimes known as Net Report) can exist within one BSP. Net Remit has an actual fare in the fare box that the passenger sees. This is reported to and billed by the BSP in the usual way and commission (if any) is applied. The agency adds further information to the ticket either in the form of an amount due to the airline (known as the net fare - again) or additional commission. This is then processed by BSP to a secondary billing showing the actual amount due to the airline. Additional commission can be an amount or a percentage and can be applied to the fare shown in the fare box or to the amount due to the airline after the deduction of commission from the fare shown in the fare box. The precise methodology varies from BSP to BSP and with something like 17 different variations it's impossible for us to list all the possibilities and which applies to which market. The extra data which the agency has to show on the ticket is printed in the tour code box. However, it is not, strictly, a tour code. It is either a "Value Code" and/or a "Carrier Agreement Reference" and in Galileo they have specific entry formats which cause the items to be shown in the A21 section of the MIR (assuming you've switched that on using the MMOD table). The Carrier Agreement Reference is simply a contract number but the Value Code actually represents the value. The first character will always be a letter and it tells you whether the remaining characters are a commission amount or percentage and which value to apply that to or whether it's a net fare value. The value may be expressed as numbers but it can also be encoded into letters. The precise encoding varies by market/airline but 3 examples include: 0123456789 RUNWAYJETS BLACKHORSE CUMBERLAND Depending on which of the above is used 250 might be encoded as NYR or AHB or MRC. In some implementations the amount due to the airline (the net fare) is not entered using a Value Code but a separate method (which does not print in the Tour Code box of the ticket). So, depending on the precise method used in a market you may need to search for data in the A21 section and also the T50ITC field. The net amount due may be found in A07TBF, A21NRT or A21NVC.

Can I receive MIRs for Voids and Refunds?	Yes. There are two steps. Firstly change the flags in the MMTD display. Note that it is possible to set the system to send MIRs when a refund is processed or a void or an unvoid or a spoiled. If you want all 4 you must set all 4 to "Y". Now go to the MMOD display and set "REFUND DATA" to "Y". Note that setting REFUND DATA will cause the A23 section to be sent to your back office system. You must therefore ensure your back office is capable of processing this data.
I'm not getting all the data I expect for an MCO/EMD MIR. Why not?	Go to the MMOD display and set "MISCELLANEOUS DOC" to "Y". This causes the A19 section to be sent – please ensure your back office system can process this data. Now go to the MMTD display and set "MPD" to "Y".
Why do some of my flights appear in the A04 section of the MIR and others in the A05?	Galileo answer (Apollo is different) - Until a filed fare is present in the Booking File all of the flights will appear in the A04 section. Once a filed fare is present in the Booking File a separate MIR is sent for each field fare. In these circumstances the flights that are covered in the filed fare appear in the A04 section and all others in the A05. The status of the flight has no affect on whether it appears in the A04 or the A05.
Is a separate MIR sent for every passenger	No. A MIR is sent for each filed fare.
Why does the MIR not contain the fare for every segment?	This is related to the IATA practice known as "proration" and these websites give some information about the process. http://gnp.sourceforge.jp/ http://www.iata.org/whatwedo/proration/index.htm http://www.interglobetechnologies.com/whitepapers/Managing-the-Challenges-of-Airline-Revenue-Accounting.pdf#search=%22airline%20proration%22 Proration is the term used by airlines to describe the process they undertake to share out the revenue on a ticket when more than one carrier is involved. The sharing process uses distance flown as its' basis but then applies various other rules and even commercial agreements. It is the commercial agreements (which are confidential between the airlines) that make it impossible for us to accurately calculate the flight by flight coupon value.
Does the MIR contain any information about the distance flown for each segment?	No. In the airline world there are flow mileages, maximum permitted mileages and each airline uses different frequent flyer miles. All of those mileages are artificial to one degree or another. The shortest distance between two points is the "Great Circle Mileage" but there are at least 7 models of the shape of the earth each of which can produce a slightly different result. Faced with those options Galileo decided not to fill this field.
I use a single gtid to collect MIRs from more than one branch. How is it possible that this same gtid is "up" in one pseudo city and "down" in another?	When a MIR is sent it is placed into a holding area in the Galileo system known as a buffer. In most cases it goes into the buffer and then immediately out again when it is sent to the agency. Each pseudo city has its' own buffer even though they are sending data to the same gtid. When the gtid is Down in one pseudo city this is simply a means to stop the MIRs from being sent from that Pseudo city. The buffer feeding the gtid in another pseudo can be up. We have some customers who, rather than receiving all the MIRs immediately they have been issued like to set the MIR device to Down, buffer up many MIRs and then bring the device Up so that they receive all the MIRs from one branch together.

I can't find the conjunction ticket number in the MIR.	The conjunction ticket data in the MIR is not sent the same way as it is shown in the filed fare. We send the first ticket number for each passenger and then send an indicator to say how many tickets have been issued. For instance: `3385008490249900242943010000000885AD 01 N` means `33850084902` this ticket has this TCN. `4` is the year when the ticket was issued `9900242943` is the ticket number `01` is the number of tickets issued. If this was a conjunction ticket this number would be 02 or 03 or 04 as appropriate.
I have a Group Booking File but I cannot issue a MIR.	The MIR will not issue until at least one passenger name has been added to the Booking File.
Is TASF data transmitted in the MIR	Yes. It is necessary to set the MMOD and MMTD screens to send MPD/MISC DOCS data.
Can I use a DAD MIR to send TASF data?	TASF MIRs are only generated at the time of TASF creation. There is no way of sending a MIR containing TASF data using a DAD modifier. Should agents wish to send TASF data in the MIR at a later date they will have to approach their back office vendor to ascertain the correct procedure to follow. This will probably involve rekeying the data either direct to the back office system or, if a MIR is to be used in the DI.FT area of the Booking File using formats given to the agency by the back office system provider.
If I have more than one filed fare the A04/A05 section relationship is different when an MCO is issued compared with when a ticket is issued.	The general principle is that the A04 represents the flights related to the fare value in the MIR and the A05 represents carries any other flights. If you make the entry MCOBFF1 the system *copies* the data from the filed fare to the MCO. No ongoing link exists between the MCO and the filed fare. You can, for example, delete the filed fare yet the MCO still contains the filed fare data and the MIR will be created. The same principle applies for a TKPMCO - the system *copies* the data from the field fare to the MCO and then uses the MCO data to create the MIR, not the filed fare data. As such, the link the exists between the filed fare and segments is broken and the system, not knowing any better, puts all the segments in A04.

Exchange/Reissue and MCOs in Galileo.

In IATA markets serviced by the Galileo system the procedures which agents must follow when reissuing or exchange a ticket are laid down in Resolution 720a Attachment 'B' with further examples and explanation in the Ticketing Handbook.

It is important to remember that while most tickets issued by agents are in their own currency there are circumstances where an agent may issue a ticket starting in a city which is not in their own country (e.g a UK based agency may issue a ticket between New York and Los Angeles). In such circumstances the "Fare" on the ticket issued will be expressed in a "foreign" currency (USD) with the "Equivalent Fare Paid" in the currency of the agency (GBP). Should it become necessary to reissue such a ticket the fare will continue to be expressed in the foreign currency.

In the paper ticket environment it is also possible for an agency to exchange/reissue a ticket issued by a completely different agency in a completely different currency. Once again, the new fare will be expressed in the currency of the original issuing agency with any additional collection expressed initially in the original currency with an additional fare paid in the agency currency as well.

If the difference in fares results in a refund being due to the passenger the agent must *issue* an MCO to *carry* the refund value. This often causes confusion but it is important to remember that the MCO has been issued. To refund the value carried on the MCO it is then necessary to refund the MCO. You may ask why a two stage process? Some countries restrict the export of their currencies. If it was possible to purchase an air ticket, take it out of such a country, and then obtain a refund on the unused parts of the ticket this would contravene those exchange regulations. Furthermore, only the original issuing agency actually holds the money from the original ticket. Therefore, the MCO for refund value must be returned to the agency that issued the original ticket who will then action that refund. Of course, in many cases, the original issuing agent and the one undertaking the exchange reissue are the same and therefore the MCO, having been issued, is immediately refunded by the same user.

The following MIR illustrates what happens when the ticket is issued:

```
T51G7733920098000234160CT061430 AF057AIR FRANCE             22JUN07CCCE40C79F3A
 UD4 UD499999992 ZZR1JO          C50GHNGHAG16OCT0600016OCT06015
HRK0000004853002HRK00000000  00000000  00000000  00000000  00000000  000000000000
NYNYN7YNYAYA NNNX   HR
000000001000001000000001001001001000000000000000

A02HARRISON/EMR                                6          00         AD    0101N

A0401AF057AIR FRANCE  2755Y AK22JUN0655 0900 2ZAGZAGREB       CDGPARIS/CHARLESINS
O030KER4         F TK:NJT:02.05

A0701EUR      654.00HRK     4853.00HRK     4853.00

A080101Y       00000000                    F:Y

A09010ZAG AF PAR M835.71Y NUC835.71END ROE0.782562

A100101SEP069999992 ZAG                   S                                    R
TI:1253640100100P1
HRK000007000.00   T1:   10.00GBT2:          T3:          T4:          T5:
000007010.00000000000000

A11S         0.00N                                    P:01

A12LONB /
```

In this case although the fare is EUR654.00 and the equivalent is HRK4853.00 the amount due (A11) is zero. This is because the old ticket (with a fare value of HRK7000.00 – A10) has a higher value than this new ticket. The MCO (when issued) will have the balance on it but it will also show A11 as zero because it is also paid for by the original ticket. Subsequently the MCO will be refunded and a refund MIR created.

A further area of confusion is often taxes. When a ticket is reissued/exchanged the taxes shown on the original ticket are carried forward to the new one.

This MIR may help to explain.

```
T51G7733920105300233160CT061354 AF057AIR FRANCE             22JUN07CCCE40C79F3A
 UD4 UD499999992 ZZR1JO          C50GHNGHAG16OCT0600016OCT06012
HRK0000004853002HRK00000000  00000000  00000000  00000000  00000000  000000000000
NYNYN7YNYAYA NNNX   HR
000000001000001000000001001001001000000000000000

A02HARRISON/EMR                                6          00         AD    0101N

A0401AF057AIR FRANCE  2755Y AK22JUN0655 0900 2ZAGZAGREB       CDGPARIS/CHARLESINS
O030KER4         F TK:NJT:02.05

A0701EUR      654.00HRK     5083.10HRK     4853.00HRKT1:  111.30HRT2:  118.80YQ

A080101Y       00000000                    F:Y

A09010ZAG AF PAR M835.71Y NUC835.71END ROE0.782562 XT PD10.00GB PD6
.80YR

A100101SEP069999942 ZAG                   CK                                   A
TI:1253640100100P4   TI:1253640100101 1
HRK000000510.00   T1:   10.00GBT2:    6.80YRT3:          T4:          T5:
000000526.80000000000000

A11S      4573.10N                                 P:01

A12LONB /
```

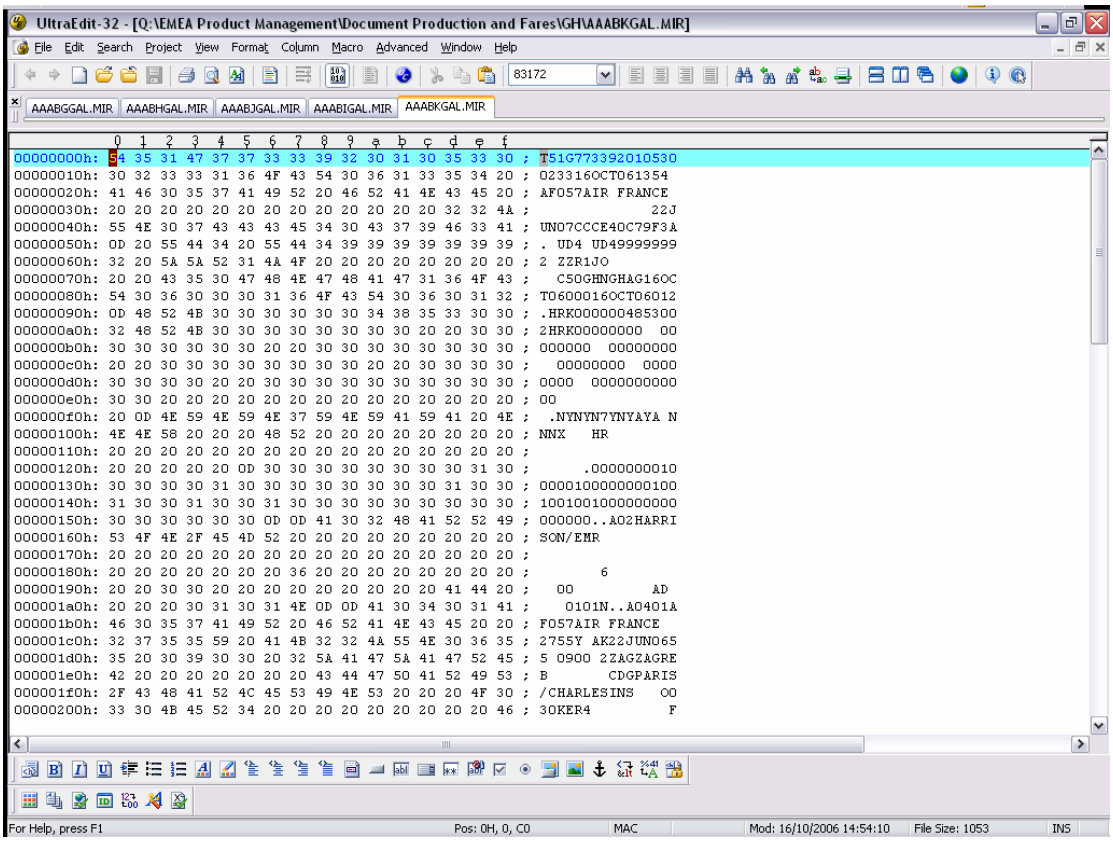
The A07 line shows that the new fare for the ticket is EUR654.00 and that the equivalent of that is HRK4853.00. There are 2 new taxes to be collected HRK111.30HR and HRK118.80YQ making the new total HRK5083.10.

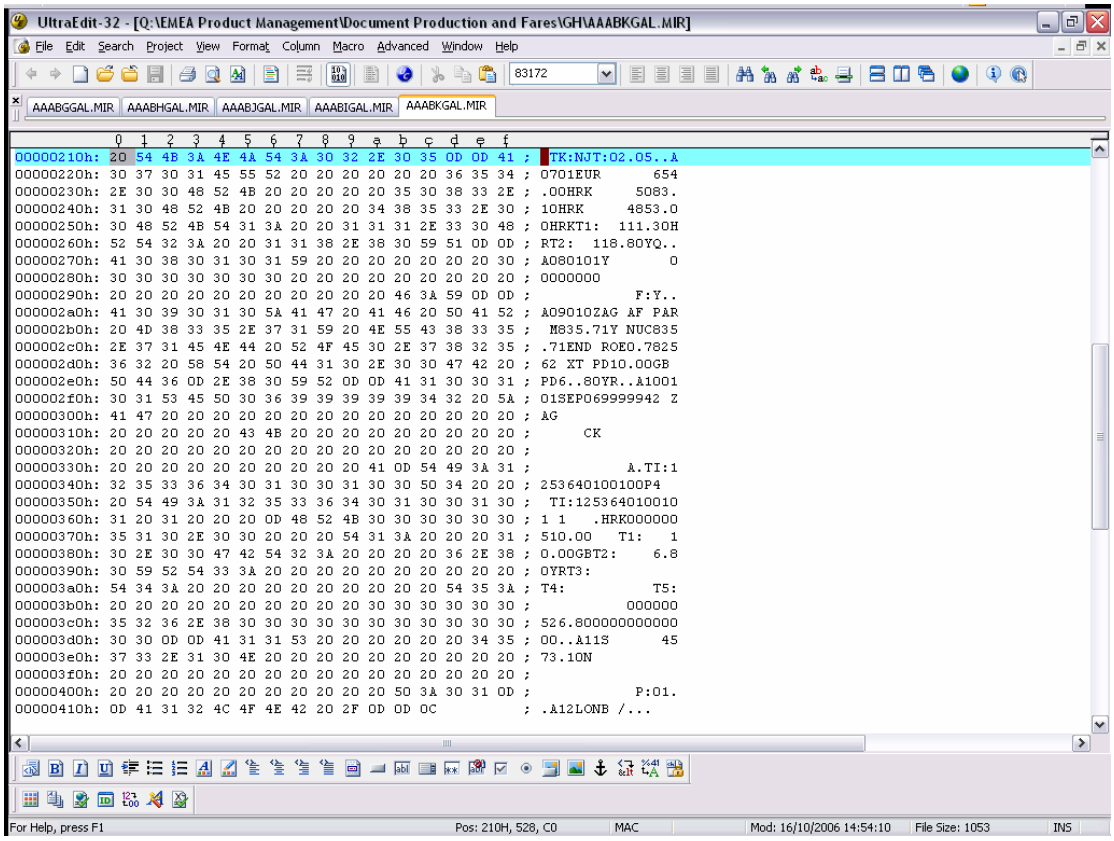
Looking at the A11 section we find that the amount collected is only HRK4573.10. This is the total amount less the value of the original ticket, in this case HRK510.00 found in the A10

section. (HRK510.00+HRK4573.10 = HRK5083.10). But, remember the HRK5083.10 includes the taxes. Therefore the fare amount which has actually been collected is HRK4573.10 less HRK111.30 less HRK118.80 giving a result of HRK4343.00 (the commissionable fare collected).

You may also be wondering what the T1: 10.00GB item is in the A10 section. Doesn't that also need to be accounted for? The answer is "no". This item has no accounting value. It is a leftover from the time when some back office systems used the MIR to actually write airline tickets. Where a tax is shown on the original ticket it must be carried forward to (and printed on) the new ticket but because it was paid for on the original ticket it doesn't need to be paid for again so it can be safely ignored for accounting purposes.

The following pictures show exactly the same MIR as above but showing the HEX representation. This is particularly useful for understanding which control characters are present (carriage return, line feed etc.) and how they terminate lines, sections and the whole MIR.





End of Document