RECOMMENDED PRACTICE 1745

BAGGAGE SERVICES MESSAGES

△ PSC(23)1745

Members who transmit and receive Baggage Service Messages, including the Baggage Transfer Message (BTM), Baggage Source Message (BSM), Baggage Processed Message (BPM), Baggage Unload Message (BUM), Baggage Not Seen Message (BNS) and the Baggage Control Message (BCM), shall apply the following definitions, formats and specifications for the creation, transmission, receipt and interpretation of those messages.

Structure Of This Document

Section 1 – Introduction

Section 2 – Data Dictionary

Section 3 – Baggage Transfer Message (BTM)

Section 4 – Baggage Source Message (BSM)

Section 5 – Baggage Processed Message (BPM)

Section 6 – Baggage Unload Message (BUM)

Section 7 – Baggage Not Seen Message (BNS)

Section 8 – Baggage Control Message (BCM)

Attachment A – Lists 3- and 4-character codes for the Baggage Exception Data element (.E), including both industry codes and codes currently in use on a bilateral basis. The codes in this attachment contain only suggested codes and are not meant to exclude any codes used by consenting partners on a bilateral basis.

Attachment B –- A diagrammatic illustration highlighting the use of the baggage messages.

Section 1 — Introduction

△ 1.1 PURPOSE

This Recommended Practice governs Baggage Service Messages, which are sent between departure control systems and Automated Baggage Handling systems. The messages are sent, received and processed by those systems in order to achieve automated baggage sortation, passenger and baggage reconciliation, and other baggage services.

Baggage information included in these messages is linked with the unique 10-digit bag tag number defined as the Licence Plate (refer to IATA Resolution 740; ATA 30.35).

1.2 COMMUNICATIONS

Depending on the protocol used, the communications portion of the message may contain an address element and a communications reference element.

While many Members use Type-B messages, especially for in-house communications, when interfacing to 3rd party systems or where data is required to be received more quickly, it may be necessary to transmit messages using other protocols such as Type-A, Edifact, X.25, etc. In these situations the IATA manual, “Systems And Communications Reference” should be consulted along with direct dialogue between the airline and the operator of the automated baggage system.

1.2.1 Address Element

If a message is sent as a Type-B, the following list of Office Function Designators (OFD) for each Baggage Message should be used.

Message	From	To	OFD	Example
BTM	Host	Host	BT	LHRBTBA
BSM	Host	BSS	BS	PITBSUS
BSM	Host	BRS	BR	FRABRXH
BPM	BHS/Host	Host	KM	SYDKMQF
BPM	BHS/Host	BHS		(see note)
BUM	Host	BRS	BR	LHRBRBA
BNS	BHS/Host	Host	LL	GVALLSR
BNS	BHS/Host	Host	BM/WM	ATLBMXS

Message	From	To	OFD	Example
BCM	BHS	Host	KM	FRAKMLH
BCM	Host	BRS	BR	FRABRLH
BCM	Host	BSS	BS	LHRBSBA
BCM	Host	Host	KM	LHRKMBA
BCM	BHS/Host	BHS	(see note)	

BSS = Baggage Sortation System.
BRS = Baggage Reconciliation System.
BHS = Baggage Handling System (e.g. BRS, BSS, Baggage Tracking System, etc.)

Note: *Use of Office Function Designators as shown in Recommended Practice 1704 or use of web/data servers are by bilateral agreement.*

1.2.2 Communications Reference Element

This element identifying the sender of the message, is governed by the IATA "Systems And Communications Reference" manual. If the message is a Type-B, the date and time is usually included by the communication software. Messages sent using other protocols will be dependent on whether the protocol requires a communications element.

Example of a Type-B:

.HDQKMUS 2318ØØ

1.3 SEQUENCE OF DATA ELEMENTS

When transmitting any of the Baggage Messages, elements are to be presented in the order shown in the Element Sequence Summary of each message.

1.4 MESSAGE ACKNOWLEDGEMENT

Acknowledgement of messages is optional, but recommended for security relevant messages (e.g. BUM). When requested, the acknowledgement is to indicate that the message was received. Refer to Section 8 for Acknowledgement Message details. To request an acknowledgement to a message, a Message Reference Number and Acknowledgement Request must be included in the .V element of the message. Refer to Sections 3, 4, 5, 6, 7 and 8 for details.

1.5 PARTITIONING OF MESSAGE

The Baggage Transfer Message, Baggage Processed Message, Baggage Not Seen Message and Baggage Control Message (BTM, BPM, BNS and BCM) may be partitioned. Refer to Sections 3, 5, 7 and 8 for details.

1.6 DELETE FUNCTION

The DEL function should be used to delete, or mark a record as deleted. (See 4.9.3 for an example of the DEL function.) A tag number that has been deleted may be reused for the same passenger for the same flight and date. See Section 1.9 for Processing Of Duplicate Tag Numbers.

Examples:

a. Where a bag tag is issued in error and the bag has not been introduced into an automated baggage system.

b. Where a tag number was incorrectly manually entered.

c. Where a passenger checked 2 bags and decides to take one of them as hand baggage.

1.7 CHANGE FUNCTION

The CHG function applies only to BSMs and is used to update or add elements or data items to a record. It may be used by transmitting only those elements or data items to be changed or added (4.9.5.B) or by complete replacement (4.9.5.C). With either option, mandatory elements are still required; the Outbound Flight Number (2.3.9.3), Date (2.3.9.5) and Baggage Tag details (2.3.17) may not be changed.

1.8 MULTIPLE USE OF ELEMENTS

The multiple use of elements, or nesting, is slightly different for each message. The keys to multiple usage are the mandatory elements and their sequence within a message as shown in the Element Sequence Summary of each message. Each message has a descriptive example of how multiple usage is implemented.

1.9 PROCESSING DUPLICATE BAG TAG NUMBERS

1.9.1 It is at the discretion of the airlines and operators of baggage systems to determine how to facilitate and process duplicate bag tag numbers.

1.9.2 It is essential that tag numbers for local joining bags are issued only once, and not reissued for the same flight on the same day unless a BSM DEL or BUM has been previously issued.

1.9.3 For transfer bags, tag numbers which have been erroneously entered and/or deleted may be re-entered for the same flight.

1.10 SECURITY

It is the responsibility of the airlines, system providers and operators of baggage handling systems to ensure the maximum security of data. One method is to use the Encryption Data Item in the .V element. Users may prefer to select other methods for ensuring data security.

Section 2 — Data Dictionary (Version 1)

2.1 PURPOSE

The Baggage Service Messages are divided into elements, consisting of one or more data items, as indicated in the Detail Specifications (Section 2.3). When transmitting any baggage message, elements are to be presented in the order shown in the Element Sequence Summary of each message. The elements have been designed to be consistent in usage and data content.

2.1.1 Within each message section, elements and data items are shown as either mandatory, conditional, optional, or not used.

A. Mandatory (M) – shall be included in the message.
B. Conditional (C) – shall be included in the message if specified conditions are met.
C. Optional (O) – may be included at the discretion of the sender.
D. Not Used (N) – data item shall not be used.

2.1.2 Construction Definition

Elements are composed of one or more data items, with data items preceded by a separator, unless otherwise indicated. For optional and conditional data items, the separator is also conditional, unless the omitted data item is followed by one or more data items that contain data, in which case the separator is mandatory.

Examples:

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.S/Y/23A/C
.S/N//S/177
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2.1.3 Version Number

New technology and operational experience may make changes to messages necessary. Messages are designed so that minimal programming is required to incorporate new elements. The data dictionary version number allows tracking of changes and prevents misreading when implementing changes. Changes to the Data Dictionary (Section 2.3) require serious consideration due to the impact of work across the industry prior to implementation. When there is a change in mandatory element(s) to the Data Dictionary, the Version Number is incremented (refer to 2.3.25, .V element).

△ 2.2 QUICK REFERENCE INDEX OF BAGGAGE SERVICE MESSAGE ELEMENTS – Version 1

ELEMENT IDENTIFIER	TITLE	EXAMPLE	MESSAGES					
			BTM	BSM	BPM	BUM	BNS	BCM
	STANDARD MESSAGE IDENTIFIER (SMI)	BTM; BSM; BPM; BUM; BNS; BCM	M	M	M	M	M	M
	SECONDARY LEVEL MESSAGE IDENTIFIER	BAM; FOM; FCM; FFM; DBM; BMM	N/A	N/A	N/A	N/A	N/A	M
	CHANGE OF STATUS INDICATOR	CHG or DEL	N/A	C	N/A	N/A	N/A	N/A
.A	MESSAGE ACKNOWLEDGEMENT DETAILS	.A/QF0060097/BSM/ACK or .A/LH3731000 24/BSM/NAK/FLT DEPARTED	N/A	N/A	N/A	N/A	N/A	*
.B	BAGGAGE IRREGULARITIES	.B/OFF/0220123456001	N/A	N/A	C	N/A	N/A	*
.C	CORPORATE OR GROUP NAME	.C/SITA TOUR	O	O	O	O	C	*
.D	REMOTE CHECK-IN DETAILS	.D/TRST/QQP/07MAY/0845L/RA/ TRAIN5 or .D/TRST/QQP/07MAY/0 84533L	N/A	O	N/A	O	N/A	N/A
.E	BAGGAGE EXCEPTION DATA	.E/RUSH	O	O	O	O	N/A	*
.F	OUTBOUND FLIGHT INFORMATION	.F/LH1274/05MAY/JFK/F	M	C	C	M	M	*
.G	UNUSED	N/A	N/A	N/A	N/A	N/A	N/A	N/A
.H	HANDLING LOCATION	.H/T4//16 or .H//GREEN or .H///D46	O	O	O	O	O	*
.I	INBOUND FLIGHT INFORMATION	.I/KL067/02APR/AMS/Y	M	C	O	O	N/A	*
.J	PROCESSING INFORMATION	.J/R/43S/120D32/02APR/1545L/B2	N/A	N/A	O	N/A	N/A	N/A
.K	DEFAULT MESSAGE PRINTER	.K/69C626	N/A	O	O	O	N/A	*
.L	AUTOMATED PNR ADDRESS	.L/QRE7Q6	O	O	O	O	C	N/A
.M	UNUSED	N/A	N/A	N/A	N/A	N/A	N/A	N/A
.N	BAGGAGE TAG DETAILS	.N/0001123456002	M	M	C	M	M	*
.O	ONWARD FLIGHT INFORMATION	.O/UA423/02APR/DEN/F	C	C	O	O	C	*
.P	PASSENGER NAME	.P/1SMITH/HMR	M	O	O	O	C	*
.Q	LOAD SEQUENCE NUMBER	.Q/023	N/A	N/A	C	C	N/A	*
.R	INTERNAL AIRLINE DATA	.R/FREE TEXT	O	O	O	O	O	*
.S	RECONCILIATION DATA	.S/Y/23A/C/234/333/Y	N/A	C	O	O	N/A	N/A
.T	BAGGAGE TAG PRINTER ID	.T/221322	N/A	O	N/A	N/A	N/A	N/A
.U	LOADING DATA	.U/AVE12345NE/11R/T/Y/NRT/Y/ NW009/04MAR/SEL	N/A	N/A	O	O	N/A	*
.V	VERSION AND SUPPLEMENTARY DATA	.V/1TYYZ/PART1/1234567890/A	M	M	M	M	M	M
.W	PIECES AND WEIGHT DATA	.W/K/2/38/8 or .W/L/2/84/16 or .W/P/3	O	O	N/A	N/A	O	*
.X	BAGGAGE SECURITY SCREENING	.X/LEVEL1; .X/HANDSEARCH; .X/ XRAY; etc.	O	O	O	O	N/A	*
.Y	FREQUENT TRAVELLER NUMBER	.Y/BXJ2238 or .Y/BXJ2238/GOLD	O	O	O	O	C	*
.Z	UNUSED	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	END OF MESSAGE IDENTIFIER	ENDBTM, ENDBSM, ENDBPM, etc.	M	M	M	M	M	M

* Refer to each individual message for details.

2.3 DETAIL SPECIFICATIONS — DATA DICTIONARY VERSION 1

2.3.1 Standard Message Identifier (SMI); 5 characters

	Construction	Example	Format
2.3.1.1	Message Identifier	BTM	aaa
2.3.1.2	End of element delimiter		<≡
	Example:		
	BTM<≡		

2.3.2 Secondary Level Message Identifier (SMI); 5 characters

	Construction	Example	Format
2.3.2.1	Message Identifier	FOM	aaa
2.3.2.2	End of element delimiter		<≡
	Example:		
	FOM<≡		

2.3.3 Change of Status Indicator; 5 characters

	Construction	Example	Format
2.3.3.1	Type of Change — CHG = Change; DEL = Delete	DEL	aaa
2.3.3.2	End of element delimiter		<≡
	Example:		
	DEL<≡		

△ 2.3.4 .A Message Acknowledgement Details; 14 to 63 characters

	Construction	Example	Format
2.3.4.1	Element identifier: Full stop (.), 'A'	.A	.a
2.3.4.2	Separator: oblique (/)	/	/
2.3.4.3	Sender's Message Reference Number Being Acknowledged — up to 10 characters	QFØØ62Ø1	m(m..m)
2.3.4.4	Separator: oblique (/)	/	/
2.3.4.5	Type of Baggage Message and Status Indicator Being Acknowledged — 3 or 7 characters	BSM CHG	aaa (→aaa)
2.3.4.6	Separator: oblique (/)	/	/
2.3.4.7	ACK or NAK	ACK	aaa
2.3.4.8	Separator: oblique (/)	/	/
2.3.4.9	Free Text — up to 35 characters	DELAYED FLT	t(t..t)
2.3.4.10	End of element delimiter		<≡
	Examples:		
	.A/QFØØ62Ø1/BUM/ACK<≡ .A/Ø74661Ø97/BSM CHG/ACK<≡ .A/BA222Ø16/BSM/NAK/FLIGHT DEPARTED<≡		

2.3.5 .B Baggage Irregularities; 22 characters

	Construction	Example	Format
2.3.5.1	Element identifier: Full stop (.), 'B'	.B	.a
2.3.5.2	Separator: oblique (/)	/	/
2.3.5.3	Baggage Status Code — NAL = Loaded, but not authorised for loading; OFF = Offloaded; UNS = Unseen; OND = On hand; not loaded, not authorised for loading; ONA = On-hand; not loaded; authorised to load	OFF	aaa
2.3.5.4	Separator: oblique (/)	/	/

	Construction	Example	Format
2.3.5.5	Baggage Tag Number — 10-digit License Plate Number	Ø22Ø123456	ffffffffff
2.3.5.6	Number of Consecutive Tags	ØØ1	fff
2.3.5.7	End of element delimiter		<≡

Example:

. B/OFF/Ø22Ø123456ØØ1<≡

2.3.6 .C Corporate or Group Name; 6 to 21 characters

	Construction	Example	Format
2.3.6.1	Element identifier: Full stop (.), 'C'	.C	.a
2.3.6.2	Separator: oblique (/)	/	/
2.3.6.3	Corporate or Group Name — as in the IATA PNL; maximum 16 characters	CRICKET CLUB	t(t..t)
2.3.6.4	End of element delimiter		<≡

Example:

.C/CRICKET CLUB<≡

△ 2.3.7 .D Remote Check-in Details 24 to 52 Characters

	Construction	Example	Format
2.3.7.1	Element identifier: Full stop (.), 'D'	.D	.a
2.3.7.2	Separator: oblique (/)	/	/
2.3.7.3	Bag Check-In location Identifier — see Attachment A, Chapter 3.1	HOTC	aaaa
2.3.7.4	Separator: oblique (/)	/	/
2.3.7.5	Bag Check-In location description	MARRIOTT	m[1-12]
2.3.7.6	Separator: oblique (/)	/	/
2.3.7.7	Bag Check-In date	Ø7MAY	ffaaa
2.3.7.8	Separator: oblique (/)	/	/
2.3.7.9	Bag Check-In Time	Ø84512L	ffff(ff)a
2.3.7.10	Separator: oblique (/)	/	/
2.3.7.11	Carriage Medium — see Attachment A, Chapter 3.2	CO	aa
2.3.7.12	Separator: oblique (/)	/	/
2.3.7.13	Transport ID (Free Text)	FEDEXVAN45	m[1-12]
2.3.7.14	End of element delimiter		<≡

Examples:

.D/TRST/QQP/Ø7MAY/Ø845Ø2L/RA/TRAIN5<≡
.D/TRST/QQP/Ø7MAY/Ø845Ø2L<≡
.D/HOME/TW149NT/Ø7MAY/Ø845Ø2L/CO/FEDEXVAN45<≡
.D/HOTC/MARRIOT/Ø7MAY/Ø845Ø2L/HV/VANE79HJT<≡

2.3.8 .E Baggage Exception Data; 8 or 9 characters

	Construction	Example	Format
2.3.8.1	Element identifier: Full stop (.), 'E'	.E	.a
2.3.8.2	Separator: oblique (/)	/	/
2.3.8.3	Exception Type (3 or 4 letters) — see Attachment A	RUSH	aaa(a)

	Construction	Example	Format
2.3.8.4	End of element delimiter		<≡
	Examples: .E/RUSH<≡ .E/CREW<≡		

△ 2.3.9 .F Operational Outbound Flight Information; 22 to 25 characters

	Construction	Example	Format
2.3.9.1	Element identifier: Full stop (.), 'F'	.F	.a
2.3.9.2	Separator: oblique (/)	/	/
2.3.9.3	Airline and Flight Number	UA423	mm(a)fff(f)(a)
2.3.9.4	Separator: oblique (/)	/	/
2.3.9.5	Date (DDMMM)	Ø2APR	ffaaa
2.3.9.6	Separator: oblique (/)	/	/
2.3.9.7	Destination or Transfer Airport Code	DEN	aaa
2.3.9.8	Separator: oblique (/)	/	/
2.3.9.9	Class of Travel — see individual messages as to whether this is used for the passenger or the baggage	F	a
2.3.9.10	End of element delimiter		<≡
	Example: .F/UA423/Ø2APR/DEN/F<≡		

2.3.10 .G Unused Element

△ 2.3.11 .H Handling Location; 11 to 28 characters

	Construction	Example	Format
2.3.11.1	Element identifier: Full stop (.), 'H'	.H	.a
2.3.11.2	Separator: oblique (/)	/	/
2.3.11.3	Handling Terminal (2 to 6 a/n Characters)	T4	m[2-6]
2.3.11.4	Separator: oblique (/)	/	/
2.3.11.5	Handling Bay/Pier (1 to 6 a/n Characters)	NORTH	m[1-6]
2.3.11.6	Separator: oblique (/)	/	/
2.3.11.7	Handling Gate/Stand/Claim Area (1 to 8 a/n Characters)	16	m[1-8]
2.3.11.8	End of element delimiter		<≡
	Examples: .H/T4//16 .H//GREEN .H///D46 .H///CLAIMA5		

2.3.12 .I Inbound Flight Information; 22 to 25 characters

	Construction	Example	Format
2.3.12.1	Element identifier: Full stop (.), 'I'	.I	.a
2.3.12.2	Separator: oblique (/)	/	/
2.3.12.3	Airline and Flight Number	KLØ67	mm(a)fff(f)(a)
2.3.12.4	Separator: oblique (/)	/	/
2.3.12.5	Date of Departure (DDMMM)	Ø2APR	ffaaa
2.3.12.6	Separator: oblique (/)	/	/
2.3.12.7	Originating Airport Code	AMS	aaa

	Construction	Example	Format
2.3.12.8	Separator: oblique (/)	/	/
2.3.12.9	Class of Travel — see individual messages as to whether this is used for the passenger or the baggage	F	a
2.3.12.10	End of element delimiter		<≡

Example:

.I/KLØ67/Ø2APR/AMS/F<≡

△ 2.3.13 .J Processing Information; 9 characters minimum; 55 characters maximum

	Construction	Example	Format
2.3.13.1	Element identifier: Full stop (.), 'J'	.J	.a
2.3.13.2	Separator: oblique (/)	/	/
2.3.13.3	Secondary code — G = Ground Tracking; R = Reconciliation; S = Sortation, H = Hand Scanner	R	a
2.3.13.4	Separator: oblique (/)	/	/
2.3.13.5	Agent Identification (2 to 9 characters)	43S	mm(m..m)
2.3.13.6	Separator: oblique (/)	/	/
2.3.13.7	Scanner Identification (2 to 8 characters)	12ØD32	mm(m..m)
2.3.13.8	Separator: oblique (/)	/	/
2.3.13.9	Date (DDMMM)	Ø2APR	ffaaa
2.3.13.10	Separator: oblique (/)	/	/
2.3.13.11	Time (HHMMSS; L = local; Z = UTC)	154512L	ffff(ff)a
2.3.13.12	Separator: oblique (/)	/	/
2.3.13.13	Reading Location (2 to 8 characters)	B2	am(m..m)
2.3.13.14	Separator: oblique (/)	/	/
2.3.13.15	Sent to Location (2 to 8 characters)	R1	am(m..m)
2.3.13.16	End of element delimiter		<≡

Examples:

.J/R/43S/12ØD32/Ø2APR/1545L/B2<≡
.J/S//SAR/Ø2APR/1333L//A1Ø<≡
.J/R/52169/T4C3/12DEC//T4<≡
.J/G/CHC19/Q6RJ9E/28APR/1928L/T1/T4<≡

△ 2.3.14 .K Default Message Printer; 6 to 12 characters

	Construction	Example	Format
2.3.14.1	Element identifier: Full stop (.), 'K'	.K	.a
2.3.14.2	Separator: oblique (/)	/	/
2.3.14.3	Baggage message default printer ID – LNIATA; Symbolic Address; Position — up to 7 characters	4FØCØ3	m(m..m)
2.3.14.4	End of element delimiter		<≡

Example:

.K/4FØCØ3<≡

2.3.15 .L Automated PNR Address; 10 or 11 characters

	Construction	Example	Format
2.3.15.1	Element identifier: Full stop (.), 'L'	.L	.a
2.3.15.2	Separator: oblique (/)	/	/
2.3.15.3	Automated PNR Address	6Y21AS	mmmmm(m)

	Construction	Example	Format
2.3.15.4	End of element delimiter		<≡
	Example:		
	.L/6Y21AS<≡		

2.3.16 .M Unused Element

2.3.17 .N Baggage Tag Details; 18 characters

	Construction	Example	Format
2.3.17.1	Element identifier: Full stop (.), 'N'	.N	.a
2.3.17.2	Separator: oblique (/)	/	/
2.3.17.3	Baggage Tag Number — 10-digit License Plate Number	ØØ74123456	fffffffffff
2.3.17.4	Number of Consecutive Tags	ØØ5	fff
2.3.17.5	End of element delimiter		<≡
	Example:		
	.N/ØØ74123456ØØ5<≡		

2.3.18 .O Onward Flight Information; 22 to 25 characters

	Construction	Example	Format
2.3.18.1	Element identifier: Full stop (.), 'O'	.O	.a
2.3.18.2	Separator: oblique (/)	/	/
2.3.18.3	Airline and Flight Number	UA423	mm(a)fff(f)(a)
2.3.18.4	Separator: oblique (/)	/	/
2.3.18.5	Date (DDMMM)	Ø2APR	ffaaa
2.3.18.6	Separator: oblique (/)	/	/
2.3.18.7	Destination or Transfer Airport Code	DEN	aaa
2.3.18.8	Separator: oblique (/)	/	/
2.3.18.9	Class of Travel — see individual messages as to whether this is used for the passenger or the baggage	F	a
2.3.18.10	End of element delimiter		<≡
	Example:		
	.O/UA319/Ø2APR/DEN/F<≡		

2.3.19 .P Passenger Name; 7 to 64 characters

	Construction	Example	Format
2.3.19.1	Element identifier: Full stop (.), 'P'	.P	.a
2.3.19.2	Separator: oblique (/)	/	/
2.3.19.3	Number of Passengers with this Surname	2	(ff)
2.3.19.4	Passenger's Surname	SMITH	aa(a..a)
2.3.19.5	Passenger's Given Name, and/or Initial(s), and/or Title, if available	/JOHNMR	/a(a..a)
2.3.19.6	Additional Given Names — an oblique precedes each entry	/ALICEMRS	((/a(a..a))..(/a(a..a))

	Construction	Example	Format
2.3.19.7	End of element delimiter		<≡

Examples:

.P/CLOVER/LEN<≡
.P/2SMITH/JOHNMR/ALICEMRS<≡
.P/4GIFFORD/GDR/LMRS/GJR/GORDAN<≡

Note: *For an expedited bag, when the passenger name is not known, the word RUSH may be used for the passenger name.*

Example:

.P/RUSH<≡

2.3.20 .Q Load Sequence Number; 8 characters

	Construction	Example	Format
2.3.20.1	Element identifier: Full stop (.), 'Q'	.Q	.a
2.3.20.2	Separator: oblique (/)	/	/
2.3.20.3	Load Sequence Number	ØØ6	fff
2.3.20.4	End of element delimiter		<≡

Example:

.Q/ØØ6<≡

2.3.21 .R Internal Airline Data; 6 to 64 characters

	Construction	Example	Format
2.3.21.1	Element identifier: Full stop (.), 'R'	.R	.a
2.3.21.2	Separator: oblique (/)	/	/
2.3.21.3	Free Text — up to 59 characters	BUS GATE	t(t..t)
2.3.21.4	End of element delimiter		<≡

Example:

.R/FLIGHT DEPARTED<≡

2.3.22 .S Reconciliation Data; 6 to 22 characters

	Construction	Example	Format
2.3.22.1	Element identifier: Full stop (.), 'S'	.S	.a
2.3.22.2	Separator: oblique (/)	/	/
2.3.22.3	Authority to Load: 'Y' = yes; 'N' = no	Y	a
2.3.22.4	Separator: oblique (/)	/	/
2.3.22.5	Seat Number	4K	f(f)a
2.3.22.6	Separator: oblique (/)	/	/
2.3.22.7	Passenger Status B = Boarded; C = Checked-in; N = Not checked-in; S = Stand-by	C	a
2.3.22.8	Separator: oblique (/)	/	/
2.3.22.9	Sequence Number	Ø16	fff
2.3.22.10	Separator: oblique (/)	/	/
2.3.22.11	Security Number	678	fff
2.3.22.12	Separator: oblique (/)	/	/
2.3.22.13	Passenger Profile Status 'Y' = yes; 'N' = no As defined by individual airlines, local authorities or bilateral agreement, this data item indicates a high profile passenger. This is only for information and must not interfere with the indication in the Authority to Load data item (2.3.22.3).	Y	a

	Construction	Example	Format
2.3.22.14	End of element delimiter		<≡
	Examples:		
	.S/Y/23A/C/Ø16/678/Y<≡	Load authorisation = Y; Seat = 23A; Passenger status = C; Sequence number = Ø16; Security number = 678; Passenger Profile Status = Y	
	.S/Y//S/291<≡	Load authorisation = Y; No seat number provided; Passenger status = S; Sequence number = 291; No other data provided	
	.S/Y<≡	Load authorisation = Y; No other data provided	

△ 2.3.23 .T Baggage Tag Printer ID; 6 to 12 characters

	Construction	Example	Format
2.3.23.1	Element identifier: Full stop (.), 'T'	.T	.a
2.3.23.2	Separator: oblique (/)	/	/
2.3.23.3	Bag Tag Printer ID — LNIATA; Symbolic Address; Position — up to 7 characters	38Ø232	m(m..m)
2.3.23.4	End of element delimiter		<≡
	Examples:		
	.T/38Ø232<≡		
	.T/FRABSQF<≡		

△ 2.3.24 .U Loading Data; 8 to 51 characters

	Construction	Example	Format
2.3.24.1	Element identifier: Full stop (.), 'U'	.U	.a
2.3.24.2	Separator: oblique (/)	/	/
2.3.24.3	Stowage Device ID	AVE12345NW	ammffff(f)mm(a)
2.3.24.4	Separator: oblique (/)	/	/
2.3.24.5	Aircraft Compartment or Loading Location — maximum of 5 characters	11R	mm(mmm)
2.3.24.6	Separator: oblique (/)	/	/
2.3.24.7	Type of Baggage in Container/Location — M = Mixed; T = Transfer; S = Short Connection; X = Terminating	T	a
2.3.24.8	Separator: oblique (/)	/	/
2.3.24.9	Class of Travel of Baggage	Y	a
2.3.24.10	Separator: oblique (/)	/	/
2.3.24.11	Destination or Transfer Airport Code of the Container	NRT	aaa
2.3.24.12	Separator: oblique (/)	/	/
2.3.24.13	Sealed Container Indicator	Y	a
	Following data reflects the onward connection of baggage data contained in a stowage device identified in 2.3.24.3, or bulk loaded as identified in 2.3.24.5.		
2.3.24.14	Separator: oblique (/)	/	/
2.3.24.15	Connection Airline Code and Flight Number	NWØØ9	mm(a)fff(f)(a)
2.3.24.16	Separator: oblique (/)	/	/
2.3.24.17	Connection Departure Date (DDMMM)	Ø4MAR	ffaaa
2.3.24.18	Separator: oblique (/)	/	/
2.3.24.19	Destination or transfer Airport Code of the Container	SEL	aaa

	Construction	Example	Format
2.3.24.20	End of element delimiter		<≡

Examples:

```
.U/AVE1234NW/11R/T/Y/NRT/Y/NWØØ9/Ø4MAR/
 SEL<≡
 .U//AFTRT/X/F/DEN<≡
 .U///T//MIA//AA614<≡
 .U/CAR1357KL//M<≡
```

△ 2.3.25 .V Version and Supplementary Data; 10 to 41 characters

	Construction	Example	Format
2.3.25.1	Element identifier: Full stop (.), 'V'	.V	.a
2.3.25.2	Separator: oblique (/)	/	/
2.3.25.3	Data Dictionary Version Number	1	m
2.3.25.4	Baggage Source Indicator — L = Local; T = Transfer; X = Terminating; R = Remote	T	a
2.3.25.5	Local, Transfer, Remote or Terminating Airport Code	DFW	aaa
2.3.25.6	Separator: oblique (/)	/	/
2.3.25.7	Part Number	PART1	aaaaf(f)
2.3.25.8	Separator: oblique (/)	/	/
2.3.25.9	Message Reference Number — up to 10 characters	BA219ØØ123	m(m..m)
2.3.25.10	Separator: oblique (/)	/	/
2.3.25.11	Acknowledgement Request: 'A'	A	a
2.3.25.12	Separator: oblique (/)	/	/
2.3.25.13	Encryption — up to 10 characters	123ABC456Z	m(m..m)
2.3.25.14	End of Element Delimiter		<≡

Note: *Message Reference Number (2.3.25.9) is required when using the Acknowledgement Request option.*

Note: *In a partitioned message, the Message Reference Number must be the same for each Part.*

Note: *In a single part message, the use of 'PART1' is permissible; there is no need to place 'ENDPART1' at the end of a single part message.*

Note: *The content of the Encryption Data Item should be agreed between the sender and receiver of the message.*

Examples:

.V/1TDFW/PART1/BA219ØØ123/A<≡	Version 1: Transfer bags at DFW to BA; multiple part message, with Reference; acknowledgement requested
.V/1LPIT<≡	Version 1: Local bag at PIT
.V/1TLHR//BA219ØØ123/A<≡	Version 1: Transfer bag at LHR; Ref. Nbr. BA219ØØ123; requesting an ACK
.V/1LFRA//LH4721Ø282/A<≡	Version 1: Local bags at FRA; Ref. Nbr. LH4721Ø82; requesting an ACK
.V/1TCDG/PART1<≡	Version 1: Transfer bag at CDG; multiple part message
.V/1TCDG////123ABC456Z<≡	Version 1: Transfer bag at CDG with Encryption

△ 2.3.26 .W Pieces and Weight Data; 8 to 19 characters

	Construction	Example	Format
2.3.26.1	Element identifier: Full stop (.), 'W'	.W	.a
2.3.26.2	Separator: oblique (/)	/	/
2.3.26.3	Pieces/Weight Indicator — L = Pounds; K = Kilos; P = Pieces only	K	a

	Construction	Example	Format
2.3.26.4	Separator: oblique (/)	/	/
2.3.26.5	Number of Checked Bags	3	f(ff)
2.3.26.6	Separator: oblique (/)	/	/
2.3.26.7	Checked Weight	33	f(fff)
2.3.26.8	Separator: oblique (/)	/	/
2.3.26.9	Unchecked Weight	5	f(ff)
2.3.26.10	End of element delimiter		<≡

Examples:

.W/P/3<≡ ← 3 Pieces
.W/K/2/20<≡ ← 2 Pieces; 20 kilo
.W/K/2/20/8<≡ ← 2 Pieces; 20 kilo; 8 kilo of unchecked baggage
.W/L///8<≡ ← 8 Pounds of unchecked baggage (carry-on)

2.3.27 .X Baggage Security Screening; 6 to 63 characters

	Construction	Example	Format
2.3.27.1	Element identifier: Full stop (.), 'X'	.X	.a
2.3.27.2	Separator: oblique (/)	/	/
2.3.27.3	Baggage status (3 a Characters) — CLR = Cleared; SEL = Selectee; NON = No action	SEL	aaa
2.3.27.4	Separator: oblique (/)	/	/
2.3.27.5	Security method (2 to 4 a/n Characters) — see Attachment 'A' Section 2	XRAY	m[2-4]
2.3.27.6	Separator: oblique (/)	/	/
2.3.27.7	Autograph (1 to 8 a/n Characters)	SECURITY	m[1-8]
2.3.27.8	Separator: oblique (/)	/	/
2.3.27.9	Free text (1 to 44 a/n Characters)	Free Text	m[1-44]
2.3.27.10	End of element delimiter		<≡

Examples:

.X/SEL
.X/CLR/ETD/CELLAR/TRANSFER

Note 1: *When a baggage message does not show the .X element, this does not mean that the bag is a no risk bag.*

Note 2: *When the baggage status is SEL, the security method is defined as method to be used to clear the bag. When the baggage status is CLR, the security method is defined as method that was used to clear the bag.*

△ 2.3.28 .Y Frequent Traveller Number; 6 to 55 characters

	Construction	Example	Format
2.3.28.1	Element identifier: Full stop (.), 'Y'	.Y	.a
2.3.28.2	Separator: oblique (/)	/	/
2.3.28.3	Frequent Traveller ID Number — 1 to 25 characters	BXJ2238	m(m..m)
2.3.28.4	Separator: oblique (/)	/	/
2.3.28.5	Tier identifier — 1 to 25 characters	GOLD	m(m..m)
2.3.28.6	End of element delimiter		<≡

Example:

.Y/BXJ2238/GOLD<≡

2.3.29 .Z Unused Element

2.3.30 End of Message Identifier; 8 characters

	Construction	Example	Format
2.3.30.1	End of Message Identifier	ENDBSM	aaaaaa
2.3.30.2	End of element delimiter		<≡

Example:

ENDBSM<≡

Section 3 — Baggage Transfer Message (BTM)

△ 3.1 PURPOSE

The BTM provides a receiving carrier at a transfer station details of all baggage on an incoming flight which have not been previously passed as part of a through check-in transaction and which are to be transferred to the receiving carrier's services by the delivering carrier.

△ 3.2 DISTRIBUTION PROCEDURES

A BTM is sent by the delivering carrier to the receiving carrier(s).

3.2.1 Each receiving carrier at a transfer point receives BTM data relating only to those bags connecting to its flights. If SR11Ø, ZRH-JFK, has baggage transferring to 4 separate carriers at JFK, SR would send 4 separate BTMs – one to each carrier with the transfer details.

3.2.2 The delivering carrier is responsible for sending the BTM only to the carrier(s) receiving the baggage at the next transfer point, not to all subsequent transfer points in the baggage routing.

3.2.3 A BTM can optionally be copied to other parties concerned with the handling of baggage at transfer stations.

3.2.4 BTM's must be sent to the receiving carrier host system upon flight departure or close out, whereby the receiving carrier should immediately generate BSM's to the affected BHS/BRS.

3.3 MESSAGE ACKNOWLEDGEMENT

The sender of the BTM may request an acknowledgement to the message by adding a Message Reference Number and the Acknowledgement Request to the .V element. The Reference Number can be up to 10 characters, formatted to the airline's discretion. See 3.9.3 for an example.

(a) Request for an Acknowledgement with a Part Number:

```
.V/1LSYD/PART1/QF62ØØ98/A
```

(b) Request for an Acknowledgement without a Part Number:

```
.V/1LSYD//QF62ØØ98/A
```

△ 3.4 PARTITIONING OF MESSAGES

When a BTM exceeds the standard message block, it should be partitioned and processed so that the end of a part occurs after the last mandatory element (.P) or the last related optional element after it.

3.4.1 The Part Number is required as part of the .V element of each part.

3.4.2 The first part will end with ENDPART1.

3.4.3 The second and subsequent parts must repeat the .V and .I elements from the first part and indicate the most recent or the next .F element.

3.4.4 The 2nd part will end with ENDPART2, etc.

3.4.5 The final part will end with ENDBTM.

Refer to 3.9.4 for an example of a partitioned BTM.

3.5 ELEMENT SEQUENCE SUMMARY

The following shows the sequence of elements in a BTM.

Element	Requirement	Definition
BTM	Mandatory	Standard Message Identifier
.V	Mandatory	Version and Supplementary Data
.I	Mandatory	Inbound Flight Information
.F	Mandatory	Outbound Flight Information
.N	Mandatory	Baggage Tag Details
.W	Optional	Pieces and Weight Data
.O	Conditional	Onward Flight Information
.P	Mandatory	Passenger Name
.Y	Optional	Frequent Traveller Number

Element	Requirement	Definition
.C	Optional	Corporate or Group Name
.L	Optional	Automated PNR Address
.E	Optional	Baggage Exception Data
.R	Optional	Internal Airline Data
.X	Optional	Baggage Security Screening
ENDBTM	Mandatory	End of Message Identifier

△ 3.6 MULTIPLE USE OF ELEMENTS

Multiple use of elements may be accomplished by following the structure of the BTM and the sequencing of elements. The prime element is the .I (Inbound Flight Information). This will feed data to more than one flight as shown in the .F elements (Outbound Flight Information). Each .F element will be followed by .N element(s) (Baggage Details), and in turn these are linked to the .P element (Passenger Name). Within this basic structure, optional elements which are related to a mandatory element are inserted in the order shown in 3.5. Except for the .V and .I, all elements may occur multiple times, but only the .N, .O, .E and .R elements may be used consecutively. If classes are included in the .I element, separate BTMs by class are required.

The following schematic illustrates the multiple use of elements in the BTM:

Element	Description
.I	Inbound Flight (BA185)
.F	Connecting To Flight (US675)
.N	Baggage Tag Details (for passenger #1 in .P element)
.N	Baggage Tag Details (additional bag for same passenger)
.W	Pieces and Weight Data
.O	Onward Flight
.O	Onward Flight
.P	Passenger Name #1 (associated to .N element)
.Y	Frequent Traveller Number
.C	Corporate or Group Name
.L	Automated PNR Address
.E	Baggage Exception Data
.E	Baggage Exception Data
.R	Internal Airline Data
.R	Internal Airline Data
.X	Baggage Security Screening
.N	Baggage Tag Details (for passenger #2 in .P element)
.P	Passenger Name #2 (associated to .N element)
.C	Corporate or Group Number
.L	Automated PNR Address
.N	Baggage Tag Details (for passenger #3 in .P element)
.P	Passenger Name #3 (associated to .N element)
.C	Corporate or Group Name
.L	Automated PNR Address
.X	Baggage Security Screening
.F	Connecting To Flight (US996) – new outbound flight
.N	Baggage Tag Details (for passenger # 4 in .P element)
.W	Pieces and Weight Data
.O	Onward Flight
.O	additional Onward Flight
.P	Passenger Name #4 (associated to .N element)
.L	Automated PNR Address
.F	Connecting to Flight (US111) – new outbound flight
.N	Baggage Tag Details (for passenger # 5 in .P element)
.O	Onward Flight
.P	Passenger Name # 5 (associated to .N element)

See 3.9.5 for an example of multiple usage in a BTM.

△ 3.7 USE OF CONDITIONAL ELEMENTS AND DATA ITEMS

3.7.1 Version And Supplementary Data (.V element)
The Message Reference Number is mandatory when the sender of the message requests an acknowledgement. Additionally, a separator (oblique) is required for a Part Number, and, if the message is partitioned, the Part Number follows the separator.

3.7.2 Pieces and Weight Data (.W element)
The Number of Checked Bags is mandatory if using the Checked Bag Weight option.

3.7.3 The Onward Flight Information element (.O) is mandatory when the data is available.

△ 3.8 CONSTRUCTION OF ELEMENTS AND DATA ITEMS IN THE BAGGAGE TRANSFER MESSAGE

Use	Elements And Data Items	Example
(M)	STANDARD MESSAGE IDENTIFIER	BTM
(M)	VERSION AND SUPPLEMENTARY DATA	
	(M) Element Identifier	.V
	(M) Data Dictionary Version Number	/1
	(M) Baggage Source Indicator — show only 'T' for Transfer	T
	(M) Transfer Airport Code	ORD
	(O) Part Number	/PART1
	(C) Message Reference Number	/123456789Ø
	(O) Acknowledgement Request	/A
	(O) Encryption	/123ABC456Z
(M)	INBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.I
	(M) Airline and Flight Number	/KL318
	(M) Date Of Departure	/Ø2APR
	(M) Originating Airport Code	/AMS
	(O) Class Of Travel Of Passenger	/J
(M)	OUTBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.F
	(M) Airline And Flight Number	/UA1234D
	(M) Date	/Ø2APR
	(M) Destination Or Transfer Airport Code	/DEN
	(O) Class Of Travel Of Passenger	/J
(M)	BAGGAGE TAG DETAILS	
	(M) Element Identifier	.N
	(M) Baggage Tag Number	/ØØ74123456
	(M) Number Of Consecutive Tags	ØØ3
(O)	PIECES AND WEIGHT DATA	
	(M) Element Identifier	.W
	(M) Pieces/Weight Indicator	/K
	(C) Number Of Checked Bags	/2
	(O) Checked Weight	/38
	(O) Unchecked Weight	/5
(C)	ONWARD FLIGHT INFORMATION	
	(M) Element Identifier	.O
	(M) Airline and Flight Number	/UA567
	(M) Date	/Ø2APR
	(M) Destination Or Transfer Airport Code	/SLC
	(O) Class Of Travel Of Passenger	/J
(M)	PASSENGER NAME	
	(M) Element Identifier	.P
	(M) Separator (oblique)	/
	(O) Number Of Passengers With This Surname	2
	(M) Passenger's Surname	SMITH
	(O) Passenger's Given Name and/or Initials and/or Title (if available)	/TOMMR
	(O) Additional Given Names and/or Initials/Titles	/ALICE
(O)	FREQUENT TRAVELLER NUMBER	
	(M) Element Identifier	.Y
	(M) Frequent Traveller ID Number	/KL6625Ø3
	(O) Tier Information	/GOLD
(O)	CORPORATE OR GROUP NAME	
	(M) Element Identifier	.C
	(M) Corporate Or Group Name	/IATA TOUR
(O)	AUTOMATED PNR ADDRESS	
	(M) Element Identifier	.L
	(M) Automated PNR Address	/6Y21AS

Use	Elements And Data Items	Example
(O)	BAGGAGE EXCEPTION DATA	
	(M) Element Identifier	.E
	(M) Exception Type	/RUSH
(O)	INTERNAL AIRLINE DATA	
	(M) Element Identifier	.R
	(M) Free Text	/FREE TEXT
(O)	BAGGAGE SECURITY SCREENING	
	(M) Element Identifier	.X
	(M) Baggage Status	/SEL
	(O) Security Method	/XRAY
	(O) Autograph	/SECURITY
	(O) Free text	/TRANSFER
(M)	END OF PART or	ENDPART1
	END OF MESSAGE IDENTIFIER	ENDBTM

3.9 EXAMPLE OF MESSAGES

3.9.1 Minimum Elements Required For A BTM

BTM<≡	Message Identifier
.V/1TORD<≡	Transfer baggage for ORD
.I/KL318/16APR/AMS/J<≡	Inbound from AMS on KL318; J-Class
.F/UA423/16APR/DEN/F<≡	Transfer to UA423 to DEN; F-Class
.N/ØØ74123456ØØ3<≡	3 Bags starting with 0074123456
.P/LECHLAK/D<≡	Passenger's name
ENDBTM<≡	End of Message Identifier

△ 3.9.2 Single Connection With Passenger Information

BTM<≡	Message Identifier
.V/1TORD<≡	Transfer baggage for ORD
.I/KL318/16APR/AMS/J<≡	Inbound from AMS on KL318; J-Class
.F/UA423/16APR/DEN/F<≡	Transfer to UA423 to DEN; F-Class
.N/ØØ74123512ØØ2<≡	2 Bags starting with 0074123512
.P/SMITH/TOMMR<≡	Passenger's name
.L/XY1C3P<≡	PNR Address
.R/LATE CONX – AMS<≡	Internal airline data
.X/CLR/XRAY<≡	Baggage Security Screening
ENDBTM<≡	End of Message Identifier

△ 3.9.3 Type-B Message; Expedite (RUSH) Baggage Details, With Acknowledgement Request

ORDBTUA<≡	Sent to Address
AMSKMKL 3118ØØ<≡	Senders Address
BTM<≡	Standard Message Identifier
.V/1TORD//123456789Ø/A/123ABC456Z<≡	Transfer in ORD; message ack requested with Encryption
.I/KL318/16APR/AMS/J<≡	Inbound from AMS on KL318; J-Class
.F/UAØ61/16APR/IAH/Y<≡	Transferring to UA061 to IAH; Y-Class
.N/2Ø74999777ØØ1<≡	1 Bag tag; number 2074999777
.P/RUSH<≡	Passenger's name: "Rush"
.E/RUSH<≡	Expedite baggage identification
ENDBTM<≡	End of Message Identifier

△ 3.9.4 Example of partitioned message with multiple connecting flights

	Description:
BTM<≡	Standard Message Identifier
.V/1TORD/PART1<≡	Transfer in ORD; Part-1
.I/KLØ67/Ø2APR/AMS/J<≡	Inbound from AMS on KLØ67; J-Class
.F/UA423/Ø2APR/DEN/F<≡	A. Bags transferring to DEN on UA423; F-Class
.N/ØØ74123456ØØ5<≡	1. Tag Numbers: ØØ74123456–60
.O/UA897/Ø2APR/SEA/F<≡	a. Onward to SEA on UA897; F-Class
.O/UA972/Ø3APR/ANC/Y<≡	b. Then onward to ANC on UA972; Y-Class
.P/PLEIJSIER/JANMR<≡	c. Passenger name: Pleijsier
.L/H67XT4<≡	d. PNR Address
.X/SEL<≡	e. Screening Description
.N/ØØ74287163ØØ1<≡	2. Tag Number: ØØ74287163
.W/K/1/34/5<≡	a. Baggage Weight Data
.O/UA881/Ø2APR/LAX/F<≡	b. Onward to LAX on UA881; F-Class
.P/ERICKSON/TMR<≡	c. Passenger name: Erickson
.L/TZ491A<≡	d. PNR Address
.X/CLR/XRAY<≡	e. Screening Description
.N/ØØ74987654ØØ1<≡	3. Tag Number: ØØ74987654
.N/ØØ74987657ØØ3<≡	Tag Numbers: ØØ74987657–59
.W/K/4/73<≡	a. Baggage Weight Data
.O/UA441/Ø2APR/IAD/C<≡	b. Onward to IAD on UA441; C-Class
.O/UAØ77/Ø2APR/MIA/Y<≡	c. Then onward to MIA on UAØ77; Y-Class
.P/BOGGS/J<≡	d. Passenger name: Boggs
.L/B116AJ<≡	e. PNR Address
.X/CLR/HAND<≡	f. Screening Description
ENDPART1<≡	End of Part-1 Identifier
BTM<≡	Standard Message Identifier
.V/1TORD/PART2<≡	Transfer in ORD; Part-2
.I/KLØ67/Ø2APR/AMS/J<≡	Inbound from AMS on KLØ67; J-Class
.F/UAØØ2/Ø2APR/SAN/Y<≡	B. Bags transferring to SAN on UAØØ2; Y-Class
.N/ØØ74283928ØØ2<≡	1. Tag Numbers: ØØ74283928–29
.W/K/2/8Ø/15<≡	a. Baggage Weight Data
.P/ADELMAN/JACK<≡	b. Passenger name: Adelman
.R/SKIS<≡	c. Internal Airline Data
.X/CLR/XRAY/CELLAR/TRANSFER<≡	d. Screening Description
.F/UA532/Ø2APR/SFO/Y<≡	C. Baggage transferring to SFO on UA532; Y-Class
.N/ØØ74312465ØØ1<≡	1. Tag Number: ØØ74312465
.W/L/1/39/15<≡	a. Baggage Weight Data
.P/2SCHUT/JMR/MMRS<≡	b. Passenger name: Schut
.L/K3R1MT<≡	c. PNR Address
ENDBTM<≡	End of Message Identifier

△ 3.9.5 Example of Multiple Usage

Note: *Example is based on Section 3.6.*

	Description:
BTM<≡	Standard Message Identifier
.V/1TEWR<≡	Transfer baggage at EWR
.I/BA185/Ø4FEB/LHR/F<≡	Inbound flight BA185 from LHR; F-Class
.F/US675/Ø4FEB/PIT/F<≡	A. Connecting to US675 to PIT; F-Class This would be the first .F element (transfer to flight). All the elements between this .F and the next .F are associated to this .F (flight). There must be at least one .N element before the next .F element.
.N/Ø125455911ØØ1<≡	1. .N element identifies baggage for passenger Martin.
.N/Ø125455917ØØ2<≡	2. 2 additional bags for passenger Martin. (All the elements between this .N and the next .N or .F are associated to these .N)
.W/P/3<≡	a. Pieces and weight information; Total 3 pieces of luggage.
.O/UA4Ø7/Ø4FEB/ORD/F<≡	b. Onward flight information; F-Class
.O/UA5392/Ø4FEB/MKE/Y<≡	c. Additional onward flight; Y-Class
.P/1MARTIN/J<≡	d. Passenger's name
.Y/BA296891/GOLD<≡	e. Frequent traveller number
.C/SUNSHINE TOURS<≡	f. Corporate or group name
.L/J94HR1<≡	g. PNR Address (only one per passenger)
.E/TOUR<≡	h. Exception data
.E/VIP<≡	i. Multiple occurrences of the .E element
.R/FREE TEXT<≡	j. Internal airline data
.R/MORE FREE TEXT<≡	k. Multiple occurrences of the .R element

	Description:
.CLR/XRAY<≡	I. Screening description; Select passenger cleared.
	The next .N element identifies baggage data for next passenger who is also connecting to the flight identified in the initial .F element.
.N/Ø125455621ØØ4<≡	3. .N element identifies baggage data for passenger Thomas.
.P/1THOMAS/R<≡	a. Passenger's name
.C/GLOBE<≡	b. Corporate or group name
.L/RY6CPV<≡	c. PNR address
	The next .N element identifies baggage data for next passenger who is also connecting to the flight identified in the initial .F element.
.N/Ø1258692ØØØ1<≡	4. .N element identifies baggage data for passenger Jones.
.P/1JONES/T<≡	a. Passenger's name
.C/GLOBE<≡	b. Corporate or group name
.L/RY6CPV<≡	c. PNR address
.X/CLR/XRAY<≡	d. Screening description
	Next .F element identifies the second connecting flight for inbound BA185 and the .Ns that follow are associated to this .F
.F/US996/Ø4FEB/DCA/Y<≡	B. Connecting flight US996 to DCA; Y-Class
.N/Ø125456Ø11Ø17<≡	1. .N element identifies baggage for passenger Snyder.
.W/P/17<≡	a. Pieces and weight; Total 17 pieces of luggage
.O/US1Ø34/Ø4FEB/MIA/Y<≡	b. Onward flight information; Y-Class
.O/US7577/Ø5FEB/GIG/Y<≡	c. Additional onward flight; Y-Class
.P/1SNYDER/R<≡	d. Passenger's name
.L/Y6UW4H<≡	e. PNR address
	Next .F element identifies the second connecting flight for inbound BA185 and the .Ns that follow are associated to this .F
.F/US111/Ø4FEB/MCO/Y<≡	C. Connecting flight US111 to MCO; Y-Class
.N/Ø1252149530Ø2<≡	1. .N element identifies baggage for passenger ALONZO.
.O/MX693/Ø5FEB/MEX/Y<≡	a. Onward flight information; Y-Class
.P/1ALONZO/R<≡	b. Passenger's name
ENDBTM<≡	End of Message Identifier

Section 4 — Baggage Source Message (BSM)

4.1 PURPOSE

The BSM is designed to provide information for processing of baggage by automated baggage systems.

4.2 DISTRIBUTION PROCEDURES

A BSM is sent by the departing carrier from its departure control or check-in system, or that of its handling agent, to the operator of an automated baggage system at the point of departure. The BSM may be sent to more than one system in the same city. Additionally, BSM data may be sent for terminating baggage to the operator of an automated baggage system at the destination station by the transporting carrier.

4.2.1 A single BSM will be transmitted for each passenger or group of passengers, and must be received by the time the baggage has been conveyed from the check-in area to the sortation/reconciliation point.

4.2.2 The BSM will normally be sent as a result of a check-in transaction, which may be local, on-line through check-in, or on receipt of an Edifact (interline) through check-in message.

4.2.3 When through check-in facility is not available, upon receipt of a BTM, the receiving carrier may translate the BTM data into a BSM and send it to the automated baggage system. (Refer to Section 3 for BTM specifications).

4.2.4 Baggage System Limitations.

Due to limitations of baggage handling systems, it is recommended that they be able to process up to 99 .N elements and up to 200 bag tags in a single BSM. Future systems may be designed to exceed these limits.

4.3 MESSAGE ACKNOWLEDGEMENT

The sender of a BSM may request an acknowledgement to the message by adding a Message Reference Number and the Acknowledgement Request to the .V element. The Reference Number can be up to 10 characters, formatted to the airline's discretion. See 4.9.2 for an example.

Request for an Acknowledgement example:

```
.V/1LSYD//QF62ØØ98/A
```

4.4 PARTITIONING OF MESSAGES

BSMs whether single or batched may not be partitioned.

△ 4.5 ELEMENT SEQUENCE SUMMARY

The following shows the sequence of elements in a BSM.

Element	Requirement	Definition
BSM	Mandatory	Standard Message Identifier
CHG or DEL	Conditional	Change of Status Indicator
.V	Mandatory	Version and Supplementary Data
.F	Conditional	Outbound Flight Information
.I	Conditional	Inbound Flight Information
.O	Conditional	Onward Flight Information
.N	Mandatory	Baggage Tag Details
.D	Optional	Check in Location Information
.S	Conditional	Reconciliation Data
.H	Optional	Handling Location
.W	Optional	Pieces and Weight Data
.P	Optional	Passenger Name
.Y	Optional	Frequent Traveller Number
.C	Optional	Corporate or Group Name
.L	Optional	Automated PNR Address
.T	Optional	Baggage Tag Printer ID
.K	Optional	Default Message Printer
.E	Optional	Baggage Exception Data
.R	Optional	Internal Airline Data
.X	Optional	Baggage Security Screening
ENDBSM	Mandatory	End of Message Identifier

4.6 MULTIPLE USE OF ELEMENTS

Multiple use of elements may be accomplished by following the structure of the BSM and the sequencing of elements. The primary elements are the .F (Outbound Flight Information) for originating or transfer BSMs, the .I (Inbound Flight Information) for transfer or terminating BSMs, and where the journey involves oncarriage, the .O (Onward Flight Information). These are followed by the .N (Baggage Details) which in turn can be linked to the following .P element (Passenger Name). Optional elements, which are related to mandatory elements are inserted in the order shown in Section 4.5. The .V element may occur once however elements .O, .N, .P, .E and .R may be repeated multiple times, but only .O, .N, .E and .R may be used consecutively.

The following schematic illustrates the multiple use of elements in the BSM.

Element	Description
.F	Outbound Flight (LAX–NRT)
.I	Inbound Flight (ORD–LAX)
.O	Onward Flight (NRT–SIN)
.O	Onward Flight (SIN–SYD)
.N	Baggage Tag Details
.N	Baggage Tag Details
.S	Reconciliation Data
.W	Pieces And Weight Data
.P	Passenger Name
.Y	Frequent Traveller Number
.C	Corporate or Group Name
.L	Automated PNR Address
.T	Baggage Tag Printer ID
.K	Default Message Printer
.E	Baggage Exception Data
.E	Baggage Exception Data
.R	Internal Airline Data

Element	Description
.R	Internal Airline Data
.X	Baggage Security Screening

The following schematic illustrates the required hierarchy when batching originating and transfer baggage in a single BSM. It should be noted that the illustration shown here does not constitute a rule, but an efficient method of multiple use and batching of elements.

Note: *Bags without inbound connections must appear before bags with inbound connections. See 4.9.6 for an example of multiple usage in a BSM.*

ORD–LAX >>>> LAX–NRT >>> NRT–SIN >>> SIN–SYD
.I .F .O .O
NRT–BKK
.O

Element				Description
				// Bags with no inbound flight or onward connection
.F				Outbound Flight (LAX–NRT)
		.N		Baggage details for passenger #1
		.N		Additional baggage details passenger #1
			.P	Passenger Name #1
		.N		Baggage details for passenger #2
			.P	Passenger Name #2
				// Bags with no inbound flight but an onward connection
	.O			Onward Flight (NRT–BKK)
		.N		Baggage details for passenger #3
			.P	Passenger Name #3
		.N		Baggage details for passenger #4
		.N		Additional baggage details passenger #4
			.P	Passenger Name #4
				// Bags from inbound flight, but no onward connection
.I				Inbound Flight (ORD–LAX)
		.N		Baggage details for passenger #5
			.P	Passenger Name #5
		.N		Baggage details for passenger #6
		.N		Additional baggage details passenger #6
			.P	Passenger Name #6
				// Bags from same inbound flight, with onward connection
	.O			Onward Flight (NRT–BKK)
		.N		Baggage details for passenger #7
			.P	Passenger Name #7
		.N		Baggage details for passenger #8
		.N		(same inbound flight)
			.P	Passenger Name #8
				// Bags from same inbound flight with different onward connection
	.O			Onward Flight (NRT–SIN)
	.O			Onward Flight (SIN–SYD)
		.N		Baggage details for passenger #9
			.P	Passenger Name #9

4.7 USE OF CONDITIONAL ELEMENTS AND DATA ITEMS

4.7.1 The Change Of Status Indicator (CHG/DEL) function is used to update or add elements, and/or data items, to a record.

4.7.2 Version And Supplementary Data (.V element).

The Message Reference Number is conditional upon the sender of the message requesting an acknowledgement, in which case a Message Reference Number is required. Additionally, a separator (oblique) is required in place of a Part Number (a BSM may not be partitioned).

4.7.3 The Outbound Flight Information (.F) is mandatory for originating and transfer baggage. It is not used for terminating baggage.

4.7.4 The Inbound Flight Information element (.I) is mandatory for terminating baggage. For transfer baggage, the element becomes mandatory when the data is available.

4.7.5 The .O element (Onward Flight Information) becomes mandatory if there are onward connections.

4.7.6 The Reconciliation Data element (.S) is mandatory if the BSM is used for reconciliation.

4.7.7 The Pieces And Weight Data element (.W)

The Number of Checked Bags is mandatory if using the Checked Bag Weight option.

△ 4.8 CONSTRUCTION OF ELEMENTS AND DATA ITEMS IN THE BAGGAGE SOURCE MESSAGE

Use	Elements And Data Items	Example
(M)	STANDARD MESSAGE IDENTIFIER	BSM
(C)	CHANGE OF STATUS INDICATOR	DEL or CHG
(M)	VERSION AND SUPPLEMENTARY DATA	
	(M) Element Identifier	.V
	(M) Data Dictionary Version Number	/1
	(M) Baggage Source Indicator	T
	(M) Local, Transfer or Terminating Airport Code	ZRH
	(N) Part Number	/
	— show only oblique; no data	
	(C) Message Reference Number	/1234567890
	(O) Acknowledgement Request	/A
	(O) Encryption	/123ABC456Z
(C)	OUTBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.F
	(M) Airline and Flight Number	/SR101
	(M) Date	/16APR
	(M) Destination Or Transfer Airport Code	/JFK
	(O) Class Of Travel Of Baggage	/J
(C)	INBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.I
	(M) Airline and Flight Number	/AZ318
	(M) Date Of Departure	/16APR
	(M) Originating Airport Code	/FCO
	(O) Class Of Travel Of Baggage	/J
(C)	ONWARD FLIGHT INFORMATION	
	(M) Element Identifier	.O
	(M) Airline and Flight Number	/UA203
	(M) Date	/16APR
	(M) Destination Or Transfer Airport Code	/DEN
	(O) Class Of Travel Of Baggage	/J
(M)	BAGGAGE TAG DETAILS	
	(M) Element Identifier	.N
	(M) Baggage Tag Number	/0085123456
	(M) Number of Consecutive Tags	003
(O)	CHECK-IN LOCATION DETAILS	
	(M) Element Identifier: full stop (.)	.D
	(M) Bag Check-In location Identifier	/HOTC
	(O) Bag Check-In location description	/MARRIOTT
	(M) Bag Check-In date	/08MAY
	(M) Bag Check-In Time	/0845L
	(O) Carriage Medium	/HV
	(O) Transport ID (Free Text)	/VANE79HJT
(C)	RECONCILIATION DATA	
	(M) Element Identifier	.S
	(M) Authority To Load	/Y
	(O) Seat number	/10A
	(O) Passenger Status	/N
	(O) Sequence Number	/098
	(O) Security Number	/888
	(O) Passenger Profile Status	/Y

Use	Elements And Data Items	Example
(O)	PIECES AND WEIGHT DATA	
	(M) Element Identifier	.W
	(M) Pieces/Weight Indicator	/K
	(C) Number Of Checked Bags	/2
	(O) Checked Weight	/38
	(O) Unchecked Weight	/5
(O)	PASSENGER NAME	
	(M) Element Identifier	.P
	(M) Separator (oblique)	/
	(O) Number Of Passengers With This Surname	2
	(M) Passenger's Surname	SMITH
	(O) Given Name and/or Initials and/or Title	/TOMMR
	(O) Additional Given Name and/or Initials and/or Title	/ALICE
(O)	FREQUENT TRAVELLER NUMBER	
	(M) Element Identifier	.Y
	(M) Frequent Traveller ID Number	/AZ15Ø37Ø
(O)	CORPORATE OR GROUP NAME	
	(M) Element Identifier	.C
	(M) Corporate Or Group Name	/IATA TOUR
(O)	AUTOMATED PNR ADDRESS	
	(M) Element Identifier	.L
	(M) Automated PNR Address	/XY1C3P
(O)	BAGGAGE TAG PRINTER ID	
	(M) Element Identifier	.T
	(M) Bag Tag Printer ID	/321A4C
(O)	DEFAULT MESSAGE PRINTER	
	(M) Element Identifier	.K
	(M) Baggage Message Default Printer ID	/3D1CØ8
(O)	BAGGAGE EXCEPTION DATA	
	(M) Element Identifier	.E
	(M) Exception Type	/RUSH
(O)	INTERNAL AIRLINE DATA	
	(M) Element Identifier	.R
	(M) Free Text	/DELAYED INBOUND
(O)	BAGGAGE SECURITY SCREENING	
	(M) Element Identifier	.X
	(M) Screening Description	/XRAY
(M)	END OF MESSAGE IDENTIFIER	ENDBSM

4.9 EXAMPLE MESSAGES

4.9.1 BSM with minimum elements for sortation

BSM<≡	Standard Message Identifier
.V/1TZRH<≡	Version; Transfer bag at ZRH
.F/SR1Ø1/18APR/JFK/F<≡	Outbound carrier and flight; Date; Dest.; Class
.N/ØØ8512345600Ø3<≡	Bag tag number; Number of consecutive tags
ENDBSM<≡	End of Message Identifier

4.9.2 Type 'B' Message – Sent to a sortation and reconciliation system in ZRH by SR

ZRHBSSR ZRHBRXH<≡	Address of sortation (BS) and reconciliation (BR)
.HDQKMSR 3118ØØ<≡	Signature of sender of message
BSM<≡	Standard Message Identifier
.V/1TZRH//654321ØØ14/A/123ABC456Z<≡	Version; Transfer bag at ZRH; Ref. Nbr; Ack. Req. with encryption
.F/SR1Ø1/18APR/JFK/F<≡	Outbound carrier and flight; Date; Dest.; Class
.I/AZ318/18 APR/FCO/J<≡	Inbound carrier and flight; Date; Originating airport; Class
.N/ØØ8512345600Ø3<≡	Bag tag number; Number of consecutive tags
.S/Y/3A/C<≡	Reconciliation data: Auth. to load; seat 3A; checked in
.P/SMITH/TOM<≡	Passenger name
.L/XY1C3P<≡	Automated PNR Address
.T/321A4C<≡	Printer ID
.E/RUSH<≡	Rush bag
.R/VIP<≡	Internal airline data
.X/XRAY<≡	Screening Description
ENDBSM<≡	End of Message Identifier

4.9.3 To delete a record in a reconciliation system at ZRH by SR

BSM<≡	Standard Message Identifier
DEL<≡	Delete Function
.V/1LZRH////123ABC456Z<≡	Version; Local bag at ZRH with Encryption
.F/SR1Ø1/18APR/JFK/C<≡	Carrier/Flight Nbr; Date; Destination; Class
.N/ØØ8512345700Ø1<≡	Bag Tag Number; Number of consecutive tags
.S/N<≡	Reconciliation data; Auth. to load = No
ENDBSM<≡	End of Message Identifier

4.9.4 BSM for terminating bag at PIT for US flight 817 from FRA

BSM<≡	Standard Message Identifier
.V/1XPIT<≡	Version; Terminating bag at PIT
.I/US817/Ø5DEC/FRA/J<≡	Inbound Carrier/Flight; Date; From FRA
.N/5Ø3715509ØØØ5<≡	Bag Tag Number and Number of consecutive tags
.P/2PAGE/L/B<≡	Number in party and passenger name
.L/XSEA7B<≡	PNR Address
ENDBSM<≡	End of Message Identifier

4.9.5 Example of the Change Function

A. Original BSM:

BSM<≡	Standard Message Identifier
.V/1LPIT////123ABC456Z<≡	Version; Local bag at PIT with Encryption
.F/BA197/Ø5DEC/LGW/C<≡	Carrier/Flight Nbr; Date; Destination; Class
.N/7125123456ØØ2<≡	Bag Tag Number; Number of consecutive tags
.S/N//S<≡	Authorisation to load = No; Standby psgr
.P/WEIL/W<≡	Passenger Name
.L/H8J47X<≡	Automated PNR Address
.T/4FØC32<≡	Printer ID
.X/XRAY<≡	Screening Description
ENDBSM<≡	End of Message Identifier

B. Change Option #1 – To change the Reconciliation Data Element (.S) and add the Internal Airline Data element (.R):

BSM<≡	Standard Message Identifier
CHG<≡	Change of Status Indicator
.V/1LPIT<≡	Version; Local bag at PIT
.F/BA197/Ø5DEC/LGW/C<≡	Carrier/Flight Nbr; Date; Destination; Class
.N/7125123456ØØ2<≡	Bag Tag Number; Number of consecutive tags
.S/Y/3A/C<≡	Auth. to load = Y; Seat = 3A; Psgr checked in
.R/ODD SIZE BAG<≡	Internal airline data (comments)
ENDBSM<≡	End of Message Identifier

C. Change Option #2 – Full message with Reconciliation Data Element (.S) and the Internal Airline Data element (.R):

BSM<≡	Standard Message Identifier
CHG<≡	Change of Status Indicator
.V/1LPIT////123ABC456Z<≡	Version; Local bag at PIT with Encryption
.F/BA197/Ø5DEC/LGW/C<≡	Carrier/Flight Nbr; Date; Destination; Class
.N/71251234560Ø02<≡	Bag Tag Number; Number of consecutive tags
.S/Y/3A/C<≡	Auth. to load = Y; Seat = 3A; Psgr checked in
.P/WEIL/W<≡	Passenger Name
.L/H8J47X<≡	Automated PNR Address
.T/4FØC32<≡	Printer ID
.R/ODD SIZE BAG<≡	Internal airline data (comments)
.X/XRAY<≡	Screening Description
ENDBSM<≡	End of Message Identifier

△ 4.9.6 Example of BSM with multiple usage of elements

Note: *The following is an example of a batched BSM containing two .F elements.*

BSM<≡	Standard Message Identifier
.V/1TZRH<≡	Version; Transfer bag at ZRH
.F/SR1Ø1/18APR/JFK/F<≡	1. Outbound Flight Information
.I/AZ318/18APR/FCO/J<≡	Inbound Flight Information
.N/ØØ85123456ØØ2<≡	Bag tag number and number of bags
.N/ØØ85123473ØØ1<≡	Bag tag number and number of bags
.S/Y/3A/C<≡	Reconciliation Data
.P/SMITH/TOM<≡	Passenger Name
.L/XY1C3P<≡	Automated PNR Address
.T/321A4C<≡	Printer ID
.F/SR1Ø1/18APR/JFK/F<≡	2. Outbound Flight Information
.O/DL671/18APR/ATL/C<≡	Onward Connection
.O/DL281/18APR/MYS/C<≡	Onward Connection
.N/ØØ85123457ØØ2<≡	Bag tag number and number of bags
.N/ØØ85123558ØØ2<≡	Bag tag number and number of bags
.S/Y/3A/C<≡	Reconciliation Data
.P/BROWN/JIM<≡	Passenger Name
.L/SAB4KP<≡	Automated PNR Address
.T/321A44<≡	Printer ID
ENDBSM<≡	End of Message Identifier

□ 4.9.7 BSM for remote checked in bag from home

BSM<≡	Standard Message Identifier
.V/1RLHR<≡	Version; Remote Check-In for Heathrow
.F/BA952/Ø8MAY/FRA/J<≡	Flight details; Date; destination; class
.N/5Ø3715509ØØØ5<≡	Bag Tag Number and Number of Consecutive Tags
.D/HOME/TW149NT/Ø7MAY/Ø845Ø2L/CO/ FEDEXVAN45<≡	Bag collected from Home; Postcode; Date; Time; Carriage Medium; Transport Id
.H/T1/CENTRAL/E2Ø<≡	Handling Terminal; Handling Bay/Pier; Handling Gate/ Stand/Claim
.P/2PAGE/L/B<≡	Passenger Name
.L/XSEA7B<≡	PNR Address
ENDBSM<≡	End of Message Identifier

□ 4.9.8 BSM for remote checked in bag from Train Station

BSM<≡	Standard Message Identifier
.V/1RLHR<≡	Version; Remote Check-In for Heathrow
.F/BA952/Ø8MAY/FRA/J<≡	Flight details; Date; destination; class
.N/5Ø3715509ØØØ5<≡	Bag Tag Number and Number of Consecutive Tags
.D/TRST/QQP/Ø7MAY/Ø84512L<≡	Bag Checked in at Train Station; Station Identifier; Date; Time;
.H/HEX/P1/E2Ø<≡	Handling Terminal; Handling Bay/Pier; Handling Gate/ Stand/Claim
.P/2PAGE/L/B<≡	Passenger Name
.L/XSEA7B<≡	PNR Address
ENDBSM<≡	End of Message Identifier

□ 4.9.9 BSM for remote checked in bag from a cruise ship at a Port

BSM<≡	Standard Message Identifier
.V/1RLAX<≡	Version; Remote Bag at LAX
.F/BA282/Ø7MAY/LHR/F<≡	Outbound carrier and flight; Date; Dest; Class
.N/ØØ85123456Ø35<≡	Bag tag number; Number of Consecutive Tags (35)
.D/PORT/LXS/Ø7MAY/Ø84512L/CS/POV23684<≡	Bag Checked in at Port; Port identifier; Date; Time; Carriage Medium; Transport Id
.S/Y/3A/C<≡	Reconciliation data; Auth to load; seat 3A, ck'd in
.H/INT/GROUP/46<≡	Handling Terminal; Handling Bay/Pier; Handling Gate/ Stand/Claim
.P/SMITH/TOM<≡	Passenger Name
.C/ROYAL PRINCESS<≡	Corporate/Group Name
.L/XY1C3P<≡	Automated PNR Address
.T/321A4C<≡	printer IDs
.R/CRUISE<≡	Internal airline data
.X/XRAY<≡	Screening Description
ENDBSM<≡	End of Message Identifier

Note: *It is important to recognise that all 10 digits in the BSM also show on the bag tag. For example 4.9.5 shows .N/7125123456002 which means that the 2 bag tags actually issued have numbers 7125 BA 123456 and 7125 BA 123457.*

Section 5 — Baggage Processed Message (BPM)

5.1 PURPOSE

The BPM contains data regarding the status of baggage for tracking and reconciliation. This information may be used by the transporting carrier or its handling agent to track the ground transportation, baggage sortation and loading process including unloading if required.

5.2 DISTRIBUTION PROCEDURES

A BPM may be sent as locally agreed by the operator of the automated baggage system to the transporting carrier. It may be sent per single action (see 5.9.2, 5.9.3, 5.9.7, 5.9.8), or as a batched transaction, e.g. at the flight close out (see 5.9.6). In case of a batched BPM for a multi-sector flight the operator of the baggage system can either send one BPM with one .F element per downline station or multiple BPMs, one per flight segment (see 5.9.6).

5.3 MESSAGE ACKNOWLEDGEMENT

The sender of the BPM may request an acknowledgement to the message by adding a Message Reference Number and the Acknowledgement Request to the .V element. The Reference Number can be up to 10 characters, formatted to the airlines discretion.

(a) Request for an Acknowledgement with a Part Number:
.V/1LSYD/PART1/QF62ØØ98/A

(b) Request for an Acknowledgement without a Part Number:
.V/1LSYD//QF62ØØ98/A

△ 5.4 PARTITIONING OF MESSAGES

When a BPM exceeds the standard message block, it should be partitioned and processed so that the end of a part occurs after the last conditional element (.N or .B), or the last related optional element.

5.4.1 The Part Number is required as part of the .V element of each part.

5.4.2 The first part will end with ENDPART1.

5.4.3 The second and subsequent parts will repeat the .V element from the first part and the most recent .F element.

5.4.4 The 2nd part will end with ENDPART2, etc.

5.4.5 The final part will end with ENDBPM.

5.5 ELEMENT SEQUENCE SUMMARY

The following shows the sequence of elements in a BPM.

Element	Requirement	Definition
BPM	Mandatory	Standard Message Identifier
.V	Mandatory	Version and Supplementary Data
.K	Optional	Default Message Printer
.J	Optional	Processing Information
.F	Conditional	Outbound Flight Information

Element	Requirement	Definition
.U	Optional	Loading Data
.N	Conditional	Baggage Tag Details
.B	Conditional	Baggage Irregularities
.Q	Conditional	Load Sequence Number
.I	Optional	Inbound Flight Information
.O	Optional	Onward Flight Information
.S	Optional	Reconciliation Data
.P	Optional	Passenger Name
.Y	Optional	Frequent Traveller Number
.C	Optional	Corporate or Group Name
.L	Optional	Automated PNR Address
.E	Optional	Baggage Exception Data
.R	Optional	Internal Airline Data
.X	Optional	Baggage Security Screening
ENDBPM	Mandatory	End of Message Identifier

5.6 MULTIPLE USE OF ELEMENTS

Multiple use of elements may be accomplished by following the structure of the BPM and the sequence of its elements. The prime element is the .F (Outbound Flight Information). This provides the foundation for the .U element (Loading Data) and the .N and .B elements (Baggage Details and Baggage Irregularities) that follow it, which in turn can be linked to the following .P element (Passenger Name). As the .U element is optional, a .N or .B element may follow the .F element directly. Optional elements which are related to the mandatory elements are inserted in the order shown in Section 5.5. Except for the .V, .K, and .J elements, all elements may occur multiple times, but only the .U (see 5.9.4), .N, .B, .O, .E and .R may be used consecutively.

Note: *Bags with passenger names must appear before bags without passenger names (see example in 5.9.5).*

The following schematic illustrates the multiple use of elements in the BPM.

Element	Description
.K	Default Message Printer
.J	Processing Information
.F	Outbound Flight Information
.U	Loading Data
.N or .B	Baggage Details or Baggage Irregularities
.Q	Loading Sequence Number
.I	Inbound Flight Information
.O	Onward Flight Information
.O	Onward Flight Information
.S	Reconciliation Data
.P	Passenger Name
.Y	Frequent Traveller Number
.C	Corporate or Group Name
.L	Automated PNR Address
.E	Baggage Exception Data
.E	Baggage Exception Data
.R	Internal Airline Data
.R	Internal Airline Data
.X	Baggage Security Screening
.N or .B	Baggage Details or Baggage Irregularities
.Q	Loading Sequence Number
.S	Reconciliation Data
.P	Passenger Name
.L	Automated PNR Address
.E	Baggage Exception Data
.E	Baggage Exception Data
.X	Baggage Security Screening
.U	Loading Data (new .U element)
.N or .B	Baggage Details or Baggage Irregularities
.Q	Loading Sequence Number
.S	Reconciliation Data
.P	Passenger Name
.L	Automated PNR Address

Element	Description
.R	Internal Airline Data
.R	Internal Airline Data
.X	Baggage Security Screening

See 5.9.5 for an example of multiple usage in a BPM.

5.7 USE OF CONDITIONAL ELEMENTS AND DATA ITEMS

5.7.1 Version And Supplementary Data (.V element).

The Message Reference Number is conditional upon the sender of the message requesting an acknowledgement, in which case a Message Reference Number is required. Additionally, a separator (oblique) is required for a Part Number, unless the message has been partitioned, in which case the Part Number follows the separator. Where bags are a mix (local or transfer), the Baggage Source Indicator 'L' should be used as the default.

5.7.2 Outbound Flight Information element (.F) is mandatory when used as part of a reconciliation or sortation process. If used for ground tracking it is optional.

5.7.3 Loading Data (.U element).

The Connection Departure Date and Connection Destination Airport Code become mandatory when the Connection Airline Code and Flight Number is used.

5.7.4 The Baggage Tag Details and Baggage Irregularities elements (.N and .B).

Either a .N or .B element must be included for baggage details, conditional on the status of the bag being reported. Where a BPM contains multiple bags, both the .N and .B element may be present.

a. The .N element is used for loaded bags.
b. The .B element is used for bags not loaded due to irregularities.

5.7.5 The Load Sequence Number element (.Q) is mandatory if the Loading Information element (.U) is present.

△ 5.8 CONSTRUCTION OF ELEMENTS AND DATA ITEMS IN THE BAGGAGE PROCESSED MESSAGE

Use	Elements And Data Items	Example
(M)	STANDARD MESSAGE IDENTIFIER	BPM
(M)	VERSION AND SUPPLEMENTARY DATA	
	(M) Element Identifier	.V
	(M) Data Dictionary Version Number	/1
	(M) Baggage Source Indicator	L
	(M) Local or Transfer Airport Code	LHR
	(O) Part Number	/PART1
	(C) Message Reference Number	/1234567890
	(O) Acknowledgement Request	/A
	(O) Encryption	/123ABC456Z
(O)	DEFAULT MESSAGE PRINTER	
	(M) Element Identifier	.K
	(M) Baggage Message Default Printer ID	/3D1C08
(O)	PROCESSING INFORMATION	
	(M) Element Identifier	.J
	(M) Secondary Code	/R
	(O) Agent Identification	/43S
	(O) Scanner Identification	/381761
	(O) Date	/03OCT
	(O) Time	/054312Z
	(O) Reading Location	/B4
	(O) Sent to Location	/R
(C)	OUTBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.F
	(M) Airline and Flight Number	/BA117
	(M) Date	/03OCT
	(M) Destination or Transfer Airport Code	/SEL
	(O) Class of Travel of Baggage	/J
(O)	LOADING DATA	
	(M) Element Identifier	.U
	(O) Stowage Device ID	/AVE12345BA
	(O) Aircraft Compartment Or Loading Location	/11R

Use	Elements And Data Items	Example
	(O) Type Of Baggage In Container/Location	/T
	(O) Class of Travel of Baggage	/F
	(O) Destination or Transfer Airport Code of the Container	/SEL
	(O) Sealed Container Indicator	/Y
	(O) Connection Airline Code and Flight Number	/NWØØ9
	(C) Connection Departure Date	/Ø4OCT
	(C) Destination or transfer Airport Code of the Container	/NRT
(C)	BAGGAGE TAG DETAILS	
	(M) Element Identifier	.N
	(M) Bag Tag Number	/ØØ85123456
	(M) Number Of Consecutive Tags	ØØ2
(C)	BAGGAGE IRREGULARITIES	
	(M) Element Identifier	.B
	(M) Baggage Status Code	/OFF
	(M) Baggage Tag Number	/Ø22Ø123456
	(M) Number Of Consecutive Tags	ØØ2
(C)	LOAD SEQUENCE NUMBER	
	(M) Element Identifier	.Q
	(M) Load Sequence Number	/Ø95
(O)	INBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.I
	(M) Airline and Flight Number	/BA178
	(M) Date Of Departure	/Ø3OCT
	(O) Originating Airport Code	/JFK
	(O) Class Of Travel Of Baggage	/J
(O)	ONWARD FLIGHT INFORMATION	
	(M) Element Identifier	.O
	(M) Airline and Flight Number	/UA2Ø3
	(M) Date	/Ø3OCT
	(O) Destination Or Transfer Airport Code	/DEN
	(O) Class Of Travel Of Baggage	/J
(O)	RECONCILIATION DATA	
	(M) Element Identifier	.S
	(M) Authority To Load	/Y
	(O) Seat Number	/1ØA
	(O) Passenger Status	/C
	(O) Sequence Number	/Ø98
	(O) Security Number	/888
	(O) Passenger Profile Status	/Y
(O)	PASSENGER NAME	
	(M) Element Identifier	.P
	(M) Separator (oblique)	/
	(O) Number Of Passengers With This Surname	2
	(M) Passenger's Surname	GROBET
	(O) Given Name and/or Initials and/or Title	/M
	(O) Additional Given Name and/or Initials and/or Title	/J
(O)	FREQUENT TRAVELLER NUMBER	
	(M) Element Identifier	.Y
	(M) Frequent Traveller ID Number	/BA7444591
(O)	CORPORATE OR GROUP NAME	
	(M) Element Identifier	.C
	(M) Corporate or Group Name	/CITY BALLET
(O)	AUTOMATED PNR ADDRESS	
	(M) Element Identifier	.L
	(M) Automated PNR Address	/L2TVVP

Use	Elements And Data Items	Example
(O)	BAGGAGE EXCEPTION DATA	
	(M) Element Identifier	.E
	(M) Exception Type	/GRP
(O)	INTERNAL AIRLINE DATA	
	(M) Element Identifier	.R
	(M) Free Text	/FREE TEXT AREA
(O)	BAGGAGE SECURITY SCREENING	
	(M) Element Identifier	.X
	(M) Baggage Status	/CLR
	(M) Security Method	/XRAY
	(O) Autograph	/SECURITY
	(O) Free Text	/TRANSFER
(M)	END OF PART or	ENDPART1 or
	END OF MESSAGE IDENTIFIER	ENDBPM

5.9 EXAMPLE MESSAGES

△ 5.9.1 Processed Bags (Type-B Message) – Sent to JL Host in LHR from LHR Reconciliation System

LHRKMJL<≡	From address
.LHRBRXH 31184Ø<≡	To address
BPM<≡	Standard Message Identifier
.V/1TLHR/PART1/5553337Ø2//123ABC456Z<≡	Transfer bag in LHR; Multi part with Encryption
.K/3D2CØ8<≡	Message Printer ID
.J/R/4567/381761/23JAN/183521Z/R<≡	Processing information
.F/JL4Ø2/23JAN/NRT/Y<≡	Outbound flight JL4Ø2
.U/AVE1234JL/Ø24L/T/Y/NRT/Y/JL955/23JAN/ SEL<≡	Loading Information
.N/Ø1311234560Ø1<≡	Bag tag number; Number of consecutive tags
.Q/ØØ6<≡	Loading sequence
.S/Y<≡	Authorisation to load = Yes
.L/SBJ14X<≡	PNR Address
.X/CLR/XRAY/SECURITY/TRANSFER<≡	Screening description
.B/OFF/Ø12577743200Ø1<≡	Offloaded bag tag nbr
.S/N<≡	Authorisation to load = No
.P/1CHAN/T<≡	Passenger's name
.L/X4CM6Q<≡	PNR address
.X/NON/XRAY/SECURITY/TRANSFER<≡	Screening description
.B/UNS/ØØ3898625100Ø1<≡	Bag Not Seen
.S/Y<≡	Authorisation to load = Yes
.P/1ELIOT/G<≡	Number in Party, Passenger Name
.L/TYH8NM<≡	PNR Address
.R/ORIGIN BAGS XRAYED<≡	Internal airline data
.X/SEL/XRAY/SECURITY/TRANSFER<≡	Screening description
ENDPART1<≡	End of Message Identifier

△ 5.9.2 Offloaded Bag

BPM<≡	Standard Message Identifier
.V/1TORD<≡	Transfer bags in ORD
.J/R/4567/381761/13JAN/183551L/R<≡	Processing Information
.F/BA296/13JAN/ORD/J<≡	Outbound on BA296
.B/OFF/ØØ1698647ØØØ1<≡	Offloaded bag tag nbr
.S/N//N<≡	Authorisation to load = No
.P/1MASON/R<≡	Passenger name
.L/YX476A6<≡	PNR Address
ENDBPM<≡	End of Message Identifier

5.9.3 Bags Moved From One Container To Another

BPM<≡	Standard Message Identifier
.V/1TIAD<≡	Transfer bags at IAD
.F/UA259/1ØJUL/IAD/J<≡	Outbound flight information
.U/AKE6654UA<≡	Transfer bags from container AKE6654UA
.B/OFF/ØØ16Ø41172ØØ1<≡	Offload bag number ØØ16Ø41172
.B/OFF/ØØ16Ø41218ØØ1<≡	Offload bag number ØØ16Ø41218
.B/OFF/ØØ16Ø41388ØØ1<≡	Offload bag number ØØ16Ø41388
.U/AKE9898LH<≡	Transfer bags to container AKE9898LH
.N/ØØ16Ø41172ØØ1<≡	Load bag number ØØ16Ø41172
.N/ØØ16Ø41218ØØ1<≡	Load bag number ØØ16Ø41218
.N/ØØ16Ø41388ØØ1<≡	Load bag number ØØ16Ø41388
ENDBPM<≡	End of Message Identifier

5.9.4 All Bags Moved From One Container To Another

Note: *This method can be used if the receiving system is able to track the contents of the ULD (else, it is recommended to use the method as shown in example 5.9.3).*

Note: *When this method is utilised, Sections 5.7.4 and 5.7.5 do not apply.*

BPM<≡	Standard Message Identifier
.V/1TIAD<≡	Transfer bags at IAD
.F/UA259/1ØJUL/IAD/J<≡	Outbound flight information
.U/AKE6654UA<≡	Transfer all bags from this container
.U/AKE9898LH<≡	To this container
ENDBPM<≡	End of Message Identifier

△ 5.9.5 Example of Multiple Usage of Elements

BPM<≡	Standard Message Identifier
.V/1LLHR<≡	Local bags at LHR
.K/3D2CØ8<≡	Message printer ID
.J/R/5Ø377/T41Ø3/23JAN/183533L/T4C3<≡	Processing information
.F/BA111/23JAN/SIN/F<≡	Outbound flight BA111
.U/AVE1234BA//M/F/SIN/Y/QF6/24JAN/SYD<≡	A. Loading information
.N/Ø125Ø64717ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/ØØ6<≡	a. Loading sequence
.S/Y/4K/C<≡	b. Auth. to load = Yes
.P/1NORMAN/G<≡	c. Passenger's Name
.Y/BA85521<≡	d. Freq. Traveller Nbr.
.L/SBJ14X<≡	e. PNR Address
.N/Ø125Ø64912ØØ1<≡	2. 1st tag nbr and nbr of tags
.Q/Ø83<≡	a. Loading sequence
.S/Y/12A/C<≡	b. Auth. to load = Yes
.P/1ZELLER/F<≡	c. Passenger's name
.Y/US7444591<≡	d. Freq. Traveller Nbr.
.L/X4CM6Q<≡	e. PNR address
.X/SEL/XRAY/SECURITY/TRANSFER<≡	f. Screening description
.N/Ø125Ø64917ØØ1<≡	3. Additional bag
.Q/117<≡	a. Loading sequence
.S/Y/12A/C<≡	b. Auth. to load = Yes
.P/1ZELLER/F<≡	c. Passenger's Name
.Y/US744591<≡	d. Freq. Traveller Nbr.
.L/X4CM6Q<≡	e. PNR Address
.X/NON/XRAY/SECURITY/TRANSFER<≡	f. Screening description
.B/NAL/Ø125Ø68219ØØ1<≡	4. Not auth. to load bag
.S/N<≡	a. Auth. to load = No
.P/1HAYDEN/B<≡	b. Passenger's Name
.L/TYH8NM<≡	c. PNR Address
.R/ORIGIN BAGS XRAYED<≡	d. Internal airline data
.X/NON/XRAY/SECURITY/TRANSFER<≡	e. Screening Description
.N/Ø125Ø67239ØØ1<≡	5. Tag nbr & number of tags
.Q/127<≡	a. Loading sequence

.U//11R/M//SIN<≡	B. Loading information
.N/Ø125Ø652Ø9ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/36<≡	a. Loading sequence
.S/Y/23C/C<≡	b. Auth. to load = Yes
.P/1JACKLIN/T<≡	c. Passenger's Name
.Y/QFØØ3664<≡	d. Freq. Traveller Nbr.
.L/SBJ14X<≡	e. PNR Address
.X/NON/XRAY/SECURITY/TRANSFER<≡	f. Screening description
ENDBPM<≡	End of Message Identifier

5.9.6 Example of Multi-Sector Flights (Batched BPM) — Routing: QF005 — FRA-BKK-SIN-SYD

Example a — One BPM with Multiple .F Elements

BPM<≡	
.V/1LFRA<≡	Local bags at FRA
.F/QFØØ5/21FEB/BKK<≡	Outbound flight QFØØ5 to BKK
.U/AKE1234QF//X/F/BKK <≡	A. Loading information
.N/ØØ819876540Ø1<≡	1. 1st tag nbr & nbr of tags
.Q/ØØ6<≡	a. Loading sequence
.P/1NORMAN/G<≡	b. Passenger's Name
.U/AVE789ØQF//M//BKK <≡	B. Loading information
.N/ØØ811234560Ø1<≡	1. 1st tag nbr & nbr of tags
.Q/Ø2Ø<≡	a. Loading sequence
.F/QFØØ5/21FEB/SIN<≡	Outbound flight QF005 to SIN
.U/AKE1234QF//X/F/SIN<≡	C. Loading information
.N/ØØ817676760Ø1<≡	1. 1st tag nbr & nbr of tags
.Q/Ø26<≡	a. Loading sequence
.P/1MAK/C<≡	b. Passenger's Name
.U/AKE6667QF//M//SIN<≡	D. Loading information
.N/ØØ813434340Ø1<≡	1. 1st tag nbr & nbr of tags
.Q/Ø3Ø<≡	a. Loading sequence
.F/QFØØ5/21FEB/SYD<≡	Outbound flight QF005 to SYD
.U/AKE1234QF//X/F/SYD<≡	E. Loading information
.N/ØØ812222220Ø1<≡	1. 1st tag nbr & nbr of tags
.Q/Ø22<≡	a. Loading sequence
.P/1KOEPKE/A<≡	b. Passenger's Name
.U/AVE3333QF//M//SYD<≡	F. Loading information
.N/ØØ813939390Ø1<≡	1. 1st tag nbr & nbr of tags
.Q/Ø1Ø<≡	a. Loading sequence
ENDBPM<≡	End of Message Identifier

Example b — Multiple BPMs for Each Flight Segment

BPM<≡	
.V/1LFRA<≡	Local bags at FRA
.F/QFØØ5/21FEB/BKK<≡	Outbound flight QF005
.U/AKE1234QF//X/F/BKK<≡	A. Loading information
.N/ØØ819876540Ø1<≡	1. 1st tag nbr & nbr of tags
.Q/ØØ6<≡	a. Loading sequence
.P/1NORMAN/G<≡	b. Passenger's Name
.U/AVE789ØQF//M//BKK<≡	B. Loading information
.N/ØØ811234560Ø1<≡	1. 1st tag nbr & nbr of tags
.Q/Ø2Ø<≡	a. Loading sequence
ENDBPM	
BPM<≡	
.V/1LFRA<≡	Local bags at FRA
.F/QFØØ5/21FEB/SIN<≡	Outbound flight QF005
.U/AKE1234QF//X/F/SIN<≡	A. Loading information
.N/ØØ817676760Ø1<≡	1. 1st tag nbr & nbr of tags
.Q/Ø26<≡	a. Loading sequence
.P/1MAK/C<≡	b. Passenger's Name
.U/AKE6667QF//M//SIN<≡	B. Loading information
.N/ØØ811234560Ø1<≡	1. 1st tag nbr & nbr of tags
.Q/Ø3Ø<≡	a. Loading sequence
ENDBPM	

BPM<≡	
.V/1LFRA<≡	Local bags at FRA
.F/QFØØ5/21FEB/SYD<≡	Outbound flight QF005
.U/AKE1234QF//X/F/SYD<≡	A. Loading information
.N/ØØ8122222ØØ1<≡	1. 1st tag nbr & nbr of tags
.Q/Ø22<≡	a. Loading sequence
.P/1KOEPKE/A<≡	b. Passenger's Name
.U/AVE3333QF//M//SYD<≡	B. Loading information
.N/ØØ8139393ØØ1<≡	1. 1st tag nbr & nbr of tags
.Q/Ø1Ø<≡	a. Loading sequence
ENDBPM<≡	End of Message Identifier

△ 5.9.7 Single Bag From Sortation System

BPM<≡	Standard Message identifier
.V/1LLHR<≡	Transfer bags in LHR
.J/S//12ØD32/Ø2APR/154559L/B2/R1<≡	Processing information
.F/BA117/Ø2APR/SEL/J<≡	Outbound on BA117
.N/Ø125123456ØØ1<≡	Bag tag number
.P/1MASON/R<≡	Passenger's name
ENDBPM<≡	End of Message Identifier

△ 5.9.8 Single Bag From Reconciliation/Loading System

BPM<≡	Standard Message identifier
.V/1LLHR<≡	Transfer bags in LHR
.J/R/43S//Ø2APR/1555Ø1L/A23<≡	Processing information
.F/BA117/Ø3OCT/SEL<≡	Outbound on BA117
.U/AKE1234BA//T/C	Container ID
.N/Ø125123456ØØ1<≡	Bag tag number
.P/1MASON/R<≡	Passenger's name
ENDBPM<≡	End of Message Identifier

Section 6 — Baggage Unload Message (BUM)

6.1 PURPOSE

The BUM is an instruction to unload, or not to load, specific baggage.

6.2 DISTRIBUTION PROCEDURES

A BUM is sent by the transporting carrier to the party responsible for loading and unloading of baggage and/or the operator of the reconciliation system.

6.2.1 Baggage System Limitations

Due to limitations of baggage handling systems, it is recommended that they be able to process up to 99 .N elements and up to 200 bag tags in a single BUM. Future systems may be designed to exceed these limits.

6.3 MESSAGE ACKNOWLEDGEMENT

The sender of a BUM may request an acknowledgement to the message by adding a Message Reference Number and the Acknowledgement Request to the .V element. The Reference Number can be up to 10 characters, formatted to the airlines discretion. See 6.9.1 for an example.

Request for an Acknowledgement example:

```
.V/1LSYD//QF62ØØ98/A
```

6.4 PARTITIONING OF MESSAGES

The BUM may not be partitioned.

6.5 ELEMENT SEQUENCE SUMMARY

The following shows the sequence of elements in a BUM.

Element	Requirement	Definition
BUM	Mandatory	Standard Message Identifier
.V	Mandatory	Version and Supplementary Data
.K	Optional	Default Message Printer
.F	Mandatory	Outbound Flight Information
.U	Optional	Loading Data
.N	Mandatory	Baggage Tag Details

Element	Requirement	Definition
.I	Optional	Inbound Flight Information
.O	Optional	Onward Flight Information
.Q	Conditional	Load Sequence Number
.S	Optional	Reconciliation Data
.P	Optional	Passenger Name
.Y	Optional	Frequent Traveller Number
.C	Optional	Corporate or Group Name
.L	Optional	Automated PNR Address
.E	Optional	Baggage Exception Data
.R	Optional	Internal Airline Data
.X	Optional	Baggage Security Screening
ENDBUM	Mandatory	End of Message Identifier

6.6 MULTIPLE USE OF ELEMENTS

Multiple use of elements may be accomplished by following the structure of the BUM and the sequence of its elements. The prime element is the .F (Outbound Flight Information). This provides the foundation for the .U element (Loading Data) and the .N element (Baggage Details) that follow it, which may be linked to the following .P element (Passenger Name). As the .U element is optional, the .N element may follow directly. Optional element which are related to the mandatory elements are inserted in the order shown in Section 6.5. The .V element may occur once however elements .U, .N, .O, .Q, .E and .R may be repeated multiple times, but only .N, .O, .E and .R can be used consecutively.

The following schematic illustrates the multiple use of elements in the BUM.

Element	Description
.K	Default Message Printer
.F	Outbound Flight Information
.U	Loading Data
.N	Baggage Details
.I	Inbound Flight Information
.O	Onward Flight Information
.O	Onward Flight Information
.Q	Loading Sequence Number
.S	Reconciliation Data
.P	Passenger Name
.L	Automated PNR Address
.E	Baggage Exception Data
.E	Baggage Exception Data
.R	Internal Airline Data
.R	Internal Airline Data
.X	Baggage Security Screening
.U	Loading Data
.N	Baggage Details
.Q	Loading Sequence Number
.S	Reconciliation Data
.P	Passenger Name
.U	Loading Data
.N	Baggage Details
.N	Baggage Details

See 6.9.3 for an example of multiple usage in a BUM.

6.7 USE OF CONDITIONAL ELEMENTS AND DATA ITEMS

6.7.1 Version And Supplementary Data (.V element).

The Message Reference Number is conditional upon the sender of the message requesting an acknowledgement, in which case a Message Reference Number is required. Additionally, a separator (oblique) is required in place of a Part Number (a BUM may not be partitioned).

6.7.2 Loading Sequence Number element (.Q) is mandatory if the Loading Information element (.U) is also present.

△ 6.8 CONSTRUCTION OF ELEMENTS AND DATA ITEMS IN THE BAGGAGE UNLOAD MESSAGE

Use	Elements And Data Items	Example
(M)	STANDARD MESSAGE IDENTIFIER	BUM
(M)	VERSION AND SUPPLEMENTARY DATA	
	(M) Element Identifier	.V
	(M) Data Dictionary Version Number	/1
	(M) Baggage Source Indicator	T
	(M) Local or Transfer Airport Code	LHR
	(N) Part Number – only show oblique, no data	/
	(C) Message Reference Number	/123456789Ø
	(O) Acknowledgement Request	/A
	(O) Encryption	/123ABC456Z
(O)	DEFAULT MESSAGE PRINTER	
	(M) Element Identifier	.K
	(M) Baggage Message Default Printer ID	/3D1CØ8
(M)	OUTBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.F
	(M) Airline and Flight Number	/BA117
	(M) Date	/Ø3OCT
	(M) Destination or Transfer Airport Code	/AMS
	(O) Class of Travel of Baggage	/J
(O)	LOADING DATA	
	(M) Element Identifier	.U
	(O) Stowage Device ID	/AVE12345BA
	(O) Aircraft Compartment or Loading Location	/11R
	(O) Type of Baggage In Container/Location	/T
	(O) Class of Travel of Baggage	/F
	(O) Destination Airport Code	/AMS
	(O) Sealed Container	/Y
	(N) Connection Airline Code and Flight Number not used in BUM	
	(N) Connection Departure Date not used in BUM	
	(N) Connection Destination Airport Code not used in BUM	
(M)	BAGGAGE TAG DETAILS	
	(M) Element Identifier	.N
	(M) Bag Tag Number	/ØØ85123456
	(M) Number Of Consecutive Tags	ØØ1
(O)	INBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.I
	(M) Airline and Flight Number	/BA178
	(M) Date of Departure	/Ø3OCT
	(O) Originating Airport Code	/JFK
	(O) Class of Travel of Baggage	/J
(O)	ONWARD FLIGHT INFORMATION	
	(M) Element Identifier	.O
	(M) Airline and Flight Number	/AZ2Ø3
	(M) Date	/Ø4OCT
	(O) Destination or Transfer Airport Code	/FCO
	(O) Class of Travel of Baggage	/J
(C)	LOAD SEQUENCE NUMBER	
	(M) Element Identifier	.Q
	(M) Load Sequence Number	/Ø31
(O)	RECONCILIATION DATA	
	(M) Element Identifier	.S
	(M) Authority To Load	/N
	(O) Seat Number	/1ØA
	(O) Passenger Status	/N
	(O) Sequence Number	/Ø98
	(O) Security Number	/Ø88
	(O) Passenger Profile Status	/Y

Use	Elements And Data Items	Example
(O)	PASSENGER NAME	
	(M) Element Identifier	.P
	(M) Separator (oblique)	/
	(O) Number Of Passengers With This Surname	2
	(M) Passenger's Surname	JORGENSON
	(O) Given Name and/or Initials and/or Title	/K
	(O) Additional Given Name and/or Initials and/or Title	/A
(O)	FREQUENT TRAVELLER NUMBER	
	(M) Element Identifier	.Y
	(M) Frequent Traveller ID Number	/BA7444591
(O)	CORPORATE OR GROUP NAME	
	(M) Element Identifier	.C
	(M) Corporate or Group Name	/HAMPTON SKI
(O)	AUTOMATED PNR ADDRESS	
	(M) Element Identifier	.L
	(M) Automated PNR Address	/L2TVVP
(O)	BAGGAGE EXCEPTION DATA	
	(M) Element Identifier	.E
	(M) Exception Type	/SPEQ
(O)	INTERNAL AIRLINE DATA	
	(M) Element Identifier	.R
	(M) Free Text	/FREE TEXT AREA
(O)	BAGGAGE SECURITY SCREENING	
	(M) Element Identifier	.X
	(M) Baggage status	/CLR
	(M) Security Method	/XRAY
	(O) Autograph	/SECURITY
	(M) Free text	/TRANSFER
(M)	END OF MESSAGE IDENTIFIER	ENDBUM

6.9 EXAMPLE MESSAGES

△ 6.9.1 Standard Offload (Type-B), with Acknowledgement Request

LAXBRXH<≡	From Address
.HDQKMCX 311840<≡	To Address
BUM<≡	Standard Message Identifier
.V/1TLAX//1234567890/A/123ABC456Z<≡	Transfer bag in LAX; Ack requested; Ref Nbr 1234567890 with Encryption
.F/CX881/15JUN/HKG/Y<≡	Outbound to HKG on CX881
.U/AVE4321SQ/024L/T/Y/HKG<≡	Loading Information
.N/0131123456001<≡	Bag tag nbr; nbr of consecutive tags
.Q/006<≡	Loading sequence of bag
.S/N//N<≡	Reconciliation data: Not authorised to load
.P/WONG/V<≡	Passenger's name
.L/SBJ14X<≡	PNR Address
.R/CUSTOMS REQUEST<≡	Internal Airline Data
.X/SEL/XRAY/SECURITY/TRANSFER<≡	Screening description
ENDBUM<≡	End of Message Identifier

6.9.2 Standard Offload (2 different containers and 2 different bags)

BUM<≡	Standard Message Identifier
.V/1LPIT////123ABC456Z<≡	Local bag in PIT with Encryption
.F/US816/01MAY/FRA/Y<≡	Outbound to FRA on US816
.U/AVE0321US/0012/T/Y/FRA<≡	Loading information
.N/0037336127001<≡	Bag tag number; number of consecutive tags
.Q/026<≡	Loading sequence for this bag
.P/WILSON/SARA<≡	Number in party, Passengers name
.U/AKV9876US//T/Y/FRA<≡	Loading information
.N/0125886172001<≡	Bag tag number; number of consecutive tags
.Q/012<≡	Loading sequence
ENDBUM<≡	End of Message Identifier

6.9.3 Standard Offload (1 bag)

BUM<≡	Standard Message Identifier
.V/1LPHL////123ABC456Z<≡	Local bag in PHL with Encryption
.F/US14/Ø1MAY/MUC/J<≡	Outbound to MUC on US14
.U/AVEØ321US/ØØ12/T/J/MUC<≡	Loading information
.N/ØØ3733612ØØ1<≡	Bag tag number; number of tags
.Q/Ø26<≡	Loading sequence for this bag
.P/1BROWNE/L<≡	Passenger's name
ENDBUM<≡	End of Message Identifier

6.9.4 Example of Multiple Use of Elements

BUM<≡	Standard Message Identifier
.V/1LBBK////123ABC456Z<≡	Local bags in BKK with data encryption
.F/QFØØ6/Ø1MAY/SYD/J<≡	A. Outbound to SYD on QFØØ6
.U/AVE4591QF//M/J/SYD<≡	1. Loading information
.N/Ø12Ø2Ø161ØØ1<≡	a. Tag number to unload
.Q/136<≡	1. Load sequence for bag
.P/SAMPRAS/P<≡	2. Passenger's name
.N/Ø125Ø2Ø244ØØ1<≡	b. Next bag to unload (same ULD)
.N/Ø125Ø2Ø318ØØ1<≡	c. Another bag from same ULD
.U/AKV2479BA//T/J/SYD<≡	2. New ULD (Loading information)
.N/Ø125Ø2Ø398ØØ1<≡	a. Tag number to unload
.I/JL173/Ø1MAY/NRT<≡	1. Inbound information
.Q/ØØ9<≡	2. Loading sequence
.S/N/25A/C/Ø1Ø<≡	3. Reconciliation Data
.N/Ø125Ø2Ø577ØØ1<≡	b. Tag number to unload
.O/QF322/Ø2MAY/BRI<≡	1. Connection flt. info.
.Q/Ø88<≡	2. Loading Sequence
.S/N/31K/C/1Ø1<≡	3. Reconciliation Data
ENDBUM<≡	End of Message Identifier

6.9.5 Standard Offload (2 bags; no container information)

BUM<≡	Standard Message Identifier
.V/1LFRA////123ABC456Z<≡	Local bag in FRA with Encryption
.F/UA941/27MAY/ORD/J<≡	Outbound to ORD on UA941
.N/ØØ1617Ø357ØØ1<≡	Bag tag number; number of tags
.N/ØØ1617Ø421ØØ1<≡	Bag tag number; number of tags
ENDBUM<≡	End Of Message Identifier

Section 7 — Baggage Not Seen Message (BNS)

7.1 PURPOSE

7.1.1 The BNS provides information collected during baggage loading related to those boarded passengers whose baggage will not be carried on the flight.

7.1.2 The BNS is designed as a proactive message in passenger handling as specified in Resolution 743 to provide mishandled baggage information at, or prior to, the passenger's arrival at the final destination. The BNS can also provide the ability to create a new non-accountable tracing file, a Quick Advise If Holding (QAH), in baggage tracing systems prior to any actual report made by a passenger. The QAH is designed to expire at a predetermined time if no report is made by a passenger.

7.2 DISTRIBUTION PROCEDURES

The BNS may be provided by the operators of the automated baggage system or the departing carrier, to the delivering carrier at the final destination. Additionally, the BNS may be transmitted to the receiving carrier(s) at intermediate point(s) and to the baggage tracing system to which the carrier subscribes.

7.3 MESSAGE ACKNOWLEDGEMENT PROCEDURES

The sender of the BNS may request an acknowledgement to the message by adding a Message Reference Number and the Acknowledgement Request to the .V element. The Reference Number can be up to 10 characters, formatted to the airlines discretion.

(a) Request for an Acknowledgement with a Part Number:
`.V/1LSYD/PART1/QF62ØØ98/A`

(b) Request for an Acknowledgement without a Part Number:
`.V/1LSYD//QF62ØØ98/A`

7.4 PARTITIONING OF MESSAGES

When a BNS exceeds the standard message block, it should be partitioned and processed so that the end of a part occurs after the last mandatory or related optional element.

7.4.1 The Part Number is required as part of the .V element of each part.

7.4.2 The first part will end with ENDPART1.

7.4.3 The second and subsequent parts will repeat the .V element from the first part.

7.4.4 The second part will end with ENDPART2, etc.

7.4.5 The final part will end with ENDBNS.

7.5 ELEMENT SEQUENCE SUMMARY

The following shows the sequence of elements in a BNS.

Element	Requirement	Definition
BNS	Mandatory	Standard Message Identifier
.V	Mandatory	Version and Supplementary Data
.F	Mandatory	Outbound Flight Information
.O	Conditional	Onward Flight Information
.N	Mandatory	Baggage Tag Details
.P	Conditional	Passenger Name
.L	Conditional	Automated PNR Address
.W	Optional	Pieces and Weight Data
.Y	Conditional	Frequent Traveller Number
.C	Conditional	Corporate or Group Name
.R	Optional	Internal Airline Data
ENDBNS	Mandatory	End of Message Identifier

7.6 MULTIPLE USE OF ELEMENTS

Multiple use of elements may be accomplished by following the structure of the BNS, the sequence of its elements and the addressing for distributing the BNS. The prime elements are the .F (Outbound Flight Information), the .O (Onward Flight Information) and the following .N elements (Baggage Tag Details) which may be linked to the following .P element (Passenger Name). There may be only one .F and one set of .O elements for each BNS. Each .F element will be followed by all .O elements. Each .N is the foundation for the other optional and conditional elements that follow. Optional and conditional elements which are related to the .N are inserted in the order shown in Section 7.5.

Note: *.N elements without related optional elements, i.e. .P, must appear last.*

The following schematic illustrates the multiple use of elements in the BNS.

Element	Description
.F	Outbound Flight Information (US783)
.O	Onward Flight Information (BA223)
.O	Onward Flight Information (BA351)
.N	Baggage Tag Details #1 (for passenger #1 in .P element)
.P	Passenger Name #1 (associated to .N element #1)
.L	Automated PNR Address (for passenger #1)
.W	Pieces and Weight Data (for bag(s) #1)
.Y	Frequent Traveller Number (for passenger #1)
.C	Corporate or Group Name(for passenger #1)
.N	Baggage Tag Details #2 (for passenger #2 in .P element)
.P	Passenger Name #2 (associated to .N element #2)
.R	Internal Airline Data (for passenger #2)
.R	Internal Airline Data (for passenger #2)
.N	Baggage Tag Details #3 (for passenger #3 in .P element)
.P	Passenger Name #3 (associated to .N element #3)

Element		Description
.N		Baggage Tag Details #4 (for passenger #4 in .P element)
	.P	Passenger Name #4 (associated to .N element #4)
.N		Baggage Tag Details #5 (no additional data supplied)
.N		Baggage Tag Details #6 (no additional data supplied)

See 7.9 for examples of multiple usage in the BNS message.

7.7 CONDITIONAL ELEMENTS AND DATA ITEMS

7.7.1 Version And Supplementary Data (.V element) The Message Reference Number is conditional upon the sender of the message requesting an acknowledgement, in which case a Message Reference Number is required. Additionally, a separator (oblique) is required in place of a Part Number, unless the message is partitioned, in which case the Part Number would follow the separator.

7.7.2 The Onward Flight Information element (.O) becomes mandatory when data is available.

7.7.3 Passenger Name element (.P) becomes mandatory when data is available.

7.7.4 Automated PNR Address (.L) becomes mandatory when data is available.

7.7.5 The Number of Checked Bags in the .W element (Pieces and Weight Data) is mandatory when using the Checked Weight data item.

7.7.6 Frequent Traveller Number (.Y) becomes mandatory when data is available.

7.7.7 Corporate or Group Name (.C) becomes mandatory when data is available.

7.8 CONSTRUCTION OF ELEMENTS AND DATA ITEMS IN THE BAGGAGE NOT SEEN MESSAGE

Use	Elements And Data Items	Example
(M)	STANDARD MESSAGE IDENTIFIER	BNS
(M)	VERSION AND SUPPLEMENTARY DATA	
	(M) Element Identifier	.V
	(M) Data Dictionary Version Number	/1
	(M) Baggage Source Indicator	T
	(M) Local Airport Code	CDG
	(O) Part Number	/PART1
	(C) Message Reference Number	/123456789Ø
	(O) Acknowledgement Request	/A
	(O) Encryption	/123ABC456Z
(M)	OUTBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.F
	(M) Airline and Flight Number	/AF912
	(M) Date	/3ØAPR
	(M) Destination or Transfer Airport Code	/AMS
	(M) Class of Travel of Baggage	/C
(C)	ONWARD FLIGHT INFORMATION	
	(M) Element Identifier	.O
	(M) Airline and Flight Number	/KL6Ø1
	(M) Date	/3ØAPR
	(M) Destination or Transfer Airport Code	/LAX
	(O) Class of Travel Of Baggage	/M
(M)	BAGGAGE TAG DETAILS	
	(M) Element Identifier	.N
	(M) Baggage Tag Number	/ØØ37123456
	(M) Number of Consecutive Tags	ØØ2
(C)	PASSENGER NAME	
	(M) Element Identifier	.P
	(M) Separator (oblique)	/
	(O) Number of Passengers With This Surname	2
	(M) Passenger's Surname	TENHAVE
	(O) Given Name and/or Initials and/or Title	/AMS
	(O) Additional Given Name and/or Initials and/or Title	/JMS
(C)	AUTOMATED PNR ADDRESS	
	(M) Element Identifier	.L
	(M) Automated PNR Address	/U52I91

Use	Elements And Data Items	Example
(O)	PIECES AND WEIGHT DATA	
	(M) Element Identifier	.W
	(M) Pieces/Weight Indicator	/K
	(C) Number of Checked Bags	/2
	(O) Checked Weight	/10
	(O) Unchecked Weight	/3
(C)	FREQUENT TRAVELLER NUMBER	
	(M) Element Identifier	.Y
	(M) Frequent Traveller ID Number	/BXJ2238
(C)	CORPORATE OR GROUP NAME	
	(M) Element Identifier	.C
	(M) Corporate or Group Name	/AJAX TOUR
(O)	INTERNAL AIRLINE DATA	
	(M) Element Identifier	.R
	(M) Free Text	/FREE TEXT AREA
(M)	END OF MESSAGE IDENTIFIER	ENDBNS

7.9 EXAMPLE MESSAGES

7.9.1 Type-B Baggage Not Seen Message, sent to the final destination, transfer stations and tracing system

AMSLLAF AMSLLKL LAXLLKL ATLWMXS	Message sent to
.CDGBRAF 31184Ø	Message sent by AF
BNS<≡	Message type (BNS)
.V/1TCDG////123ABC456Z<≡	Transfer bags at CDG with Encryption
.F/AF912/3ØAPR/AMS/C<≡	Outbound flight information (AF912 to AMS)
.O/KL6Ø1/3ØAPR/LAX/M<≡	Onward flight information (KL6Ø1 to LAX)
.N/ØØ3712345ØØ2<≡	2 missing bags, starting tag nbr ØØ37123456
.P/CLOVER/LMR<≡	Passenger's name
.L/U52I91<≡	PNR Address
.W/K/3/38/11<≡	Number of bags and weight
.Y/BSJ2238<≡	Frequent Traveller Number
.C/AJAX TOUR<≡	Tour information
.R/LATE CHECK-IN<≡	Internal Airline Data
ENDBNS<≡	End of Message Identifier

7.9.2 Example Of Multiple Use Of Elements

AMSLLAF AMSLLKL LAXLLKL LAXLLUA SMFLLUA ATLWMXS	Message sent to
.CDGBRAF 17125Ø	Message sent by AF
BNS<≡	Message type (BNS)
.V/1TCDG////123ABC456Z<≡	Transfer bags at CDG with Encryption
.F/AF912/3ØAPR/AMS/C<≡	Outbound to AMS on AF912; C-Class
.O/KL6Ø1/3ØAPR/LAX/M<≡	Onward to LAX on KL6Ø1; M-Class
.O/UA887/3ØAPR/SMF/M<≡	Onward to SMF on UA887; M-Class
.N/ØØ2712345ØØØ2<≡	1. 2 Bag Tags starting with ØØ27123450
.N/ØØ271234530Ø1<≡	2. 1 Bag Tag – ØØ27123453
.P/TENHAVE/MSA<≡	a. Passenger's name
.Y/BSJ2238<≡	b. Frequent Traveller Number
.R/PAX ENROUTE TO HER<≡	c. Internal Airline Data
.R/WEDDING – URGENT<≡	d. Internal Airline Data
.N/2ØØ1987654ØØ1<≡	3. 1 Bag Tag – 2ØØ1987654ØØ1 (no other information available for this bag)
ENDBNS<≡	End of Message Identifier

Section 8 — Baggage Control Message (BCM)

8.1 PURPOSE

8.1.1 The Baggage Control Message is designed to support the requirement for secondary level messages as required by airlines, airport authorities, handling agents, operators of automated baggage systems and system providers.

8.1.2 A secondary message is one that serves a single purpose, and typically contains only one or two elements.

See Section 8.7 for the specific purpose of each secondary level message.

8.2 DISTRIBUTION PROCEDURES

See Section 8.7 for specific distribution procedures as they apply to each individual Secondary Level Message.

8.3 MESSAGE ACKNOWLEDGEMENT

See Section 8.7 for the use of the Message Acknowledgement function as it applies to each individual Secondary Level Message.

8.4 MESSAGE PARTITIONING

See Section 8.7 for use of partitioning as it applies to each individual Secondary Level Message.

8.5 MULTIPLE USE OF ELEMENTS

Multiple use of elements is dependent on the specific message.

8.6 SECONDARY LEVEL MESSAGES

a. Baggage Acknowledgement Message (BAM) – see 8.7.1;
b. Flight Open Message (FOM) – see 8.7.2;
c. Flight Closed Message (FCM) – see 8.7.3;
d. Final Match Message (FMM) – see 8.7.4;
e. Delete Baggage Message (DBM) – see 8.7.5;
f. Baggage Manifest Message (BMM) – see 8.7.6.

8.7 SECONDARY LEVEL MESSAGE DETAILS

8.7.1 Baggage Acknowledgement Message (BAM)

8.7.1.1 Purpose
The purpose of the BAM is to confirm the receipt of a baggage message identified in Sections 3, 4, 5, 6.7 or 8.7 when the sender of the message requests an acknowledgement.

8.7.1.2 Distribution Procedures
A BAM is sent to the originator of the message that has requested an acknowledgement. For example, if LH sends a BSM to the reconciliation system at FRA requesting an acknowledgement, the reconciliation system, upon processing the BSM, would send a BCM with a secondary level BAM to LH.

8.7.1.3 Message Acknowledgement
A BAM may not be acknowledged.

8.7.1.4 Message Partitioning
A BAM may not be partitioned.

8.7.1.5 Element Sequence Summary
The following shows the sequence of elements in the BAM.

Element	Requirement	Definition
BCM	Mandatory	Standard Message Identifier
BAM	Mandatory	Secondary Level Message Identifier
.V	Mandatory	Version and Supplementary Data
.A	Mandatory	Message Acknowledgement Details
.R	Optional	Internal Airline Data
ENDBCM	Mandatory	End of Message Identifier

8.7.1.6 Multiple Use of Elements
Multiple use of elements is not applicable in the BAM.

8.7.1.7 Use of Conditional Elements and Data Items
Use of Conditional Elements and Data Items is not applicable in the BAM.

8.7.1.8 Construction Of Elements And Data Items In The Baggage Acknowledgement

Use	Elements And Data Items	Example
(M)	STANDARD MESSAGE IDENTIFIER	BCM
(M)	SECONDARY LEVEL MESSAGE IDENTIFIER	BAM
(M)	VERSION AND SUPPLEMENTARY DATA	
	(M) Element Identifier	.V
	(M) Data Dictionary Version Number	/1
	(M) Baggage Source Indicator	T
	(M) Local, Transfer or Terminating Airport Code	FRA
	(N) Part Number – (not used in BAM)	

Use	Elements And Data Items	Example
	(N) Message Reference Number – (not used in BAM)	
	(N) Acknowledgement Request – (not used in BAM)	
	(O) Encryption	/123ABC456Z
(M)	MESSAGE ACKNOWLEDGEMENT DETAILS	
	(M) Element Identifier	.A
	(M) Sender's Message Reference Number	/BA219Ø123
	(M) Type of Baggage Message and Status Indicator being acknowledged	/BSM CHG
	(M) ACK or NAK	/NAK
	(O) Free Text	/FLIGHT DEPARTED
(O)	INTERNAL AIRLINE DATA	
	(M) Element Identifier	.R
	(M) Free Text	/BAGGAGE ROUTED TO DL
(M)	END OF MESSAGE IDENTIFIER	ENDBCM

8.7.1.9 Examples of the Acknowledgement Message

A. Acknowledgement of a BSM:

BCM<≡	BCM – Standard Message Identifier
BAM<≡	BAM – Secondary Level Message Identifier
.V/1TLHR<≡	Transfer bag at LHR
.A/BA219Ø123/BSM/ACK<≡	Ref.Nbr.; Positive acknowledgement to BSM
ENDBCM<≡	End of Message Identifier

B. Acknowledgement of a BSM with 'DEL' open:

BCM<≡	BCM – Standard Message Identifier
BAM<≡	BAM – Secondary Level Message Identifier
.V/1TLHR<≡	Transfer bags at LHR
.A/BA219Ø164/BSM DEL/ACK<≡	Ref.Nbr.; Positive ack. to a deleted BSM
ENDBCM<≡	End of Message Identifier

C. Negative Acknowledgement of a BUM:

BCM<≡	BCM – Standard Message Identifier
BAM<≡	BAM – Secondary Level Message Identifier
.V/1LFRA<≡	Local bag in FRA
.A/LH3731ØØ26/BUM/NAK/ FLIGHT DEPARTED<≡	Ref.Nbr.; Negative ack. to BUM appended message that flight departed
ENDBCM<≡	End of Message Identifier

D. Negative Acknowledgement of a BUM using the .R element for text:

BCM<≡	BCM – Standard Message Identifier
BAM<≡	BAM – Secondary Level Message Identifier
.V/1LFRA<≡	Local bag in FRA
.A/LH3731ØØ97/BUM/NAK<≡	Ref.Nbr.; Negative ack. to BUM
.R/FLIGHT DEPARTED<≡	Message appended using .R element
ENDBCM<≡	End of Message Identifier

8.7.2 Flight Open Message (FOM)

8.7.2.1 Purpose

a. To advise a baggage handling system that a departure control or check-in system is ready to begin processing baggage for a specific flight.

b. To advise a departure control or check-in system that a baggage handling system is ready to begin processing baggage for a specific flight.

8.7.2.2 Distribution Procedures
A FOM may be sent by operators of automated baggage systems to the departing carrier, or by the departing carrier to the operator of an automated baggage system.

8.7.2.3 Message Acknowledgement
A FOM may request an acknowledgement.

8.7.2.4 Partitioning of Messages
A FOM may not be partitioned.

8.7.2.5 Element Sequence Summary
The following shows the sequence of elements in the FOM:

Element	Requirement	Definition
BCM	Mandatory	Standard Message Identifier
FOM	Mandatory	Secondary Level Message Identifier
.V	Mandatory	Version and Supplementary Data
.F	Mandatory	Outbound Flight Information
ENDBCM	Mandatory	End of Message Identifier

8.7.2.6 Multiple Use of Elements
Multiple use of elements is not applicable in the FOM.

8.7.2.7 Use of Conditional Elements and Data Items
Version And Supplementary Data (.V element).
The Message Reference Number is conditional upon the sender of the message requesting an acknowledgement, in which case a Message Reference Number is required. Additionally, a separator (oblique) is required in place of a Part Number, as the FOM may not be partitioned.

8.7.2.8 Construction Of Elements And Data Items In The Flight Open Message

Use	Elements And Data Items	Example
(M)	STANDARD MESSAGE IDENTIFIER	BCM
(M)	SECONDARY LEVEL MESSAGE IDENTIFIER	FOM
(M)	VERSION AND SUPPLEMENTARY DATA	
	(M) Element Identifier	.V
	(M) Data Dictionary Version Number	/1
	(M) Baggage Source Indicator	T
	(M) Local, Transfer or Terminating Airport Code	FRA
	(N) Part Number – show only oblique, no data	/
	(C) Message Reference Number	/123456789Ø
	(O) Acknowledgement Request	/A
	(O) Encryption	/123ABC456Z
(M)	OUTBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.F
	(M) Airline and Flight Number	/LH3348
	(M) Date	/2ØMAR
	(O) Destination or Transfer Airport Code	/GVA
	(O) Class of Travel	/J
(M)	END OF MESSAGE IDENTIFIER	ENDBCM

8.7.2.9 Example of the Flight Open Message with Acknowledgement Request

BCM<≡	BCM – Standard Message Identifier
FOM<≡	FOM – Secondary Level Message Identifier
.V/1LFRA//LH33489999/A/123ABC456Z<≡	FRA activity; ack. requested with Encryption
.F/LH3348/2ØMAR/GVA<≡	Flight Info. – LH3348 to GVA
ENDBCM<≡	End of Message Identifier

8.7.3 Flight Closed Message (FCM)

8.7.3.1 Purpose

a. To advise a baggage handling system that a departure control or check-in system has closed a specific flight.

b. To advise a departure control or check-in system that a baggage handling system has completed processing baggage for a specific flight.

8.7.3.2 Distribution Procedures
A FCM may be sent by operators of automated baggage systems to the departing carrier, or by the departing carrier to the operator of an automated baggage system.

8.7.3.3 Message Acknowledgement
A FCM may request an acknowledgement.

8.7.3.4 Partitioning of Messages
A FCM may not be partitioned.

8.7.3.5 Element Sequence Summary
The following shows the sequence of elements in the FCM:

Element	Requirement	Definition
BCM	Mandatory	Standard Message Identifier
FCM	Mandatory	Secondary Level Message Identifier
.V	Mandatory	Version and Supplementary Data
.F	Mandatory	Outbound Flight Information
ENDBCM	Mandatory	End of Message Identifier

8.7.3.6 Multiple Use of Elements
Multiple use of elements is not applicable in the FCM.

8.7.3.7 Use of Conditional Elements and Data Items
Version And Supplementary Data (.V element).
The Message Reference Number is conditional upon the sender of the message requesting an acknowledgement, in which case a Message Reference Number is required. Additionally, a separator (oblique) is required in place of a Part Number, as the FCM may not be partitioned.

8.7.3.8 Construction Of Elements And Data Items In The Flight Close Message

Use	Elements And Data Items	Example
(M)	STANDARD MESSAGE IDENTIFIER	BCM
(M)	SECONDARY LEVEL MESSAGE IDENTIFIER	FCM
(M)	VERSION AND SUPPLEMENTARY DATA	
	(M) Element Identifier	.V
	(M) Data Dictionary Version Number	/1
	(M) Baggage Source Indicator	T
	(M) Local, Transfer or Terminating Airport Code	FRA
	(N) Part Number – show only oblique, no data	/
	(C) Message Reference Number	/123456789Ø
	(O) Acknowledgement Request	/A
	(O) Encryption	/123ABC456Z
(M)	OUTBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.F
	(M) Airline and Flight Number	/LH3348
	(M) Date	/2ØMAR
	(O) Destination or Transfer Airport Code	/GVA
	(O) Class of Travel	/J
(M)	END OF MESSAGE IDENTIFIER	ENDBCM

8.7.3.9 Example of the Flight Closed Message

BCM<≡	BCM – Standard Message Identifier
FCM<≡	FCM – Secondary Level Message Identifier
.V/1LFRA////123ABC456Z<≡	Local bag in FRA with Encryption
.F/LH3348/2ØMAR/GVA<≡	Flight Info. – LH3348 to GVA
ENDBCM<≡	End of Message Identifier

8.7.4 Final Match Message (FMM)

8.7.4.1 Purpose
The Final Match Message is to indicate which bags were loaded, but must be off-loaded due to no authorisation, i.e. passenger no showed at gate. The message also indicates bags which were authorised, but have not been loaded.

8.7.4.2 Distribution Procedures
A FMM is sent by a departure control/check-in system to the operator of an automated baggage handling system.

8.7.4.3 Message Acknowledgement
A FMM may request an acknowledgement.

8.7.4.4 Partitioning of Messages
When an FMM exceeds the standard message block, it should be partitioned and processed so that the end of a part occurs after the last mandatory element or the last related optional element.

(a) The Part Number is required as part of the .V element of each part.

(b) The first part will end with ENDPART1.

(c) The second and subsequent parts will repeat the .V and .F elements from the first part.

(d) The 2nd part will end with ENDPART2, etc.

(e) The final part will end with ENDFMM.

8.7.4.5 Element Sequence Summary
The following shows the sequence of elements in the FFM:

Element	Requirement	Definition
BCM	Mandatory	Standard Message Identifier
FMM	Mandatory	Secondary Level Message Identifier
.V	Mandatory	Version and Supplementary Data
.F	Mandatory	Outbound Flight Information
.B	Conditional	Baggage Irregularities
ENDBCM	Mandatory	End of Message Identifier

8.7.4.6 Multiple Use of Elements
The prime element is the .F (Outbound Flight Information), and a carrier may wish to send more than one in the same message. Each .F element will be followed by one or more .B elements (Baggage Irregularities).

Data Schematic
.F – Outbound Flight Information
  .B – Baggage Irregularity
  .B – Baggage Irregularity
.F – 2nd Outbound Flight Information
.B – Baggage Irregularity

8.7.4.7 Use of Conditional Elements and Data Items

a. Version And Supplementary Data (.V element)
The Message Reference Number is conditional upon the sender of the message requesting an acknowledgement, in which case a Message Reference Number is required. Additionally, a separator (oblique) is required in place of a Part Number, unless the message is partitioned, in which case the Part Number follows the separator.

b. Baggage Irregularities (.B element)
The .B element becomes mandatory when there are baggage irregularities.

8.7.4.8 Construction Of Elements And Data Items In The Final Match Message

Use	Elements And Data Items	Example
(M)	STANDARD MESSAGE IDENTIFIER	BCM
(M)	SECONDARY LEVEL MESSAGE IDENTIFIER	FMM
(M)	VERSION AND SUPPLEMENTARY DATA	
	(M) Element Identifier	.V
	(M) Data Dictionary Version Number	/1
	(M) Baggage Source Indicator	T
	(M) Local, Transfer or Terminating Airport Code	FRA
	(O) Part Number	/PART1
	(C) Message Reference Number	/123456789Ø
	(O) Acknowledgement Request	/A
	(O) Encryption	/123ABC456Z
(M)	OUTBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.F
	(M) Airline and Flight Number	/LH3348
	(M) Date	/2ØMAR
	(O) Destination or Transfer Airport Code	/GVA
	(O) Class of Travel	/J
(C)	BAGGAGE IRREGULARITIES	
	(M) Element Identifier	.B
	(M) Baggage Status Code	/NAL
	(M) Baggage Tag Number	/Ø22Ø123456
	(M) Number of Consecutive Tags	ØØ2
(M)	END OF MESSAGE IDENTIFIER	ENDBCM

8.7.4.9 Example of the Final Match Message

BCM<≡	BCM – Standard Message Identifier
FMM<≡	FMM – Secondary Level Message Identifier
.V/1LFRA//LH3348ØØ1/A/123ABC456Z<≡	Local bags in FRA with acknowledgement request and Encryption
.F/LH3348/2ØMAR/GVA<≡	Flight Info. – LH3348 to GVA
.B/NAL/Ø22Ø348Ø87ØØ1<≡	Loaded, not authorised; should be offloaded
.B/NAL/Ø22Ø3481220Ø1<≡	Loaded, not authorised; should be offloaded
.B/UNS/ØØ7412345600Ø1<≡	Authorised to load, but not seen
ENDBCM<≡	End of Message Identifier

8.7.5 Delete Baggage Message (DBM)

8.7.5.1 Purpose
The purpose of a DBM is to warn any automated baggage system that sortation and/or reconciliation data for a specific flight is about to be revalidated. This process is only likely to occur when there is doubt that all messages previously sent have been received e.g. line problems or DCS problems.

8.7.5.2 Distribution Procedures
A DBM would be issued by a departure control or check-in system, or provider of BSMs/BUMs, to the operator of a baggage handling system.

8.7.5.3 Message Acknowledgement
A DBM may request an acknowledgement.

8.7.5.4 Partitioning of Messages
A DBM may not be partitioned.

8.7.5.5 Element Sequence Summary
The following shows the sequence of elements in the DBM:

Element	Requirement	Definition
BCM	Mandatory	Standard Message Identifier
DBM	Mandatory	Secondary Level Message Identifier
.V	Mandatory	Version and Supplementary Data
.F	Mandatory	Outbound Flight Information
ENDBCM	Mandatory	End of Message Identifier

8.7.5.6 Multiple Use of Elements
Multiple use of elements is not applicable for the DBM.

8.7.5.7 Use of Conditional Elements and Data Items
Version And Supplementary Data (.V element).
The Message Reference Number is conditional upon the sender of the message requesting an acknowledgement, in which case a Message Reference Number is required. Additionally, a separator (oblique) is required in place of a Part Number, as the DBM may not be partitioned.

8.7.5.8 Construction Of Elements And Data Items In The Delete Baggage Data Message

Use	Elements And Data Items	Example
(M)	STANDARD MESSAGE IDENTIFIER	BCM
(M)	SECONDARY LEVEL MESSAGE IDENTIFIER	DBM
(M)	VERSION AND SUPPLEMENTARY DATA	
	(M) Element Identifier	.V
	(M) Data Dictionary Version Number	/1
	(M) Baggage Source Indicator	T
	(M) Local, Transfer or Terminating Airport Code	FRA
	(N) Part Number – show only oblique, no data	/
	(C) Message Reference Number	/1234567890
	(O) Acknowledgement Request	/A
	(O) Encryption	/123ABC456Z
(M)	OUTBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.F
	(M) Airline and Flight Number	/LH3348
	(M) Date	/2ØMAR
	(O) Destination or Transfer Airport Code	/GVA
	(O) Class of Travel	/J
(M)	END OF MESSAGE IDENTIFIER	ENDBCM

8.7.5.9 Example of the DBM (Delete All Baggage Messages for LH flight 3348)

BCM<≡	BCM – Standard Message Identifier
DBM<≡	DBM – Secondary Level Message Identifier
.V/1LFRA//LH3348007/A/123ABC456Z<≡	Local bag in FRA with acknowledgement request and Encryption
.F/LH3348/2ØMAR/GVA<≡	Flight Info. – LH3348 to GVA
ENDBCM<≡	End of Message Identifier

8.7.6 Baggage Manifest Message (BMM)

8.7.6.1 Purpose

The purpose of a BMM is to inform the downline stations about the actual, detailed baggage loading of this flight.

Note: *To inform entities at the departure airport of this flight about the actual, detailed baggage loading, the BPM should be used.*

8.7.6.2 Distribution Procedures

A BCM-BMM is sent according the rules for the BTM.

A BMM may be sent as locally agreed by the operator of the automated baggage handling system to the departing carrier and/or the handling entities at the downline stations. It is sent as a batched transaction, e.g. at the flight close out (see examples). The operator of the baggage handling system at the departure airport can either send a BMM for a multi-sector flight as one BMM for multiple downline stations or as multiple BMMs, one per flight segment (see example 8.7.6.9(c)).

8.7.6.3 Message Acknowledgement

The sender of the BMM may request an acknowledgement to the message by adding a Message Reference Number and the Acknowledgement Request to the .V element. The Reference Number can be up to 10 characters, formatted to the airlines discretion.

(a) Request for an Acknowledgement with a Part Number:

```
.V/1LSYD/PART1/QF62ØØ98/A
```

(b) Request for an Acknowledgement without a Part Number:

```
.V/1LSYD//QF62ØØ98/A
```

8.7.6.4 Partitioning of Messages

When a BMM exceeds the standard message block, it should be partitioned and processed so that the end of a part occurs after the last mandatory element (.N), or the last related optional element.

(a) The Part Number is required as part of the .V element of each part.

(b) The first part will end with ENDPART1.

(c) The second and subsequent parts will repeat the .V element from the first part and the most recent .U and .F element.

(d) The 2nd part will end with ENDPART2, etc.

(e) The final part will end with ENDBCM.

8.7.6.5 Element Sequence Summary

The following shows the sequence of elements in a BMM:

Element	Requirement	Definition
BCM	Mandatory	Standard Message Identifier
BMM	Mandatory	Secondary Level Message Identifier
.V	Mandatory	Version and Supplementary Data
.K	Optional	Default Message Printer
.I	Mandatory	Inbound Flight Information
.U	Conditional	Loading Data
.F	Conditional	Outbound Flight Information
.H	Optional	Handling Location
.N	Mandatory	Baggage Tag Details
.W	Optional	Pieces and Weight Data
.Q	Conditional	Load Sequence Number
.O	Conditional	Onward Flight Information
.P	Conditional	Passenger Name
.Y	Optional	Frequent Traveller Number
.C	Optional	Corporate or Group Name
.E	Optional	Baggage Exception Data
.R	Optional	Internal Airline Data
.X	Optional	Baggage Security Screening
ENDBMM	Mandatory	End of Message Identifier

8.7.6.6 Multiple Use of Elements

Multiple use of elements may be accomplished by following the structure of the BMM and the sequence of its elements. The prime element is the .I (Inbound Flight Information). This provides the foundation for the .U element (Loading Data) and the .N element (Baggage Details) that follow it, which in turn can be linked to the following .P element (Passenger Name). As the .U element is conditional, a .N element may follow the .I element directly. Optional elements, which are related to the mandatory elements, are inserted in the order shown in Section 8.7.6.5. Except for the .V, .and the .K elements, all elements may occur multiple times, but only the .N,.O, .E and .R may be used consecutively.

Note: *Bags with passenger names must appear before bags without passenger names (see example in 8.7.6.9).*

The following schematic illustrates the multiple use of elements in the BMM:

Element	Description
.K	Default Message Printer
.I	Inbound Flight Information
.U	Loading Data
.H	Handling Location
.F	Outbound Flight Information
.H	Handling Location
.N	Baggage Details
.W	Pieces and Weight Data
.Q	Loading Sequence Number
.O	Onward Flight Information
.O	Onward Flight Information
.P	Passenger Name
.Y	Frequent Traveller Number
.C	Corporate or Group Name
.E	Baggage Exception Data
.E	Baggage Exception Data
.R	Internal Airline Data
.R	Internal Airline Data
.X	Baggage Security Screening
.N	Baggage Details
.Q	Loading Sequence Number
.P	Passenger Name
.E	Baggage Exception Data
.E	Baggage Exception Data
.X	Baggage Security Screening
.U	Loading Data (new .U element)
.F	Outbound Flight Information
.H	Handling Location
.N	Baggage Details
.Q	Loading Sequence Number
.P	Passenger Name
.R	Internal Airline Data
.R	Internal Airline Data
.X	Baggage Security Screening
.F	Outbound Flight Information
.N	Baggage Details
.Q	Loading Sequence Number
.P	Passenger Name
.R	Internal Airline Data
.R	Internal Airline Data
.X	Baggage Security Screening

See 8.7.6.9 for an example of multiple usage in a BMM.

8.7.6.7 Use of Conditional Elements and Data Items

8.7.6.7(a) Version and Supplementary Data (.V element)

The Message Reference Number is conditional upon the sender of the message requesting an acknowledgement, in which case a Message Reference Number is required. Additionally, a separator (oblique) is required for a Part Number, unless the message has been partitioned, in which case the Part Number follows the separator. Where bags are a mix (terminating and transfer), the Baggage Source Indicator 'T' should be used as the default.

8.7.6.7(b) Loading Data (.U element)

If the Storage device ID (2.3.24.3) and/or the aircraft compartment or loading location are known, the .U element becomes mandatory. The Connection Departure Date and Connection Destination Airport Code become mandatory when the Connection Airline Code and Flight Number is used.

8.7.6.7(c) The Outbound Flight Information element (.F) is used when the bags are in transfer at the downline station.

8.7.6.7(d) The Load Sequence Number element (.Q) is mandatory if the Loading Information element (.U) is present.

8.7.6.7(e) The Onward Flight Information element (.O) is used when onward flight information is known.

8.7.6.7(f) The Passenger Name element (.P) is used when the Passenger name is known.

8.7.6.8 Construction of Elements and Data Items in the Baggage Manifest Message

Use	Elements And Data Items	Example
(M)	STANDARD MESSAGE IDENTIFIER	BCM
(M)	SECONDARY LEVEL MESSAGE IDENTIFIER	BMM
(M)	VERSION AND SUPPLEMENTARY DATA	
	(M) Element Identifier	.V
	(M) Data Dictionary Version Number	/1
	(M) Baggage Source Indicator	T
	(M) Local or Transfer Airport Code	LHR
	(O) Part Number	/PART1
	(C) Message Reference Number	/123456789Ø
	(O) Acknowledgement Request	/A
	(O) Encryption	/123ABC456Z
(O)	DEFAULT MESSAGE PRINTER	
	(M) Element Identifier	.K
	(M) Baggage Message Default Printer ID	/3D1CØ8
(M)	INBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.I
	(M) Airline and Flight Number	/BA117
	(M) Date	/Ø3OCT
	(M) Originating Airport Code	/LHR
(C)	LOADING DATA	
	(M) Element Identifier	.U
	(C) Stowage Device ID	/AVE12345BA
	(C) Aircraft Compartment or Loading Location	/11R
	(O) Type of Baggage in Container/Location	/T
	(O) Class of Travel of Baggage	/F
	(O) Destination or Transfer Airport Code of the Container	/SEL
	(O) Sealed Container Indicator	/Y
	(O) Connection Airline Code and Flight Number	/NWØØ9
	(C) Connection Departure Date	/Ø4OCT
	(C) Destination or transfer Airport Code of the Container	/NRT
(C)	OUTBOUND FLIGHT INFORMATION	
	(M) Element Identifier	.F
	(M) Airline and Flight Number	/UA2Ø3
	(M) Date	/Ø3OCT
	(M) Destination or Transfer Airport Code	/DEN
	(O) Class of Travel of Baggage	/J
(O)	HANDLING LOCATION	
	(M) Element Identifier	.H
	(C) Handling Terminal	/T4
	(C) Handling Bay/Pier	/GREEN
	(C) Handling Gate/Stand	/D46
(M)	BAGGAGE TAG DETAILS	
	(M) Element Identifier	.N
	(M) Bag Tag Number	/ØØ85123456
	(M) Number of Consecutive Tags	ØØ2
(O)	PIECES AND WEIGHT DATA	
	(M) Element Identifier	.W
	(M) Pieces/Weight Indicator	/K
	(C) Number of Checked Bags	/2
	(O) Checked Weight	/38
	(O) Unchecked Weight	/5
(C)	LOAD SEQUENCE NUMBER	
	(M) Element Identifier	.Q
	(M) Load Sequence Number	/Ø95

Use	Elements And Data Items	Example
(C)	ONWARD FLIGHT INFORMATION	
	(M) Element Identifier	.O
	(M) Airline and Flight Number	/UA999
	(M) Date	/Ø3OCT
	(M) Destination or Transfer Airport Code	/SLC
	(O) Class of Travel of Baggage	/J
(C)	PASSENGER NAME	
	(M) Element Identifier	.P
	(M) Separator (oblique)	./
	(O) Number of Passengers with this Surname	2
	(M) Passenger's Surname	GROBET
	(O) Given Name and/or Initials and/or Title	/M
	(O) Additional Given Name and/or Initials and/or Title	/J
(O)	FREQUENT TRAVELLER NUMBER	
	(M) Element Identifier	.Y
	(M) Frequent Traveller ID Number	/BA7444591
(O)	CORPORATE OR GROUP NAME	
	(M) Element Identifier	.C
	(M) Corporate or Group Name	/IATA BALLET
(O)	BAGGAGE EXCEPTION DATA	
	(M) Element Identifier	.E
	(M) Exception Type	/GRP
(O)	INTERNAL AIRLINE DATA	
	(M) Element Identifier	.R
	(M) Free Text	/FREE TEXT AREA
(O)	BAGGAGE SECURITY SCREENING	
	(M) Element Identifier	.X
	(M) Screening Description	/LEVEL2
(M)	END OF PART or END OF MESSAGE IDENTIFIER	ENDPART1 or ENDBCM

8.7.6.9 Example of the BMM (Baggage Manifest Message)

8.7.6.9(a) Loaded Bags (Type-B Message) — Sent to BA's handling Agent in SEL from BA Baggage Handling System in LHR (1 bag in 1 container on flight).

Routing:

BA117/23JAN/LHR/SEL
JL955/24JAN/SEL/NRT

SELKMXH<≡	To address
.LHRBRXH 23184Ø<≡	From address
BCM<≡	BCM — Standard Message Identifier
BMM<≡	BMM — Secondary Level Message Identifier
.V/1TSEL/PART1/5553337Ø2//123ABC456Z<≡	Transfer bag in SEL; Multi part with Encryption
.K/3D2CØ8<≡	Message Printer ID
.I/BA117/23JAN/LHR<≡	Inbound flight BA117
.U/AVE1234JL/Ø24L/T/Y/SEL/Y/JL955/23JAN/ NRT<≡	Loading Information
.F/JL955/24JAN/NRT<≡	Outbound Flight JL955
.H/T1<≡	Handling Location
.N/Ø125123456ØØ1<≡	Bag tag number; Number of consecutive tags
.Q/ØØ1<≡	Loading sequence
.P/1CHAN/T<≡	Passenger's name
.X/LEVEL3<≡	Screening description
ENDBCM<≡	End of Message Identifier

8.7.6.9(b) Example of Multiple Usage of Elements

Routing:

BA111/23JAN/LHR/SIN
QF00Ø6/24JAN/SIN/SYD

BCM<≡	BCM — Standard Message Identifier
BMM<≡	BMM — Secondary Level Message
.V/1TSIN<≡	Terminating and/or transfer bags at SIN
.K/3D2CØ8<≡	Message printer ID
.I/BA111/23JAN/SIN<≡	Inbound flight BA111
.U/AVE1234BA//M/F/SIN/Y/QF6/24JAN/SYD<≡I.	Loading information
.F/QF00Ø6/24JAN/SYD/Y<≡	A. Outbound Flight QF00Ø6
.N/Ø125Ø64717ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/ØØ6<≡	a. Loading sequence
.P/1NORMAN/G<≡	b. Passenger's Name
.Y/BA85521<≡	c. Freq. Traveller Nbr.
.N/Ø125Ø64912ØØ1<≡	2. 1st tag nbr and nbr of tags
.Q/Ø83<≡	a. Loading sequence
.P/1ZELLER/F<≡	b. Passenger's Name
.Y/US7444591<≡	c. Freq. Traveller Nbr.
.X/XRAY<≡	d. Screening Description
.N/Ø125Ø64917ØØ1<≡	3. 1st tag nbr and nbr of tags
.Q/117<≡	a. Loading sequence
.P/1SCHUT/KCWMRS<≡	b. Passenger's Name
.Y/US744591<≡	c. Freq. Traveller Nbr.
.X/XRAY<≡	d. Screening Description
.N/Ø125Ø67239ØØ1<≡	4. 1st tag nbr and nbr of tags
.Q/127<≡	a. Loading sequence
.U//11R/M//SIN<≡	B. Loading information
.N/Ø125Ø65209ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/36<≡	a. Loading sequence
.P/1JACKLIN/T<≡	b. Passenger's Name
.Y/QFØØ3664<≡	c. Freq. Traveller Nbr.
.X/LEVEL1<≡	d. Screening Description
ENDBCM<≡	End of Message Identifier

8.7.6.9(c) Example of Multi-Sector Flights — Routing: QF00Ø5 — FRA-BKK-SIN-SYD

Example a — One BMM for Multiple Downline Stations

BCM<≡	BCM — Standard Message Identifier
BMM<≡	BMM — Secondary Level Message
.V/1TBKK<≡	Terminating and/or transfer bags at BKK
.I/QF00Ø5/21FEB/FRA<≡	Inbound flight QF00Ø5
.U/AKE1234QF//X/F/BKK<≡<	A. Loading information
.N/ØØ8198765ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/ØØ6<≡	a. Loading sequence
.P/1NORMAN/G<≡	b. Passenger's Name
.U/AVE789ØQF//M<≡	B. Loading information
.F/CX266/21FEB/HKG/Y	1. Outbound Flight CX266
.N/ØØ8112345ØØ1<≡	a. 1st tag nbr and nbr of tags
.W/K/1/21<≡	b. Pieces and Weight Data
.Q/Ø2Ø<≡	c. Loading sequence
.U/AKE1235QF//X/F/SIN<≡	C. Loading information
.N/ØØ8176767ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/Ø26<≡	a. Loading sequence
.P/1MAK/C<≡	b. Passenger's Name
.U/AKE6667QF//M<≡	D. Loading information
.N/ØØ8134343ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/Ø3Ø<≡	a. Loading sequence
.U/AKE1236QF//X/F/SYD<≡	E. Loading information
.N/ØØ8122222ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/Ø22<≡	a. Loading sequence
.P/1KOEPKE/A≡	b. Passenger's Name
.U/AVE3333QF//M<≡	F. Loading information
.N/ØØ8139393ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/Ø1Ø<≡	a. Loading sequence
ENDBCM<≡	End of Message Identifier

Example b — Multiple BMMs for Each Flight Segment

BCM<≡	BCM — Standard Message Identifier
BMM<≡	BMM — Secondary Level Message
.V/1TBKK<≡	Terminating and/or transfer bags at BKK
.I/QFØØ5/21FEB/FRA<≡	Inbound flight QF00 5
.U/AKE1234QF//X/F/BKK<≡	A. Loading information
.N/ØØ8198765ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/ØØ6<≡	a. Loading sequence
.P/1NORMAN/G<≡	b. Passenger's Name
.U/AVE789ØQF//M<≡	B. Loading information
.F/CX266/21FEB/HKG/Y<≡	1. Outbound Flight CX266
.N/ØØ8112345ØØ1<≡	a. 1st tag nbr and nbr of tags
.W/K/1/21<≡	b. Pieces and Weight Data
.Q/Ø2Ø<≡	c. Loading sequence
ENDBCM<≡	End of Message Identifier
BCM<≡	BCM — Standard Message Identifier
BMM<≡	BMM — Secondary Level Message
.V/1TSIN<≡	Terminating and/or transfer bags at SIN
.I/QFØØ5/21FEB/FRA<≡	Inbound flight QF00 5
.U/AKE1235QF//X/F/SIN<≡	A. Loading information
.N/ØØ8176767ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/Ø26<≡	a. Loading sequence
.P/1MAK/C<≡	b. Passenger's Name
.U/AKE6667QF//M<≡	B. Loading information
.N/ØØ8112345ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/Ø3Ø<≡	a. Loading sequence
ENDBCM<≡	End of Message Identifier
BCM<≡	BCM — Standard Message Identifier
BMM<≡	BMM — Secondary Level Message
.V/1TSIN<≡	Terminating and/or transfer bags at SYD
.I/QFØØ5/21FEB/FRA<≡	Inbound flight QF00 5
.U/AKE1236QF//X/F/SYD<≡	A. Loading information
.N/ØØ8122222ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/Ø22<≡	a. Loading sequence
.P/1KOEPKE/A<≡	b. Passenger's Name
.U/AVE3333QF//M<≡	B. Loading information
.N/ØØ8139393ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/Ø1Ø<≡	a. Loading sequence
ENDBCM<≡	End of Message Identifier

8.7.6.9(d) Example of Partitioned BCM-BMM

Part 1

BCM<≡	BCM — Standard Message Identifier
BMM<≡	BMM — Secondary Level Message
.V/1TBKK/PART1<≡	Terminating and/or transfer bags at BKK
.I/QFØØ5/21FEB/FRA<≡	Inbound flight QF00 5 from FRA
.U/AKE1234QF//X/F/BKK<≡	A. Loading information
.N/ØØ8198765ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/ØØ6<≡	a. Loading sequence
.P/1NORMAN/G<≡	b. Passenger's Name
.U/AVE789ØQF//M//BKK<≡	B. Loading information
.N/ØØ8112345ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/Ø2Ø<≡	a. Loading sequence
.U/AKE1234QF//X/F/SIN<≡	C. Loading information
.N/ØØ8176767ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/Ø26<≡	a. Loading sequence
.P/1SCHUT/IEMRS<≡	b. Passenger's Name
.U/AKE6667QF//M//SIN/Y/QFØØ6/21FEB/SYD<≡	D. Loading information
.F/QFØØ6/21FEB/SYD/Y<≡	1. Outbound Flight
.N/ØØ8134343ØØ1<≡	a. 1st tag nbr and nbr of tags
.Q/Ø3Ø<≡	b. Loading sequence
ENDBCM<≡	End of Message Identifier

Part 2

BCM<≡	BCM — Standard Message Identifier
BMM<≡	BMM — Secondary Level Message
.V/1TBKK/PART2<≡	Terminating and/or transfer bags at BKK
.I/QFØØ5/21FEB/FRA<≡	Inbound flight QFØØ5 from FRA
.U/AKE6667QF//X/F//Y/QFØØ6/21FEB/SYD<≡	A. Loading information
.F/QFØØ6/21FEB/SYD/Y<≡	1. Outbound Flight
.N/ØØ81222222ØØ1<≡	a. 1st tag nbr and nbr of tags
.Q/Ø22<≡	b. Loading sequence
.P/1KOEPKE/A<≡	c. Passenger's Name
.U/AVE3333QF//M//SYD<≡	B. Loading information
.N/ØØ81393939ØØ1<≡	1. 1st tag nbr and nbr of tags
.Q/Ø1Ø<≡	a. Loading sequence
ENDBCM<≡	End of Message Identifier

RECOMMENDED PRACTICE 1745

Attachment 'A'

1. CODE SET FOR THE BAGGAGE EXCEPTION DATA ELEMENT

1.1 General

To satisfy the need for additional identification of baggage, or for special handling requirements of specific pieces of baggage, the following codes are recommended for use in baggage messages. They are included as a code set for the .E element (Baggage Exception Data) as either a 3- or 4-character code. The existing codes specified in IATA Recommended Practice 1708, 3.12.4 (Requirement — SSR Codes) which have baggage applicability have been extracted and included in Section 2. Current usage on a bilateral agreement has produced additional codes in Section 3 which have applicability on an industry-wide basis. These lists are not intended to exclude any codes agreed bilaterally and may be expanded as needed to meet industry or Member's standards or requirements.

1.2 Extracted Codes from IATA Recommended Practice 1708

AVIH	Animal in hold
BIKE	Bicycle
BULK	Bulky baggage
COUR	Commercial courier
DIPL	Diplomatic courier
FRAG	Fragile baggage
SPEQ	Sports equipment
WCHR	Wheelchair — To specify only that a wheelchair has been checked through and does not replace normal SSR notification requirements for passenger handling.
XBAG	Excess baggage.

1.3 Additional Recommended Codes for Baggage Identification or Handling

CREW	Crew member's baggage
GRP	Baggage of a group
GRND	Requires ground transportation connection
RRTE	Passenger itinerary changed — baggage tag not reissued.
RUSH	Unaccompanied (expedited) baggage as specified in Resolution 740, Attachments 'K' and 'L'
TOUR	Baggage for a specified tour
VIP	Very Important Person (PRIORITY)
SCON	Short Connection

2. CODE SET FOR BAGGAGE SECURITY SCREENING

2.1 Additional Recommended Codes for Baggage Security Screening

XRAY	X-ray
AT	Advanced Technologies
HAND	Hand Search
ETD	Explosive Trace Detection
EBD	Explosive Bulk Detection

3. CODE SET FOR BAG CHECK-IN LOCATION IDENTIFIER

3.1 Additional Recommended Codes for Check in Location Identifier

BUST = Bus Station
CKIN = Airport check in desk
CONV = Convention Centre
CRPK = Car Park
CRRT = Car Rental
CURB = Curbside
HOME = Home
HOTC = Hotel
OFFC = Office Building
PORT = Sea Port
SELF = Self Service Check In
TRST = Train Station

3.2 Additional Recommended Codes for Carriage Medium (Transport Method)

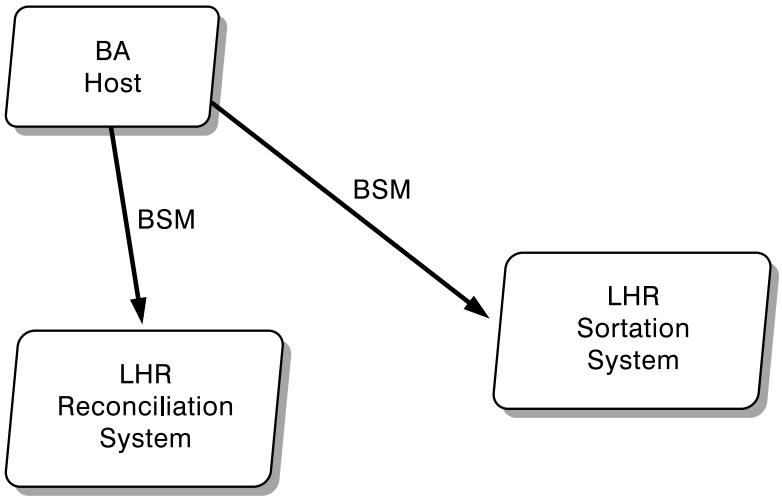
AV = Airline Van
CO = Courier
CR = Car Rental Van
CS = Cruise ship Van
HV = Hotel Van
RA = Rail

RECOMMENDED PRACTICE 1745

Attachment 'B'

BAGGAGE SOURCE MESSAGE (BSM) FOR SORTATION AND RECONCILIATION

— BSM data sent to sortation and reconciliation systems.
— Baggage Itinerary: BA177 LHR–JFK.



BSM Data For LHR Sortation and Reconciliation Systems

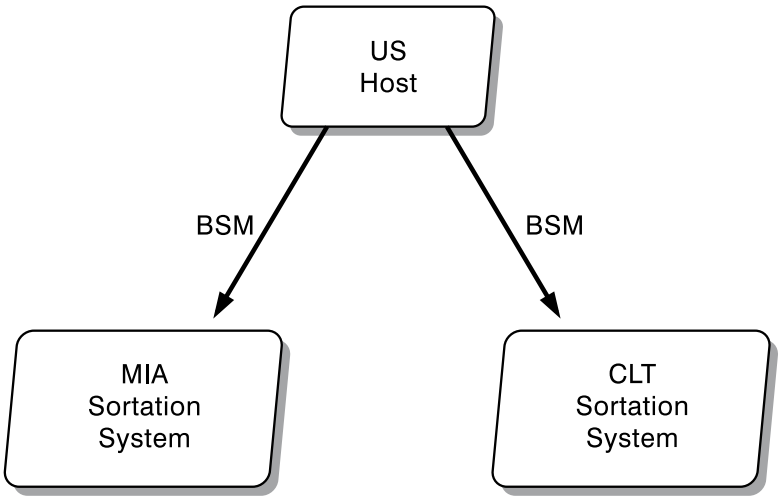
```
BSM
.V/1LLHR
.F/BA177/15MAR/JFK/C
.N/Ø125754462ØØ3
.S/Y/23A/C//678/N
.P/CLOVER/L
ENDBSM
```

Note: *This is an example of a single BSM being sent to a sortation and reconciliation system (could be shared or individual data). If separate messages are sent, the .S element is optional for a sortation system.*

Editorial Note: *Data is for illustration purposes only.*

RECOMMENDED PRACTICE 1745
Attachment 'C'
BAGGAGE SOURCE MESSAGE (BSM) FOR ON-LINE TRANSFER

— BSM data sent to multiple systems for same carrier.
— Baggage Itinerary: US652 MIA–CLT; US111 CLT–SEA.



BSM Data For MIA Sortation System

```
BSM
.V/1LMIA
.F/US652/15MAR/CLT/F
.O/US111/15MAR/SEA/F
.N/3Ø3762645900Ø4
.P/DUNN/DAN
ENDBSM
```

BSM Data For CLT Sortation System

```
BSM
.V/1TCLT
.F/US111/15MAR/SEA/F
.I/US652/15MAR/MIA/F
.N/3Ø3762645900Ø4
.P/DUNN/DAN
ENDBSM
```

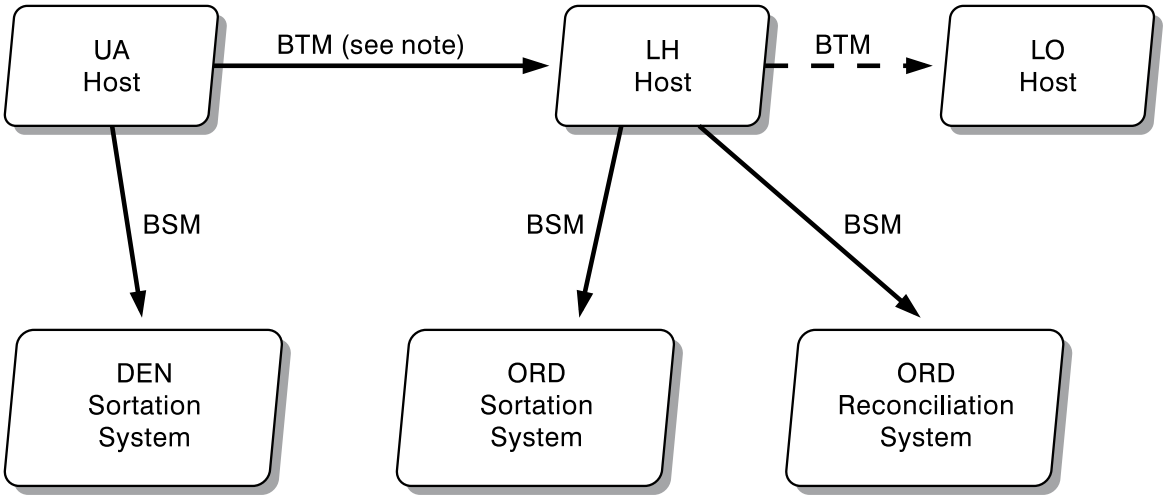
Editorial Note: *Data is for illustration purposes only.*

RECOMMENDED PRACTICE 1745

Attachment 'D'

BAGGAGE SOURCE MESSAGE (BSM) AND BAGGAGE TRANSFER MESSAGE (BTM) FOR INTERLINE TRANSFER

— BSM data sent to multiple sortation and reconciliation systems.
— BTM data sent to multiple downline airline hosts.
— Baggage Itinerary: UA230 DEN–ORD; LH431 ORD–FRA; LO380 FRA–WAW.



BSM Data For DEN Sortation System

```
BSM
.V/1LDEN
.F/UA23Ø/15MAR/ORD/F
.O/LH431/15MAR/FRA/C
.O/LO38Ø/16MAR/WAW/Y
.N/ØØ16123456ØØ3
ENDBSM
```

BSM Data For ORD Sortation and Reconciliation System

```
BSM
.V/1TORD
.F/LH431/15MAR/FRA/C
.I/UA23Ø/15MAR/DEN/F
.O/LO38Ø/16MAR/WAW/Y
.N/ØØ16123456ØØ3
.S/Y/17C
.P/LECHLAK/D
ENDBSM
```

BTM Data From UA Host to LH Host

```
BTM
.V/1TORD
.I/UA23Ø/15MAR/DEN/F
.F/LH431/15MAR/FRA/C
.N/ØØ16123456ØØ3
.O/LO38Ø/16MAR/WAW/Y
.P/LECHLAK/D
ENDBTM
```

See Attachment 'D.1' for LO processing

Note: *In lieu of a BTM, an Edifact through-checkin message may also be utilised.*

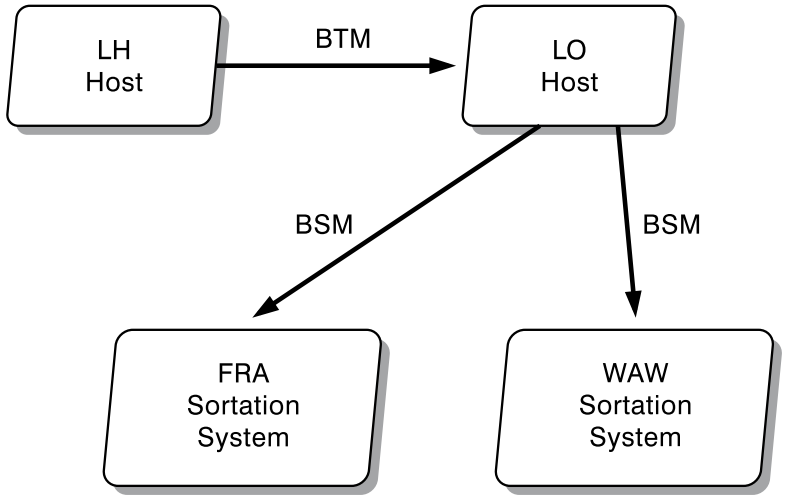
Editorial Note: *Data is for illustration purposes only.*

RECOMMENDED PRACTICE 1745

Attachment 'D.1'

BAGGAGE SOURCE MESSAGE (BSM) AND BAGGAGE TRANSFER MESSAGE (BTM) FOR INTERLINE TRANSFER

— BSM data sent to multiple sortation and reconciliation systems.
— BTM data sent to multiple downline airline hosts.
— Baggage Itinerary: UA230 DEN–ORD; LH431 ORD–FRA; LO380 FRA–WAW.



BTM Data From LH Host to LO Host

```
BTM
.V/1TFRA
.I/LH431/15MAR/ORD/F
.F/LO38Ø/16MAR/WAW/Y
.N/ØØ16123456ØØ3
.P/LECHLAK/D
ENDBTM
```

BSM Data For FRA Sortation System

```
BSM
.V/1TFRA
.F/LO38Ø/16MAR/WAW/Y
.I/LH431/15MAR/ORD/C
.N/ØØ16123456ØØ3
ENDBSM
```

BSM Data For WAW Sortation System For Inbound (terminating) Baggage

```
BSM
.V/1XWAW
.I/LO38Ø/16MAR/FRA/Y
.N/ØØ16123456ØØ3
ENDBPM
```

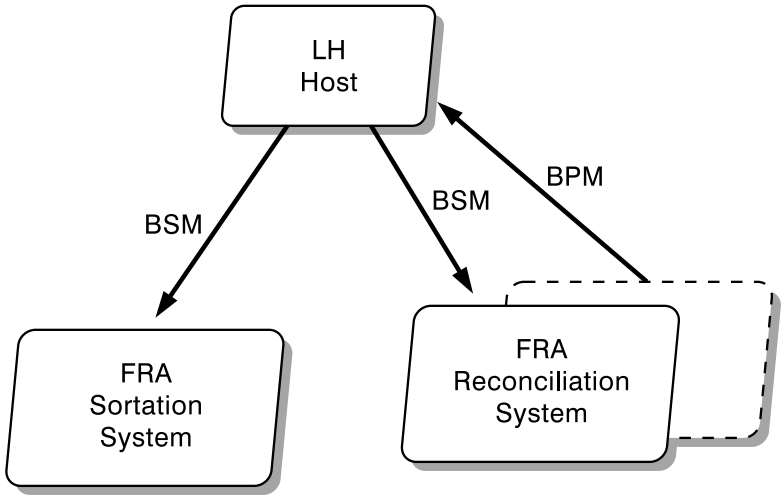
Editorial Note: *Data is for illustration purposes only.*

RECOMMENDED PRACTICE 1745

Attachment 'E'

BAGGAGE SOURCE MESSAGE (BSM) FOR SORTATION AND RECONCILIATION AND BAGGAGE PROCESS MESSAGE (BPM) FOR RECONCILIATION

— BSM data sent to sortation and reconciliation systems.
— BTM data sent from a reconciliation system to carrier host.
— Baggage Itinerary: LH430 FRA–ORD.



BSM Data For FRA Sortation System

```
BSM
.V/1LFRA
.F/LH43Ø/15MAR/ORD/F
.N/Ø22Ø662187ØØ2
.P/KOHLER/L
ENDBSM
```

BSM Data For FRA Reconciliation System

```
BSM
.V/1LFRA
.F/LH43Ø/15MAR/ORD/F
.N/Ø22Ø662187ØØ2
.S/Y/Ø2K/C
.P/KOHLER/L
ENDBSM
```

Editorial Note: *Data is for illustration purposes only.*

BPM Data From FRA Reconciliation System to LH Host

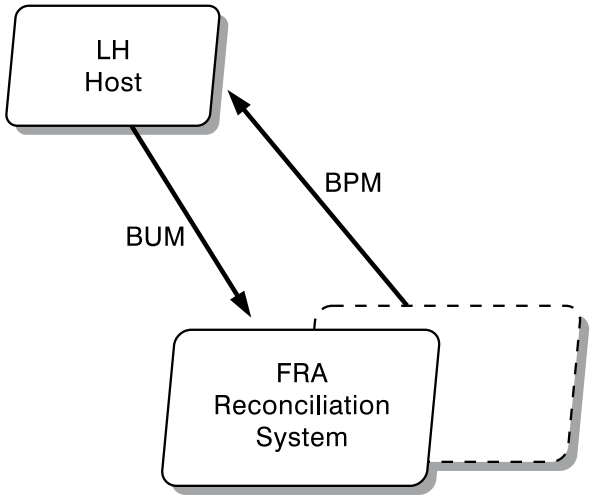
```
BPM
.V/1LFRA
.J/R/5216//15MAR/Ø81ØZ
.F/LH43Ø/15MAR/ORD/F
.U/AVE4288LH///F/ORD
.N/Ø22Ø662187ØØ1
.Q/Ø41
.S/Y/Ø2K/C
.P/KOHLER/L
.N/Ø22Ø662188ØØ1
.Q/Ø43
.S/Y/Ø2K/C
.P/KOHLER/L
ENDBPM
```

RECOMMENDED PRACTICE 1745

Attachment 'F'

BAGGAGE UNLOAD MESSAGE (BUM) AND BAGGAGE PROCESS MESSAGE (BPM) FOR OFF-LOADING A BAG

— BUM data sent from carrier's host to reconciliation system.
— BPM data sent from reconciliation system to carrier's host.
— Baggage Itinerary: LH430 FRA–ORD; UA259 ORD–SEA.



BUM Data From LH Host To FRA Reconciliation System for Off-loading

```
BUM
.V/1LFRA
.F/LH43Ø/15MAR/ORD/F
.U/AVE4288LH///F/ORD
.N/Ø22Ø662187ØØ1
.O/UA259/15MAR/SEA/F
.Q/Ø41
.S/N/Ø2K/N
.P/KOHLER/L
.N/Ø22Ø662188ØØ1
.O/UA259/15MAR/SEA/F
.Q/Ø43
.S/N/Ø2K/N
.P/KOHLER/L
ENDBUM
```

BPM Data From FRA Reconciliation to LH Host

```
BPM
.V/1LFRA
.J/R/5216//15MAR/Ø855Z
.F/LH43Ø/15MAR/ORD/F
.U/AVE4288LH///F/ORD
.B/OFF/Ø22Ø662187ØØ1
.B/OFF/Ø22Ø662188ØØ1
.P/KOHLER/L
ENDBPM
```

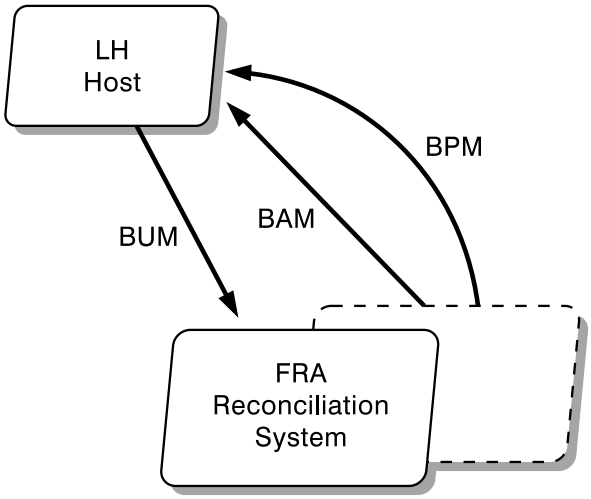
Editorial Note: *Data is for illustration purposes only.*

RECOMMENDED PRACTICE 1745

Attachment 'G'

BAGGAGE UNLOAD MESSAGE (BUM) WITH ACKNOWLEDGEMENT REQUEST; BAGGAGE CONTROL MESSAGE (BCM/BAM) AND BAGGAGE PROCESS MESSAGE (BPM)

— BUM data sent from carrier's host to reconciliation system — with acknowledgement request.
— BCM/BAM data sent from reconciliation system to carrier's host.
— BPM data sent from reconciliation system to carrier's host.
— Baggage Itinerary: LH430 FRA–ORD; UA259 ORD–SEA.



BUM Data From LH Host To FRA Reconciliation System to Off-load Baggage

BUM
```
.V/1LFRA//Ø43Ø662187/A
.F/LH43Ø/15MAR/ORD/F
.U/AVE4288LH///F/ORD
.N/Ø22Ø662187ØØ1
.O/UA259/15MAR/SEA/F
.Q/Ø41
.S/N/Ø2K/N
.P/KOHLER/L
.N/Ø22Ø662188ØØ1
.O/UA259/15MAR/SEA/F
.Q/Ø43
.S/N/Ø2K/N
.P/KOHLER/L
ENDBUM
```

BCM Data From FRA Reconciliation System to LH Host

BCM
```
BAM
.V/1LFRA
.A/Ø43Ø662187/BUM/ACK
ENDBCM
```

BPM Data From FRA Reconciliation System to LH Host

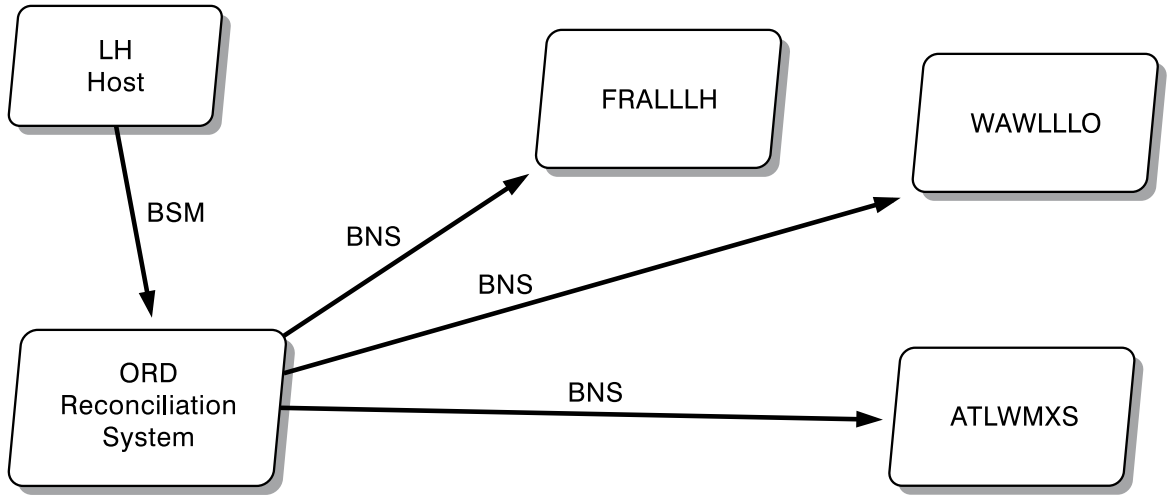
BPM
```
.V/1LFRA
.J/R/5216//15MAR/Ø855Z
.F/LH43Ø/15MAR/ORD/F
.U/AVE4288LH///F/ORD
.B/OFF/Ø22Ø662187ØØ1
.B/OFF/Ø22Ø662188ØØ1
ENDBPM
```

Editorial Note: *Data is for illustration purposes only.*

RECOMMENDED PRACTICE 1745
Attachment 'H'

BAGGAGE SOURCE MESSAGE (BSM) AND BAGGAGE NOT SEEN MESSAGE (BNS)

— BSM data sent to multiple sortation and reconciliation systems.
— BNS data sent to downline stations and industry tracing systems.
— Baggage Itinerary: UA230 DEN–ORD; LH431 ORD–FRA; LO380 FRA–WAW.



BSM Data For ORD Reconciliation System

BSM
.V/1TORD
.F/LH431/15MAR/FRA/C
.I/UA230/15MAR/DEN/F
.O/LO380/16MAR/WAW/Y
.N/00/0161234560003
.S/Y/17C
.P/LECHLAK/D
ENDBSM

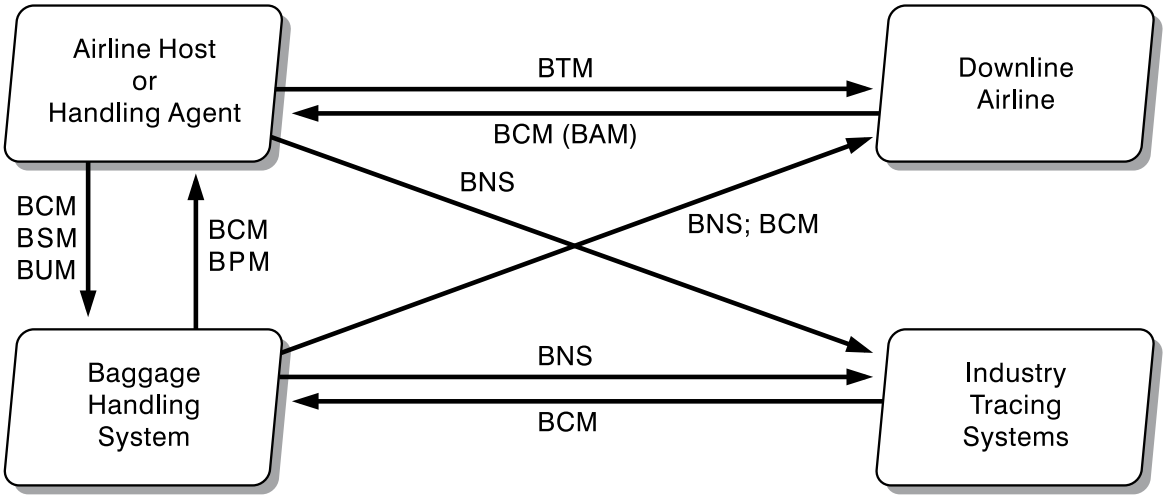
BNS Data For FRALLLH; WAWLLLO; ATLWMXS

BNS
.V/1TORD
.F/LH431/15MAR/FRA/C
.O/LO380/16MAR/WAW/Y
.N/00/0161234560003
.P/LECHLAK/D
ENDBNS

Editorial Note: *Data is for illustration purposes only.*

RECOMMENDED PRACTICE 1745
Attachment 'I'

BAGGAGE MESSAGE SUMMARY



BTM The Baggage Transfer Message shall be used to provide a receiving carrier at a transfer station details of all baggage on an incoming flight which have not previously passed as part of a through check-in transaction and which are to be transferred to the receiving carrier's services by the delivering carrier.

BSM The Baggage Source Message is sent by the departing carrier from its departure control or check-in system, or that of its handling agent, to the operator of an automated baggage system at the point of departure.

BUM The Baggage Unload Message is a request to unload, or not to load, specific baggage.

BPM The Baggage Processed Message is a collection of data showing the loading status of baggage, its last known location and destination.

BNS The Baggage Not Seen Message provides information collected during baggage loading related to those boarded passengers whose baggage was not carried on the flight.

BCM The Baggage Control Message is designed to support the requirement for secondary level messages as required by airlines, airport authorities, handling agents, operators of automated baggage systems and system providers.

Editorial Note: *Data is for illustration purposes only.*